

MAY 2020

BRAKES ON.....

THROTTLE SET.....

CONTACT!



THIS MONTH

FROM THE COCKPIT

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CROSSWORD

LAST WORD

FROM THE COCKPIT

SEAN CRONIN



Sean Cronin

PRESIDENT EASA

WE have completed 5 weeks of lockdown and the end seems to be a vague and hazy mirage in the distance.

General aviation has dried up and disappeared from the radar screens. A sad and depressing time for all recreational aviators.

Aircraft all hangered and pilots losing their touch. This is not the only problem. Aircraft engines need to be run at least every 4 weeks. And when we mean run we mean flying them.

In Brief. Oil is hydroscopic and naturally takes on moisture. The moisture will start to evaporate at around 85 deg C and this may take a few minutes to clear.

When an engine stands for some time in the hangar, temperature will vary, causing the moisture to evaporate within the engine. This then condenses on the crank case and the droplets fall back onto engine parts that, due to the length of time standing have no oil coating on them. Voila, internal components begin to rust and the cancer has begun. This is why ground running the engine is just not going to get rid of the moisture.

Aero club S.A. has engaged with Simon Segwabe and Neil De Lange of CAA regarding the maintaining of engines, and the ability of pilots to remain hands on.

We have requested that restrictions will be lifted to allow certain flying, such as not leaving your circuit and not crossing any provincial boundary, not flying to other air fields, etc.

All flights must be carried out solo.

A permit may be issued to allow the flight and will be valid for a period i.e. 7 days.

I am staying in contact with Rob Jonkers on this issue, and hope to be able to pass on some good news soon, once CAA has an answer from DOT.

Stay safe, sanitized and stay positive

Sean Cronin

National President EAA



ON THE COVER : this photo was taken on the Vaal River by Dan Pienaar.

CHAPTER CHATTER

CHAPTER 322 INITIATIVE

by Neil Bowden



Chapter 322, under Neil Bowden's leadership has **undertaken** to complete **an incentive scheme** which was originally an idea of Clive King some years ago. With Neil's work and guidance the mechanics of this project have been put into place. Members will have the unique opportunity to win fantastic prizes by participating at EAA events and volunteering for EAA duties. The idea is to try and diversify and get input from more members through a volunteer program and eventually be able to boost membership.

We have long battled to get a larger number of members involved in activities and assist with tasks. It would be beneficial for all members and those who already do so much, to have the opportunity to sit back and enjoy the "fruits of their labour". If we all participate, we will be able to achieve more and do more for members. Simple activities such as adding your aircraft or build project to our online register earns you points. Take advantage of the lockdown and get these done NOW! At <http://eaa.org.za/aircraft-register/>.

A substantial investment has been made in the design of a web based app and Neil has spent time combing through the details. This project will be ongoing and will need a lot of continuous work from Neil. Although this was a 322 initiative, this incentive scheme is **NOT limited to 322 members** but is **open to all EAA members in South Africa**. If you are not already a member, now is the time to join EAA for a mere R500 including National and Chapter annual fees. Let us know if you are ready to join or renew your membership EAA <http://eaa.org.za/membership/membership-form/>



EAA of SOUTH AFRICA PARTICIPATION REWARD'S PROGRAM

EAA's 322 MACH (Member Awards for Chapter Help) is an initiative designed to encourage membership, participation and volunteerism in EAA. Members can earn points (Mach Numbers) by simply joining EAA, attending meetings and events, and volunteering for EAA duties. Your earned points will put you in the year end draw and each point you have earned, will give you a better opportunity to win a prize.

Please log in to check your current score at <https://members.eaa.org.za/>. You will need to enter your User Name (e mail address) and your Password (Your EAA Account No. eg BWD/N2 or 1127). To change this password click on "Forgot your Password?". The App has been tested and will take a little more time to perfect once members are utilising this. We have a small window to test this App without financial implications and we encourage all members to please assist us by utilising this so that we can fix any bugs.

All paid-up members were sent a personalised email with the correct email (username) and password to be used in order for them to log in. If you missed the email, you can view ALL the information on our website or through this link <http://eaa.org.za/mach-incentive/>

Please download a QR scanner on your phone (directions on info document) and **earn bonus points before our AGM on 23 May**.

This QR code can be scanned before our EAA AGM on 23 May to earn 5 MACH points AND



if you scan before 15 May, earn an additional 5 points!



Prizes will be drawn at the end of the year and you could win a range of items, including a trip to OSHKOSH 2021 !

The more points you have, the better your chances are of winning.

BUILD PROJECT

VAGABOND : A TRIBUTE TO 4 HEROS

by Neil Upfold



Photos: ZS-BZG from about 1959 to ZS-UYW in 2020

Our family restored a Piper Vagabond PA-15 / 17 in the late 80's with much assistance from Bob Ilsley, our late dear friend and our AP. We reluctantly sold the Vag to upgrade to a Tripacer, which we also eventually sold. Many years later, and after my brother John had sadly passed away from cancer, I managed to track down the Vag in Witbank and bought it back. I built a hangar 2km from home and now fly the Vag regularly. My father, Les, passed away 2 years ago, he was ecstatic to see the Vag come home and that all his and John's labour had returned to our hangar.

I did not convert to the Vagabond in the early days so did a conversion onto the Flying Frontiers' Bobber, a wonderful training experience, thanks Craig... followed by a conversion onto the Vagabond. I was really nervous because of all the tail dragger hype and the general consensus of the tricky ground handling characteristics of a short coupled tail dragger. After a few hours on Vag I understood the hype but if you **fly the aeroplane all the time**, the amount of control available is quite sufficient to handle most situations and it's a real pleasure to fly. Take-off requires a firm push on the stick to get the tail up soon to keep the mains loaded to help tracking, 3 point touchdown with full back stick is my preferred technique but wheelers are also easy once mastered. (Some pilots have told me that they never learned wheelers, but it should be compulsory. If you have to abort your take-off once the tail is up, you are now doing a wheel landing and need to do it instinctively)



Tailwheel course completed with Flying Frontiers' Ian

Homeward bound

The Continental A65 engine at 4400ft requires vigilance, especially on hot days, but the performance is surprisingly good considering the low power available. I am overly cautious and do not attempt short field operation at altitude. The performance at lower altitudes is notably better. Hot starts once mastered are also no problem, don't overfuel, it does not need it. My Vag has no impulse mag so starting requires a little more attention but is not a problem.



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BUILD PROJECT

VAGABOND : A TRIBUTE TO 4 HEROS

by Neil Upfold

Continued from page 4

The simplicity of the Vag is an absolute pleasure to fly and to work on. A simple prop-swing away from a pleasurable flight. Stall characteristics are mild (Clark Y Airfoil), slips as a substitute for flaps become second nature, cruise at 85-95MPH, roll rate is good due to the clipped wing design, there is good boot space for your tent and the bungee landing gear with medium size tyres handles most rough strips. Elevator trip is a simple friction lever that takes some practice to master but once again, simple. Considering the vag was designed in 1948, it is an amazing little machine.

The Vagabond is famous for saving Piper from financial ruin after the war. The history is well documented, just Google Piper vagabond PA-15 and 17. Unfortunately Piper moved to Tricycle landing gear and then to aluminium which sidelined the Vag. I think that Piper should have continued the Vagabond with a few minor improvements (The C85 engine improves performance, disk brakes etc.)

The 15 was a 55HP, single stick, no brakes, no stripe on the fuselage and no suspension model. The top rear of the fuselage is also a slightly different shape to the 17 (squarer on the 15). The 17 had brakes on pilot side, dual sticks, 65HP, a stripe and bungee suspension. The legal weight was also increased by 50 pounds.



Another Vag on KZN

It is interesting to see how all the bush plane manufacturers try to better the Cub and Vagabond designs but they all gravitate to similar designs. When Alan's Vag (Bob's old Vag) is flying, we will have 3 flying Vags in KZN. Alistair recently purchased a red Vag and I am aware of a few others in Gauteng

Ironically, I also now have a Tripacer but the Vag is not leaving! Flying the Vag is an absolute pleasure and privilege and every flight is a tribute to my heroes, John, Dad and Bob, may you rest in peace guys, your legacies will always inspire and be remembered. And the little yellow Vagabond is a hero for saving Piper.

Kind Regards

Neil Upfold

Member, Chapter 1502



A regular visitor at 1502's Baynesfield Airfield

SPECIAL FEATURE

ON WINGS OF FLIGHT

by Dave Lister

A couple of years ago I was fortunate enough to be part of a flying tour. This is often something that many of us dream about and if we eventually get to experience this, it is something that you will never forget.

Once done, it will be something you want to do again and again, however with the time and costs that are required, it is not always possible. So what we have left is the brilliant memories of the experience, which I hope that you will enjoy reading.

<i>Pilot</i>	: Dave Lister	<i>Co-Pilot</i>	: Hermann Wenhold
<i>Aircraft</i>	: Beechcraft F33 A	<i>Registration</i>	: ZS – KJL
<i>Flying Time</i>	: 25.58 Hours	<i>Distance</i>	: 3388 NM
<i>Route</i>	: FAKR - Kasane - *		
<i>Cost</i>	: Don't ask, but well worth the experience		
<i>Group</i>	: The group consisted of 10 aircraft and 23 pilots/passengers.		

We had 3 Huskey's, Australian built Airvan, Turbo Cessna 210, Turbo Arrow, Super Cub, Kitfox and a Cessna 185 besides ourselves.

DAY 1 : June 21st

The co-pilot and I met at the AMO, where I was collecting 2 inner tubes for the aircraft that we would be using for the trip ahead.

We loaded the aircraft with our personal belongings, food and drink, toolbox, spares, jerry can and First Aid box.

We got airborne off 08 at FAKR (Krugersdorp) at 10-45 local and made our way up to FAPP (Pietersburg International) where we topped up the tanks, met up with some of the group and cleared immigration. A bit of a delay here, as they don't work at lunch time!!!



The next leg took us into the Tuli Block in Botswana where we landed at FBLV (Limpopo Valley). Cleared immigration and headed into the bush to find the lodges. The group was split into two so that the lodges



could accommodate the whole group. Self-catering dinner was enjoyed at the one lodge, after which our group drove in the

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SPECIAL FEATURE

ON WINGS OF FLIGHT *by Dave Lister*

Continued from page 6

June 22nd

The next morning after take-off we headed towards the Limpopo and Shashe River Confluence which took us over our respective lodges. We then headed up the Shashe River, past Francistown to Sua Pan, where salt is collected, then over the Makgadikgadi Pans to Nata, but did not land as we were starting to run late and continued to FBKE (Kasane). Landing at about 2-30pm, we were immediately bussed to the Chobe River, where a boat had been arranged for a game spotting trip combined with a sunset cruise. Quite an experience because of what we spotted and the wonderful sunset. Kubu Lodge, our night stop, was more upmarket and comfortable – built on stilts!!



June 23rd

We cleared immigration as soon as possible, put in a flight plan and headed out to the aircraft. As we were about to take off, an urgent recall to us as one of the groups aircraft required a new tube, which they knew we were carrying. Dropped it off and got going for the Victoria Falls, about 40 NM in the opposite direction to our next stop. What a sight to see from the air – tons of water falling into the gorge. We then headed for FYKM (Katima Mulilo) to clear immigration and pick up some fuel. The fuel pickup became a problem due to excessive call-out fees, so after a fuel calculation we decided we could carry on without refuelling. From FYKM we headed down the Caprivi Strip to Bagani (FYBG), a grass strip in good condition, where we were transported to Mahangu Safari Lodge on the banks of the Okavango River. We chose to stay in a tent as opposed to a bungalow, our position was better for viewing of the river, 5 meters away and the camping feel. Other facilities were very good – including hot water.

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SPECIAL FEATURE

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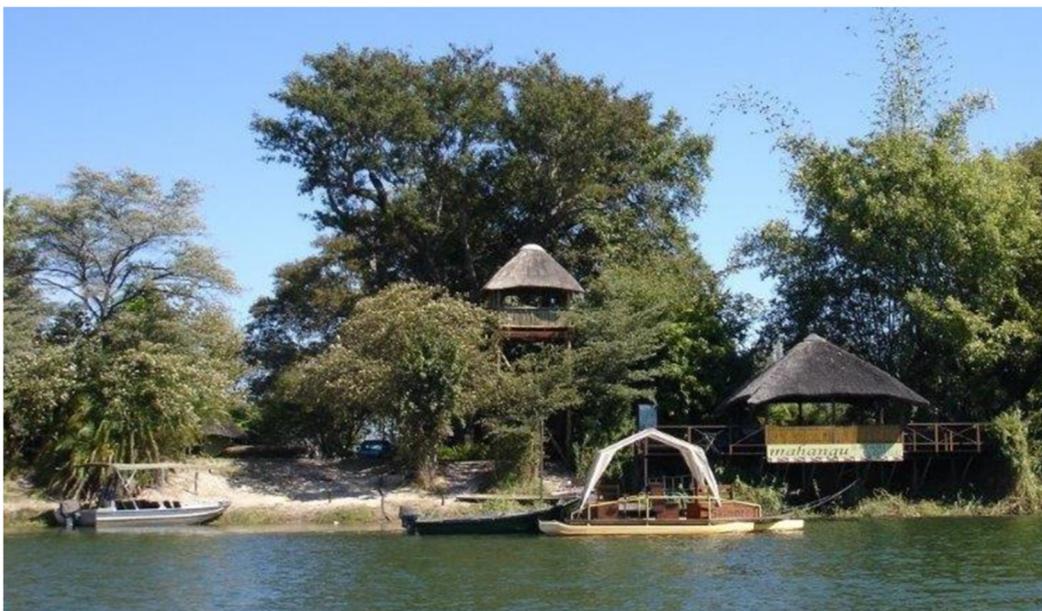
ON WINGS OF FLIGHT by Dave Lister



June 24th

No flying today as we were on a 2-night stop.

After breakfast we organised a bird spotting trip along the river by boat. We also saw several other wild animals including Hippo. In the afternoon we went into the National Park and saw an abundance of wildlife and birds. Dinner on both evenings took place on a wooden deck over the riverbank. A bit cool but very enjoyable.



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SPECIAL FEATURE

ON WINGS OF FLIGHT *by Dave Lister*

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June 25th

A long stretch flying today.

After take-off we followed the Okavango River for about 50 NM then headed to Rundu and onto Ondangwa for fuel. Once fuelled we got airborne again and headed for the Ruacana Hydro Scheme, had a quick look and then onto FYEF (Epupa Falls). Needed two attempts to land as the



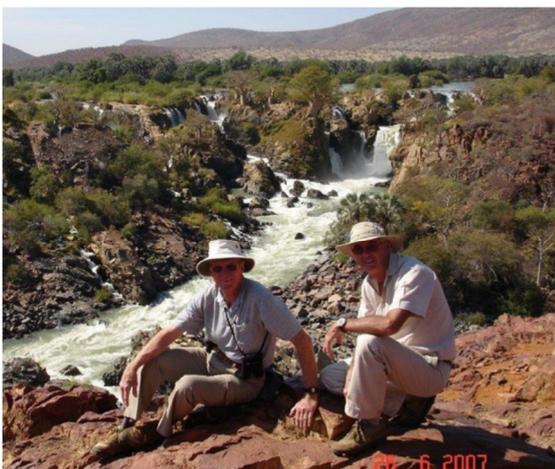
strip is hidden behind a hill on short base leg, so arrived too high and fast – did a go around and cautioned the rest of the group behind us, as we were first to arrive. The strip was short with soft sand in places. After landing and while waiting for the transport, we topped up the tanks from our jerry can. We had a quick look at our tented accommodation at Omarunga Lodge before walking down to the first part of the falls, then back for dinner



June 26th

After break-

fast I wandered back down to the falls but walked up the hill for a better view to discover the whole series of falling waterfalls, about 30 different in total. My co-pilot joined me later and we spent some time soaking up the whole spectacle. Later that afternoon we walked up the river, which is the Kunene bordering



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SPECIAL FEATURE

ON WINGS OF FLIGHT *by Dave Lister*

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June 27th

The next morning the group headed off down the river for about 100 NM to the mouth of the Kunene where it spills out into the sea. The terrain for the first 50 NM is very rugged but as we approached the sea it flattened out. We did not see the actual river mouth as early morning fog was still over the coast. About 10 NM south we ran out of the fog and continued down the very desolate coastline of the Skeleton Coast towards Terrace Bay, where we turned and headed inland to Palmwag, the next overnight lodge. Once the aircraft were parked, we were transported to the lodge and later that afternoon headed out on a game drive.

June 28th

Air-borne from Palmwag airstrip we headed back to the coast at Torro Bay, then southwards – still very deserted but with an occasional hut or two, flying low level on to FYSM (Swakopmund). We fuelled up and jumped into the Kombi for the hotel. We spent the afternoon walking around this very neat and organised little coastal town. Found a coffee shop and enjoyed a large slice of apple pie to go with the coffee. The group had organised a dinner at a beach restaurant that evening after which we walked back to the hotel.



June 29th

We caught the first transport going to the airport along with 3 other aircraft crews in the group. We all got airborne and headed down the coast at low level, 500 ft, past Walvis Bay and on to Meob Bay our turning point. About 70 Nm from FYSM we lost both fuel gauge indications, I contacted the 3 aircraft behind us and informed them we were returning to FYSM and climbing for height as they were also at 500 ft. Once at 3000 ft I started checking the panel and electrics and managed to get them operational again. We turned and headed back down the coast again and descended until we got to the turn point and headed inland towards Sussusvlei, where we spent 10 to 15 minutes flying around the dunes. Looking at these huge mounds of red sand is amazing as it was all created by nature. We could even see people walking along the spine of the dunes.



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SPECIAL FEATURE

ON WINGS OF FLIGHT *by Dave Lister*

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June 29th

Once we left the area we climbed towards the interior and mountains, our landing was to be at Zebra River Lodge. Interesting landing strip as it is in a valley and cannot be seen until nearly on top of it. On the approach we pass about 20m from the cliff face, slightly offline, do a little dog leg at low level and land.



We were the first to arrive and very enthusiastically welcomed by Rob the owner and 2 ice cold beers. During the afternoon the others arrived at different times as we sat on the stoop of our accommodation over-looking the airstrip and enjoying some more refreshment. It was during this time that we decided to break away from the group and stay another night. A good decision in more ways than one. (See later).



June 30th

We fuelled up with 100 litres of fuel while bidding goodbye as the group began to leave. We headed off for a hike into the surrounding hills where we found a cave used many years ago by primitive inhabitants. We sat for a long time taking in the beauty of the surroundings. On the way back we did some bird spotting at a waterhole we stumbled across. Very interesting the different species and behaviour. That evening we had a very different crowd at dinner especially after our group which we had got used to.

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SPECIAL FEATURE

ON WINGS OF FLIGHT *by Dave Lister*

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July 1st

Packed up our things after breakfast and headed down to the aircraft. Rob, also a pilot and another pilot (guest) suggested a different and more interesting route to fly to our next destination. We took off, did a goodbye flyby, turned out onto a new heading to find my GPS had gone blank. Luckily my co-pilot had the second GPS working, so we used that one for the flight that day. Our next night stop was Grand View, which is perched up on the rim of the western side of the Fish River Canyon. An overshoot at this strip and you go over the edge. We were picked up and transferred to this unfinished resort, built to accommodate 12 people. The night before our group were there, all 21 of them, imagine the chaos. The manager arrived while we were hiking along the edge and gave us a lift back to the lodge, just before dark. After dinner the manager left and except for the cook, we were the only people in the place that night with nothing in the bar, it was cleaned the previous evening!!



July 2nd

Up early as we had a long day of flying ahead. We got airborne safely and headed out over the Canyon, then set course for FYKT (Keetmanshoop). Cleared immigration, filed a flight plan and took off for FAUP (Upington). Here we cleared back into South Africa, fuelled up and set off again. At 500 ft after take-off one of the emergency windows popped open, so we returned to the airport. The problem was sorted out in a few minutes and we set off again for FAKR where we landed at 5-00 pm, just in time to unpack the aircraft, push the bird into the hangar and enjoy our last beer of the trip.



SPECIAL FEATURE

TEMPORARY LOSS OF POSITION

by Dr Robert Clark

They say pilots are never lost; they may have a temporary loss of position, but are never lost.

Most modern aircraft are equipped with the latest navigational systems to assist the pilot in getting to the desired destination in the shortest possible time. Global Positioning Systems (GPS) are a fantastic navigational aid with incredible features, but what happens when they malfunction, due to a power failure or, the loss of satellite signals. During your flight training, GPS navigation was not allowed and each student pilot was required to:

- plot the route on a map
- have a flight log showing identified landmarks
- estimated times of arrival for each determined landmark
- heading to steer
- radio frequency

Once some pilots get their licence, the flight log and map seem to take a back seat and GPS becomes the only means of navigation. Whilst GPS navigation has its immense advantages, it also has a few perils like:

- It is an electronic system which sooner or later... will fail for some reason. When that happens, what is your Plan B? If Plan B is a VOR at your airfield, be careful, as they rely on line of sight and VOR stations often get raided by criminals for their back-up batteries. What is your Plan C?
- Another peril with GPS navigation is that pilots try and follow the magenta line on the GPS screen as closely as possible, as that is the shortest possible route. Let's take a newly qualified pilot flying from Witbank to Middelburg on GPS, and a newly qualified pilot flying from Middelburg to Witbank at the same time on GPS. Both pilots will follow the magenta line, and both pilots will be at 1 500 ft. above ground level. You see the problem.

Navigation in its simplest form comprises of the following aspects:

- The starting point.
- The planned final destination.
- The direction of travel, bearing in mind, that you may do course changes **en route**.
- The aircraft cruise speed.
- The distance to travel in nautical miles.
- Aircraft fuel capacity and fuel burn per hour.
- Aircraft weight and balance.
- Frequencies to be used on route.

I always use the map and flight log as Plan A. I believe in the saying by Benjamin Franklin that states, *"If you fail to plan, you are planning to fail"*. Maps are a very reliable method of navigation, and it forces you as a pilot, to do the required planning. I was on a flight from Fort Collins (Colorado) to Las Vegas, via the Grand Canyon, in a Cessna 210 when my friend explained the 7 P's of navigation. They are *"Proper prior planning prevents piss poor performance"*. If you do the required planning a day or two before the flight, it just settles the nerves as you have thought about most eventualities, with possible diversions. You know what altitude to be at, what frequencies to be on, what is your ETA and fuel burn. You furthermore know runway directions and local rules at the destination airport. It also makes general aviation enormous fun, as you sit there with your passenger and identify the various landmarks and compare them to the route on the Lambert Conformal Conic Projection chart, or, for our purposes of this article, the map.

Before we get to the map, let's just refresh on some theory:

- Heading is the direction the plane is pointing.
- Track is the actual direction of the plane tracking across the ground.
- Course is your intended flight path from point A to point B
- Bearing is the angle between any two points

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SPECIAL FEATURE

TEMPORARY LOSS OF POSITION

by Dr Robert Clark

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Let's start with the map. Firstly, laminate the map. Why would you want to laminate the map? For each planned flight, you want to use a permanent marker when you do your planning. After the flight, you clean the map with methylated spirits in preparation for the next flight. Why do you only want one flight planned on your map? Think about this; what happens if you have multiple lines on your map, you hit turbulence and the map falls on the floor of your aircraft? Once you have stabilized the aircraft (aviate, navigate, communicate) and you recover your map, what line do you follow? If you only have one flight planned on the map, you cannot be mistaken.

Get your start and end points and draw a line with a permanent marker. For the purpose of this example, let's do a flight from Witbank to Parys. Once you have drawn a line between the two points, determine the direction required for the course and write that next to the line as shown below. Don't forget magnetic deviation when determining the required direction for the intended course. In this example, flying to Parys will be on a required direction of 254°, and the return path will be 74° as indicated on the map. Note that a heading is the direction the aircraft is pointing, whereas the track is the direction the plane travels over the ground. We also know that in no wind conditions, the track and heading will be the same.

My preference is to have as much information as possible on the map. I do this to limit clutter in the cockpit. I only deal with one piece of paper, with the flight log to plot progress.

Next, I mark on the map easily identifiable landmarks like; the N12 Petro-port, Delmas, Ergo Slimes, Vereeniging and the



From	To	Time	Hdg	Dist	ALT/FL
FAWI	FAPY	63	254	112	7500
FAPY	FAWI	63	74	112	7500

Position	ETA	ATA	FS-EET	Hdg	Dist	Notes
WITBANK				254		123.50
N12	11 11		19			125.40
DELMAS	8 19		14			125.40
EA	12 36		30			125.60
VEREENIGING	10 10		18			125.10
BARRAGE	9 55		17			125.80
PARYS	8 65		14			123.50
FAPY				74		123.50
BARRAGE	8 8		14			125.80
VEREENIGING	9 19		17			125.10
EA	10 36		19			125.40
N12	11 11		19			125.40
FAWI	11 65		19			123.50

Place	Elev	RWY	Info	TWR	VOR
FAWI	5078	04/22		123.50	113.30
FAPY	4846	03/21		122.10	
FAPY	4740	06/24		123.50	

Barrage. Once these points are identified, you measure between the points and mark this on the flight log. With a known distance between points and the known aircraft speed, calculate the time between points using the E6B flight computer.

I finally add all the frequencies to be used, the runway directions for the start and end airports, with possible diversions along the route.

As part of your pre-flight checks, confirm you have enough fuel for the flight (with adequate reserves), ensure no relevant NOTAM's (Notice To Airmen) are effective and make sure the weather is conducive for the flight. A weather report is mandatory for all flights of more than 20nm. There are multiple weather App's available in this regard.

Before take-off, ensure that the direction indicator (DI) corresponds with the runway direction. The preferred runway for take-off's at Witbank is Runway 04, with the DI reading approximately 035°. Once you are in flight and the heading has been set, you use rivers, power lines, railway tracks, towns and roads to monitor your progress versus the map and flight log. I also find it important to positively confirm your first landmark within 5 minutes of the airfield, to ensure that you are on the correct course. Many Pilots have made this mistake, and it is an easy mistake to make. You could have a planned heading of 230°, and you erroneously punch in 320° into your EFIS. It is as simple as that.

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SPECIAL FEATURE

TEMPORARY LOSS OF POSITION

by Dr Robert Clark

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Become an investigator in the aircraft and confirm that the power station, radio tower and local highway are where they should be according to your planned course. The heading and ETA will need to be amended en-route when using the dead reckoning method as the prevailing winds will cause you to drift, and affect your performance. If you keep your fingers on the pulse and monitor progress according to the map, it is unlikely you will get lost and the flight will be immensely enjoyable. It is when you fail to monitor progress that things go wrong.

I also find it helpful to ensure that you don't contravene any local rules at the destination airport. As an example, Kitty Hawk Airfield prefers to keep aircraft to the east, as the "aerobatic box" is on the western side of the airfield. I mark this on the flight log as a reminder when I am approaching the airfield. Once I have selected the relevant radio frequency for the destination airfield, I also know what side of the airfield to stay, what is the circuit height and airfield elevation. All this information makes your approach less stressful and ensures you perform your task as a competent pilot. You don't want to get to an airfield and be flustered because you have no idea of the radio frequency, airfield elevation or runway direction.

The beauty of using a map is that you can always have the GPS and VOR (**V**ery **H**igh **F**requency **O**mnidirectional **R**ange) as a back-up plan. If you are a GPS "reliant" pilot who merely follows a magenta line, think about your Plan B and C when navigating on your next cross country. Navigation can be enormous fun and makes flying more than trying to keep an animated aircraft on a magenta GPS line.

Just for Laughs



One of the most bizarre radio conversations ever heard was reported in The Daily Telegraph in the 1980's. The source was the United States Navy.

- Radio 1 : "Please divert your course 15 degrees to north to avoid a collision."
Radio 2 : "Recommended you divert *your* course 15 degrees to the south to avoid a collision."
Radio 1 : "This is the Captain of a US Navy ship. I say again, divert your course."
Radio 2 : "No, I say again, you divert *your* course."
Radio 1 : "This is the aircraft carrier Enterprise. We are a large warship of the United States Navy. Divert your course NOW!"
Radio 2 : "This is a lighthouse. Your call!"

SPECIAL FEATURES

UPDATE FROM ABROAD

by Gerald Maddams

Some may recall that Gerald has left us for English shores to take up a work opportunity building aircraft. While all flights were cancelled during lockdown, Gerald was visiting family in Johannesburg before departing his planned departure on 27 March. We have received an update from him -

12 April 2020 - I just received a call from the British High Commission to be informed that I need to muster near Sandton at 6am in the morning for the repatriation flight to London tomorrow.

And he was off...

After arriving at midnight on Monday, I was seriously knackered on Tuesday and started work on Wednesday. The weather was glorious!



The view out of my window where I am staying with my son in Burford, Oxfordshire, about 20 miles west of Oxford.

I cleared the workshop area and then started on a pair of upper wings for a Boeing Stearman. I managed to get a lot done over the two and a half days.

By the time of publishing this update, the wings were virtually complete with varnishing and leading edges to go.



The workshop – which includes this Stearman fuselage frame.

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SPECIAL FEATURES

UPDATE FROM ABROAD

by Gerald Maddams

Continued from page 16

My container arrived on Friday - in the first rain I have seen since I got here.



My son, Michael, organised me this 240000km 2001 Jaguar X-Type for R8500. The pic was taken in a little village called Westwell just down the road. I love the blossom. That Jaguar is magnificent. The only day I have seen any rain so far was when his aircraft arrived to be unpacked. I am going to miss the never ending sunny SA days but the weather has been



A little "snippet" of a lifelong career in commercial aviation from Karl Jensen

"In 1980 I went to the Pan Am Academy in Miami for my 747 Command Conversion. It was a 4 week course because I had been a co-pilot on 747's for 4 1/2 years with a 4 year break on 737's as a Captain. The course consisted of 40 hours in one of their 747SP simulators. The instructor was Don Kovic who happened to be Pan Am's Chief Training Captain. It was an amazing experience because they had such a different manner compared to our trainers. There was never a word of approval. After 25 hours, the session had a different instructor/tutor and 2 other guys. At the end of the session, the tutor said we (co-pilot and flight engineer) had made the grade. I asked 'What grade?' and he said that was our qualifying test 😊 I asked who the visitors were and was told the one was an FAA Inspector and the 2nd was a rep from the US Airline Pilots Association who was there to ensure fair play. The FAA inspector asked if I would like an FAA validation of my SA ALTP, which I said I had no need for one - like an idiot!!!! That month cost SAA a mere US\$10,000 per crew member because our Rand was worth something. That included our accommodation at the Carillon Hotel on Miami Beach and transfers to the Academy near the airport. Pan Am was in financial difficulties and was mainly operating within the USA with a shrinking fleet of 747's, DC10's and Tristars."

-oOo-

Anyone that follows Pan Am Museum/history blogs will know that Pan Am have a community where employees, friends and family regularly post photos, videos and information on the history of the Airline. Pan Am really did such amazing things and were a really great airline. They were forerunners in commercial airlines and were always willing to assist with disaster relief. They reported in April that although Pan Am has been gone about 30 years and still the biggest number of followers on twitter than any other airline. A pretty spectacular achievement. 😊

SPECIAL FEATURES

EAA OF SOUTH AFRICA HISTORIC INFORMATION AVAILABLE ON WEBSITE

by Marie Reddy

Before Gerald Maddams departed 1502, he was kind enough to share some very old copies of the official records of EAA of Southern Africa. Most of these have been read, scanned and uploaded to www.eaa.org.za. While I really do not expect that many members will rush to visit our website to read these, I think that you will find these of interest when you eventually take the time to view these. When EAA was established in the early 70's, the Head Quarters were based in Natal, where there seemed to be a fair bit of activity in the country in terms of build projects.

I have since been in contact with the first editor of HOMEBUILT, Steve Crutchley to exchange information. I truly hope that our members almost 50 years later can appreciate what these members did to establish the EAA in Southern Africa. Under Steve's editorship, the newsletter was sent out quarterly over a two year period. He mentioned *"my wife has reminded me how we both dreaded the three-monthly filling of a couple of hundred envelopes and licking the flaps (I'm sure we also used a sponge!). In the days before computers, all copy was typed out and taken to the printers, along with a bunch of b & w photos. Then the proofs were sent to me to be checked before they set the type. It was quite a circus!"*

Coincidentally, I am sure Eugene will appreciate that even back then, when there were not a lot of other publications and readers from other countries even wrote "letters to the editor", which were published, they still had to continuously beg for content from members. This advert can be seen in early versions of the newsletters.....

MAYDAY! MAYDAY! MAYDAY!

Articles are urgently required for the next issue of Homebuilt.
Black and white photographs of about post card size are also needed desperately.
This news magazine cannot exist without your support.

I am in the process of uploading some of the old 1502 (Chapter 357 and 645 previously) newsletters as well as the old copies of 322 newsletters from 80's and 90's that I have been able to get my hands on. There is not a lot of information available after the HQ moved to Johannesburg. If anyone has copies of any old newsletters that we do not yet have, specifically National Newsletters, please could we ask for copies of these on email rsvp@eaa.org.za. It would be great to try and complete the collection of published newsletters.

I have spent many hours reading these editions and I have thoroughly enjoyed the articles, seeing early pic's of members that I know. I cannot believe how long many of our guys have supported EAA and been members. The old photos are also very entertaining ! For those who are keen on builds and building, you will definitely find something of interest in each of the original editions of HOMEBUILT. For those who want to take a look into the history of the EAA in Southern Africa, feel free to browse the old newsletters that we have available on our website <http://eaa.org.za/newsletters/>

The following page was extracted from HOMEBUILT, the official journal of Experimental Aircraft Association of Southern Africa, January-March 1976 edition edited by A "Buck" Gough-Jones. Apologies in advance for the quality of the article but I wanted to reproduce the original page as opposed to retype the information.

SPECIAL FEATURE

HISTORIC ARTICLE

extracted from *HOME BUILT* Jan-March 1976

the E.A.A. in ACTION!

by
A. 'Buck' Gough-Jones,
Past Hon. Chairman — Chapter 514.

THE EAA WORLD-WIDE

THE EXPERIMENTAL AIRCRAFT ASSOCIATION, INC., is a non-profit organisation ... fully self-supporting ... open to anyone. Founded in January 1953 by a handful of avid aviation enthusiasts in Milwaukee, Wisconsin, U.S.A. The idea for such an organisation was born in the mind of the President and founder of the Association ... Paul L. Poberezny, while building an airplane in his garage in 1948.

The original purpose of the EAA was ... and still is ... the stimulation of interest in aviation ... the promotion of aviation safety and education ... the encouragement and assistance of the amateur aircraft builder, designer and flyer. ... development of the light aircraft for the average man ... restoration of antique and historic aircraft ... and the furtherance of the sport and freedom of flying.

EAA has been responsible for the present expansion and development of amateur aircraft construction not only in the United States and Canada, but in some 50 other countries as well. France, at one time, lead the field in light aircraft development for the amateur but has since lost this title to the United States and Canada who have over 5,000 homebuilts flying and some 12,000 under various stages of construction in basements, garages and other workshops. With the ever increasing interest throughout the world, the rapidly expanding EAA membership speaks well for the future of the homebuilt, vintage and sport flying movement.

EAA presently has a network of over 500 active Chapters all over the world which promote sport aviation on the local level. Countless hours of volunteer effort on the part of the officers and members alike has brought this about. One of the sources of strength in our organisation has been the enthusiastic and willing co-operation of all working for the common good. It can truthfully be said that the Chapters are "the heart of the EAA" and their meetings serve as an opportunity for those with like interests to gather together. Chapters exchange building tips and related information, conduct demonstrations of various aircraft building processes and techniques, and engage in numerous other activities.

THE EAA IN SOUTHERN AFRICA

The construction of amateur built aircraft in Southern Africa can be traced back to the early days of aviation. Some historians claim that South Africa was the birth-place of aviation, and that the activities of Goodman in Natal preceded the achievements of the Wright Brothers.

Undoubtably, groups of individuals interested in amateur built aircraft did exist in the early days of our country, however, it was the post World War 2 years that saw the greatest development of the home-built concept and in particular — the last decade. Spearheading these activities were groups in Natal and the Transvaal. Led by the enthusiasm and dedication of the late Ian Lewis in Natal and Mike Spence in the Transvaal, the formation of the Aircraft Builders Association took place. Paradoxically, two Chapters of the EAA Inc. were also established — Chapter 322 in the Transvaal and Chapter 357 in Natal.

Late in 1972, the Aircraft Builders Association fell away in favour of the EAA of Southern Africa. Initially, Chapter 357 undertook the administration of the EAA of Southern Africa. Ably chaired by Tony Wills and assisted by an active and enthusiastic secretary — Steve Crutchley, the Association prospered. Under the aegis of the EAA of S.A., two very successful Conventions were held in P'Maritzburg in '73 and '74. A quarterly publication *Homebuilt*, originated and edited by Steve Crutchley, contributed much to the development of the EAA in Southern Africa.

Latterly, the administrative function of the Association has been carried out in the Transvaal under the leadership of E.C. 'Woody' Woods. While the rate of progress of the Association has been questioned in some quarters, progress has indeed been made. Two further Chapters are in existence — Chapter 514 located on the West Rand and Chapter 558 in Pretoria. Sponsored by Chapter 514, EAA of S.A. was represented at *Air Africa International '75* and drew much attention to the activities of the Association with a resultant increase in membership. Financially, a very successful Convention was also held in Welkom late last year. Considering that all the attainments of the EAA in S.A. have to date, been carried out on a volunteer basis, the future of the Association in our country is beyond doubt.

The continued growth of the EAA in S.A. has highlighted the need for a paid secretarial function so as to lighten the ever increasing burden born by the 'volunteers' and furthermore, to obviate the understandable criticism which presently exists among the membership. The coming Convention, to be held once again in Welkom over the Easter Week-end will do much to overcome many of our present problems and thereby lead to a greater and better Association being built in Southern Africa. I do hope YOU will attend — it is in YOUR interests to do so!

OSHKOSH '76

WISCONSIN
U.S.A.

INTERNATIONAL FLY-IN CONVENTION
July 31 — August 8

SPECIAL FEATURE

"ONE VERY GOOD SCARE!"

extracted from *HOME BUILT* March 1973

The full issue is available [online](#)

"WUN BLERRY GOOD SKRIK! ! ..."

by Pookie

Like my maat always says, "One blerry good skrik is worth four hours dual".

Just some little time ago me and my maat was indulging in our favourite pastime of shopping for second-hand vliegies. Since neither of us has got no geld we confine our activity to kicking the tyres and insulting the salesmen. For you ous that havn't tried this for a week-end sport, I can tell you that it's almost more lekker than girls.

Anyway, we got the cold shoulder from one bunch of ous who got stroppy because we charms we want to scale a demonstration ride in a new Bonanza, so we moves on to the next hangar.

Then we checks this other little vliegie, parked in the corner, and man, it looks real snaaks. So we stand and look and in no time our expected salesman makes the scene. This is one of those "Jolly" ous who tells us that this is a Jolly fine little aeroplane, going Jolly cheap and is Jolly economical to run. (The fact that the Jolly old log books is lost and the fabric has got the Jolly ringworm doesn't appear to be of much consequence! —)

So, to cut a long story up, in spite of a good argument, I was sitting in the right-hand seat of this creaking white-ant-menu with this eager-beaver salesman assuring me that one circuit would Jolly well convince me that this birdie was exactly what I Jolly needed! My maat, as usual, has talked himself out of the scene and is standing there laughing like a jakals at my predicament.

I was just beginning to hope that maybe the whole concert would end because the engine wouldn't start, but, dammit, on the last kick of the battery the whole box-of-tricks sprang to life and my last reprieve was gone. The vibration was out of this world and the noise was earth-shaking. The instruments (both of them) disappeared in a blur and a spring in my seat worked its way up through the upholstery. Now, if there's one thing that's likely to make a ou sit up and take notice, it's a spring in the dingus!

My sudden forward and upward motion was mis-interpreted by this salesman ou as astonishment at the pure beauty of the smooth-running engine so he smiles and shouts "Jolly good eh! " We are shortly airborne. It crosses my numbed brain that we didn't do any run-up or pre-flight check. This is probably based on the belief that 'what you don't know won't kill you.' During the take-off run we have become familiar with about 180 degrees of the horizon on account of the brakes on one wheel is a bietjie vrot.

So we stand and chaaf this ou and we can see him signalling his china behind his back to bring the order-book. He comes over all polite and charms we should drink some of his diabolical coffie while he finds the hand-book on how to fly this "Sleek eagle of the skies".

Just now he produces a thing like a dog-eared old comic that has done the rounds in the back row of the Bio Cafe. Now this chronicle gives us certain facts, such as this bird has got a seventy-five horse-power engine, and from what we can see, the first sixty horses is stone-blerry-dead, and the remainder is struck with the rinderpest. It also states that the engine will run on as little as six quarts of oil. Well, we got good news for the editor of this manual because right now it appears to be running on about eight pints of pure bitumen!

Now by this time our little game of giving the salesman a charge is wearing thin, but this ou is not going to let us go so easy. This is possibly due to my maats comment about maybe we should sell out "West Dries" for some petty cash. (The only part of West Dries we got is mine-dump sand in the hair!)

As we are climbing up at nearly 50 ft. per minute, this ou shouts "You've got it! "—Thinking he was referring to the spring in my seat I tells him "You blerry right I got it! " However when I sees his hooks are off the controls I catches on Jolly quick and grabs the pole.

Now while we are boring our way through the ozone on the down-wind leg, the plumbing at the front takes a turn for the worse and, man, the vibration gets real 'going'. So now this Jolly ou on my left seems like he has also got a spring in the seat because now his little white hands is going round the cockpit like he's playing 'Tico-tico' on the theatre organ. Mixture rich; Mags on both; Fuel switches on; Trim; Fuses; Straps tight; Doors open; Ash-trays empty; etc. etc. Meanwhile, our 'Sleek eagle' is developing all the flying characteristics of a home-sick anvil.

Lucky for us there was a mossie sitting on the fence and he was just heavy enough to hold that top strand of wire down and we made it back onto the airfield.

Like I says to my maat over the second bottle of 'do' when we got home . . . "They aught to make a law against these dam salesman people that can RUIN A OUS WEEKEND SPORT! " . . .

SPECIAL FEATURE

OPERATING FOR SAA IN THE GOOD OLD DAYS

by Geoff Fish

I was due to fly to London on a 6 day rotation which gave us a wonderful 4 days in London to ourselves. I needed to make the most of this opportunity so planned to take my daughter along so that we could do some cycling in the Cotswolds. My Sister, who lives in London, was to supply the bikes and a car to transport the bikes. A plus was that a good friend of mine from the air force, "Vissie" Vissier, was to be the co-pilot and, in addition to that, we were blessed with two Flight Engineers. I still believe they were a big improvement over three Flight Management Computers.

Vissie wanted to join us Cycling so, at that stage, our biggest problem was to procure a bike for him.

It all started off so well.....

The aircraft was a 747 Classic, and the flight had started in Durban. We simply had to take it onward to London. Everything was progressing smoothly prior to departure when I was unexpectedly advised, by the ground staff, that they would be off loading a passenger who had boarded in Durban without the correct visa.

Well, I knew that there was a heavy fine waiting for us in London if we arrived there with a passenger who didn't have a visa. I felt very sorry for this passenger as she had slipped through our own visa checks, but there was a further complication. She was travelling with a guy who had joined the flight in Johannesburg and I could understand just how highly miffed he was, that their subsequent plans had been ruined. He was incandescent with rage and insisted on getting off. I decided to allow him to disembark even though there would be a slight delay in locating his bags. My sympathy for him ramped up a notch when I watched them get off. One glance at her and I could only imagine how much he had been looking forward to this "business trip".

Everything went fine until about 80kts on the Take Off run. At which point the tower came over on the radio: "If it is safe----- STOP THE TAKE OFF."

I almost knew as I pulled the throttles back that this rejection was connected to the pissed off passenger. Sure enough, we were given to understand that there was a bomb threat. We asked for a remote parking position plus steps and lights to be sent. We had a few minutes taxi time to decide about a possible evacuation. I was very loath to order an evacuation once we had stopped because of the likelihood of serious injuries as I will explain later.



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SPECIAL FEATURE

OPERATING FOR SAA IN THE GOOD OLD DAYS

Continued on page 21

by Geoff Fish

We discussed the problem: Even if there was a bomb on board and it used a timer, it would be timed to detonate after a considerable time, in order to take a possible delay into account, and also, to allow the aircraft to reach a good altitude. (Big pressure differential)

If a pressure device had been used to arm the bomb, then the aircraft would, have had to climb to a considerable altitude in order to arm the bomb, and very possibly, would have needed to begin its descent again in order to set it off.

Most of all, I was virtually certain that this threat was a hoax.

We managed to find out early on that, on claiming his bags, our disembarking passenger found that he was one bag short. This just took him over the top and he said words he would probably regret for the rest of his life: "pity --- that bag was the one with the bomb in it' -----"

We made the decision to wait and disembark as soon as the steps arrived.

(The reason why I was so loath to order an evacuation was that I had seen an instructional video where they were certificating a 747 rejecting a take off at Max weight and at V1 [the latest legal time to reject.

The aircraft stopped OK but a brake fire developed. They explained that this was to be expected owing to the incredible amount of energy required to stop the aircraft. They said that this shouldn't necessarily cause an evacuation and should easily be able to be brought under control. I think it was at this point that I first heard the statistic that, with a fully loaded Jumbo [around 350 souls], it was very possible that one of them would never walk again after a slide evacuation.

So, once the lights and stairs had arrived, we asked the passengers to disembark and stand clear of the aircraft whilst it was unloaded. The dogs had to sniff everything for explosives and everyone had to identify their luggage, before it could eventually be re loaded. This took a while and I briefed everyone on the situation using a Megaphone from the aircraft. It was funny to note the different reactions of the passengers to the situation. I made it perfectly clear that anyone not wanting to continue could, once they had collected their bags, take the bus provided back to the airport.

One woman was pointedly standing within earshot of me as she phoned her husband in Canada. "We're all standing out here on the tarmac in the dark while they're searching for a bomb" The Purser rushed up and said "But the Captains has his daughter on the plane--- He wouldn't take off again if he thought it was a risky" Of course we could all hear the reply from her husband " Don't get back on that plane!"

As I remember, she ended up being the only one not to get back on board. She was dispatched with utmost haste and the rest of the passengers embarked with almost a festive air.

We had been worried that we might run out of flight and duty so had asked for the standby crew to be alerted but everything went according to plan and we easily dispatched in time.

Writing this reminded me of how incredibly lucky we were to be working for SAA at that time. Because of the low frequency of some flights, we would get more time off at the destination than some airlines. I so miss those days. Oh! And the cycling holiday was just the cherry on top.

SPECIAL FEATURE

THE MYSTERY P-51PILOT

Contribution by Rob Tannahill, Author unknown

This 1967 true story is about an experience by a young 12-year-old boy in Kingston, Ontario, Canada. It is about the vivid memory of a privately rebuilt P-51 from WWII and its famous owner/pilot.

"In the morning sun, I could not believe my eyes. There, in our little airport, sat a majestic P-51. They said it had flown in during the night from some U.S. Airport, on its way to an air show. The pilot had been tired, so he just happened to choose Kingston for his stopover. It was to take to the air very soon. I marvelled at the size of the plane, dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the pilot's lounge. He was an older man; his wavy hair was gray and tossed. It looked like it might have been combed, say, around the turn of the century. His flight jacket was checked, creased and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal ("Expo-67 Air Show") then walked across the tarmac.

After taking several minutes to perform his walk-around check, the tall, lanky man returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up, just to be safe." Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use -- "If you see a fire, point, then pull this lever!" he said. (I later became a firefighter, but that's another story.)

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar. Blue flames knifed from her manifolds with an arrogant snarl. I looked at the others' faces; there was no concern. I lowered the bell of my extinguisher. One of the guys signalled to walk back to the lounge. We did. Several minutes later we could hear the pilot doing his pre-flight run-up. He'd taxied to the end of runway 19, out of sight.

All went quiet for several seconds. We ran to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not. There we stood, eyes fixed at a spot half-way down the runway. Then a roar ripped across the field, much louder than before. Like a furious hell spawn set loose -- something mighty this way was coming.

"Listen to that thing!" said the controller.



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SPECIAL FEATURE

THE MYSTERY P-51PILOT

Contribution by Rob Tannahill, Author unknown

Continued from page 23

In seconds the Mustang burst into our line of sight. Its tail was already off the runway and it was moving faster than anything I'd ever seen. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic. We clasped our ears as the Mustang climbed hellishly fast into the circuit to be eaten up by the dog-day haze. We stood for a few moments, in stunned silence, trying to digest what we'd just seen.

The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment.

The radio crackled, "Go ahead, Kingston."

"Roger, Mustang. Kingston tower would like to advise the circuit is clear for a low-level pass."

I stood in shock because the controller had just, more or less, asked the pilot to return for an impromptu air show! The controller looked at us.

"Well, what?" He asked. "I can't let that guy go without asking. I couldn't forgive myself!"

The radio crackled once again, "Kingston, do I have permission for a low-level pass, east to west, across the field?"

"Roger, Mustang, the circuit is clear for an east to west pass."

"Roger, Kingston, I'm coming out of 3,000 feet, stand by." We rushed back onto the second-story deck, eyes fixed toward the eastern haze. The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze. Her airframe straining against positive G's and gravity. Her wing tips spilling contrails of condensed air, prop-tips again supersonic. The burnished bird blasted across the eastern margin of the field shredding and tearing the air. At over 400 mph and 150 yards from where we stood she passed with the old American pilot saluting!!

Imagine. A salute! I felt like laughing; like crying; she glistened; she screamed; the building shook; my heart pounded. Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelibly into my memory. I've never wanted to be an American more than on that day! It was a time when many nations in the world looked to America as their big brother. A steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the old American pilot who'd just flown into my memory. He was proud, not arrogant; humble, not a braggart; old and honest, projecting an aura of America at its best.

That America will return one day! I know she will! Until that time, I'll just send off this story.

Call it a loving salute to a Country, and especially to that old American pilot: the late JIMMY STEWART (1908-1997), Actor, real WWII Hero (Commander of a US Army Air Force Bomber Wing stationed in England), and a USAF Reserves Brigadier General, who wove a wonderfully fantastic memory for a young Canadian boy that's lasted a lifetime."



SPECIAL FEATURE

IF YOU HAVE TIME TO SPARE, GO BY MAC AIR

by Roel Jansen

My brother and 2 other pupes trained for ages with a 3 - axis microlight instructor between 2003 and 2004 outside Bapsfontein. Once they were "sort of" licenced, they decided to relocate their aircraft to start saving on aircraft storage fees. Not being proficient in radio work yet, they asked me to accompany them in my trike and do the navigation and radio work for them. The idea was for me to fly from my home field (Brits Flying Club) to Bapsfontein, gather the 3 "green" pilots and then fly to Walmansthal where my wife was going to be waiting for us with a field breakfast at around 07h30, on a little 150m long home-made airstrip in a disused mielie field. After breakfast we would set flight for our final destination, Brits.

Piece of cake ... no reason not to be in Brits by 09h15.

So I landed at Bapsfontein on a Friday afternoon in August, having flown from Brits via Pinedene in my Windlass Aquila, ZU-AZP. Soon aerial maps and a couple of cold beers were on the table and we started planning the flight.

We slept over and departed first light on Saturday for our first leg to Walmansthal. I led this ragged formation of Mac CDL's with my trike and felt content.

So we were 4 in our little squadron.

Not even 2 minutes into the flight and a tiny voice comes over the radio "I think I might have a mayday, my engine is losing power. What must I do?" I asked him if he could maintain or at least make it back, to which he replied affirmative. Our first casualty hastily returned with a spluttering single ignition 503. He made it back to Bapsfontein and reported a safe landing and a sparkplug which had unscrewed itself half-way, losing vital compression.



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SPECIAL FEATURE

IF YOU HAVE TIME TO SPARE, GO BY MAC AIR

by Roel Jansen

Continued from page 25

And then we were 3.

Cruising happily along in the cold winter's air at about 1500 ft AGL and, 3 miles south-west of Kitty Hawk. The serenity is disturbed by a short radio burst with a "Mayday! Mayday!" from ZS-VCX reporting (yelling) serious vibrations. He immediately cut power and entered a glide. I spiralled down to find a suitable landing spot and radio through the position of a nice instant lawn field and the wind direction. Circling low, I watched from above as the stricken plane did a nice engine-out landing followed by my brother and then me. SZ-VCX had a repair job done, the previous day, to its exhaust. One of the two exhaust brackets had now become undone in flight and went through the prop and a fat chunk of wood was removed from the one blade. ZS-VCX was going nowhere further today. After some rather lengthy discussions between the remaining Mac pilots, a lot of phone calls were made. Recovery was arranged for our propellor-clipped aviator by his spark plug friend.



ZS-VCX: Note the propeller

And then we were 2.

It was now around 10h00 and breakfast mile-posts had to be moved. We took off and soon I was chatting to Wonderboom ATC on behalf of the two of us. We were barely cleared by them for a routing north via the Mamelodi Quarry when the radio sprung happily to life again. "Mayday Mayday, CPF engine out !!!".

This was really becoming rather annoying. I circled the area and saw my brother choosing the smallest 5 cent coin-sized patch of what looked like a smooth field between blue gum trees and fences. A perfect approach (assisted by his paragliding experience of years gone by) and nice landing however saw him disappear into 2 meters of tall Elephant grass!

Circling above him, I received a feeble "I'm OK" over the radio, which I relayed to the frantic ATC, who obviously heard the Mayday's on his frequency and during his shift. I assured him that his Search & Rescue team can return to their brunch and tea, but it took a while because according to my position report, there was no place to land on their maps.

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SPECIAL FEATURE

IF YOU HAVE TIME TO SPARE, GO BY MAC AIR

by Roel Jansen

Continued from page 26

I had no chance in hell to safely put my trike down in that spot and told my boet to wait there as I was going to carry on to the breakfast venue where my car and a trailer would be available for recovery. So I remained airborne and continued my flight, leaving my brother stranded on the ground. Emotions of World War II pilots losing their buddies didn't linger in my mind for longer than a split second. These were no buddies of mine, they were Mac pilots habitually scattering themselves on the ground along their flight paths.



ZU-CPF in happier days

And then we were 1....

My wife had set up a camping table located at the end of the makeshift runway, bent under the weight of loads of food and coffee for 4 big and hungry pilots. Together, with a little audience of farmworkers, anxiously awaiting the arrival of this much anticipated 4-ship squadron, my wife's surprise was not faked when I arrived all alone.

Bacon, eggs and toast lovingly prepared at 07h00 by your typical caring pilot's wife just does not taste nice at 11h00. By the way, nor does room temperature coffee at 11h00.

Then my phone rang. It was my brother. He had forgotten to open the fuel valve of an aftermarket reserve tank, resulting in the engine out! But, he had also found the landowner, who was, at that moment, slashing a strip with his Vaal Japie tractor for my boet to take off from. He intended to fly out from there, but his radio battery was dead by now, as was the GPS's battery and whether I could explain to him how to get to the Walmansthal strip, which really was in the middle of nowhere with very few decent pointers to aid him. I calculated the flight to take him no more than 15 minutes to reach us.

A little while later I received an SMS from my boet that the landowner had finished slashing the 100 metre take off strip and that he was ready for take-off. Apparently the landowner had parked his Vaal Japie sideways at the bottom end of the "runway" and took a spectators seat on his tractor to watch the take off. My boet recalls afterwards that the last thing he remembered about that rather shaky and bouncy take-off was the friendly farmer, diving Olympic style from his tractor and face first into the ground to avoid being swiped off his Vaal Japie by a Mac CDL's undercarriage. Imagine what you have to write on your medical aid claim form.

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SPECIAL FEATURE

IF YOU HAVE TIME TO SPARE, GO BY MAC AIR

by Roel Jansen

Continued from page 27

20 minutes later my phone rings again. "I am at a road sign that says Dog School, Pretoria and Moloto". Miles and miles off course, he had landed near the Roodeplaats Dam wall on a muddy and slippery jeep track in the middle of a veggie farm under irrigation. This made it easier for me as I could now direct him to follow roads to the breakfast club, which really was now not more than 10 minutes flying from where he was. I am scanning the horizon towards the south-west, the direction he should be coming from, when 25 minutes later, ZU-CPF approaches from the completely opposite direction! He had seen a white thing on the horizon and thought it was my trike's wing, which turned out to be a water tank on a stand!

Having made the same mistake as the friendly farmer, my wife had the breakfast table located at the end of the short strip in the direction he had to land in. The Mac CDL has no brakes, a fact I was about to be educated in within the 10 seconds that followed. I remember just after touchdown how my boet took his feet off the rudder pedals and dug one of his Hitec hiking boot heels into the soft and freshly graded soil at 50km/h. The other boot's sole was firmly placed against the front wheel to act as a brake shoe in an attempt to avoid hitting or being hit by a breakfast table. He came to a full stop in a ball of dust within a distance from the table, similar to the distance one would normally sit at a breakfast table. It took a while for the dust to settle. How he got the red dust covered cold eggs into his mouth and down his throat still leaves me with a bitter taste in my own mouth until today.

Having now also run out of every possible drop of fuel in the Mac, we decided to call it a day and do the Brits leg the next morning, which, to my surprise, was uneventful and rather boring.

What should have been a morning's flight almost became a full weekend event. The old saying of "If you have time to spare, go by air" was also proven wrong.

The Mac was sold about 10 years ago for R 10 000.00.

JUST ANOTHER BEAUTIFUL PICTURE



SAFETY MATTERS

SASAR REPORT

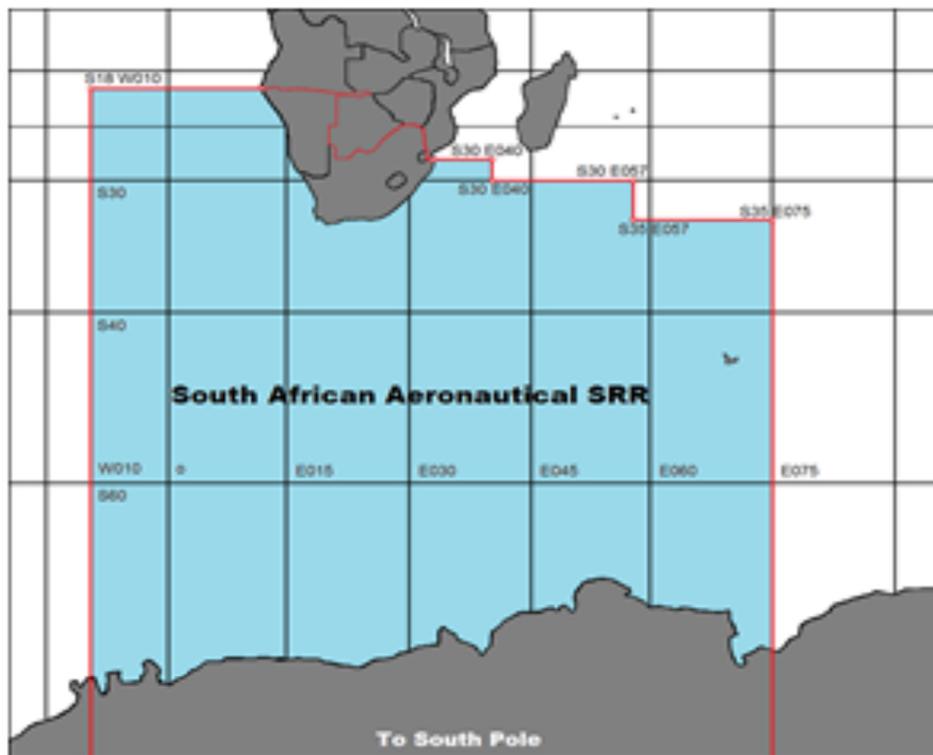
by Santjie White

SASAR

South African Search and Rescue

JOINING HANDS SO OTHERS MAY LIVE

OUR SAR REGION



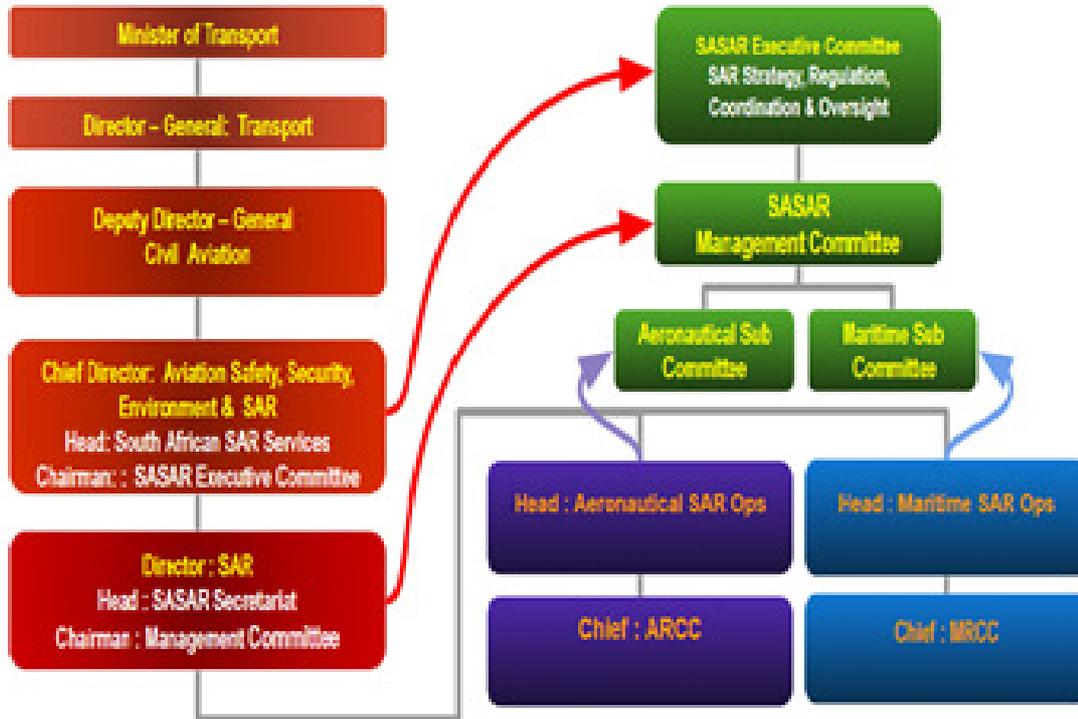
Continued on page 30

SAFETY MATTERS

SASAR REPORT by Santjie White

Continued from page 29

SASAR MANAGEMENT STRUCTURE



SASAR OPERATIONAL STRUCTURES



Continued on page 31

SAFETY MATTERS

SASAR REPORT

by Santjie White

Continued from page 30

EVEN BEFORE YOU DEPART

- ▶ Have you told somebody where you're going?
- ▶ Have you told somebody where you're REALLY going?
- ▶ Have you filed a flight plan?
- ▶ Have you filed SAR?
- ▶ Tell somebody when they can expect you back
- ▶ Don't forget to cancel SAR!

TIPS TO REMIND YOU OF SAR CANCELLATION

- ▶ Wear your wedding ring on the other hand. It will bug you.
- ▶ Put a piece of tape on your car key, so you can't start your vehicle.
- ▶ Put your phone upside down in its case.

PAN-PAN VS MAYDAY

- ▶ Pan-Pan (x3)
 - ▶ Urgency : a condition concerning the safety of an aircraft, but which does not require immediate assistance.
 - ▶ Examples : a door opening in flight; landing gear not extending; sick passenger
- ▶ Mayday (x3)
 - ▶ Distress : A condition of being threatened by serious and/or imminent danger, and requiring immediate assistance.
 - ▶ Examples : Engine failure; fire; structural failure

Continued on page 32

SAFETY MATTERS

SASAR REPORT

by Santjie White

Continued from page 31

WHAT SHOULD BE IN A PAN-PAN / MAYDAY?

This is what the book says :

- ▶ Identification of the aircraft
- ▶ Nature of the emergency
- ▶ Intention of the PIC
- ▶ Present position, level and heading
- ▶ Qualification of the pilot (ie. Student pilot, VFR in IMC)
- ▶ As much information as time permits

EMERGENCY TRANSPONDER CODES

- ▶ 7700 - Emergency (MAYDAY)
- ▶ 7600 - (Lost Communication)
- ▶ This will be actioned immediately by ATC and reported to the ARCC who will monitor the emergency and action accordingly.

WHAT IS REALLY IMPORTANT FOR SAR?

- ▶ Who are you?
- ▶ Where are you?
- ▶ What's wrong?

From that information, we can start responding to the correct area, and start looking for the right person

Continued on page 33

SAFETY MATTERS

SASAR REPORT

Continued from page 32

by Santjie White

DO YOU MONITOR 121,5 ?

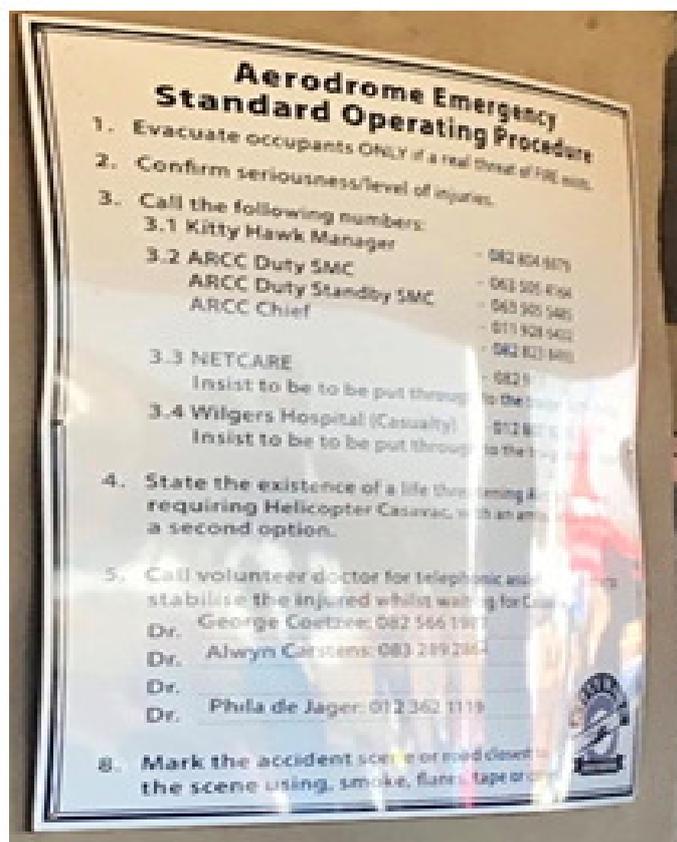
I'VE GONE DOWN, WHO DO I PHONE?

063 505 4164

063 505 5485

These are the numbers for the Duty SMC's. An SMC is a Search Mission Coordinator. Under SASAR, these are the guys/girls who make sure that when you're in trouble, the right people come looking for you!

AT THE AIRFIELD - GREAT TIP



Continued on page 34

SAFETY MATTERS

SASAR REPORT

by Santjie White

Continued from page 33

DO YOU KNOW WHAT'S IN YOUR FA KIT?

- ▶ We all know that there's a first aid kit in the aircraft, but how many of you know what's in there?
- ▶ If you had to use the first aid kit:
 - ▶ Would you know how to bandage a wound?
 - ▶ Do you know how to use the "disposable resuscitation aid"?
 - ▶ Do you know how to splint a broken arm?
 - ▶ Have you ever used a fire extinguisher?

FLASHLIGHT WHEN YOU'RE BEING RESCUED



DON'T DO THIS!!!



It's fine to use your flashlight, but when they get closer, point the flashlight to the ground away from the chopper, and not at them!



DO THIS!!!



Continued on page 35

SAFETY MATTERS

SASAR REPORT

by Santjie White

Continued from page 34

SURVIVAL KIT IDEAS

- ▶ Water
- ▶ A lighter
- ▶ A lightweight space blanket
- ▶ A pocket knife
- ▶ Compass
- ▶ Mirror
- ▶ Umbrella
- ▶ PLB

POWERBANK



SMARTPHONES ARE AWESOME!

- ▶ Find my iPhone
- ▶ AirNavPro flight tracking
- ▶ Spot trackers
- ▶ Life 360, Glympse, WA Live Location
- ▶ Too many to list all of them. Just make sure your family has access to them, so that if you're in trouble, that they can help SASAR to find you.
- ▶ Write the login and passwords down and put it somewhere it can be accessed in times of need.

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SAFETY MATTERS

SASAR REPORT

by Santjie White

Continued from page 35

WHAT DO WE DO?

- ▶ We start with a massive information gathering process
- ▶ DO YOU HAVE AN ELT - IS IT REGISTERED WITH CAA
- ▶ DO WE HAVE A DISTRESS BEACON DETECTION?
 - ▶ Flight plans
 - ▶ Checking with ATC's who you might have spoken to you
 - ▶ Checking all airfields in the vicinity, as well as DEP/DEST/ALTN
 - ▶ Security, police, refuellers, airport management
 - ▶ Check with your operations, family etc.
- ▶ After that's complete, we start with the search planning
 - ▶ We plot all information on electronic mapping software, as well as old-school paper maps
 - ▶ We then determine search areas, both primary and secondary
 - ▶ All the resources will have already been placed on standby
 - ▶ We sometimes use private resources. Remember that it is against the law to take any SAR action unless tasked by the ARCC!

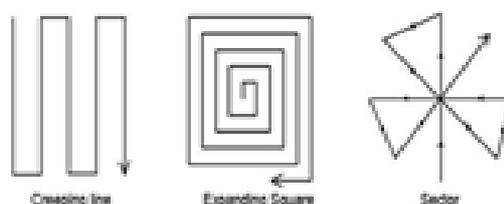


Figure 2.2: Search patterns

Continued on page 37

SAFETY MATTERS

SASAR REPORT

Continued from page 36

by Santjie White

WHAT DO WE DO continued

- ▶ Then the long, agonizing wait:

While all the resources are out searching, we spend that time to regroup and refocus, trying to analyse our follow-up search patterns

We take the feedback from our search parties, and plot them on our maps. This is to ensure we didn't inadvertently miss any areas during the search

- ▶ We also update the families throughout the whole process

WHEN DO WE STAND DOWN

- ▶ When we've located the aircraft, we only stand down when:

- ▶ All the persons on board have been accounted for
- ▶ The scene has officially been handed over to the SACAA and SAPS
- ▶ All our resources are safe back at home

REALISTIC EXPECTATIONS

- ▶ Please realise that SAR in real life is not like the movies. It takes time:

Resources need to be activated, and it takes time to get ready

SAR operations hardly ever happen close to home base for resources, so it takes time to reposition

Searching takes VERY long. Hours, sometimes days.

- ▶ Please don't believe everything you read on online forums, Facebook, Twitter etc.
- ▶ We would GREATLY APPRECIATE if you can give a short briefing to your family on how SAR works, and who they can contact if needed

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SAFETY MATTERS

SASAR REPORT

by Santjie White

Continued from page 37

WHAT WE ASK OF YOU

**PLEASE STOP SHARING
ACCIDENT PICS ON
WHATSAPP, FACEBOOK
ETC!!!**

**PLEASE SHOW SOME RESPECT
TO THE FAMILIES BY NOT
DIVULGING THE NAMES OF THE
PEOPLE INVOLVED UNTIL THE
NEXT OF KIN HAVE BEEN
NOTIFIED!!!**



SAFETY MATTERS

EAA USA ARTICLE “WHEN THE ENGINE GOES QUIET” SUBMITTED

submitted by Neil Bowden

The following is a summary of an EAA webinar by Larry Bothe on engine failures in flight. I would encourage anyone to become an EAA USA member, their member’s portal give access to many great webinars they have presented over the last 10 years covering a wide variety of aviation subjects. Larry Bothe has some 8000 hours, is an FAA Designated Pilot Examiner and has had 9 in flight engine failures. His talk is based on experience, doing check rides and the teachings of Dr Ian B. Fries, a recognized expert on the subject of survival in airplanes.

Reality Check



In reality, things are probably not going to turn out as well as you hoped. The best-case scenario is you’ll land the plane, hop out and call someone on your cell phone to come and get you. A lot of places we fly over just don’t have any good places to land – you may tear off a wing, the plane may flip over, and in the process, someone may get injured.

There are things we can do to minimize that risk of injury and the order in which we perform these things is almost as important as the act of doing them!

Think FUEL First

Most engine failures are caused by fuel starvation. Chances are that there is fuel somewhere in the plane. Hit the boost pump, switch tanks – 9 out of 10 times your engine will roar back to life. Cessna pilots – make sure your selector is on “Both” (at all times). Even if one tank is nearly dry and the other half full, you won’t suck air. By selecting “Left” or “Right” you may forget to switch!

OK – it wasn’t fuel

You did what you could and the engine did not roar back to life – now what? Do what you were trained to do

- Pitch for best glide
- Turn on boost tanks and switch tanks (done!)
- Trim for best glide
- Prop to full coarse or feather if constant speed

How much trim – a lot! Don’t waste time trimming and checking, trimming and checking – just go full nose up. **It is an FAA certification requirement for light aircraft that the plane will not stall with full nose up trim, power off.** In a Cessna Skyhawk this will give you about a 63Kt glide, very close to 65Kt Best Glide Speed

Some speeds you need to memorise!

Best Glide Speed – You will find this in the glide chart in your POH, **memorise it** and also placard it on your panel. It’s the speed “at which you will get maximum forward distance for each foot of altitude lost”.

Minimum Sink Speed – another speed to consider. This is used by glider pilots and not mentioned in powered aircraft handbooks. It’s the speed “at which you will get maximum time in the air for each foot of altitude lost”. You would use it if you were close to your chosen landing field and wanted to buy more time to trouble shoot. It is approximately halfway between your best glide speed and power off stall speed

Cessna Skyhawk Best Glide = 65Kts Power-off Stall = 45Kts Min Sink Speed = 55Kts

Remember your Best Glide Speed in your POH is calculated at full gross weight, if you are lighter, the speed would be slightly lower.



So now we need a place to land

Textbooks say that we should always have in mind a place to land should the engine quit. On a 4 hour cross country flight? Yeah right. My mind wanders off after 10 minutes. So if we cannot rely on that, what can we rely on?

Technology – most of us fly these days with a GPS. Use “nearest” function to find the closest airfield. It will also give you airport information, runway directions, frequency etc. Learn to use it, if it’s complicated consider placing a placard next to your GPS

Continued on page 40

SAFETY MATTERS

EAA USA ARTICLE "WHEN THE ENGINE GOES QUIET" SUBMITTED

Continued from page 39

submitted by Neil Bowden

ATC – If you declare an emergency, ATC can advise where the nearest airports are

Highways – most of saw the video on our WhatsApp Group last month. Highways work pretty well, they normally have long, straight stretch's and, conveniently, traffic moves about the same speed we land. Land with the traffic and watch out for lines and bridges



Once you have picked a place to land, turn to go there!

In simulated practices, many pilots pick a field and then are so eager to get into their trouble-shooting checklist, they lose sight of their field! Turn to go straight there, aim to be on short final (into the wind) **regardless of your altitude!** Don't fly a pattern - take the shortest route, don't waste altitude going further than you need!

Wind

You need to land into the wind



The slower the ground speed the less damage to you and your passengers. The force that you have to dissipate varies with the square of the speed

Example: 15 Kts surface wind and your plane touches down at 40 Kts

If you land downwind you land at 55 Kts, pretty fast and if the surface is not good, the results are going to be bad. However, if you land into the wind your ground speed will be 25 Kts, that's less than half the speed!

The energy is only a quarter!! This makes a HUGE difference

Where is the wind from? If you are flying locally, what was it when you took off? If you have been flying for some time, what was the forecast? Can you see smoke or dust? Look for the glassy edge of a dam or pond

You won't like landing downwind!

Use a Checklist

So far everything we have discussed are memory items. So now, if you have some altitude, which means you have some time, is a good time to use a checklist. Most POH Engine Failure checklists and after market checklists are woefully lacking, radio work is either not mentioned or appears way down on the list. Best is to create a custom checklist, use a standard checklist and customize it for you and the aircraft you fly. Print it out on a piece of brightly coloured cardboard, so when you need it, it's easily identified and ready to grab!



Declare an Emergency



This should be right at the top of your checklist and done right after turning to the field that you picked. Don't wait until you get to the bottom of your check list and then think "it's not going to re-start, I had better call". VHF radio is line of sight, if you get too low, it's an issue. Same thing applies to radar, you'll get lost in the ground clutter and they won't see you. So get your call in early, don't wait. Squawk 7700 – get ATC's attention, get help coming!!

ICE Squawk Codes

I	Interference (eg Highjack)	7500
C	Communication (Radio Failure)	7600
E	Emergency	7700

Continued on page 41

SAFETY MATTERS

EAA USA ARTICLE "WHEN THE ENGINE GOES QUIET" SUBMITTED

Continued from page 40

submitted by Neil Bowden

Who do you call?

If you are talking to ATC, tell them. Otherwise, the **Universal Emergency Frequency 121.5**. On some radios if you press the flip-flop frequency button for a few seconds, the radio switches to 121.5

ATC will be able to tell you where the nearest airport is situated and they have a system to get emergency services on their way to you (and yes, this does work in South Africa, I checked with Santjie White). Wouldn't it be tragic to survive an off-field landing and then die on the scene because nobody knew what happened or where you were?

Get your call in early!



Now Try restart the engine

Now's a really good time to use your custom checklist, so that you don't forget to do something. In a way the aircraft is its own checklist, as you work your way across the panel – Primer locked, Mags on Both, etc.

It restarts!

So now what happens – you got lucky and it restarts. Call ATC and tell them you no longer need assistance. They will notify all the emergency services they contacted and call off the emergency and everyone will be happy that you are safe!

It didn't restart??

Maneuvering to Land

So you have taken the airplane to short final but you are still too high. That's good, but still don't fly a pattern. Most of us are not accustomed to flying an airplane totally power off and chances are you will not make it back to your field. Instead make a left 360° turn (left will help you keep the field in sight presuming you are flying from the left seat), most light airplanes will lose 600' to 800' in a 360° turn with 30° bank. Still too high? Turn again. It will be obvious when you have not got enough altitude to do another turn and you have to land. Now when you are sure you can make it into your selected field, take **full flaps**, lower the nose so you don't bleed off the airspeed excessively, and land the airplane. If you are too high – sideslip! This will increase your rate of descent significantly. Finally – If anything, it's better to be a little high than a little low. You'll be better off to get into the field you selected touching down at maybe 30 Kts in the middle, slowing down to maybe 15 Kts and then hit the ditch or fence at the end - you won't have much energy left and you won't be seriously injured. But, if you come up low and you cannot make it to the field, who knows what you will hit, you will be touching down at a higher speed in an area that might not be too good and, you may be tempted to stretch the glide and stall.

Better be too high than too low!

Change something

Consider this – the engine quit in which ever configuration it is presently in. If you're going to get it to run again, you're going to have to change something. Pump the primer, don't just check it's locked - maybe the engine jumps to life briefly, that means the problem is a fuel transfer issue (you could keep the engine going by pumping the primer!). Don't just check the mags are on "Both" – switch to "Left" and "Right", maybe there's a problem with the "Both" switch. Don't just check the Throttle is set to cruise position – move it, maybe a piece of the air filter has broken off and is lodged in the carb and moving the butterfly dislodges it. Point is, you need to change something to make that engine run again.

Just looking at the checklist and looking at the controls probably isn't going to get you a restart

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SAFETY MATTERS

EAA USA ARTICLE “WHEN THE ENGINE GOES QUIET” SUBMITTED

submitted by Neil Bowden

Continued from page 41

Last things to do before touchdown

- Tighten your seat belts, **really tight!** Like, if you’ve done aerobatics and the instructor made you pull them up until they were uncomfortable, that’s what you need in an accident.
- Unlatch the doors or canopy and wedge them open if you can. A twisted airframe can cause them to jam.
- Shut off the fuel – you want to keep it in the tanks and not leaking out of ruptured fuel lines
- Turn off the Master, you don’t want exposed wires flapping around and making sparks



Question: Can I sideslip a Cessna with full flaps?

Many Cessnas are placarded with things like “No slips with full flaps” or “Avoid slips with full flaps”. Does that mean you cannot slip? No, here’s what the manual says

NORMAL LANDING

Normal landing approaches can be made with power-on or power-off with any flap setting desired. Surface winds and air turbulence are usually the primary factors in determining the most comfortable approach speeds. Steep slips should be avoided with flap settings greater than 20° due to a slight tendency for the elevator to oscillate under certain combinations of airspeed, sideslip angle, and center of gravity loadings.

NOTE



Nowhere is the word “Prohibited” used. If it was truly dangerous, Cessna would have prohibited it. Under certain and very rare combinations the elevator may oscillate, which means in the cockpit the control wheel may move in and out. Why they say it should be avoided is that they had a couple of incidents where this oscillation occurred,



the pilot panicked and stopped flying the airplane. An accident then happened because the pilot stopped flying the airplane. The airplane is still fully controllable in this situation and the elevator still does what it is supposed to do and, once you come out of the slip, it stops doing that. So, if you need to slip because you’ve had an engine failure, for heaven’s sake - sideslip!

Common Errors

- Failure to determine wind direction. Most pilots just head to the nearest big field and aim for the end closest to them. Landing into the wind is very important!
- Not flying direct to short finals. Many pilots know they are high and just cannot stand putting the plane on short final being really high, so they fly away from the field to get some time to get rid of that excess altitude and don’t make it back to the field. Solve that problem by going directly to the field.
- Not using a checklist (after “memory items” are completed). Pilots forget stuff, they don’t declare an emergency simply because they forgot. Create a custom checklist for you and the for each aircraft you fly!

ADVOCACY

LETTER TO THE AEROCLUB

Karl Jensen Box 1662 Ferndale 2160

Aero Club of South Africa Member #00088

EAA of SA Member

26 April 2020

Rob Jonkers,
Chairman Aero Club of South Africa,
Sean Cronin,
National President, EAA of South Africa,

MATTERS AFFECTING GA AND THE EAA MEMBERS.

Dear Sirs,

With the enforcement of National Disaster laws, The Civil Aviation Authority has made allowance for extension of Pilots Licence validity.

No such allowance has been made by the CAA for the validity of ATF's.

I do believe that this concession should be made on application.

I ask you to use your good offices to approach the Director CAA in this matter and Mr Simon Segwabe and Mr Neil de Lange in their capacity as a Senior Managers

A problem is arising for owners of aircraft, myself included.

I plead that you make allowance for this requested concession.

All aircraft with reciprocating (piston) engines require to be flown for 1 (one) hour minimum every 28 days.

Not to fly a minimum of one hour per 28 days will result in corrosion and deterioration of the aircraft engine that can affect its reliability and life.

These engines are extremely costly to replace, or repair and it is unthinkable to fly an aircraft with an unreliable engine.

Ground running the engine to satisfy the corrosion avoidance in an inactive engine is not an option as advised by the engine manufacturers I do not wish to and will not fly anywhere during the Emergency Disaster Lockdown.

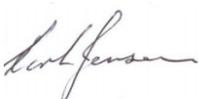
I ask that the following allowance be made to keep the operation simple:

AN ALLOWANCE OF 1 HOURS FLIGHT FOR PISTON ENGINE DRIVEN AIRCRAFT BE MADE CONDITIONAL THAT THE FLIGHT CARRIES NO PASSENGERS OR CARGO FROM THE BASE WHERE THE AIRCRAFT IS KEPT AND TO NOT LAND ANYWHERE EXCEPT BACK AT THE SAME BASE ONCE EVERY 28 DAYS.

This concession as described should be considered as a matter of urgency. This is a simple way to overcome the engine corrosion and reliability problem without the requirement for any administrative requirement by the Civil Aviation Authority and commensurate with Social Distancing requirements.

The concession made by British Aviation Authorities is cumbersome and requires official sanction for each flight adding to an already overloaded administration burden .

Thank you



NEWS BOARD

As posted by the EAA on 1 May2020



EAA - The Spirit of Aviation

6 mins · 🌐



We are sad to announce that EAA AirVenture 2020 is being canceled due to continuing uncertainty caused by the COVID-19 fallout. Pre-sale purchasers will be notified of options to rollover purchases to 2021 or to request a refund. See message from EAA CEO/Chairman Jack Pelton: <https://bit.ly/3f3yw8x>



🙄👍🙄 184

20 Comments · 165 Shares

MEMBERS ARE REMINDED OF THE CURRENT FLIGHT RESTRICTIONS NOTAM

Lockdown NOTAM : A1537/20 NOTAMN below can be viewed on SA CAA website.

A1537/20 NOTAMN Q) FAXX/QXXXX/IV/NBO/E/000/999/5152S01651E999 A) FAJA FACA FAJO
B) 2004181814 C) 2004301000 EST E) COVID-19: ALL INTL, REGIONAL AND DOM FLT
(INCLUSIVE OF GEN AND RECREATIONAL AVIATION) PROHIBITED, IRRESPECTIVE OF THE RISK
CAT OF THEIR COUNTRY OF ORIGIN, EXC THOSE FLT AUTHORISED BY THE MINISTRY OF
TRANSPORT OR FLT AUTHORISED BY THIS NOTAM.

NEWS BOARD

Further to **Operation Life Flight**, thanks to Brian Appleton and Karl Jensen for putting this together. At this stage there has not been any official response and Karl has expressed his thanks to the 218 persons that have signed up to assist with this initiative. We are all ready and keen to take to the skies and we will communicate a response as soon as this is received.

A copy of the concept letter appears below.



Proposed Corona Emergency Initial Assist Plan



In the event of the Corona Virus Emergency Situation deteriorating further in South Africa, the Experimental Aircraft Association (EAA) and Aero Club of South Africa (AeCSA) have hundreds of members throughout SA who fly light aircraft for recreational purposes. Most of the pilots fly with Private Pilots Licences (PPLs) which preclude flying for reward or any payment. With the advent of the Corona crisis, we are considering making ourselves and our aircraft available for the transport of lightweight emergency medical samples or equipment to or from the smaller towns that have airstrips or airfields within range of the members' bases.

The Civil Aviation Regulator will possibly be required to make concessions under the developing emergency as will the insurance companies. A thought is that the cost of fuel X 1.3 would be a reasonable charge as this is what has to be paid directly from the pockets of the volunteers – we would expect Air Traffic Control (ATC) charges and landing fees for these specific missions to be waived. The cost of operating the aircraft aside from these expenses will be borne by the individual members.

An operations centre will be required. Details will have to be carefully worked out to ensure the safety of the pilots, their aircraft and the mitigation of handling possibly hazardous medical samples and prevention of cross contamination or infection.

This will also hopefully demonstrate the value of small town and village airfields and strips to the powers that be for the future that the most valuable street in any town is the runway.

Karl Jensen (Mobile: 082 331 4652)


24 March 2020

NEWS BOARD



Update 2 on OPERATION LIFE FLIGHT 2 May

The data base for OPERATION LIFE FLIGHT has 230 persons listed of which 5 are non-pilots who have asked to be involved to assist with admin and organisation. These kind individuals all have experience in flight operations and are an asset should we be called to service. The entire data base has 230 persons and the list of aircraft being offered is not unlike an edition of 'Janes - All the Worlds Aircraft'. The airplanes are based all over the country which will make delivery of emergency medical supplies and equipment to most isolated places.

Some of the planes range from Weight Shift and other microlights that comfortably deliver 50-60kg packages and could even land on blocked off roads without any problem. There is a range of General Aviation types from homebuilt planes to larger twin engine aircraft such as Barons, 402's, Senecas, Aztecs, Duchesses, etc. We also have many turbine powered aircraft listed such as Cessna Conquests, Caravans, King Airs and exec jets such as Bae125s, Citations, a 120 seat Embraer and even a Boeing 737-300F. For me, the most unique type is a Lancair Evolution belonging to Frikkie Greef from Port Elizabeth. Many helicopters have been offered should we require them as well as a swarm of Gyrocopters and more.

We have been offered various bases to operate from should the need arise. For example, Mike Gough has offered us his Lanseria Flight School, hangar and 12 Cessna 172s as well as access to other larger aircraft and pilots to fly them

We have written to the State Presidents Office, the Department of Health, the Civil Aviation Authority and ATNS. Although we do not have any acknowledgement in writing, I understand that our correspondence has been seen with gratitude. I imagine that the government has their hands full at present. We have been approached several times for our services, but while commercial courier services are operating for medical equipment, samples, supplies etc, we will remain on standby. Should the situation change, everybody on the OPERATION LIFE FLIGHT Whatsapp group will be advised

I am absolutely blown away at the spontaneous generosity of the wonderful people in the South African aviation community. Although this has been quite a task to compile the data base and all the comms that are required, it has been an absolute pleasure when dealing with such generous people. I do hope that there will be some way that our group will be recognised even if we are not called to service.

Karl Jensen

LETTER TO THE EDITOR

By An Aviation Enthusiast, 23 April 2020

Dear Editor,

As we have more free time than usual and you are always asking for content, I trust that you will accept my letter into CONTACT! discussing what we have achieved during lockdown.

I have run a private business small farming project from home, as well as assisted colleagues with much needed admin - all from the comfort of my home. Being home with family has been far more pleasant than I imagined it would be. Even though I was home with my spouse and children, I did not experience a nagging wife or crying children once! I have had time to research what has always fascinated me and hope that some of the readers will enjoy this.

Covid-19 Lockdown has been a scary time for many of us. We have been bound to our homes in isolation (in most cases) with stringent restrictions on essential goods access only.

It looks like we still have some time before we will be able to fly. I have just listened to our President giving us an update on the wearing of masks and how the social reintegration phases are expected to work. From this, I am uncertain if I can go to my hangar and just hang out with my aircraft (and my favourite pilot friends). I will be testing the road restrictions (mask and all) in a week's time to see if I can get across Gauteng for a visit.

As I will not be allowed to fly, I will be happy to just relaxing on my hangar sofa to have a cup of tea or sip a cold beer and enjoying my surroundings. Activities could also include washing my aerie or just running the engine to keep it lubricated.

For aviators, little to nothing has happening in GA and in commercial operations. There has been a lot of sad news about Airlines struggling to stay afloat, many aviation employees have lost their jobs. Airlines are being bailed out to ensure that countries still have a national carrier in the post-pandemic era. All the industries that rely on airlines for a service or as a customer will all be hard hit. We will all know some of these people.

At this stage we are all just hoping to make it through this without being infected and with the ability and opportunity to still make a living afterwards. We don't know when "afterwards" will be so only time will tell and we can still be hopeful that once we are able to avoid the virus, there will be new and different opportunities for us.

While some of us have been desperate to be back in the air, very few people have had the privilege of assisting "essential service" aerial tasks, but 99% of us can only dream about flying. There is a different type of flight which has continued as planned during this time – I'm referring to space travel of various types.

While we have been behind closed doors, space exploration in various forms has progressed –

- April 2020 marked the 30th year that the Hubble telescope has been in Earth's low orbit since 24 April 1990. Hubble still remains in Earth's orbit at an average speed of 7.49km/s as a vital research space research tool. It has the ability to capture extremely high-resolution images of a deep view into space. Many Hubble observations have led to breakthrough in astrophysics, such as determining the rate of expansion of the universe.
- **TESS** (The Transiting Exoplanet Survey Satellite) celebrated 2 years of amazing space imagery on 18 April 2020 (launched atop a Falcon 9 rocket). TESS is a space telescope designed to search for exoplanets using the transit method. A number of planets and exoplanet (outside our universe) have been discovered by TESS. The imagery that is assembled from the data received is pretty spectacular.
- The last planned US astronaut flight in / out Russia landed in Kazakhstan, southeast on 17 April 2020. NASA has made use of the Russian space agency Roscosmos over the past decade and launched and landed in this remote location.



The International Space Station (ISS) has continually hosted a rotating crew of astronauts from all over the world since 2000. The United States and Russia are the space station's primary operators. Since 2011, Russia has been the only country capable of transporting astronauts to and from the ISS. NASA has paid up to \$86 million per seat for 35 missions including 38 astronauts. The return of launches to the USA is expected to have a substantial saving.

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LETTER TO THE EDITOR

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- In April 2020, NASA announced [SpaceX](#) will launch future astronauts on the next mission to the International Space Station on Wednesday, May 27 2020. Lift-off will be from Florida's Kennedy Space Center — marking the first time a rocket will carry astronauts into orbit from the United States since NASA's Space Shuttle program retired in 2011.
 - SpaceX and Boeing competed for the privilege of this mission, which will be undertaken by SpaceX.
 - The Apollo lunar flight program ended in December 1972, with Apollo 17. One of the most famous of these was Apollo 13 – called a “successful failure,” because the crew never landed on the Moon, but they made it home safely after an explosion crippled their ship. A switch and insulation, which should have been modified during an upgrade to one oxygen tank, were damaged during a test of that tank during construction. When the associated heater was turned on during flight, the tank exploded, depleting almost all of the power from the command module and forcing the crew to use the lunar module as a lifeboat. The crew made it home safely thanks to the mission control team working around the clock. Apollo 13 celebrated a 50th Anniversary of their return on 17 April 2020.
- 
- "Earthrise" Taken aboard Apollo 8 (1968) by Bill. Apollo 8 of 1968. *Image*
- The moon has remained of great interest to NASA and scientists around the world. The last moon landing was at the end of 1972 so it has been almost half-century since people visited the Moon. NASA's [Artemis program](#) aims to return astronauts to the Moon by 2024, preparing for future exploration of Mars.
 - There has long been talk of man going to Mars and reports of NASA and SpaceX making this possible in the next few years, does not seem feasible at this stage. With the Mars 2020 program (Curiosity) in place for further, more in depth exploration of Mars. The trip to Mars will take around 7 months; a bit longer than astronauts currently stay on the International Space Station. The window of opportunity for a launch to Mars, is also very limited with reports of this being roughly every 28 months. Reports mention 2024 and 2030, but it is unclear when a manned mission to Mars will be undertaken.
 - On 23 April 2020, SpaceX launched its 7th mission with 60 Starlink satellites atop a Falcon 9 rocket from NASA's Kennedy Space Center on April 22, 2020. The launch brings the number of satellites in orbit for the megaconstellation to 422. They plan to launch a total of 12000 satellites into the Earth's orbit in 3 planes with the aim increasing broadband coverage. This launch for Falcon 9 marked a significant milestone – it's 84th flight. Musk indicated that SpaceX are able to save an estimated \$6million per flight by reusing the Falcon fairing.
 - SpaceX and Boeing have both announced plans to fly [tourists](#) aboard the spacecraft alongside NASA astronauts. While this may sound like something from a sci-fi movie, I'm pretty sure that the same was said when aircraft were first invented. It reminds me of my thoughts when I first visited the museum in Kimberley some years ago. I contemplated whether the “pilots” that flew the aircraft on display (basically a “bicycle with wings”) were crazy, brave or had a death wish?

All of this in the short lockdown period we have had to endure. We may not have been able to experience flight but with all the multimedia coverage of events we have had the opportunity to keep track of what has been happening that will have an effect on “flight” into the future. After the first week or so of monitoring the various Covid-19 Apps available, I quickly found my way to various other posts of interest, which were a great daily distraction with fascinating information that we never have the opportunity to browse in a normal busy day.

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LETTER TO THE EDITOR

Continued from page 47

In summary, I have to admit that being in isolation was not too bad. We were not too deprived of the luxuries we have grown used to and the restrictions did in fact give me an opportunity for more “people time”.

Personally, I am excited at the prospect of knowing that I will be able to watch the next “moon landing” and possibly even the further exploration of space and our universe in my life time!

As we missed so much, for the 22nd April 2020 - happy Earth Day !

Yours sincerely
Fascinated by flight



REVIEW A BOOK

Title : *Spade Grip, a Spitfire Revival*

Author : *Filius Gratus*

Seller : *Amazon*

Comment : Hopefully of interest to some old school pilots and technicians, I wrote a little book into which I poured years of (spell bound, I can tell you!) research. The bias is rather technical hands-on, on the Spitfire Mk II B (mainly). It is available on Amazon, unfortunately not gratis (excuse the pun), as they want a couple of bucks for it. I sincerely hope it may provide a few pleasurable hours of locked-in entertainment for the temporarily grounded flying fraternity.

Submission : Kallie van der Merwe, Advocate, Montana 0151, Kallievandermerwe1@gmail.com

SEND YOUR BOOK REVIEW TO THE EDITOR contact.eaasa@gmail.com



I suppose we'll have to do

“SOMETHING”

with our time after lockdown

TRIBUTE

A TRIBUTE TO LEN CORMAC

by Marie Reddy & Steve Crutchley

Chapter 1502 have reported the sad news of the passing of Len Cormac. Many of the current EAA members may not know Len who was part of the Homebuilders Association before it evolved into EAA on Southern Africa in the early 70's. Newsletters of that time, would often mention Len. He was an accomplished pilot as well as an integral part of the building fraternity in Natal and assisted many people throughout his life.

What a legend Len was, as an EAA member with a true spirit of aviation, always willing to help others. I am very happy that I had the opportunity to meet Len some 50 years after EAA was founded and he was still active and offering guidance and quiet recommendations to builders. He will certainly be missed and his loss feels like the end of an era.

Len touched many lives over the last 60 years and we can only imagine the amazing things he saw and experienced. Steve and Gerald were kind enough to share some information on Len, as they both knew him well as a Natal EAA'er in the 70's and 2000's respectively.

Steve was in his 20's when he took on the position of first editor of the EAA official newsletter HOMEBUILT in the 70's and knew Len back then. Steve served on the EAA 357 committee when it was first established in 1972 in Natal. Most of us know Gerald as he has served in various position on the committee of 1502 over the last 20 years.



Leonard Arthur Cormac was born on 18 December 1935 in Durban where he grew up and in due course did an apprenticeship at the Lion Match factory. On completion he joined British Fleet Liners where he became a First Engineer and travelled all over the Far East. He left the shipping industry when he married Pauline Riddle in April 1958. Together they raised five children - David, Barbara, Noeleen, Michael and James.

In 1964 they bought a farm in Cato Ridge - between Durban and Pietermaritzburg - and Len took up employment in Pietermaritzburg. His passions were his work in the engineering field and his flying. He joined the Pietermaritzburg Aero Club in the late sixties and in due course built and flew his first plane – a Jodel D9 - registration ZU-UGO.

Some years later Len joined the Coastal Microlite Club in Cato Ridge where he became a microlight flying instructor and an Approved Person.

After he retired he continued his engineering activities from the farm as he was never a person to sit back and relax. He ran his small engineering business on his own, looking after his clients from earlier times, added new clients, and in between he helped his friends by making countless aeroplane parts. He was kept busy in the workshop seven days a week, only taking time off to enjoy meetings and gatherings with fellow flyers. He continued making parts and helping others with homebuilding and restoration projects right to the end.

Len had a very full life, always helping others while putting his own health and needs aside. He was still working and helping others till the day he was admitted to hospital on 4 September 2019 with pancreatic cancer. From there on it was an endless battle, bravely fought, till he left us on the 4 April 2020.

TRIBUTE

A TRIBUTE TO LEN CORMAC

by Gerald Maddams

Obituary

Leonard A. Cormac : 18th December 1935 – 04th April 2020

I first met Len Cormac as one of a group of men constructing and flying home-made hang gliders in and around Pietermaritzburg in the late 1960s and early 70s. He was young and vigorous and good with his hands. The enthusiasm of this group grew, and they moved on to making real aeroplanes.

Len began with a Jodel D9, ZS-UGO, which he completed and flew in 1974. It was rough, but a joy to see in the sky on the few occasions that it flew. He loved flying, and got rather seriously hurt in a crash on Oribi Airport when flying someone else's plane. He subsequently built a Jodel D11, which was unfortunately burned in a fire (with no personal injuries involved).

He has, for many years been building another Jodel which reached about 70 %, all in the lounge and main rooms of the family house in Killarney Valley near Cato Ridge – this time a Jodel D185.

Len has been an Aero Club of South Africa member and an EAA member since 1973. That is more than 47 years ! He was one of the first two Approved Persons (A.P.s) in Natal (now KZN), that being achieved in the mid 70s. He was a very active A.P., signing out about 50 odd aircraft each year.

He had accumulated more than 5000 flying hours in a vast array of differing aircraft types, and was an instructor at Cato Microlight airfield for many years, which is where I reconnected with him in about 1997. A regular at the airfield each weekend, he would put his considerable enthusiasm to work, along with great skills at the workbench. Never short of words and stories, he was one of those who was the glue that held the Chapter together.

He continued to be an inspiration and a font of knowledge to KZN EAA members, and as a talented engineer would always step forward to assist with the manufacture of door locks, brake levers, bushes, or whatever bit of engineering was required, quite often without even asking for the material costs, let alone labour charges.

He would pop in to Grass Roots airfield whilst passing by on the gravel road to his home, if he saw the hangar doors open and the flag flying.

I was busy restoring the Auster at the time, and his experience was of inestimable value to me as he made suggestions about engineering solutions to some of the dilemmas that I faced. He helped so many of the Chapter members by welding undercarriages, brackets, rudder pedals and the like, plus hours at his lathe making exquisite bushes and bearings.



Len doing what he loved in the hangar - looking after an aeroplane



Len receiving his Gold Wings at the AeroClub dinner in 2018.

SPECIAL FEATURE

INSTRUMENT FLYING : NEW TECHNIQUE

article supplied by Steve Crutchley. Author unknown

If you intend to confront the weather head on and can't afford the instrumentation required for IFR a few innovative individuals have developed a new system. Known as the *Cat and Duck Method* it is considered by these amazing visionaries to be almost fool proof. Unfortunately no comment has been received from those who have put it to the test.

The basic rules for the *C & D Method* are simple. Here's how it's done:

- Place a live cat on the cockpit floor. Because a cat always remains upright, it can be used in lieu of an artificial horizon. Merely watch which way it leans to determine which wing is low.
- For the approach and landing use the duck. Any sensible duck will refuse to fly in IMC so simply open the window, chuck it overboard and follow it to the ground.

There are some limitations to the C & D Method but by following the checklist below a degree of success will be achieved that will surprise you and absolutely startle your passengers.

- Get a wide-awake cat. Most cats do not want to stand at all, so it is advisable to take along a dog in the cockpit to keep the cat at attention.
- Make sure your cat is clean, otherwise it will spend all its time washing. Trying to follow a washing cat will result in aerobatic manoeuvres never seen before.
- Use an old cat. Old cats are more dependable. They have used up most of their nine lives and will have as much to lose as you do.
- Beware of clever ducks. If they discover the value of the cat they will refuse to leave without the cat.
- Be sure your duck has good eyesight. Near-sighted ducks fail to realise they are on the gauges and go flogging off into the nearest hill. Others fail to realise they have been thrown out and will descend to the ground in a sitting position. This manoeuvre is very difficult to follow.
- Use a land-loving a duck. You do not want to break out of the clag over a lake only to be shot down by an over-excited duck hunter.
- Choose your duck carefully. It is easy to confuse ducks with geese because many water birds look alike. Most geese are very competent instrument flyers but they seldom want to go in the same direction as you do. If you suspect your "duck" may be a goose be sure to take along your passport.



MARKET PLACE

I have been involved with aeroplanes for fifty years and during that time I have accumulated quite a collection of aircraft-related hardware. Sadly I have now had to accept that due to health and age I will never build another plane. This is a great disappointment and it would be a great consolation to me if someone could make use of these items. I have put together four Lots for sale and I would be grateful if this could be made known to our members. In order to establish prices I have used the Aircraft Spruce & Specialty catalogue dated 2003 (the only one I could lay hands on) as this is where most of my stock was purchased. To convert to Rands I have used an exchange rate of R15.00 to the US dollar.

Anyone interested can email Steve at shcrutchley@gmail.com for a detailed inventory of each Lot .

ITEMS ALL SOLD IN LOTS AND NOT INDIVIDUALLY



Lot 1

Lot 1 AN BOLTS & NUTS This Lot contains 526 brand new AN bolts and 176 brand new nuts. The bolts are in an 18 drawer steel cabinet and range in size from AN3-3A to AN6-43A The weight is approximately 9 kg and the price is R3 600.

Lot 2 RIVETS & SCREWS This Lot contains 2062 solid rivets ranging from AN470AD-4-3 up to AN470AD-4-12. In addition there are 1 000 CSK blind (pop) rivets and 100 1/8th Cle-cos. There are also a couple of hundred assorted new machine screws. The weight is approximately 4.5 kg and the price is R1 300. *No photo available at the time of publishing.*

Lot 3 AUDIO & INSTRUMENTS There is two sets of Optac headphones. On the instrument side there are two altimeters, a Type P8 compass, and ASI and a tachometer. The headphones were in excellent working order when I last used them. The instruments may require a service or repair. The approximate weight is 5 kg price is R3000.



Lot 3B

Lot 3C

Lot 4 MISCELLANEOUS This Lot includes turnbuckles, eye bolts, control pulleys, cable shackles, a safety wire twister, Nicopress saging tool, 4130 steel sheet, plus a few other items. The weight is approximately 7 kg and the price is R2500.



Lot 4A

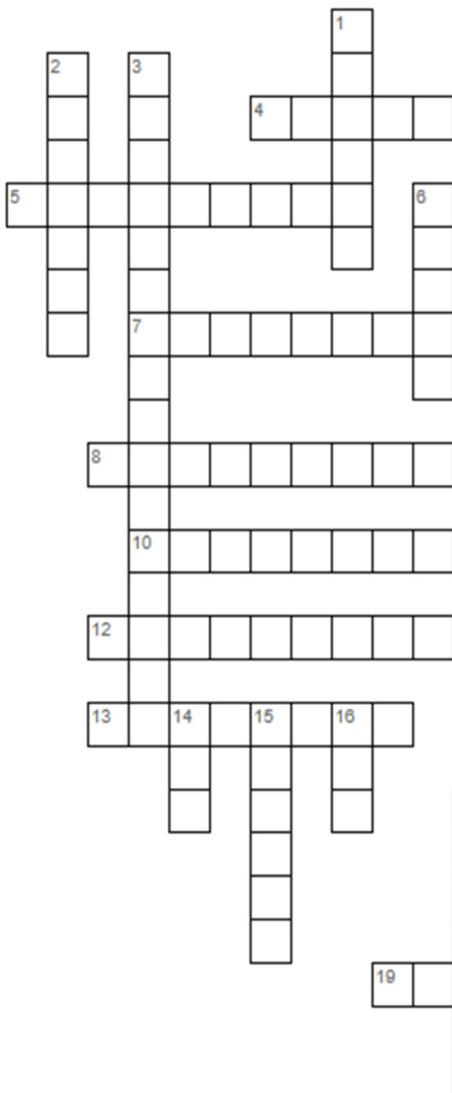
Lot 4



Lot 4B

CROSSWORD

CROSSWORD 01



Across

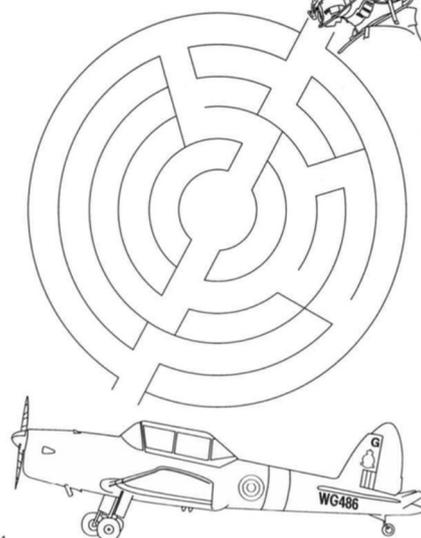
- 4 Condition where critical angle of attack is exceeded
- 5 Part 61
- 7 Pitch
- 8 Last stage of thunderstorm
- 10 Crop spraying operation
- 12 Sudden downpour of water lasting a few minutes
- 13 Upside down
- 17 High speed drag
- 18 RJ Mitchell fighter
- 19 What type of aircraft was used to first break the sound barrier

Down

- 1 Colour of Black box
- 2 Heats the Plug
- 3 Lack of Carbon di oxide
- 6 Can be explosive
- 9 Strong downslope wind
- 11 Bus driver
- 14 Barbers Pole
- 15 Start and end flight here
- 16 Estimated Time of Arrival
- 18 Sneaky aircraft

Answers will be published in the next edition of CONTACT!

Help the Pilot through the maze to his Chipmunk



LAST WORD

With the worst of Lockdown hopefully behind us, we face a lot of uncertainty going into the future. The Political Arena is filled with unknowns and for many of us, concern about what the economy has in store for us.

On the positive side, South Africa is still amongst the best places in the world to fly (if we are ever allowed to do so) and we should be thankful for this.

In spite of the criticism we continually level at our Regulatory body, the SACAA, it is thanks to the efforts of a handful of our members, that we have largely been able to keep a rational perspective in the minds of those members of government who are charged with making Aviation in South Africa as safe as possible.

We owe this team a HUGE debt of gratitude. Thank you.

CONTACT ! Is YOUR Newsletter. Thank you to all of those members who have contributed to this edition and to those of you who have not, please remember that your editor has already started collecting material for the June edition of CONTACT ! and ANY contribution from you would be appreciated.

Pressure of work has made this edition of CONTACT ! almost impossible for me and without the assistance of the EAA Newsletter Elves who “snuck” into my computer for days on end when I was not around, it would not have been delivered to you on time, if at all.

The elves have also brought some new ideas to CONTACT! and I hope you like the fresh look. My huge thanks to “Them”.

I certainly do not take any credit or responsibility for this edition of CONTACT!

Eugene Couzyn



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