

# ...Contact!

**November 2020**



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# President's Column

**David Toma**



These days I find myself stuck in the whirlpool that has become my life! Days turn into nights, meals happen but are never planned, my usual daily gaps are filled with meetings and the odd flight whilst the endless

piles of paperwork are ever growing on my desk. As a matter of fact this desk of mine has become quite the topic of discussion this side of the boerewors curtain, much to the dismay of the average passer-by who dares to glance past this dark room! Building and working on my plane has become but a vague memory with the KR watching me march past as I run between hangars or whilst on the phone.

It isn't all doom and gloom though I must admit. These additional meetings are starting to reveal some fruit which will really assist the members with the current on-going struggles, I had the privilege of sending a brand new pilot for their first ever flight and if all goes well I also get to take a home builders obsession over the past 6 years into the air for her first flight ever this week! Furthermore one can't fail to mention the amazing retreat that we were invited to by Silver Creek! I decided to join in for the sleep over the day before only to run out of daylight and having to drive through. Even with the clipped wings, man was that an AMAZING event! Thanks once again for all of those who were involved in that event. It was great seeing so many of you there and I hope to see you at the other upcoming events especially our upcoming Chapter 322 AGM.

I also did acquire another aircraft project because not having time to work on one project is a lame excuse so that should hopefully push

those two up higher in my priority list. However that is a story for another day. In the meantime I'm back to my normal run around.

Fly Safe, Fly Lots, Fly for the love of Flying and let's get those projects in the air

## Solo'ed

***Congratulations Kevin!***



Congrats to Kevin Marsden, our resident IT specialist, for going solo on Wednesday 28<sup>th</sup> October in Alpi's C-150 ZS IFM. Kevin and instructor Brian Davidson above posing proudly in front of the unbroken airplane!

EVERYONE HAS OCEANS TO FLY,  
IF THEY HAVE THE HEART TO DO IT.  
IS IT RECKLESS? MAYBE.  
BUT WHAT DO DREAMS  
KNOW OF BOUNDARIES?

- - - AMELIA EARHART - - - ✈️





# Breakfast Fly-in

Chapter 322 / Brits Flying Club 10<sup>th</sup> October



Rob, Jesse and Derek tuck into the “Boeing Breakfast”!



Brits Flying Club menu – Samba, Van's RV, Boeing and Cessna Breakfasts!



Braving the cold - William, Barbara, Derek, Louis, Arjan & Lorraine

Threats of bad weather persisted on weather apps during the week running up to the event which probably had an effect on members planning flying activities for the weekend.

Sunday morning greeted us with slightly better weather than was forecast, but still pretty “marginal”. A few airplanes did get in, Derek in his RV-8 from Eagles Creek, Arjan and Louis from Silver Creek in their Bat Hawks and Jeremy Woods (also Silver Creek) in his Bearhawk.

Thanks to the Brits Flying Club for the sumptuous “Boeing Breakfast” and coffee – most of us left quite a few kgs heavier! Predicted showers did move in later but there was enough time to enjoy a great social event and get the planes back in their hangars before it came down.

MACH points were awarded to members who scanned the QR code



# RV-8 25 Years!

*25<sup>th</sup> Anniversary Celebration at Kitty Hawk – Brian Cilliers*



Vans Aircraft's celebrated 25 years since the launch of the RV8, arguably the best aircraft in the Van's Aircraft stable. Pierre Gouws decided what better way to celebrate the day than putting together a formation of 8 RV8's at Kitty Hawk Private Airfield. Pierre successfully put together a team of 8 pilots all experienced and including members of the Raptors RV Aerobatic formation team.



The pilots included Pierre Gouws, Nigel Hopkins, Derek Hopkins, Brian Cilliers, Andre Steenkamp, Wouter van Ginkel, Glen Warden and Martin Louw. The pilots with their aircraft met at Kitty Hawk Saturday afternoon 10<sup>th</sup> of October 15:00 where a photo shoot took place and good chat amongst the pilots. Pierre then lead the briefing with the pilots sitting in their seats arranged as per their position in the formation and considering social distancing rules. The total plan was briefed including start-up and taxi order, line up, take-off, forming up the formation order and the formation flight plan ending with a break. Emergency procedures and exiting the formation were also briefed. Following a question and answer session the pilots stood outside in their formation position and walked the flight plan focusing on the break procedure and timing. The exercise was repeated to be sure. Each aircraft carried a pilot in the passenger seat who kept an eye on the position in the formation; Bertus flew with me.





*The RV-8 lineup at Kitty Hawk*

The aircraft started up and taxied out as briefed. The Vic format formed first then I joined with Nigel and Derek formatting onto me. Pierre lead the team to 7000 feet away from Kitty Hawk and then when happy, returned to Kitty Hawk to do several straight and level passes ending with a coordinated break and landing. Garth Calitz took the pictures. All in all a very successful, safe and rewarding day. It was a privilege to fly with such qualified pilots; thank you Pierre for putting it together and leading the formation.

### RV-8 Specifications

Crew	1
Capacity	1 Passenger
Length	21' (6,4 m)
Wingspan	24' (7,32 m)
Height	5'7" (1,7 m)
Wing Area	116 sq ft
Empty Weight	1,120 lb
Gross Weight	1,800 lb
Fuel Capacity	42 US (160l)
Max Speed	221 mph
Cruise Speed	210 mph
Stall Speed	58 mph
Range	940 mi
Service Ceiling	22,500'
Rate of Climb	1,900'ft/min
Wing Loading	15,5 lb/sq ft





*Formation aerobatics*

## About the Van's RV-8

The Van's RV-8 is a tandem two seat aircraft that was based on the popular RV-4. It is however larger than the 4. 8's are equipped with either conventional (taildragger) undercarriage or tricycle (RV-8A).

The RV-8 first flew in 1995 and was first shown publicly at Oshkosh that year. The RV-8 incorporated changes as a result of lessons learned from the RV-4.

Engine options range from 150hp to 210hp.

The RV-8 has increased wingspan and wing area over the RV-4 as well as greater cockpit width, headroom, legroom and an increased useful load, all with a view to accommodating larger pilots.

As of October 2019, 1 536 8's and 8A's have been completed and flown!



*Derek's RV-8 ZU-NDH (Nigel & Derek Hopkins!)*



*Eight Eights*







# The \$100 Pancake

## 322 & Silver Creek's October Pancake Breakfast Fly-in

Surely the expression "\$100 Hamburger", a term used to describe a burger a pilot travels a long way to get and at great expense, can also be applied to the humble Silver Creek pancake? Only in this case "humble" would probably be the wrong way to describe the pancakes served by the Silver Creek Gorge team this weekend. Starting with the incredibly ingenious Pancake Machine they hired to the multitude of fillings, ranging from savoury mince to

apfelstrudel and ice cream, this was taking to a new and heavenly level! Pilots came from far and wide to experience the camaraderie and fun of this EAA Chapter 322 and Silver Creek event – some from

Vryheid 212 miles away, others from Barberton 190 miles away and lots and lots from Joburg, Pretoria, Potch, Bela Bela and surrounding areas. All in all over 75 aircraft flew in. Aircraft types included RV 10's, 9's, 8's and 7's, Slings, Kitfoxes and Safaris, an Air Cam, Trikes, Gyrocopters, Navions, Zeniths, Sonex, Savannah's, Jabiru's, a Taylorcraft

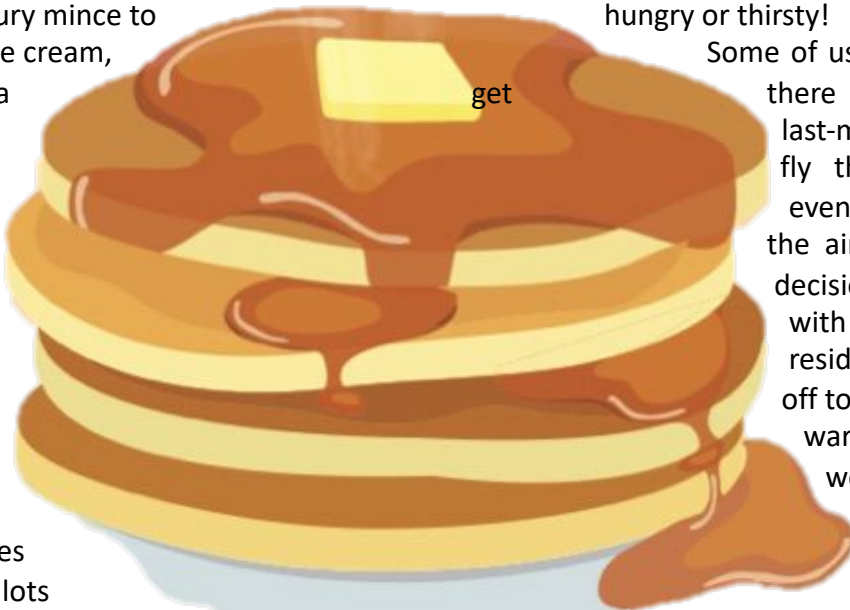
and helicopters. Many hangars were opened so that we could see projects and aircraft based on this beautiful fly-in estate.

The Silver Creek team went out of their way to make sure the airfield looked pristine – freshly mowed grass made for great aircraft parking and socializing areas. Coffee, softdrinks and pancakes were on the house. They made provision for 1000 pancakes and nobody left hungry or thirsty!

Some of us were so eager to get there that we made a last-minute decision to fly through on Friday evening and camp on the airfield. A great decision, after a braai with some of the residents we headed off to bed but were warned that the area we had chosen to camp in was a favorite grazing spot for zebras

and wildebeest!

We must thank Sean, Arjan, Louis and their team for putting on such a great event and it was good to see so many families, husbands, wives and children having fun with aviation!







Arjan and his new baby



Ricardo arrives in his Air Cam



Shelly, Peter (from Barberton), Dean, David and Hoppie



Eager marshal, William "Mooselet" Woods



Roy and Courtney Watson arrived in their Cessna 140



The Potch Boys



Savannah, Jabiie and RV8

## Chapter 322 November Gathering & AGM

Wednesday 4<sup>th</sup> November 18h30  
Live at Dickie Fritz & Zoom







Moose & William Woods made a great marshalling team



ZS VHL 1946 Taylorcraft



ZU RVEight



KFA Safari - Alaskan Landing Gear and Rotax 915



## Silver Creek Gorge Estate

Silver Creek is a Game and Fly-in Estate situated near the Buffelspoort Dam in the North West Province. It boasts a 1 300m tarred runway (08/26) and is host to animals that include wildebeest, eland, zebra, kudu and giraffe. The 71 Hectare estate comprises of 70 residential stand, some being hangar stands with access to the runway. Stands are large, 5 500m<sup>2</sup>, which allows for a large area to be surrounded by nature.





Camping on the airfield – Alan in an RV 9, Neil in a Sling 2 and Glyn and Andrea in a Sling 2



The incredible pancake machine



UL powered Sling 2



It was good to see families, friends, young and old having fun with aviation!





# Elephant "Hunt"

## *A day in the shoes of a wildlife pilot!*



Howdy Folks,

Here follows a pictorial about an elephant 'hunt' and for reason of various sensitivities, the story was not able to be released at the time of this operation in late July. More about "sensitivities" later, let me share with you, the exciting exploits, of 'a day in the shoes of a wildlife pilot'.

Having spent two days of hard but exciting work, in a very successful 29 rhinos de-horning operation at Phinda Game Reserve, Zululand, the time came, to put the combined aviation and ground 'Forces' to work, in an elephant searching operation. Phinda and the Munyawana Conservancy have had their bull elephants enclosed within the reserve for enough years, that in-breeding is a real concern and genetic diversification becomes an important requirement.



Using the same concept which we had just used, of searching for the animals with the low cost and effective fixed wing Light Sport Aircraft (LSA) and with the same helicopter carrying the Veterinarian for the darting, we were tasked to search and collar, two specifically selected bulls for transfer. The stage was thus set for another exciting challenge.

Talk about dampening the spirits; departure day dawned and we had a very unseasonal rain shower which delayed the departure, but as you see in Pic 2, the rain abated, and it was all smiles. Heading 40min north to Tembe Elephant Park, there were some spectacular wetlands to be seen, along with vast tracts of unspoiled country.

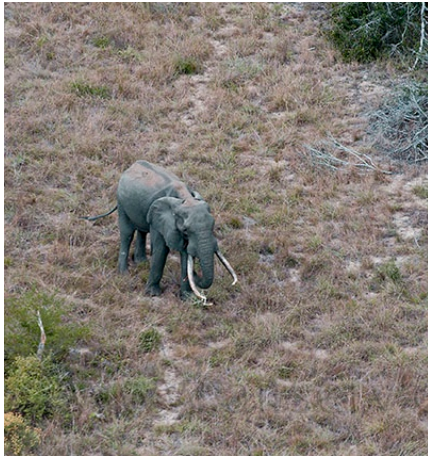


The Tembe runway was not for the inexperienced, lumpy as heck, where you keep flying even after touchdown and also at slow taxi speed, a vigilant eye has to be kept for holes and cut thorn shrubs. The cut grass of two days prior had not been raked and as if for 'good measure', I had to choose my line on finals,



avoiding hitting one of the meter-high piles of grass cuttings.

Upon parking, a single strand of electrified wire is pulled across the “apron” to keep the ellies from doing any aircraft damage and I was reminded of that old line, “Africa is not for Sissies!”



Tembe Elephant Park had earmarked two bulls for this trade with Phinda and there was a good reason for this aviation element of our mission. Mature bull ellies don’t simply get loaded on the back of a bakkie and taken away – they require a workforce, heavy lift equipment, a low bed tractor trailer and heavy transport trucks. Now you can’t have that battalion hanging around for several days, or even weeks, whilst a search is conducted for the particular elephants and thus the need to pre-capture, evaluate health for suitability of later transportation and most importantly, to collar the animals, with telemetry equipment. These collars will later facilitate an

‘immediate’ relocation once the forces and equipment is ready on site.

On arrival, I did a quick turnaround, loading up Leonard, elephant monitor for the reserve and we went on an acclimatisation flight. I wanted to see the bush and the jungle foliage, which was to be our challenge, whilst also learning the park boundaries. Leonard wanted to similarly appraise the aircraft, as a search platform. We kicked off with some great wildlife sightings, including would you believe, one of ‘our’ two ellies. It was a huge frustration that the others of the team were only arriving the next day. We could have been done and dusted right there during the ‘warm up’ flight.



On the morning of the mission, much necessary fussing and prep was occurring, with the Vets deliberating over dart dosages and the tools required for the World’s biggest collars, was all being checked over. I had loaded the box of two collars on the vehicle myself and even if I was an elephant, I would not wish to have that load around my neck – however it really is nothing to them.

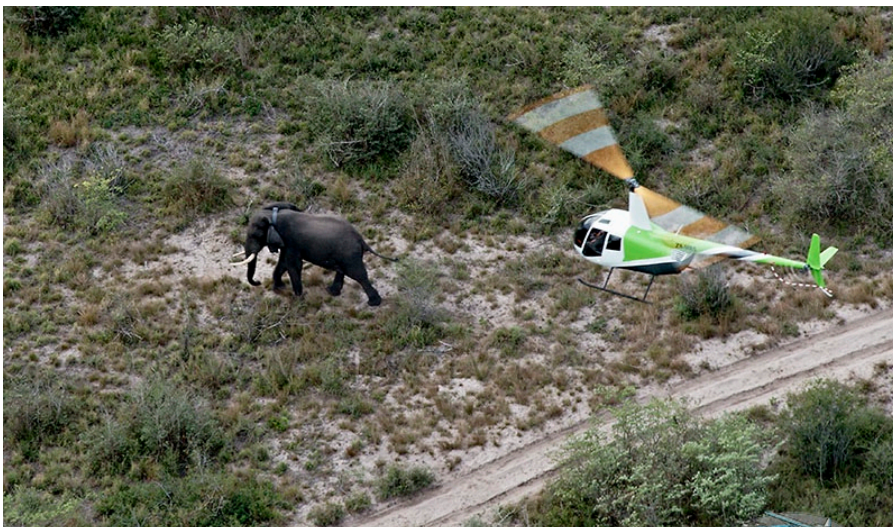




The rain of the previous day had moved north, arriving on the morning of our deployment and upsetting the action. Whilst we dejectedly watched the passing showers, some of the crew took refuge under the only shelter, being the wing of the wee Cheetah. We eventually opted to take the drive, back to base for a very welcome cuppa. Of course most of the talk around the Base, was all about how the ellies seek shelter from the rain in the sand forests – delightful! – just what we did not need.



Finally when the weather allowed, Leonard and myself flew transects of a freestyle grid pattern, searching for our candidates and as we moved further, there was an unspoken anxiety, with us questioning just how far an elephant can or will move overnight. We'd seen them in this same zone the previous afternoon and now there was nothing – were they hiding from the rain, in the thick canopy of the sand forests, or had we simply missed them? I was eventually searching too hard, if that makes any sense – you know that place where, in the desperation, you start seeing ghost ellies where there aren't any.



And then Hallelujah, Leonard spotted one of our candidates, Gundi by name. Heli pilot Orton was called in with the Vets on board and with the ground crews in hot pursuit. Once everyone was on station, it was seemingly an anti climax, as everything happened like clockwork. This sequence of pics tells the story, culminating in Gundi walking away sporting a new collar and amazingly calm about it all.







Whilst the first customer was being appraised, probed, measured and collared, we went off in search of Ndoda Mfishane, our next candidate and to our absolute disbelief, we had him, within a few kilometres and maybe only ten minutes since leaving the scene of the action above. When I made the radio call, somewhat flippantly suggesting that the team hurry things up, as we are now minding the next ellie, Simon responded with a somewhat incredulous “are you serious?” Leonard and myself made a fist bash – **Job Done!**

Having delivered the Vets back to base, Orton followed me to the airfield, helping to cover and tie down the ‘Super Spotter Cheetah’ and I then jumped in with him, for a much quicker ride back to base than if a vehicle had been sent for us. Now that’s a proper Uber for you – and my credit card hasn’t even been debited yet! The 3<sup>rd</sup> pic here will show the vastness of this endless canopy of jungle and I am still kinda marvelling at how we could possibly have found these ellies in all of that.



The next morning I flew Leonard’s understudy, Mikael and using telemetry we found the two ellies of the previous day within 20min. It was easy and it was also a box ticked, whereby ‘we’ had collared and then tested the system, for later quick location of these fellas and it all worked.



Upon landing from this short sortie, the very observant Leo spotted a cupful of oil being discharged by the engine on shut down. You can imagine my alarm, where in 1350hrs, with this same aircraft, I have never experienced that. Removing the engine cowl to have a good look, I did an oil level check and instead of having to the pull the engine through about 15 compressions to return the oil to it’s reservoir, now within 3 pulls the reservoir wanted to overflow – so I then knew that something is very wrong.

Another night away was inevitable, as some repair was obviously needed and a small consolation was that on return from the airfield to base, we drove into the



biggest ellie that I have ever seen. Photo here is courtesy of Leonard.



Enough praise cannot be given to Ernest Robertse, proprietor of the lodge, where he had no hesitation in providing me a cosy room (safari tent) for the night. The lodge is fantastic and a proper African experience. The tents are cleverly set far enough apart that there's no sight of one's neighbours, with sand tracks leading to the tents and the canvas allowing all the sounds of the African bush into the room, giving the feeling of sleeping outdoors. The presentation, the beds, linen, finishing's – everything was just perfect and I found myself fantasising about being a full-time, in-house pilot and residing here long term. Dream on Steve!



My "room"

I had put out a WhatsApp broadcast that I was grounded, very far from base and reassuringly the "Brotherhood of The Bateleurs" swung into action. These amazing fellow aviators came to the party in fantastic style, with one providing the Shell Aerosport oil and a filter, good mate Mark Warren had a pump and then a 3rd good fellow, Jas van Wyk, did the coordinating and collecting, delivering it all to a fellow pilot Donovan Bailey who flew the stuff from Durban to me in the bush. It was very special to have these fellow Bats members rally together, in helping a grounded Bateleur pilot – and this was not the first time that the ever-ready Donovan has done this.

*"You've just gotta love camaraderie like this!"*



Despite cautionary notes about the runway, Don arrived in his Piper 'Boere Boeing' and simply waxed the landing, then digging in to help with the work.





Here's a juxtaposition for you: after a **long 8 days**, in what felt like **the shortest week** in memory, I was headed home. In a 3hr flight alone, I had time to reflect and if I had one dominating thought, it was as follows: We sure have Covid problems, the Command Council seemed to be out to crush us, the economy is ailing and and and, but despite all of this, I have faith, that amongst the conservationists and the Bateleur pilots of our country, there are the finest people you could ever find. Undeniably we have seen the degradation of National and Provincial conservation and it's amenities, but here's the good news; those individuals with 'the calling' and the will to conserve, are still all out there – they might be out of the limelight and under the radar, but they're working diligently and passionately for conservation.

You are allowed to ask where I got a beer from during lockdown, but I don't have to answer – let's just say that it went down with a thump!

This pictorial is being released now/three months after the event and this delay was specifically in order that this elephant transfer was not compromised by any one of several elements which could have turned this 'pre-capture' story into a hollow victory. I won't drag you through all of those details, however the last one of which would be as follows: Imagine all of this effort; a successful recapture, the rigours of a heavy lift road transfer, the release - and then these ellies deciding that their 'homing instinct' is going to have them destroy a fence and drive them back home to Tembe. However the good news and the delightfully happy ending to the story, is that the transfer has occurred, the ellies are very settled and with no indications of any desire to 'migrate'.

Cheers and my thanks to the conservationists of Zululand and to my brothers in The Bateleurs.

**Steve McCurrach**

Cell 027 82 891 1689

**The Bateleurs.**

*Flying for the environment*

<http://www.bateleurs.co.za/>





# Bateleur Flight

*Helping Conservation in an Alouette II – Eugene Couzyn*



***Andre Botha, manager of the Vultures for Africa Programme, reflects back on the aerial surveys of vulture and other raptor nests conducted in the Kruger National Park over the last two weeks and specifically acknowledges to contribution of the volunteer pilot that assisted with this work:***

"With the successful completion of yet another Kruger aerial survey of vulture and other raptor nests, I would like to give acknowledgement to one of our most valuable and passionate supporters, The Bateleurs volunteer pilot, Eugene Couzyn.

I met Eugene in 2014 when he first volunteered to fly a survey in Kruger for us. Back then, we used his pride and joy - a powerful Gazelle helicopter that he recently bought and imported from France. This machine was used in subsequent surveys in Kruger and Zululand in 2015 and Eugene's love of flying, competence behind the controls and enjoyment of flying over the areas where we worked quickly made him a valued and integral part of every survey team. This was also made much easier due to the fact that he is also one of the most decent and down to earth human beings who got along with all of us quirky conservation-minded folks!

Sadly, due to a change in work focus in 2016, the aerial surveys of the abovementioned areas ceased and Eugene and I only kept intermittent contact since then. I was however aware that he had faced some medical challenges during this time which required significant surgery, prevented him from flying for many months and made him decide to sell the Gazelle to a willing buyer. That was fortunately not going to keep a good man down and Eugene, by means of significant determination and a few lifestyle changes,

was able to make a complete recovery, regain his clearance to fly and took to the skies again about two years ago . Fortunately for us, he also didn't sell his second chopper, an Alouette II, and again indicated his willingness to assist us when we saw each other for the first time in about 3 years during dinner after I did a talk at the Johannesburg Country Club in September 2019.



I was therefore very pleased when Eugene again volunteered his services this year for both the Zululand and Kruger surveys. As with our previous adventures together, we enjoyed the






time spent with the survey teams to assess the situation with regard to breeding vultures in these areas and his relentless energy and drive to make a success of these projects was an inspiration. The Alouette requires regular servicing between every few hours of flying and Eugene undertakes these with due diligence and care. No request while up in the air such as, "Can we please turn back to your 5 o'clock just to check that what I think may be a nest is not, in fact, some mistletoe or a tree orchid in the canopy of this or that tree?" is ever too much. He has an uncanny knack to spot nests as effectively as we do whilst still controlling the aircraft to ensure a smooth flying experience throughout. However, he most enjoys the twists, turns and other maneuvers required to enable us to record whatever data we need to when nests are spotted!

Maintaining the same levels of energy and concentration over more than 45 hours of flying over the last two weeks is certainly an admirable quality in a man that considers himself only 72 years young. My much younger colleagues and I, at times, struggled to keep up!

This post therefore serves as a huge thank you to Eugene and The Bateleurs ([www.bateleurs.co.za](http://www.bateleurs.co.za)) for their continued support of our work.

Thanks Eugene for your friendship and for giving so much of your time over the last month to the work that we do. We look forward to flying with you again in the near future."

The EWT would also like to acknowledge the contribution of SANParks, The Hawk Conservancy Trust, Wageningen University, Protecting African Lions and the Network for Animals to make the survey possible.

**The Alouette II** is a French light helicopter originally manufactured by Sud Aviation and later Aérospatiale. It was the first production helicopter powered by a gas turbine engine instead of the heavier conventional piston powerplant. On 12 March 1955, the prototype SE 3130 performed its maiden flight. The Alouette II was a widely used type and popular with operators, with over 1,300 rotorcraft eventually being constructed between 1956 and 1975. The type was predominantly used for military purposes in observation, photography, air-sea rescue, liaison and training, but it has also carried anti-tank missiles and homing torpedoes. As a civilian helicopter, the Alouette II has been used for casualty evacuation (with two external stretcher panniers), crop-spraying and as a flying crane, with a 500-kilogram (1,100 lb) external underslung load. Despite it being long out of production, considerable numbers of Alouette II were still in service at the start of the 21st century.



# Zenith C-750

## Ant Harris' Project Update

After a few weeks lull in building activities on Ant's Zenith caused by a fractured collar bone after a mountain bike accident, we decided it was time to "kick-start" the project again by arranging a work party to Ant's house.

Ant had to undergo surgery and has been in a lot of pain.

We set a mission beforehand, deciding to get the legs on the fuselage. Rob Jeffrey, Brian Walton and myself headed over on Saturday afternoon.

Getting the gear to fit in between the four mounting bolts on the fuselage meant that slots had to be cut in the gear. This required some careful measuring to ensure that they were in the right place. We slowly worked the slots, tried the gear in position, worked the slots some more until the gear finally fitted into place without the slots being oversized.

The plane is now ready for wheels and work can commence on getting the engine mount ready.

Tail feathers and wings are all complete, Ant has a Jabiru engine bought from Andrew Pappas, a prop from Rob McFee and instruments from Alan Heath's wreck in Wales (UK).

After the work party we were joined by family for a braai! An enjoyable Saturday afternoon!



*Rob and Ant grinding the slots to fit the mounting bolts on the undercarriage*



*Slowly filing away material to make sure the slots weren't oversized*



*Finally she's on her legs! The nose wheel is also ready to be fitted – it mounts onto the firewall*





## A Date with Gordon's Dragon

**Brakpan Benoni, 22<sup>nd</sup> October**

Gordon Dyne decided that it would be an honour to have Scully Levin fly his Nanchang C6 Dragon. Gordon invited Scully to fly in to FABB where the Dragon lurks. Scully arrived in one of his Pitts S2 aircraft. To make an occasion of the event, about 20 friends were invited to witness this great aviator get his hands-on Gordon's beautifully maintained Dragon. It was seemingly a cinch for Scully to fly the aircraft and carry out a flat display in his inimitable professional style.



After gently greasing the Dragon onto the newly re-surfaced runway At Brakpan, Scully taxied up to Gordon's hangar and adjoining Man Cave



where an EAA flag was fluttering in the breeze from Gordon's flagpole. Scully discussed the handling characteristics of the Nanchang Dragon favourably to an interested crowd, comparing it to other single engine military trainer and fighter aircraft. The Nanchang Dragon was built as a final step military trainer to transition students to fast jet aircraft.

To crown the event, Susan and Philippa Dyne and helpers had an array of the most delicious snacks for all while Scully signed several copies of his fabulous book 'Punching Holes in the Sky'



# Nieuport 11 Bebe Replica

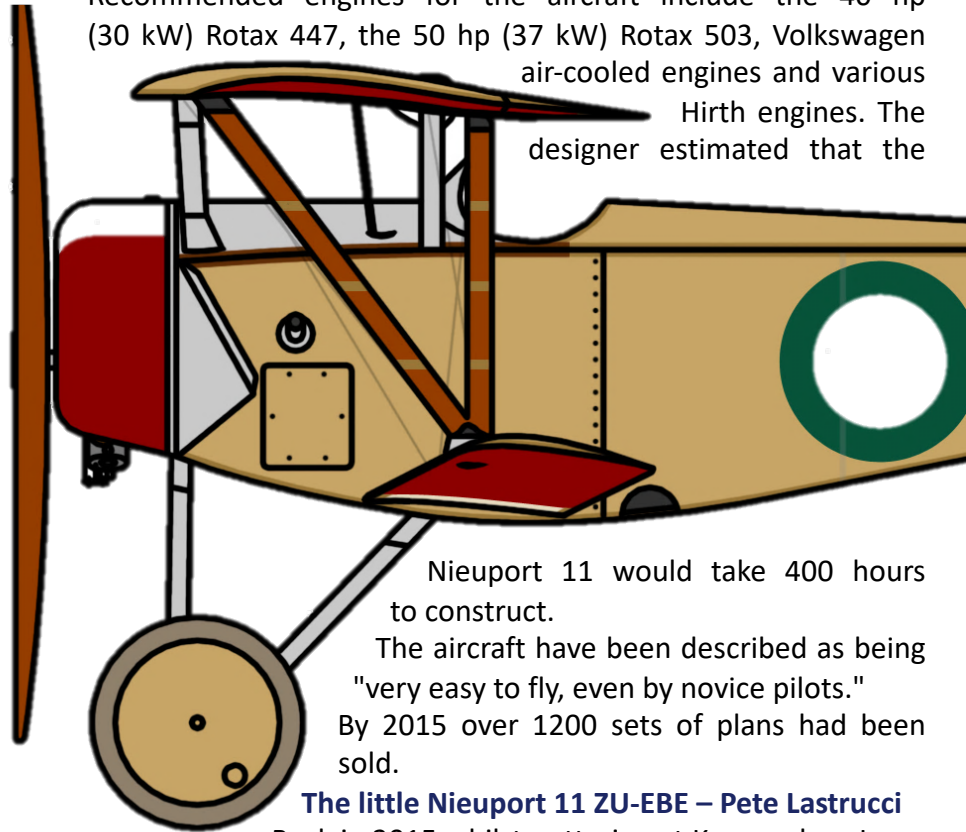
## Pete Lastrucci's "Graham Lee Bebe Nieuport" Project

The Nieuport 11 was the first design in the family and is a 7/8 (87%) scale version of the original French Nieuport 11 *Bebe* fighter. The prototype, registered as a Canadian basic ultralight as C-IRCA, first flew in July 1984.

The Nieuport 11 is constructed from 6061-T6 aluminium tubing, supported with 2024-T3 aluminium gussets, held together with blind rivets. At one point welded steel tube fuselages were also available. The wings, tail and fuselage are then covered with doped aircraft fabric. Landing gear is conventional, with 24 in (61 cm) spoked mainwheel with bungee suspension. The original design calls for a tailskid, the same as the World War One original aircraft, but since the

skid is impractical on hard surfaced runways, a tailwheel is optional. The engine cowling is a horseshoe shaped semi-circular design.

Recommended engines for the aircraft include the 40 hp (30 kW) Rotax 447, the 50 hp (37 kW) Rotax 503, Volkswagen air-cooled engines and various Hirth engines. The designer estimated that the



Nieuport 11 would take 400 hours to construct.

The aircraft have been described as being "very easy to fly, even by novice pilots." By 2015 over 1200 sets of plans had been sold.

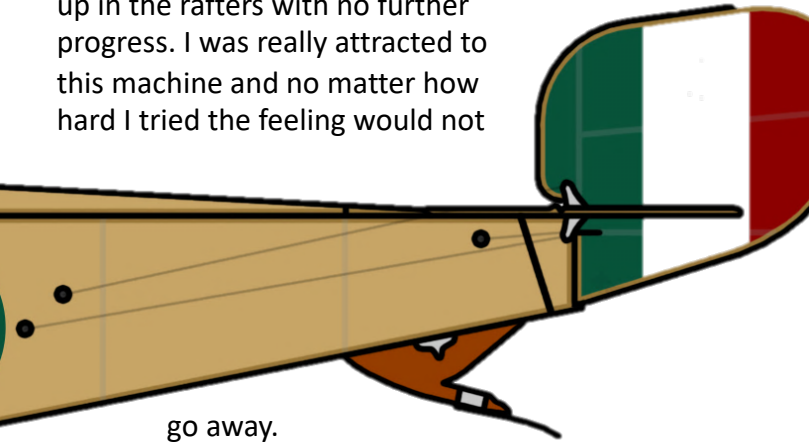
### The little Nieuport 11 ZU-EBE – Pete Lastrucci

Back in 2015 whilst pottering at Krugersdorp I saw Dale de Klerk and the Watson clan arrive with an





interesting little biplane on a trailer. Whilst they were eating their sarmies in the clubhouse I had the opportunity to have a gander at this characterful and well-built little bird that had just been transported up from Secunda. Well it went to their hangar and was duly trial assembled but that's as far as it got. I popped in every so often to take a peek but eventually it was hung up in the rafters with no further progress. I was really attracted to this machine and no matter how hard I tried the feeling would not



go away.

Also had many chats with Coenraad Underhay, who did a great job of constructing it off the Graham Lee plans. When Dale mentioned it was for sale I scurried to arrange the funds and a deal was done.

Had no space in the hangar then so I decided to bring it home with the total understanding of my aviatrix wife Celia that it needed to replace the lounge furniture in our house! I worked on getting all the little things done as well as installing the HKS 700E engine with all its plumbing and electrics. I also installed a MGL V16 panel mount radio and a MGL E3 that allowed me to monitor all engine parameters on a single instrument. A year later and it

## Specifications

- Span Main Wing: 21.6 ft
- Span Sub Wing: 20.2 ft
- Chord Main Wing: 3.6 ft
- Chord Sub Wing: 2 ft
- Wing Area: 114 sq. ft.
- Span Elevator: 8.2 ft
- Length Cowl to Tail: 16.5 ft
- Height: 6.6 ft
- Weight Empty: 254 to 300 lbs
- Fuel Capacity: 5 to 12 Gal US
- Gross Weight: 550 lbs
- Stall Speed: 27 to 30 MPH
- Cruise: 62 to 80 MPH
- Top Speed: 85 MPH
- Never Exceed (Vne): 95 MPH
- Engine 503 Rotax
- Reduction: 258:1
- Propeller (flight): 72x33
- Take off run: 250 ft
- Landing Roll: 225 ft
- G Factor (@ 550 lbs): +6 / - 2.8
- Tubes: 6061-T6
- Gussets / fittings: 2024-T3
- Build Time: 700 hours





was finally taken back to Krugersdorp where the assembly started, then our dreaded virus intervened and things came to a halt.

Once we could move around again, I continued with the assembly and all the details needed to prepare for the proving flight inspection that was meticulously carried out by my AP, Andy Lawrence. He went through every detail, made sure that all was to spec and before committing his stamp of approval ensured that I had used up my vast stock of AN split pins. Ground runs and a good few taxi trials have been carried out and it performs flawlessly.

A huge pile of .pdf docs was submitted to SACAA for the proving flight extension (it had already flown a few hours on the original PFA) and we now await the new proving flight authority.

Am really looking forward to the flying the little Lafayette Escadrille replica machine and will keep you posted as to the progress.

Cheers

Pete Lastrucci



## ATFs, NPLs & the CAA

*An e-mail from Rob Jonkers addressing the subject*



Hello Karl and Steve,  
Many thanks for your correspondence below, we all feel similar frustrations on the Service

Delivery standards that we are faced with from the

regulator. We have

as the Aero Club been able to obtain a regular engagements with the CAA to tackle a number of topics where we need their attention to resolve, this engagement is now fairly new as there was nothing in place formally after RAASA was incorporated in 2019. The Aero Club has been providing industry feedback via mailers and well as more detail to the Sections – such as MISASA, EAA, and others.

ATFs as well as NPLs are very much on the front lines, and certainly right now, there is daily interaction with the CAA. We have requested the Sections to provide detail lists of overdue applications, which we have submitted and maintain follow up requests on status, these are all interacted with the Senior Manager Airworthiness (who also sent out a communique that he remains the contact for any outside of time-line applications). We still have to see if there are overall improvements in due course.

An important aspect they have admitted to is that any ATFs submitted prior 7 September may be lost in their email receiving system, and have put out a request to resubmit. Thus any overdue applications will need the owners/agents to follow-up with fresh submissions stating dates of original submissions, and then to keep following up every few days to find out what the status is. Obviously not ideal, but the only solution for now, as we are keeping a positive sentiment going.

In terms of a campaign of enlightenment as you suggest, to just bear in mind that the workflow the CAA has going now involves a number of people, not only inspectors, thus there is no single point of responsibility in ensuring an ATF that goes into the system is processed, and comes out the other side – within a reasonable period, and we know 20 days as promulgated is not the right answer either, something that is also being tackled as an improvement plan to shorten time-scales especially in this digital era. If there is someone or group on a suitable platform able to spread positive sentiment, by all means, if it catches on then it will be self-reinforcing, and that will be of great benefit – as it will for sure gain the required visibility. In the meantime we continue to work with the regulator to advocate strong improvements, and also to work at amending regulations to reduce complexity and redundant requirements.

Best Regards

Rob





# Mountain Mama

## *Marie Reddy's Drakensberg Experience*

As my annual PPL renewal was recently due, I was fortunate enough to combine this with added learnings while joining the Helivate team at Cathedral Peak for an introduction to Mountain Flying.

Once we got my renewal requirements covered, Hayley Cumming ran through all the basic theory of Mountain Flying before we "headed for the hills". Observing the different behaviour of the wind and the helicopter in the mountains was a fantastic learning experience for me personally. Not that I plan to rush off and fly in the mountains, but you never know when you can use these learnings in challenging situations, in any aircraft.

The location is absolutely picturesque, the weather was perfect for what I needed and the Helivate family made it super convenient and pleasant. The images show the soccer field, which was the operations base for the weekend and my mountain top landing. Although some may say that the only downside is that there is no landing strip, fortunately for us, the soccer field was more than we needed for this trip.

As I am often asked which "type of flying" I prefer – I still thoroughly enjoy flying EEE and I am always surprised at how easy it is to fly and how exhilarating it is when I am in the air. I do also love flying helicopters and comparing fixed

wing to helicopter flying would be like comparing flying a 737 and a C172 - it's all very different types of flying and you cannot really compare them! Heli's can simply go places that you cannot go in a fixed-wing but they are certainly more demanding to fly. Thanks to my heli friends for encouraging me to take up the challenge of learning to fly these amazing machines. What a true pleasure and a privilege it is to enjoy both fixed-wing and helicopter flying and communities.

Keep it safe

Marie 😊



**Helivate**  
HELICOPTER SERVICES



# Hybrid Havoc!

## Chapter 322's October Gathering

Finally after a long lockdown period we were once again allowed to return to our old monthly haunt – the Dickie Fritz Hall in Dowerglen. About 30 members made the gathering in person and about another 30 on Zoom.

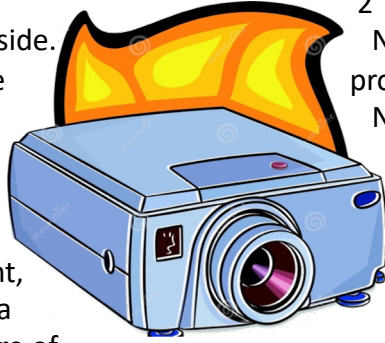
The hybrid model gave us some challenges we did not anticipate. We eventually “solved” the problem by running the presentation on the other feeding the in-person side.

we are happy to tell you that the numerous test runs and the for both Zoom and in-person

The gathering kicked off with finances etc. Tony Kent then unfortunate “wheels up” incident, Lastrucci then followed up with a something we should all be aware of,

aircraft loss. In Karl’s ever entertaining events roundup we heard about the great Bela Bela fly-in and the great turn out of aircraft that ensued. After a quick beverage refill break, we were treated by Athol to an old fashioned “steam driven” slide show depicting EAA photos from the 80’s and 90’s.

Well done and thanks to all who contributed and attended! We will see you all in November!



2 laptops, one feeding the Zoom side and Not ideal, but it got us through. However problems have now been sorted in November gathering should be smooth participants!

the usual chapter business, birthdays, presented a talk on his recent a lesson we can all learn from. Paul talk on static fires when re-feuling, particularly in the light of a recent

# Breakfast at FAKR

## A festive morning at Jack Taylor Airfield

Saturday 31<sup>st</sup> October - Despite the windy conditions a good crowd flew and drove into Jack Taylor Airfield, Krugersdorp for a fun breakfast morning organized by the Krugersdorp Flying Club.

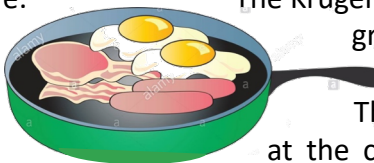
EAA ran a pancake stand and Marie Reddy, assisted by Gladys Libisi, churned out hot pancakes until stock ran out!

Members flew in from all over, and thanks to Peter Lea who once again travelled all the way from Barberton in his RV 10.

The food stalls, live on-line radio broadcast by [Vibez.live](https://vibez.live) and the appearance of the Puma Flying Lions Formation Team made for a carnival atmosphere.

is place nicely for.

runway and landing aircraft social gathering



The Krugersdorp clubhouse great views of the

departing and

This was the first at the clubhouse since

lockdown restrictions were lifted, it was good to see it back in action!

Thanks must go to Dale de Klerk, Alpi Aviation, for letting us use a corner of his busy hangar so we could shelter our gas cooker from the wind, to Nandi Foxtrot and the KFC committee, to all the vendors and to all who attended the event. Let’s hope this will be a regular activity in our aviation calendar!













## EAA Chapter 322

Johannesburg

Meets 1<sup>st</sup> Wednesday at Dickie Fritz Hall,  
Edenvale

### Committee Members

<b>President</b>	Neil Bowden
<b>Vice-President</b>	Sean Cronin
<b>Treasurer</b>	Mark Clulow
<b>Secretary</b>	Ronell Myburgh

## EAA Chapter 1502

Durban

### Committee Members

<b>President</b>	Alan Lorimer
<b>Vice President</b>	Russell Smith
<b>Treasurer</b>	Robbie Els
<b>Secretary</b>	Mike Korck

## EAA National

### Exco Members

<b>President</b>	David Toma
<b>Vice President</b>	Paul Lastrucci
<b>Treasurer</b>	Mark Clulow
<b>Secretary</b>	Marie Reddy

### Committee Members

<b>Membership</b>	Mark Clulow
<b>Young Eagles</b>	Keaton Perkins
<b>PRO</b>	Karl Jensen
<b>Website</b>	Dean Fernandez
<b>Newsletter</b>	Neil Bowden
<b>Safety Officer</b>	Nigel Musgrave
<b>Finance Assistance</b>	Brad Stephenson
<b>AP Representative/Technical Officer</b>	Peter Lastrucci & Andy Lawrence
<b>Auditorium</b>	Marie Reddy



## PANORAMA

Airfield

First 20 Breakfasts

Fly-in Breakfast

Free

Thanks



FREE Coffee

Thanks



07 November 2020

Breakfast R60.00

From 07h00

Alan - 083 702 3680

Covid Protocol will be followed

Runway Info

02/20 Grass 900m Recommended

Frequency 124,40

S26 19 40 E028 04 00

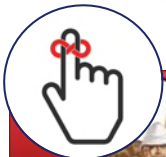
Helicopter General Flying Area

Listen out for Other Aircraft

Look out for Other Aircraft







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**PROGRAM**

**13 – 16 Nov 2020**

**FRIDAY:**  
 Boere Braai & Zulu pap – R150  
**Hanger 19 Restaurant & Pub**  
 Get together with all pilots  
 Families and local enthusiasts

**SATURDAY:**  
 Mossel Bay by Air  
 Whale & Game spotting  
 Leisure flying  
 19:00 Brit Fish & Chips, Calamari &  
 Mussel surprise @ R220  
 Fines & “Gemsbok” initiation

**SUNDAY:**  
 Leisure flying and snooping around  
 beautiful Mossel Bay



**FLY-IN ACCOMMODATION:**

DIRECT BOOKING ESSENTIAL  
 \* Albatros @ Hartenbos – Sleeps 4 @ R650  
 071 864 7506  
 \* Diaz Hotel – 044 692 8400  
 \* ATKV Various – 044 601 7200/  
[ATKVhartenbos.co.za](http://ATKVhartenbos.co.za)

**ATTENDANCE ENQUIRIES:**

[nan@battlefieldslodge.co.za](mailto:nan@battlefieldslodge.co.za)  
 082 446 9916 or 082 875 5419

**TRANSPORT**

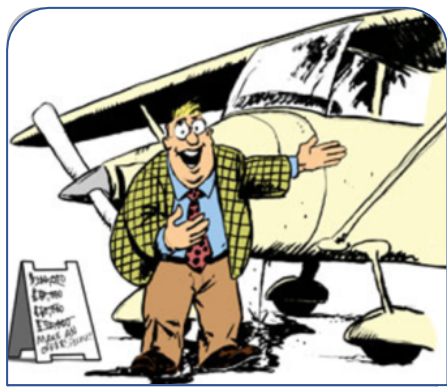
Shuttlebus available or Car Hire



**COORDINATES:**

S 340925 – E 0220341  
 ELEVATION 526FT/14°C  
 1200m Runway 01/28  
 Tel: 044 6954025

**MZY**



**For Sale & Wanted**

Please send your ads to  
[contact.eaasa@gmail.com](mailto:contact.eaasa@gmail.com)  
 No “commercial ads” please!

**For Sale**

Garmin SL40 Radio with tray  
 Contact Ant Harris 072 380  
 6496

**For Sale**

Hangars for Sale at FAVV:  
 2 adjacent T-hangars facing  
 onto Duke and Citation  
 streets/taxiways respectively  
 at Aeroval Township,  
 Vereeniging airfield.  
 Remaining Extent of Erf 117,  
 Aeroval Township,  
 measuring 702 square metres.  
 Internal doorway between  
 hangars. End hangar has a  
 small storeroom. Water and  
 electricity in both  
 hangars. Sold as a single  
 property. Asking price is  
 R325,000.

Contact: Mike Brown  
 Cell: 0825537792  
[vintageflyer1@gmail.com](mailto:vintageflyer1@gmail.com)

**Hangar Space Available**

Circus Airfield for 1 aircraft  
 R1 200 pm  
 Please contact Mark Clulow  
 Cell 082 447 8872  
 e mail [mclulow@gmail.com](mailto:mclulow@gmail.com)

EAA 322 is inviting you to a scheduled Zoom and in  
 person gathering at Dickie Fritz, Dowerglen  
 Topic: EAA 322 AGM & November Gathering  
 November 4, 2020 at 06:30 PM Johannesburg  
 Join Zoom

Meeting: <https://us02web.zoom.us/j/89950549206?pwd=dklkMUdxYWgvTkE3YWtXN1p5eUFzZz09>

Meeting ID: 899 5054 9206

Passcode: 322AGM

EAA Chapter 322 Meeting

