

FEBRUARY 2020



BRAKES ON.....

THROTTLE SET.....

CONTACT!

THIS MONTH

FROM THE COCKPIT

CHAPTER CHATTER

SPECIAL FEATURES

SAFETY MATTERS.....

UPCOMING EVENTS

AUDITORIUM

LAST WORD

FROM THE COCKPIT

SEAN CRONIN



Sean Cronin

PRESIDENT EAASA

Fast speaking people, do they react the same way. I recently flew into Wonderboom airport and on route had to try and decipher what a young female instructor in a C172 was trying say. This was done just a bit slower than the speed of sound. Something like this. "This is sabcc172 rooooooting attridge villetot hered and whiteradiomast 6500foot" Now comes the fun part. Ask her to repeat her last broadcast and it speeds up. Then came the sonic BOOM.

Does this type of radio talk show intelligence, competence or some type of urgency. More likely just a complete lack of common sense and of course the "L" that so many lack.

They should be forced to redo their radio licence. At the speed they do things at it will be a breeze. My vent for the week...
DONE.

EAA is now back to a legal and thriving organization with the renewal of our ARO and issuing of the certificate this week. A huge amount of effort from a great team. Really good news.

Work has started on our national convention and details will start going out soon.

Enjoy the last of the early morning flights.

Keep the ball in the middle.

Sean Cronin

National President EAA

CHAPTER CHATTER

EAA CHAPTER 1502
President's Report NOVEMBER 2019

By GERALD MADDAMS

“Aviation is one of our passions – and as such we are charged with the individual responsibility to nurture its growth and development in every way in which we are able”

The past year has been an exceedingly busy and gratifying one for the Committee.

Soon after our 2018 AGM, I began negotiations with the management of the Baynesfield Estate, in an effort to secure for the EAA a home that could be less under threat than the airfields in the Cato Ridge area.

As the Baynesfield Estate has been left “In Trust” to the Nation of South Africa, under present law, it cannot be sold.

This means that as long as we, The EAA., behave ourselves and continue to offer an educational environment as well as assistance, guidance and governance in the realm of Amateur Built Aircraft, our tenure on the existing Baynesfield airstrip should not be threatened.

Once my initial contact had proved favourable, the Committee and Mike Korck joined me in presenting our case to the Baynesfield management.

The lease was signed in March this year, and since then great strides have been made towards building as secure a home for the EAA as possible without buying a piece of land ourselves.

A plea was circulated to the membership of the EAA and, heart-warmingly, it was met with generosity by many people.

Robbie Els and **Russell Smith** have spent almost every weekend at the airfield connecting up electricity and water, mowing and levelling the runway, and organising cables and piping.

Various members of the Baynesfield Estate staff have been generous with their time and equipment.

They have lent us a TLB when required, a fork-

lift for raising rafters, and trench diggers for laying pipes and cables.

The Vintage Tractor Club loaned us a huge trailer for moving the steel for the hangar.

The Contracts Manager arranged for us to increase our footprint near the gate, allowing us to move the fence-line almost 3 meters back.

Airfield gates were donated by **John Te Relie**, and collected by Robbie Els, Russell Smith and myself. **Robbie** and **Neil Upfold** then installed them on new poles.

A 12-meter Container was donated by **NileDutch**, through the efforts of **Steve O'Hara**. Steve also arranged free transport of the container to the airfield. It, Unfortunately, had to be offloaded at Stuart McKenzie's yard, as we did not have equipment to remove it from the delivery truck at the airfield. This gave Neil Upfold and I the time to build concrete plinths at the field, which, as things transpired, it was never installed on.

Stuart McKenzie then donated the use of a truck and crew to reposition the container to the airfield a week or so later.

What caused the container to land at a different spot was the news that **M-Projects** had donated a 11 X 6-meter club house to the EAA. This came about through the efforts and recommendation of **Andre Smit**. The club house was delivered and erected by M-Projects, and we only had to pay for the transport.

Andre and Colleen Smit then donated neat blinds to dress the windows.

Alan and Rose Lorimer arranged the donation of a Kitchen, which has now arrived in 'flat-pack' form for installation in the near future.

Alan also created signage for the fences and the local roads.

CHAPTER CHATTER

EAA CHAPTER 1502 PRESIDENT'S REPORT 2019 CONTINUED

Robbie Els has donated a secure and attractive fence along the roadside, making the place look neat and tidy.

Dave Taylor has created a sign proclaiming the hangar as Chapter 1502 "East Coast"

Alan Lentle has donated a 6-meter container that has a window and a door, and it will be collected early in November, perhaps before our AGM.

The hangar has been designed and built, at the considerable expense of time and personal cost, by **Neil Upfold**, who has worked tirelessly for close on 4 months.

Various members pitched in for a couple of days to assist with the steel for foundations, and later to erect the uprights and lift the rafters into place, but the hangar really exists only because of Neil Upfold.

Fundamentally, Chapter 1502 of the EAA of S.A. owes a huge debt of gratitude to Neil for his selflessness and determination to create something that is now a massive asset for the future of EAA KZN.

It is the hope of the Committee that the airfield will be viewed as a home for more members' aircraft, and that more hangars will be built in time.

The runway is 800 meters long, and once it is smooth, larger aircraft will be able to operate efficiently and safely from it.

I have undoubtedly left out names of people who have contributed to the success of the venture to date, and for that I apologise.

I am sure that there may well be many more benefactors and contributors as time goes by.

Thank you, on behalf of Chapter 1502, to all who have contributed in whatever way, large or small. It is the team effort that makes it all happen.

AeroClub of S.A. Centenary.

The AeroClub turns 100 in 2020.

Many very interesting events are being planned countrywide for 2020, so may I urge builders to get their aircraft completed and available to join in the celebrations when they take place.

[Watch Donald Hicks' calendar to see 'where' and 'when' – see under 'Fly Aways' – below.]

The **MAIN EVENT** will be on the long weekend of **1st to 3rd May**. It is the Fly-In at **Middleburg, Tvl** at which the **2020 EAA Convention** will also be held. Diarise this special event Now !

Chapter Assets.

The concept of building up a stock of equipment and useful tools for the use of members was begun a few years ago, and will continue in the future.

Almost all of the Chapter assets are now housed at Baynesfield airfield.

The 'asset register' is checked at each monthly committee meeting and their whereabouts noted.

The list now includes: -

Hangar - Baynesfield.

Club House – Baynesfield.

Container - Baynesfield

Pipe-flaring tool (Donated by Len Cormac)

Maule Fabric Tester

Magneto Tester

Continental Engine special spanners

Bore scope

Land Compass

Set of Weight-and-Balance Scales

Loud-hailer.

3-in-1 guillotine

ACF 50 Applicator Wand

1st Aid Kit.

96 knives, forks and spoons

30 plates

The Secretarial Lap-Top Computer.

Steel Cupboard (used to house most of above)

Propeller Trophy. (Donated by Nigel Hicks)

Projector screen. (Donated by Robbie Els)

CHAPTER CHATTER

EAA CHAPTER 1502 PRESIDENT'S REPORT 2019 CONTINUED

The EAA must now purchase the tractor from Grass Roots, as this is now in operation at Baynesfield.

All equipment borrowed must be collected from Baynesfield and signed-out in the register book.

The equipment should then be returned by the borrower for sign-back by a committee member.

If members have any equipment or tools surplus to their requirements that other members may find useful, please consider donating them to the Chapter.

Chapter Activities.

The initiative by Alan Lorimer to host a regular breakfast fly-in at the EAA home airfield on the first Sunday of each month has met with good success, and now almost all of the aircraft owned and flown by members can fly in for that breakfast.

The last one was superbly attended, however Alan was overrun and unable to cope with the demands – thus we will require helpers in future. I call on members to step forward to lighten the cook's load, please.

These fly-ins give us a great opportunity to meet new people and embed older friendships.

Committee Meetings usually take place on the 1st Sunday of the month and The Minutes of each meeting are on the notice board in the club house.

16th December 2018.

There was a "Bring and Braai/Share" at Grass Roots and it was well supported and blessed with good weather.

Thank you, to all who assisted in the setting up of the venue, cooking and presenting of the food. Some stayed and cheerfully assisted

in clearing up and thanks for that too.

Fly Aways and Fly Ins.

We did not do a good job with the organising and scheduling of Fly-Aways for the year.

There were a few quickly cobbled-together gatherings which, as always, were great fun and rather well attended. Eva's Field is always a good spot, but we never made Ladysmith as we had hoped.

Well done to the members who arranged their own Fly-Aways and Fly-Ins.

I must draw your attention to the efforts of **Donald Hicks** who has been brave in accepting a mandate to create a 'Nation-Wide' calendar of events, both large and small. This will be of tremendous advantage to all enthusiasts and pilots, and will give a fabulous choice for forays near and far. Please send any detail of any Aviation Event to Donald on Donald@agpm.co.za in order for him to include it on the calendar.

Thank you Donald, in advance, for the considerable effort this undertaking will involve.

Vryheid Convention; 26 to 28 April 2019

Another really special event that was put together predominantly by Morne Straus and members of the Vryheid Flying Club, and then assisted by Marie Reddy and other EAA members.

The weather was very kind, and the turnout was gratifying.

I believe everyone was pleased with the event, and Ch.1502, who attended in good numbers, came away with most of the trophies. Well done to the builders and owners of the aircraft concerned.

CHAPTER CHATTER

EAA CHAPTER 1502 PRESIDENT'S REPORT 2019 CONTINUED

Creighton. July 2019

Creighton is a lovely spot, and July should offer good weather. This year aircraft and their occupants were present on the runway at various times from Friday through to Sunday.

Well done to all who went, and to Ian Crouch for his efforts.

Projects under construction :

..... and this is a real "Thumb-Suck" as I am usually kept in the dark regarding what's going on in garages.

Thatcher CX4 Steve O'Hara

Jodel G19 Len Cormac

Vans RV 7 Ryan Fabian

Vans RV 8 John Te Relie

Vans RV 9A Kenny O Connor

Vans RV 9 Grant Beattie

Vans RV 10 Sean Kirkham

Kit Fox 7 Jonathan Low

KFA Explorer Gordon Pickles

Sling 4 Colin Albertyn

Aerobatic Biplane Dries van Vuuren

KFA Bushbaby Craig Christianson

Steen Skybolt Jan Jefferiss

Restorations under way:-

Piper Vagabond Alan Lorimer

Auster AOP1 Gerald Maddams

Streak Shadow Greg Pederson

Projects flown during the year:

Raven CH601 Pottie Potgieter

Sling LSA Chris Nicholson and Dave Taylor.

We congratulate those members who have put new aircraft safely into the sky. May you enjoy them for many years to come. All are testimony to determination and effort.

Hopefully we will see all of these aircraft and their owners at Middleburg for the Convention.

Please let me know of other projects that may be out there. We, the members, can greatly assist in the completion of these projects simply by showing an interest, if not in a more positive and hands-on way.

Electronic Communications.

EAA Contact Magazine.

It seems that there are still members who do not receive this wonderful magazine that keeps us informed month by month of the activities of the EAA Members throughout South Africa.

Please let me know if you wish to get connected for the monthly downloads.

Please contribute articles and pictures to the e-mag.

First flights are special, so share the news.

Pilot's Post .

Another Web-Based site is **Pilot's Post**, put together almost weekly by a passionate group of enthusiasts in Jhb with scribes around the country. Go to

www.pilotspost.com

In closing, I must publicly and loudly thank the Committee for all they have done in the past year.

Russell Smith – Vice President;

Robbie Els – Treasurer;

Chris Hicks – Safety Officer

Alan Lorimer – without portfolio.

Gerald Maddams

*President : EAA Chapter 1502 "East Coast".
22nd October 2019.*

CHAPTER CHATTER

EAA Chapter 1502 - East Coast Has A New Home

Pics by Brian Spurr of Pilots Post



M-Projects donated this Club House



Neil Upfold's handywork with the hangar



CHAPTER CHATTER

EAA Chapter 1502 - East Coast Has A New Home

After all his efforts involved in the move to Baynesfield, Gerald Maddams made a surprise announcement on the 16th December advising that he would be relocating to the UK in March 2020. He has secured a job building aircraft over there. His position as President has been taken over by Alan Lorimer in the last couple of weeks. Gerald will be a great loss to the EAA and to aviation in this country. He does say that he will be back to visit from time to time. His Auster AOP 1 project will be going with him.

Russell Smith remains Vice-Chairman and Robbie Els the treasurer. Gerald will function as the secretary until his departure. At Chapter 1502 Annual December Open Fly In, Alan Lorimer thanked all those who had contributed to the opening of the new EAA home. Gerald Maddams presented Neil Upfold with The Harry Antel Award (for true altruism) for his efforts building the hangar.



It is our opinion that the historic Baynesfield Estate is a perfect fit for this Chapter of the EAA.

It is wonderful to see how much has been accomplished in a relatively short space of time.

We believe that it will grow and encourage more aviators to build, preserve and grow the sport flying community.

We wish them the best of luck for the future and may they all fly safe. We will check on their progress in the months ahead.

CHAPTER CHATTER

Chapter 1502 By Gerald Maddams

Hi Everyone

MY FINAL FLING AT BAYNESFIELD.

The first Sunday of March is the 1st March 2020.

Breakfast will be served. R25.00 per plate.

If the weather is looking too grim, we will have a 'rain date' of the 8th March.

It would be great if some folk volunteered to assist with the various cooking tasks, as the old adage says –

“more hands make light work”.

I hope to see you there.

Yesterday was brilliant. 12 aircraft arrived – others tried but had to turn back. Approximately 40 people were there as the day went by, and I thank you all for coming to make it a memorable morning.

I am sure that, by now, word has got to you that I will be going overseas for an indefinite period on a working vacation. I don't want to say 'emigrating', because I really don't want to do that.

In truth, however, it will probably be just that as I am a little long-in-the-tooth to think of resettling back here in this beautiful country at some future stage. I will most definitely (D.V.) return to visit from time to time.

I must now say what a privilege it has been to serve on the EAA Chapter 645, 357 and 1502 committees over these past 26 years.

I have met some truly splendid people over that time, who have left me feeling enriched by the contact that I have had with them.

I am sure I am the poorer, too, for not having

spent more time with so many of you, hence never getting to know you.

I thank all of those that have made an effort to assist the EAA movement, and aviators in general, and I hope that Ch1502 goes from strength to strength at the new EAA home at Baynesfield.

Member's wives have often done so much to help us, and I am sure that their only real interest was to assist their husbands and friends enjoy their days at the airfields. Wives – You are all Stars !

Although the concept and initial contact with Baynesfield was made by me, many years ago, it has been my passion this past 16 months and has resulted in a splendid asset for the chapter - a potentially vibrant airfield simply waiting to be taken advantage of (to the good of EAA - and not by selfish individuals) by the loyal members of the EAA.

I thank Neil Upfold, who designed the hangar, ordered all of the materials, had all the pre-welded parts organised, and then began the task of assembly and erection of the sound structure.

He and I worked for 10 weeks (with two African labourers) from mid-August to end October and I think that we have, through our efforts, left a legacy for future aviation enthusiasts that will stand the test of time. I salute you, Neil.

Many others have pitched in at times, and others have used friendships and their influences to gain us the clubhouse and container, kitchens and curtains, fences and gates, plumbing and electrics, and the list goes on. None of what is at Baynesfield got there without someone doing something for the good of the EAA. Long may that spirit continue! Thank you all for your efforts and input.

CHAPTER CHATTER

I hope to see many of my friends and fellow-pilots over the next 6 weeks as I pack my Auster and belongings into a container for shipment to the UK.

I will be starting my sojourn there at Enstone airfield (20 miles NW of Oxford) and I should be keeping my e-mail address as it presently is.

If you are passing through Oxfordshire, please make contact and we will try to meet up.

Best regards to you all.

Gerald Maddams.

Past Secretary, Past Vice-President, Past President of:-

EAA Chapters 357, 645 and 1502.

Mobile phone 0725615469



SPECIAL FEATURES

ANC stealing money to throw at eternally nosediving SAA

ANALYSIS | And, again, the big banks are there, greasing the wheels. They should be ashamed of themselves

*30 January 2020
Reading Time: 4 Minutes*



ArArticle Number: 4 / 22

Peter Bruce

***FLIGHT RISK** An SAA Airbus A320-200 aircraft at Cape Town International Airport.
Image: Sumaya Hisham/Reuters/BusinessLIVE*

The fake “business rescue” of SAA is a pantomime that continues to surprise, amuse and confound. This week it was announced that the Development Bank of Southern Africa (DBSA) would lend the struggling airline R3.5bn. This was because when it went into voluntary business rescue in December a lie was created that now cannot be undone.

SPECIAL FEATURES

The voluntary bit is a misnomer – the lie. The government put SAA into rescue only because trade union Solidarity was going to court to apply to liquidate it. Having escaped certain annihilation for the airline had the Solidarity approach succeeded, public enterprises minister Pravin Gordhan scampered around like a terrier trying to raise the money SAA needed to see it through three months of business rescue. He got the private sector to reluctantly stump up R2bn, and finance minister Tito Mboweni, probably delighted at some movement at his least favourite state-owned enterprise, promised another R2bn.

It never happened, and the R2bn the banks paid up has already been eaten. You can see why. Cost-cutting has been superficial, and a friend who flew SAA to Johannesburg from London on Tuesday night reports that business class was half full and there were no more than 20 people in economy. Still, the Treasury has exhausted all its emergency funds and couldn't supply the R2bn it promised.

So the DBSA, which has already had to come to Eskom's rescue on occasions when the state itself couldn't, was tapped on the shoulder – not for the missing R2bn but for R3.5bn. The price of survival had *increased* by R1.5bn in just a few weeks. And of course it didn't happen without some strong political backing. Just days earlier, the national executive committee of the ANC had pronounced itself “determined” that SAA should survive, whatever this business rescue stuff is about.

Now that the DBSA is being looted of R3.5bn in broad daylight by the ANC, I wonder how he feels. I'd resign.

It all enables the joint business rescue “practitioners”, Les Matuson and Siviwe Dongwana, to tell Business Day's Carol Paton, presumably with straight faces, that “stakeholders should now have comfort that the rescue process is on a significantly sounder footing and that passengers and travel agencies and airline partners may continue to book air travel on SAA with confidence”.

Seriously? These two have two to three weeks to come up with a plan for SAA's survival and the only way to do that is for the state to pump more money into it after the DBSA's contribution has been spent. That won't take long. Today is Thursday; it's probably gone already.

There's something sickening about it all. The CEO of the DBSA is Patrick Dlamini, ex-SAA; the chair of the DBSA is Enoch Godongwana, ally of the president and chief of economic policy in the ANC. The new deputy chair, appointed along with Godongwana in 2019, is respected Stellenbosch University development economist Mark Swilling. Now that the DBSA is being looted of R3.5bn in broad daylight by the ANC, I wonder how he feels. I'd resign.

SPECIAL FEATURES

The whole point of a development bank such as the DBSA is to finance projects that promote development. In no way can SAA be considered anything other than a glamour project. It makes no money and provides no unique service. Oh, wait, it does. It provides ANC ministers, their staff, MPs and their families with free flights. That is many thousands of flights. SAA isn't an airline so much as a perk for the privileged.

Utter rubbish

Matuson and Dongwana border on the ridiculous when they insist that "SAA is a key strategic asset which needs to be positioned to provide reliable connectivity to markets within SA, the African continent as well as servicing selected international routes".

First of all, deciding what is a strategic asset and what isn't is a political function and not for a business rescue practitioner to put his name to. Second, it is utter rubbish. SAA has no strategic value whatsoever. British Airways brings more tourists to this country than SAA. Better-run African airlines than SAA can more than easily service travel into the rest of the continent from here.

And, obviously, there'd be a stack of domestic money around to buy up SAA or start new airlines. Typically for a state-owned entity, SAA crowds out other airlines when what we need is for them to be crowded in.

Look at the good job Safair is doing after its modest beginning. You can make a case for the state to be involved in services in the economy where they are to the advantage of the poor – Eskom is one; a state bank would even be plausible.

But an airline is an insult to us all. I wonder, if you asked them, how many members of the ANC national executive committee who decided that SAA "must" continue would have any idea where money comes from, what the difference between money and wealth is, and how – if they do – wealth is created?

The fact is that the money now to be used to prop up SAA is being stolen from the public purse, just like it was being stolen in Jacob Zuma's time. SAA will fail, and fail, and fail again under the ANC.

And, again, the big banks are there, greasing the wheels. They should be ashamed of themselves. A patriotic bank would call in its loans and collapse this house of cards once and for all.

SPECIAL FEATURES

SCHOOLBOY ENDEAVOUR: REBUILDING A PIETENPOL AIRCAMPER

By John Illsley, EAA Chapter 322

Seven years back EAA Chapter 322 disposed of a homebuilt project which members of the chapter had originally intended putting into the air.

The Pietenpol Aircamper in question had probably originally been started in the 1970s by an SAA employee, but like so many projects, came to be abandoned at an advanced stage.

After passing through the hands of EAA it was donated to a high school who did not end up doing anything with it. It then returned to the Reef and was lodged at Krugersdorp airfield where a group of EAA 322 members started to work on the airframe. This was halted when Kevin Hopper, who was keeping a watchful eye on proceedings, discovered deviations from the plans and the use of unacceptable wood, glue and components.

The project was again abandoned and there was even talk of burning it to prevent some future enthusiast from trying to make it fly.

At this point I stepped in and offered to take it over as a practical project for the members of

the Aeronautical Society at Pretoria Boys High School.

This was agreed upon, with the strict understanding that the project would be used only for creating a static display item. I had to put this in writing before I was given the all clear to take over the Pietenpol.

Using the school's pick-up truck, I collected the airframe one Saturday morning from Kevin Hopper's hangar and transported it back to the school where some enthusiastic members were on hand to unload it and store it in a room allocated for the exclusive use of the Society.

With the tail feathers loosely fitted we put the project on display at our annual Commencement function where all of the many extra mural activities on offer at the school are showcased for the benefit of new pupils and their parents at the start of the new year. We hoped to attract both interest and sponsorships for the rebuild and were successful in both respects.



SPECIAL FEATURES

Pietenpol ctd.....



The school has a wise policy of reserving Friday afternoons for extra mural activities other than sport and this allows the myriad of clubs and societies to undertake their activities one day of the school week without having to compete for time. Although the Aeronautical Society undertakes a wide range of activities, most of which involve excursions, I started to weave work days into each term where hours were set aside for the Pietenpol project. We are fortunate to still have access to a large woodwork workshop at the school despite the fact that, sadly, no practical subjects are currently offered.

Two things became very evident from the beginning. One was there was no lack of enthusiasm from the boys. In an age when many youngsters tend to spend free time on cell phones and computers, opportunities to work on a hands-on project are scarce. The boys relished the chance to work with a variety of tools and to learn skills associated with wood, metal and fabric. It was channelling that enthusiasm and supervising progress that presented a challenge to me.



SPECIAL FEATURES

Pietenpol ctd.....



This brings me to my second observation: to run a project of this nature requires planning which allows it to be broken down into tasks that twenty to thirty boys can be allocated and get on with, normally in pairs.

A system evolved whereby each work session began with unpacking the components from the cramped store room and dispersing these to wherever they would be worked on.

Then participating boys were given a briefing of what tasks were planned for that day (including a reminder about safety when using power tools) and delegated tasks for the afternoon.

They then headed off to tackle their respective jobs and I circulated assisting and supervising as needed. This system became essential as the project progressed.

The first work on the airframe was very basic and involved giving all of the wood components a good coat of varnish as a sealant.

Apart from ensuring that most of the varnish ended up on the aircraft and not elsewhere, this was an easy starting point and the structure was soon looking much better.

Next up was the fabric covering.

Some kind sponsorship allowed us to use the correct Ceconite and cement. It was decided to cover one half of the airframe and leave the other half exposed to show the typical internal structure of a wooden homebuilt aircraft. This would also reduce costs for the expensive materials associated with fabric covering.

Fabric work was one of the aspects of the project that made me a little nervous because we couldn't afford to have wastage.

I therefore prepared a frame on which I could demonstrate the process of cementing, heat-shrinking, sealing and applying finishing tapes.

Having laid the groundwork, it was then over to the boys who worked in teams to cover one wing, aileron, half of the fuselage, half of the tailplane and elevator assembly and half of the fin and rudder assembly.

One of the most rewarding aspects of the project was seeing how well the boys took to fabric work and how neatly this was accomplished in most cases.

SPECIAL FEATURES

Pietenpol ctd.....



I had taken a decision early on to complete the Pietenpol to resemble one that would have typically been built in the USA in the 1930s.

The design is of course one of the earliest intended for amateur construction and has proved to be one of the most durable, with examples still being built more than eighty years after Bernie Pietenpol originally conceived of it.

The original "Piets" were generally fitted with car engines and had spoke wheels. This was part of the look that I wanted to achieve.

The project fortunately arrived with a set of suitable wheels but no tyres. This was where the old boys network came in useful.

The chairman of our old boys association was in the tyre business and eventually tracked down the obscure size that fitted the wheels and donated a pair.

Although the project, as we received it, included a converted modern car engine, this did not fit in with the look of a 1930s-style Pietenpol and so the engine was donated to the school's technology department and an alternative was sought.



SPECIAL FEATURES

Pietenpol ctd.....



Ford Model A four cylinder engine blocks are rather sought after in the vintage car fraternity and so we were unable to secure an original one. Instead a dummy engine was fashioned from wood and aluminium with a set of real spark plugs and leads.

With cut off bolt heads sunk into the block and a coat of paint, it all achieved a fairly convincing approximation of a Ford car engine, if not viewed from too close up!

The propeller used was a Sensenich wooden one correct for a 40hp engine. It was glued together from a smashed example and looked the part after some paint was strategically applied to hide the epoxy glue lines. A dummy boss and hub was added to complete the illusion that this was running off the "Ford" engine.

Somewhere in its travels, parts of the Pietenpol centre section had gone astray. The forward struts and the leading edge of the fuel tank were intact and so as to speed up the project I fashioned the rear struts from ash

and the rest of the centre section, including a dummy fuel tank, from spruce and plywood. This also had to include the rear pair of wing attachment points.

Once completed, this would allow the trial fitting of the wings. Needless to say, the trial fitting of the wings was a bit of a red letter day in the project and it took a few attempts to get the alignment and rigging right.

A host of other tasks had to be completed even once the major components were ready for fitting. As previously mentioned, small teams of two or three boys were normally allocated to each of these tasks. These included the cockpit edging (done in leather); the cubby hole; the windscreens and the cowlings. The main challenge at the start of every work afternoon was to explain to each team what they had to start or resume and then to rotate between each, assisting where necessary. And of course, the endless losing battle to get boys to pack away tools at the end of the afternoon.

SPECIAL FEATURES

Pietenpol ctd.....



Eventually after five years of infrequent work afternoons, we had a complete, albeit static aircraft.

Because we anticipated doing further projects in the future, the storing of the Pietenpol for possible use one a year as an exhibit to promote the Society was not a viable one.

It was decided to offer the aircraft on an indefinite loan to the SAA Museum at Rand Airport. John Austin Williams was very pleased to accept this offer and suggested that we put it on display at the Rand Air Show as a publicity item for both the Society and the SAA Museum.

The Society has had a relationship with the Museum going back some years to when we "adopted" the DH Dove and have since worked on that airliner; the moving of the

rare Vickers Viking and more recently the washing of one of the Boeing 747s.

The Pietenpol was moved to Rand airport on the afternoon before the Sunday air show, but it was so bitterly cold that assembly could not be completed.

As it turned out, having the boys still working on the Piet the next morning with the airshow crowds milling around was far more effective and captured the imagination of the public very effectively.

Throughout the day, we received generally very kind comments. The boys did an excellent "PR" job especially when lifting small children into the two cockpits and when this was not happening, by sitting there themselves and allowing their imaginations to run wild.

SPECIAL FEATURES

Pietenpol ctd.....



When the Rand airshow was over, it was time to move the Pietenpol to its new home.

This provided for much excitement and some amusement (and even alarm) among those of the public who were still there as the moving process began in the twilight.

The reason for all these mixed emotions being evoked had to do with the fact that the only way we could move the plane to the SAA Museum was by pushing it up a taxiway leading to the threshold of the one runway and then through a gate into the museum grounds.

The airport management, for obvious safety reasons, allocated a fire truck to accompany us because it had a rotating beacon and could talk to the tower.

So the scene that was then presented to those watching was a group of school boys (in uni-

form) pushing a strange looking aircraft that they had cobbled together that day, up to the runway accompanied by a fire truck that was very likely to be needed shortly when it crashed on its first test flight.

Some of the comments from members of the public as we headed from the apron up the taxiway towards the runway were priceless!

We still hope to undertake some finishing work on the Pietenpol which will include painting all of the fabric surfaces, with the school colours featuring in the colour scheme.

It is possible that some defunct instruments will be fitted and some additional detail added to the dummy engine. Anyone know of a spare Ford carburettor from the 1930s?

SPECIAL FEATURES

Pietenpol ctd.....



Two of the questions that I am frequently asked: whether we would ever tackle an air-worthy project and whether I allow boys to assist on my own projects.

My answer to the first of these is that the costs and expertise required for airworthy projects are far removed from static projects and so unless one has the luxury of a complete kit to work from (and constant access to an Approved Person) this is not a feasible undertaking.

As for the latter, I have had individual boys assist on my projects over the years and they have been very useful as well as learning a few aspects of what is involved in aircraft construction.

The Aeronautical Society has now moved on to another static project that we hope will also find a home in a museum.

This is a Flying Flea built to the original Henri Mignet plans that led to a "Flea craze" and several accidents for this flawed design which nevertheless holds a special place in aviation history as one of the early homebuilt designs.

A few years ago John "Fluffy" McKerchar donated a fuselage for a Flea project that was abandoned in the early stages.

This is the basis for the next practical project we are working on and last year each boy made a wing rib or two. If anyone knows the whereabouts of a derelict Scott Squirrel core that could be fitted, it would help to make this all the more authentic.

We have also, thanks to the kind offices of fellow EAA member Rob McFee, taken over a $\frac{3}{4}$ scale wood Mustang from a deceased estate. We have done some initial sorting of components and will plan how to take this forward as the construction of the wings will be somewhat challenging. Progress on these projects will be reported in this newsletter.

In conclusion, our thanks to those in EAA 322 who looked kindly upon us taking over the Pietenpol rather than it becoming the centre of a bonfire. I hope that you would agree that even though it was never able to fly, the project provided an educational opportunity second to none and one can only wish that this was undertaken in other schools.

SPECIAL FEATURES

Pieterpol ctd.....



SPECIAL FEATURES

Pietenpol ctd.....



About the author: John Illsley has worked his entire career at Pretoria Boys High School, now spanning 32 years, where he is currently the Second Master. Among his contributions to the school has been the establishment of an Aeronautical Society which has now been running for 26 years and remains one of the most active of the societies at the school, with many past members going on to pursue ca-

reers in aviation. This contribution to the broader aviation community was recognised in November 2019 by the awarding to John of Aero Club of SA Gold Wings and an EAA award. John has been a member of EAA for over thirty years. He has rebuilt and flies a 1944 Auster Mk 5 and a 1935 Aeronca C3. His current project is a replica Comper Swift.

SPECIAL FEATURES



I plan on attending the Middleburg fly in with my good friend, Ricardo DeBonis, in the Air Cam that I originally built for Graham MacPherson. I worked at the Air Cam facility in Sebring, Florida, for ten years, helping to design the plane and get it into kit production. I ended up building more than twenty of these aircraft for people all over the world.



One of the Air Cams that I built for a friend of mine in Eugene, Oregon, I was able to purchase from my friend who could no longer fly due to health reasons. So, in May of last year, Ricardo came over from South Africa to fly the Air Cam back to Savannah with me. We flew from the West coast to the East coast, from Eugene to Savannah. Total time in the air was 42 hours over ten days.

SPECIAL FEATURES



We got to see some amazing sights, met some interesting folks along the way, and had a once in a lifetime experience that I never want to do again. Our cruising speed was 70mph and we stayed at 500' AGL the entire trip. Some of the elevations took us to 9,500 feet but we were still only 500' over the ground.



Me and Ricardo on the beach at Ossabaw Island, on the Atlantic Ocean. I fly to the beach at least once a week. Georgia has fifteen coastal islands and only four of them have roads going to them.

There's a whole lot of nuthin' out in West Texas but I know why these wind driven generators are located here. I looked at my ground speed and it showed us at 115 mph. Airspeed was still 70 mph so we had a tail wind of 45 mph. Needless to say, it was very bumpy. The rear enclosure I

So, I'm looking forward to seeing Ricardo and family again and visiting some of my very best friends such as.....Gordon Dyne, Eugene Couzyn, Karl Jensen, Brian Stableford, Athol Franz, Graham MacPherson, John Sayers and many more fellow aviators I've come to know from my five previous trips to the RSA. Sure gonna miss Trixie.....

AUDITORIUM

By Karl Jensen

EAA Auditorium February 20 Talk Show Guest ; Steve Joubert, Allouette III pilot during the Angola/ Namibia Bush War

On Wednesday 29 Jan, Marie Reddy facilitated a meeting with Steve Joubert and me while she adjudicated the conversation. We discussed the possibility of featuring Steve Joubert at our next Flying Legends EAA Talk Show. This preliminary interview proved that without doubt, Steve has an enthralling tale for our very discerning audiences. He has agreed to be grilled on 20 February at the beautifully upgraded EAA Auditorium at Rand Airport. Steve has written a book 'Gunship over Angola' to not only chronicle his life, but to give advice to those who have been traumatised by violence, whether it be from military or other violence - this does not only apply to the victims, but to all who have been exposed to trauma.

Steve said that as a 5 year old, he thought the best job ever would be to drive an ice cream truck where he could have regular free ice creams – a far cry from becoming an air force Alouette III pilot in the SAAF during the Bush War in Namibia and Angola. There is so much to be discussed with Steve on his fascinating journey. We will have further discussions prior to the show to try and cover so much that will be of great interest. Steve is a good confident speaker and I certainly look forward to being the host for the evening.



Ed's Note:

The Talk Show was a huge success and a vote of thanks follows from Marie Reddy to Steve and all at EAA who made the evening possible.

AUDITORIUM

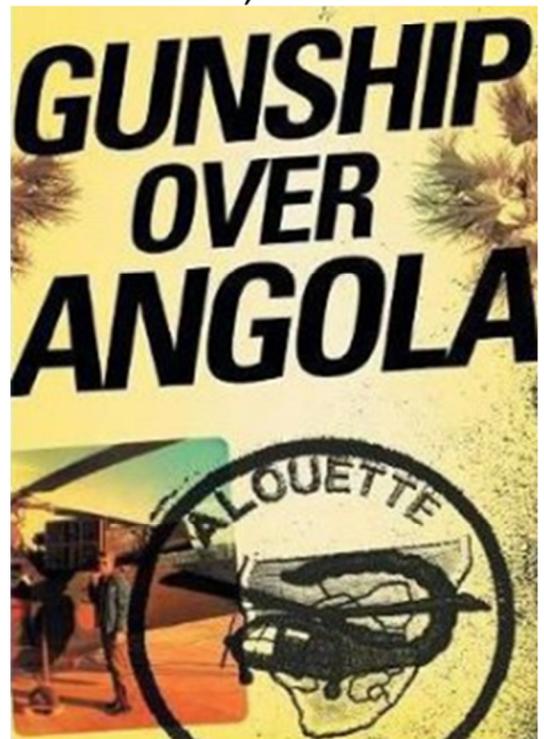
By Marie Reddy

WITH thanks for EAA TALK SHOW : 20 FEB 2020 STEVE JOUBERT interviewed by Karl Jensen

A huge thanks to Steve for coming along to tell us tales of his life, with a little help from Karl. We had a full house and the Auditorium was alive with activity from 18h00 until we cleared out after 23h00. What a lovely evening with another great guest speaker. Special thanks to the team that manage and run the facility as this would never be possible without you. Last but not least, thanks to our members that support these events, which are hosted purely for our members benefits.



If you missed the opportunity to get your signed copy of Steve's book last evening, please let me know if you would like a copy 0832597691.



SPECIAL FEATURES

Feedback from the AP Technical Panel

by Andy Lawrence

1. Background

Things were in a mess after the CAA took over RAASA's functions last year.

AP licence renewals and amendments ground to a halt resulting in planes not being signed over due to AP licence expiry. ATF's were also a disaster. As a result, the CAA called all interested parties to a meeting to assist. From this initial meeting an AP Technical Panel was formed consisting of representatives from the various ARP's, i.e. the soaring society, the microlights, the gyro's, etc. with Pete Lastrucci and I representing the EAA. Each ARO has one vote on the Panel and CAA also has a vote. A democratically voted Chairperson was voted in, and it is important to note that the CAA cannot outvote the Panel. Aero Club SA is also present in an observer role.

The initial mandate given to the Panel by the CAA was to sort out part 66 sub-part 4 of the CARS. This relates to Approved Persons.

2. Approved Person Status

The Panel has met four times since inception. The last meeting took place during the last week of January 2020 in a marathon five-day meeting, starting at 7am every morning!!

All new AP applications have been dealt with and are 100% up to date.

Renewals and amendments are also up to date and finalized.

just a bit of info: Getting an AP licence is not just a simple case of filling in a form and paying your money. There are minimum standards and there will be exams to write. Each applicant is reviewed by the Panel and experience, background and what is being applied for, is looked at. The CAA recognize that there is a shortage of AP's country wide, and the Panel has approved around 50 new applicants since its inception. The very sad fact is that only two of these 50-odd people have followed through and written the required exams and obtained their licences. There seems to be a general feeling that writing the exams are a waste of time. The exams are not difficult and are necessary, especially CATS and CARS relating to NTCA operations, as this tells you what you can and can't do.

Changing the law is a very tedious and lengthy process. Part 66 sub-part 4 is a mess and requires a lot of changes. Over the various meetings we have spent a lot of time making these changes. The proposed changes have to be submitted to CAPCOM, after which they are returned to us for any queries or required panel-beating. We are now in the panel-beating phase and we spent a huge amount of time on this. In general, we have simplified the current confusing AP ratings, we have simplified airframe and engine categories, we have catered for the future, i.e. electrical engines.

The CAA is now busy putting this together in a final document which the Panel will review for the final time in mid-March. The document will then be re-submitted to CARCOM.

SPECIAL FEATURES

Feedback from the AP Technical Panel

3. Part 24 (NTCA Airworthiness Standards) and Part 44 (NTCA Maintenance Rules)

There is also a lot of change required for these 2 parts, but it is important to note that at this stage, the AP Technical Panel has not been given the mandate to work on these parts. Of concern is that we have heard rumours that there are people in the CAA working on making changes to these parts without any consultation with the Panel. This would be unacceptable to ourselves and I have asked the Aero Club to investigate.

In the meantime, however, we did have the opportunity to discuss some of the more pressing issues with the CAA :

3.1 ATF paperwork and turnaround time

Why is there so much paperwork and why does it take so long? You may recall that the CAA spent a lot of money investing in a fancy new computer system a while back. We were given a brief look at the system and I must say that if they get it up and running to its full capacity it will be a very nice system. So right now they are capturing all the aircraft data onto the system and hence the paperwork and time. They did say that as progress is made, turnaround times would be quicker and paperwork requirements would be less. The current form (CA44-01) would be fixed with some questions removed and spelling errors corrected.

As an aside, I was shown the new pilot licensing on the new computer system. All pilots' details are now computerised and from around April/May this year we will be issued with a new credit card-type licence, which I was shown. It has your mugshot on it and a QR code on the back that when scanned, shows all the licence details.

3.2 ATF Expiry

The law currently states that when your ATF has expired, you have to go through the whole process of re-applying for a new ATF. You cannot renew an expired ATF. CAA is currently allowing a "grace period" of 90 days. If your ATF has expired for longer than 90 days, your aircraft will be subject to CAA inspection at your cost. Costs are calculated at an hourly rate from the time the inspector arrives at your plane. Travelling expenses are not for your account. If you plan to have your aircraft out of service for a lengthy period of time, then you need to write a letter to the CAA (before your current ATF expires) and then the 90 day CAA inspection will be waived.

ATF's will now be renewed from anniversary date to anniversary date. So if your current ATF expires at the end of March 2020, it will be renewed again to March 2021, regardless of when you submit your paperwork. Our suggestion is that you do your paperwork and submit one month before ATF expiry. You can still fly your plane on the existing ATF and valid "Release to Service".

SPECIAL FEATURES

Feedback from the AP Technical Panel

3.3 Accepted Aircraft Maintenance Schedule (AMS)

There has been a lot of negative hype about this. Guys, it is not a CAA T-Time rule. It is in the law and the CAA, as the regulator, is insisting on compliance. It is not a major job. All you need to do is compile a maintenance programme for your aircraft (minimum requirements as per Annex A of Part 44) and submit this blank document to the CAA for their acceptance. They will return the front page of the document to you, stamped as accepted. Then, in future, you just submit the stamped front page of your AMS together with your ATF renewal paperwork. You keep the completed body of the paperwork in your files so that, if inspected, you can show that the maintenance has been done in accordance with the AMS.

3.4 Proving Flight Authority

CAA issued General Notice AIR-2019/002 dated 1 October 2019 detailing guidance of, amongst other items, Proving Flight Authority. In this document they detail proving flight hours and they state that aircraft fitted with approved type certified engines must do 25 hours, and aircraft fitted with any engine must do 40 hours. The CAA's use of the word "Certified" is unfortunate. This has created a lot of confusion with both the industry and CAA inspectors who think that unless the engine is certified, i.e. has certification papers, then a 40-hour Proving Flight time applies. I had a case of a brand new RV14 with a brand new Lycoming engine being given a 40-hour Proving Flight time because the engine was not certified. This is totally wrong (with which the CAA agrees). What they mean, is that an aircraft fitted with a type approved (not certified) engine, will get a 25-hour Proving Flight time. In other words, using my previous example, an RV14 with a Lycoming engine is an approved combination and will do 25 hours. If you took that same Lycoming and installed it in a trike, that would not be a type approved combination and would require 40-hours Proving Flight time.

I hope this clears up the confusion.

4. CONCLUSION

Whilst there is still much to do and many other items to discuss, overall we are happy with the progress made and the co-operation with the CAA. There will always be problems, both from the CAA and from our side, but hopefully, with this continued dialogue and debate, we can resolve the issues to our mutual satisfaction.

Andy Lawrence

SPECIAL FEATURES

ARO REGISTRATION

By Marie Reddy

SOUTH AFRICAN



**CIVIL AVIATION
AUTHORITY**

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

APPROVAL CERTIFICATE

APPROVAL NO: 009

In terms of the Civil Aviation Regulations 2011, as amended, and subject to the conditions specified below, the South African Civil Aviation Authority hereby certifies:

**The Experimental Aircraft
Association of South Africa**

**EAA of SA Auditorium, Hurricane Road
Rand Airport, Germiston 1419**

as an

AVIATION RECREATION ORGANISATION

approved according to Part 149

CONDITIONS

1. To oversee and develop safety standards for operation of its members
2. To continuously evaluate compliance with the conditions of its approved MOP, and the South African Civil Aviation Regulations 2011, as amended
3. To advise the SACAA on regulatory amendments applicable to its operation
4. To notify the SACAA of non-compliance by its members
5. This approval is valid until the 31 January 2021 whilst the approved Organisation remains in compliance with Part 149 and its MOP.

For: **DIRECTOR OF CIVIL
AVIATION**

Simon Segwabe
Executive; Aviation Safety Operations
Civil Aviation Authority

**NAME IN BLOCK
LETTERS**

2020-02-13

DATE OF ISSUE

FO NO:13810

EAA of SA was issued with its ARO renewal on 17Feb 2020. This process took some time and was only possible with the support of a few Exco members and the consistent work of Paul Lastrucci, Sean Cronin, Mark Clulow & Marie Reddy. Special thanks to Paul and Marie for their continuous work over a two year period to get this in place with the assistance of Claude Luthaga, Subash Devkaran and Neil de Lange at the CAA.

SPECIAL FEATURES

By Jan Marais

A bit of trivia....A while back, whilst we were running a series on SAAF aircraft, the question arose as to how the Hercules C130 got the nickname 'Flossie'.

Well, here we have it courtesy of Jan Marais from Who's Who in the SAAF.

Here is the story of where the name "FLOSSIE" came from.

Not many years after the arrival of the C130B's onto the SAAF register, South Africa became embroiled in a Border War along the South West African/Angolan border.

There has been much good and bad written about that conflict and I am not going to add further to that issue, other than to point out that the C130's were used on a daily basis to convey troops and material to and from the border, and in later years SAFAIR, operating L100's, were contracted to assist in the air transport effort.

To the casual observer the C130 and L100 look so much alike that one could be forgiven for thinking they were the same. Having said the above I can now get on with story.

At 28 Squadron, the operators of the SAAF C130's, was a Flight Engineer named Phil or "Flippie".

He was a most dedicated man who ate, slept and dreamed C130.

In his private life he was a most disciplined man (real old school, soldier), who never did a half job of anything.

You all know the type, "if its worth doing, do it properly or don't do it at all"

Phil was married to a lady with the real old English name of Florence.

In her family she was called Flo, and among her siblings she was called Flossie.

(by now you can see where this is going)

Being the consummate professional Phil would ALWAYS walk out, long before the rest of the crew, to the aircraft he was scheduled to fly in and do a proper pre-flight inspection.

A few of his fellow flight engineers would pull his leg and tell him the aircraft was only due for a major technical inspection at a future date.

His standard reply was "Chaps, if you treat and look after your aircraft like you look after your wife, she will never let you down"

This comment always gave all of his Squadron mates a smile.

Over the months, whenever his crew were due to walk out to the aircraft they would ask "where is Flippie, is he at Flossie? or Come guys we shouldn't keep Flossie waiting" or comments along those lines.

In time the reference to Flossie was made more often at the movement control section at Air Force Base Waterkloof and more and more people became attuned to this reference and this then morphed into all troop transport, becoming known as "FLOSSIE"

You may ask how I know this bit of history. The simple answer is that Phil was my Father and "FLOSSIE" was my Mother.

Editors note : A great story and thanks to the author for penning it.

SPECIAL FEATURES

A visit to Chapter 1502 at Baynesfield

By Marie Reddy

I was recently fortunate enough to visit Chapter 1502 at Baynesfield for a breakfast fly in. As I was driving, I arrived a little late from Johannesburg and breakfast was no longer being served (so I missed the business of having everyone there) but the friendly hospitality was well worth the drop in on my way to Durban.

Gerald and Russell (pictured below) were not only fabulous hosts but also participate in making the food, marshalling the aircraft and all that is required in this lovely little piece of paradise nestled in the green hills of KZN.

Gerald leaves us for the UK, where he will take up a job restoring vintage aircraft – a dream come true for him.

I would like to wish him well and thank him for everything he has done for 1502 and the EAA of South Africa. It has always been a privilege to work with Gerald, when EAA projects required this.

He has always been a mascot for the EAA and is a true asset. We hope to see him again when he visits our shores, or perhaps we could even persuade him to send us the odd article about the build projects he works on, which we will share in CONTACT!

1502 will host their last fly in breakfast with him on Sunday 1 March at Baynesfield. All welcome if you are able to join. Alan Lorimer has taken on the post of Chairman of 1502 and we wish him well.



UPCOMING EVENTS

EAA TALK SHOW : 18MARCH 2020

KARL JENSEN interviewed by Scully Levin



Karl needs no introduction and we believe he has many, many more stories to tell than we have heard. Karl will be interviewed by Scully Levin, another flying legend. With the two of them upfront, the evening cannot be anything but successful. I know I am definitely looking forward to being at this Talk Show – are you ? Bookings open 24 Feb so please book on line. We will email the info but it can also be accessed at <http://eaa.org.za/events-coming-up/>



*The professional
Commercial Captain*



Younger years



*Always a laugh and
ready to entertain.*



*Our social animal that we all
know and love with the love of
his life - VAL*



*The ever accommodating
volunteer to aviation.*

If you want your event publicised, please send the information to:
contact.eaasa@gmail.com

UPCOMING EVENTS

Gerald Maddams 1502

MY FINAL FLING AT BAYNESFIELD.

The first Sunday of March is the 1st March 2020.

Breakfast will be served. R25.00 per plate.

**If the weather is looking too grim, we will
have a 'rain date' of the 8th March.**

**If you want your event publicised, please send the information to:
contact.eaasa@gmail.com**

SAFETY MATTERS

NIGEL MUSGRAVE EAA NATIONAL SAFETY OFFICER

Competitive aviation events held under the auspices of the EAA are generally not open to the General Public.

However, human nature is such that Competitions involving aircraft invariably draw spectators, and keeping them safe is a serious challenge.

Typically, a SAPFA rally has all the aircraft lined up on the flightline in the order of their respective departure slots, awaiting the instruction from the Marshall to start.

On receiving such instruction, the pilot will call "Clear Prop" and commence the start sequence for his aeroplane.

Where this system falls down, however, lies in the fact that aircraft are not always in the correct parking places for their sequential starts and departures and there are frequently spectators including friends and family milling around on the apron.

A pilot given the instruction to start cannot see all people (most specifically children) in close proximity to his or her propeller and the risk of someone being injured or killed is real.

Apart from the obvious discipline of having a sterile apron with all aircraft correctly parked, a further safety precaution would be to have a responsible, airplane savvy adult observer at the aircraft and in contact with the pilot at the time of each and every start.

Such observer would have a much better view of the aircraft surrounds than the pilot and would be able to ensure that the pilot only starts the engine when it is safe to do so.

I implore you as a pilot, starting your aircraft in any area where spectators, friends or family could conceivably be close to your aeroplane, to solicit the services of a suitable person to assist you in starting safely.

The tragedy of anyone struck by your propeller, however you have followed procedures, will be with you for your entire life.

Nigel Musgrave

EAA NATIONAL SAFETY OFFICER

LAST WORD

The Auditorium Upgrade has been a huge success with thanks to Marie Reddy for the time and energy she has devoted to getting it completed.

20 February marks the 3rd Talk Show in the "New" Auditorium with Alouette III Gunship Pilot Steve Joubert regaling the capacity audience with tales of his experiences during the Bush War in Angola and the difficulties he encountered with re-integration into civilian life after his de-mob.

The realities and atrocities of war leave scarring in all but the hardest of men and women but sadly, the politicians engage in their power and money driven activities with propaganda and brainwashing but with scant regard for the lives they affect in the process.

Steve is the product of a soldier who realised the lie and set about healing himself back into normal society.

Steve is led on the description of his life by Master Interviewer, Karl Jensen.

There will be no CONTACT ! In March as I will be out of the country.

Fly safe.

Eugene Couzyn

