

...Contact!

December 2020



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President's Column

David Toma



And just like that I find myself writing the December column! Whilst the year is not officially over, I am sure that we are all looking forward to a bit of a break. Whether at a beach, in a tent or at home, a well-

deserved break nonetheless for all of us who have been working and pushing through these trying times. With the landscape quickly changing to luscious green with all this rain and the holiday season around the corner, I would like to urge you all to respect and anticipate the weather during this holiday season! You never HAVE to fly; because as we all know, if there ever is doubt about the flight, then there is NO DOUBT! If you are afraid of losing your holiday booking, or really don't want it to go to waste, then please jump on an airline or get some good music, snacks and take the scenic drive through, but live to fly another day! Don't waste your last flight ever on one that is full of stress and fear of not knowing whether or not you will make it through to your destination or even fly another day! I had hoped by now that I



would have had some great news about some great partnerships between our local EAA and several members of the industry as a bit of an

early Christmas present for all of us. My schedule hasn't allowed for all the necessary meetings to take place. What I can promise you, is that we are organising you some great deals when it comes to your upcoming projects, keeping your current toys maintained or even upgrading them, flight training to learn new skills or keep your current skills honed and many more! Keep an eye out on our upcoming Contact newsletters for the official announcements. In other news I have recently



had the privilege of taking a homebuilder's obsession of roughly six years into the air for the first time! ZU-INU is an immaculate Whisper X that is the creation of William Roth who did an amazing job with this build. After some of the usual teething problem or two that comes with initial flights the aircraft performed really well on her maiden one. I hope to give you a much more detailed write up about this aircraft as I continue with the flying, as this Whisper X is a one of a kind, having been tailored specifically for William's mission. Being your typical builder, William's next project has already been ongoing for some time now whilst the finishing touches were being made on the Whisper X. As if a 200 horsepower sleek composite machine isn't fast enough, William is now working on a composite Mustang project! Fly Safe, Fly Lots, Fly for the love of Flying and let's get those projects in the air!

David B. S. Toma
president@eaa.org.za

EAA Round-up

“Newish” Committee Elected!

November’s gathering was once again a combined live and zoom occasion. No special presentations were planned as it was also our AGM. However, Karl Jensen gave us a very entertaining October Events Round-up.

Sound issues on the zoom side once again gave us major headaches – plans are in process to try and resolve this issue and, hopefully by December, we will have worked out a solution!

Elections were held to appoint a new Chapter Committee, most of the previous office bearers made themselves available for another year. Thanks to our outgoing secretary, Ronell Myburgh, who was only supposed to stay on until February this year, for sticking with us for the remainder of the year. Ronell is replaced by newcomer, Geoff Sprenger. Brad Stephenson made himself available to assist our Treasurer Mark Clulow.

Many thanks to Sean, Mark, Geoff and Brad for volunteering to get 322 through another year.! One of our final fly-ins for this year will be the Rhino Park breakfast “Steady Climb Initiative” breakfast fly-in on Saturday 5th December. We would like to help them make this a special and fun occasion and so ask all pilots and their crew to dress up in aviation related gear. A prize will be awarded to the most enthusiastic participant!

EAA

Renewal Time!



Now, more than ever, EAA needs your support

2020 and the pandemic have shown us just how vulnerable our freedom to fly can be. Delayed ATFs and License Renewals and inefficiencies at the SACAA have reached new heights. The EAA Council, together with Aeroclub, have been deeply involved in negotiations to sort out not only these problems, but also to keep our AP Scheme alive.

At the last 322 AGM, it was decided to keep annual subscriptions the same for 2021 – R250 for Chapter Membership and R250 for EAA National.

We need your support, not only in membership fees, but also in membership numbers, to make our voice a meaningful voice. We ask all aviators, enthusiasts and members to renew your membership or, if not already a member, join EAA!

With our MACH program (Member Awards for Chapter Help) your membership could win you a trip to Oshkosh! Click on the link below today to renew or join!

<http://eaa.org.za/membership/membership-form/>



Chapter 322 - 2021 Office Bearers

Brad Stephenson, Shadow Treasurer, Mark Clulow, Treasurer, Sean Cronin, Vice Chairman, Neil Bowden, Chairman and Geoff Sprenger, Secretary.

Chapter 1502 News

AGM & Committee Elections

News from Baynesfield Airfield, home to Chapter 1502, is that they held their AGM on Saturday 27th November 2020. Bad weather prevented aircraft from flying in but they still managed to get 3 planes arriving for the AGM.

The meeting was held at Baynesfield Club House. 11 persons including committee members attended.

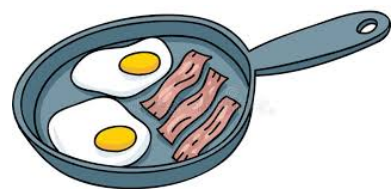
The committee remains unchanged

- Alan Lorimer - Chairman
- Russell Smith - Vice Chairman
- Robbie Els - Treasure
- Mike Korck – Secretary

A full report will follow in next Contact!



Baynesfield Clubhouse



**Baynesfield Annual Breakfast
Fly-in
16th December 2020**



Immaculate Grass Runway



Looking into the Future

Some EAA plans for 2021

5th December 2020

EAA Chapter 322 Gathering, Live and Zoom. Venue will be Dicky Fritz Hall, Dowerglen. Time 18h00. Topic is “Picking up the Pieces” presented by Chris Ferrarcio from Springfield Tennessee. Chris is an accident recovery expert and will be highlighting GA accidents and discussing their causes. Chris runs one of the USA’s biggest aircraft accident recovery companies, AMF Aviation, and is also a retired airline pilot. A very interesting talk and very relevant to South Africa!

13th January 2021

EAA Chapter 322 January gathering. Traditionally we move this one to the second Wednesday of the month as many members are still away early in January. Topic will be announced during December.

13th February 2021

EAA Chapter 322 and Chapter holding combined zoom new and we are looking Each chapter will minute slide show their chapters are history, what their building, what they fly-aways they arrange. members will be greatly compile our slide show!



932 from Illinois USA will be gathering. This is something forward to trying out! present a 30 encasing what all about, their members are fly and activities and Input and photos from appreciated as we

27th February 2021

Drive-in / Fly-in Night at Jack Taylor Airfield, Krugersdorp. Fly in or drive in, camping will be available to those who want to stay over for the night. We will be showing “Flying the Feathered Edge” a movie about the great Bob Hoover. Bring your own beverages, vendors will be on hand to provide food, coffee and snacks. Weather night for this event will be 6th March 2021

23rd April to 27th April 2021

Aeroclub Air Week and EAA National Convention, Middelburg Airfield, Mmpumalanga. Put this down as a long weekend in your calendar, Tuesday is a holiday. This is one of the best aviation events on our calendar and features all disciplines of private aviation. EAA will be combining it with our annual convention and we are hoping to see members fly in from all over the country. Once again we will be running workshops and, together with Sling, will have a “hand-on” workshop for those wanting to try out aircraft building. Camping will be available on the airfield as well as accommodation options in town. We need volunteers to make this event a success, if you are available to help with planning, workshops or taking on duties during the weekend, please step forward!

Impromptu Breakfasts and Fly-ins

Keep an eye on our EAA Members **WhatsApp Broadcast Group** where we will inform members of any impromptu flying activities. These will include our Pancake Breakfasts which we will be arranging at various airfields within easy reach. If your airfield is willing to hold an event, let us know, we will support you!

Breakfast Fly-in

Panorama Fly-in, Saturday 7th November

Saturday morning we awoke to one of those perfect flying mornings – great visibility and a suddenly green countryside after all the rains, and, as an added bonus, virtually no wind. On take off you knew summer had arrived!

Alan Stewart and his team at Panorama Airfield made sure that they would not be outshone by the perfect conditions and laid on a breakfast that truly matched, thanks to their dedicated team of chefs and helpers.

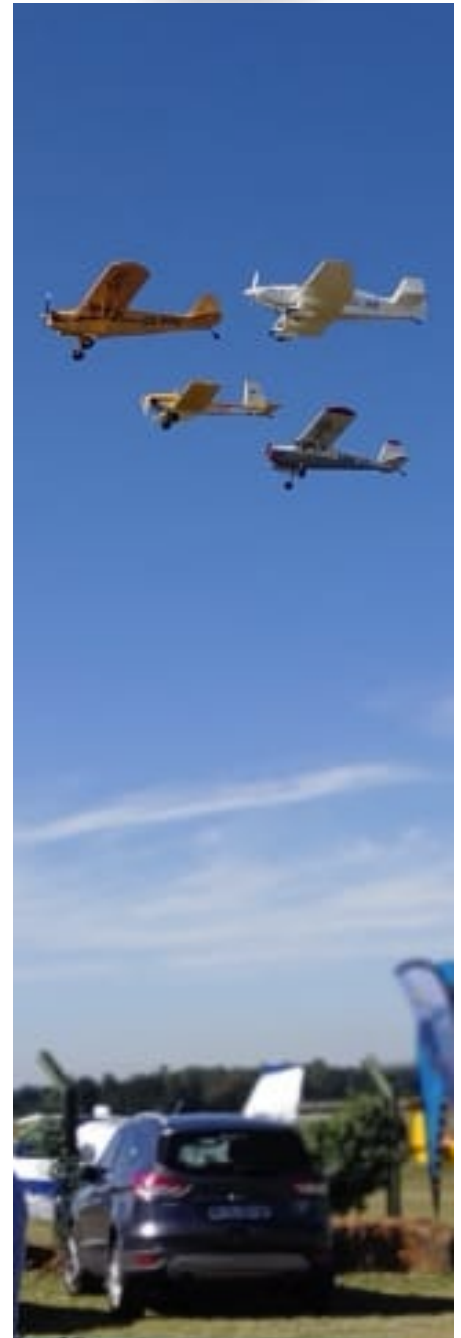
Aircraft attending included a Boeing Stearman, VP 1, Jodel, Piper Cubs, a Cessna 140, Slings, RVs, Jabirus and Gyrocopters. During the morning we were treated to a formation display by some of the attendees – it's great to see pilots having fun with their aircraft!



Attendees enjoyed a sumptuous breakfast



Chefs hard at work preparing eggs and bacon to order









EAA Chapter 322 December Gathering

Presenter Chris Ferraracio of AMF Aviation in
Springfield Tennessee USA

**Picking Up the Pieces - Aircraft
Accidents from the Eyes of a Aircraft
Recovery Expert**



**I'm giving up drinking until
Christmas.
Sorry, bad punctuation.
I'm giving up.
Drinking until Christmas.**



Airweek 2019 Middelburg Airfield

EAA Convention '21

Volunteers Wanted!

After the cancellation of our annual highlight, the EAA Convention, I guess most of our members are itching to get back together once again on a national basis! It has once again been decided to combine our EAA convention with Aeroclub's Air Week at the Middelburg Airfield.

Last year's Air Week was arguably one of the best GA event to take place in South Africa. Great facilities, camping on the airfield and accommodation in town and a representation by all disciplines of aviation in South Africa, making this an ideal venue for an aviation weekend away.

Dates will be from Friday 23rd April to Tuesday 27th April, the Tuesday being a public holiday. EAA plan to bring in a number of workshops and also a Sling empennage or wing build demo for those who want to try their hand at aircraft building.



We need volunteers! If you have any special ideas on how to make this an even greater event or you are willing to volunteer, please come forward! We will be looking for help in marshaling, registration, workshops, seminars, membership desk ...

If you are willing and able to help, either with the planning for the event or at the event itself please contact Neil - neil1@telkomsa.net

**EAA Convention & Aeroclub AirWeek
23rd to 27th April 2021**

High Wing Sling

Sling's "new project" update



Exciting updates coming out of the Sling Factory this week were that the high wing prototype fuselage is out of the paint shop, Rotax 915 motor fitted and the wings test fitted before themselves heading to the spray booth.

A great attraction with this aircraft is that landing gear plug in points on the fuselage allow this aircraft to be configured as a tri-gear or conventional gear aircraft at any time.

Empty weight is predicted to be between 550 to 600 kg and the MAUW will be 1050kg so the useful should be about the same, or potentially a little bit more than the TSi.

Looking forward to seeing it's first flight soon!

News from New Z

North Island Sortie



The Mahurangi Peninsular

Brian Millet from New Zealand, a regular visitor to our fly-ins and gatherings, recently sent us this report ...

On Friday November 20th we took off from Kaipara Flats, the local airfield, just to the west of Warkworth, flying a Rotax 912is powered Fly Synthesis Texan. After passing the township we followed the river eastwards out to the coast. From there we circled around the Mahurangi Peninsular then flew along the coastline towards the north at about 900ft while overflying Algies Bay where I live. When we reached Omaha, a coastal holiday haven for city dwellers trying to get away from it all, we turned inland and headed back to our home airfield after having had a most enjoyable one hour flight that set the right mood for the rest of the day.



A Fly-Synthesis Texan

The next day, Saturday morning, we had a great turnout at the airfield as about fifteen aircraft arrived for our Pancake Breakfast Fly-in. Included amongst this number were a couple of gyrocopters and a Trike, not to mention those unfortunate beings who do not currently possess any form of flying machine who had to arrive by motor vehicle although one guy turned up on his Royal Enfield motorcycle simply because the engine of his Challenger II was still in a state of disassembly.



Kaipara Airfield, New Zealand (Jean210 Photo)



Pancake Breakfast, Kaipara Airfield



Don't miss next month's Contact - Warren Butler (ex Durban), will cover their Beach Hop event in NZ!

Puddle Jumper

Peter How's CX 4, Puddle Jumper V

"Puddle Jumper - A light aircraft particularly a single-engined private aircraft with limited range and performance; used perjoratively by "real" pilots"



My Puddle Jumper V project

Most of my EAA acquaintances associate me with the itchy sticky stuff. But actually my first plans-built aircraft was an all wood 13m sailplane called a Duster, completed around 1975. Adrian Gray and I built two in a single garage in Randburg. Unfortunately he fluttered his in on a too fast low-level pass, bailed at near zero limits and survived. But mine is somewhere in KwaZulu-Natal I think.

But I digress. The next one was a motorized glider, the Silhouette, which cruised at 110kts on a Rotax 503. All composite, it is very slick, so I added flaps out to the ailerons. Going down to Margate required a jet change at Harrismith to avoid melting a piston, so a later owner swapped the engine out for a VW.

Next came the KIS TR1, whose first visit to Margate was in a half-built form. It had a O-290D which got me 175kt at sea level. I went into ORT for an airshow once and had to fly the approach at 150kt, or they would not let me into the approach queue. Itchy sticky is always fast!

Then I tried my hand at tube and fabric, a Kitfox 5 with a PZL Franklin O-235. That was a really fun and versatile aircraft, and I should never have sold it. But it was just wasting fuel to try and fly faster than 85Kts.

Much to the relief of my neighbours, we moved out of Midrand for Gariep Dam 12 years ago. I guess rigging 27m sailplanes across mine and my neighbour's front lawn and doing engine runs in the street could have been a bit annoying. Why Gariep? ... We already had a house there and the gliding is fantastic. The huge lake beckoned, so I did one last big itchy sticky project, a 7m trimaran, which, although it is not a plane, I suppose does fly faster than almost anything else on the dam.



The Thatcher CX4. Somewhere I saw a photo of this pretty little plane and realized that I had not risen to the challenge of an all-metal project. I have always admired the expertise of perfectly built aluminium aircraft. No room for error and you can't hide mistakes as with composites. Here was the beginnings of my fifth project, Puddle Jumper V.

There was no kit available back in 2015, but in any case, I wanted to learn all the metal techniques and try to avoid importing as much as possible. There were already two CX4 flying in the western Cape, so getting a build number was easy and the plans were ordered. I had thought about building the new tandem seat CX5, but decided that with a VW, it might be marginal at my density altitudes. I liked the idea of a VW motor, since parts are cheap and

there is such a bug craze in the USA, that new parts will be available for decades to come. But in my opinion, they are best limited to single seaters on the highveld. Since this was a plans scratch built project, I decided to build the motor too. I soon found that locating a good VW engine locally to perform a stroke and bore job, was not going to be easy, especially considering where I lived. So I ordered a Great Plains 2180 VW kit. A smaller capacity would have been adequate, but then the crankshaft would not have the large output bearing and long taper on the prop hub. A bigger capacity made things get a bit too thin at the cylinder base.

The plans arrived from Dave Thatcher and I started ordering AN hardware and 6061 sections from Spruce. All the 6061 sheet came from Alclad at Lanseria. Since I had concentrated on itchy sticky stuff, I had to buy some additional tools, mostly related to cutting thick sheet. Long straight cuts of up to 032 were done using the score and bend method. I had long bends to make, so I built a 3m bender from 75mm mild steel angle and heavy-duty piano hinge.



The CX4 uses mostly stainless steel pulled rivets, like many other designs. No dimpling, but not being a punched hole kit, it means drilling undersize first, clecoeing, redrilling to 1/8 inch and then deburring. Many thousands of times. I used a 30 year old pneumatic pop riveter. At least I did not have to drag Fran out to Adamsfontein to buck solid rivets. Her job was to pack cookies and coffee. The wing spar is fabricated from 6061 T6 1½ inch angles and

032 sheer web. This does use solid rivets, but it was easy to buck rivets with a steel block behind the assembly. Some builders used an arbor press for this job. I should have, since it would have saved on buying a rivet gun.

I like 6061 T6. It is supposed to be corrosion resistant, so holes and edges can be deburred with 220 grit paper and it bends well. It also machines and drills well. Now the dangers from fiberglass dust were replaced with cuts all over my hands, until I bought gloves at the local co-op.



The plans comprise about 20 pages of hand drawings, mostly not accurate to scale, but with a lot of full-size patterns. It was a big come down from the CAD drawings of my Farrier trimaran, where I could set my build tolerance to +/-1mm. On the CX4 I found that one could not take everything for granted. For instance, you formed your own ribs and had to determine yourself what the spring back would be and how much smaller the form block would have to be. Sometimes these errors would multiply, and getting the fuselage bulkheads to line up with tapers in all directions took me a couple of weeks. I am sure that no CX4 is absolutely identical to any other.

Did I say its an all-metal aircraft and no dust? I spent more time making wooden form blocks than anything else. Luckily the main part of the wing has no taper, so all the ribs were the same, at least they were after I taught Cheryl,

Fran's daughter, how to use fluting pliers and a rule to straighten them. But the fuselage has mostly an oval cross section and was much more work and longer to build than the wings. Without a set of rollers, bending some of the curved thicker skin on the forward fuselage was quite difficult, and a lot of luggage straps were required to pull skin over the tail boom.. But the 020 wing leading edge, which extends top and bottom up to the spar, turned out very easy to do. Dave just recommended using a "2 x 4" plank to just squash the skin down until the leading-edge radius was formed. Besides needing another person, to me this seemed a bit hit or miss. Then I saw a video somewhere on vacuum forming the sheet around a steel pipe to obtain a beautiful and consistent radius. Just a vacuum cleaner a lot of polythene sheeting, duct tape and 25mm steel tube in my case. I used the same process on every leading edge, without any assistance.

Construction starts with the spars, then building up the one meter wide center wing section, then the two wings. It took me a while to find a way to reliably locate a rib when drilling blindly through the wing skin. You kit builders don't know what fun you are missing. Once the wings mate properly to the center section, you put the wings aside and build the front part of the fuselage around the wing center section. Then the tail cone is built, all on a long wood topped bench. I opted to fit a dive brake which swings down under the center section, electrically operated by a Honda window winder, all according to Dave's design.

There is a fixed windscreen, with a canopy mounted on draw slide rails which moves back over the turtle deck. Importing a moulded canopy was going to be prohibitively expensive, so I approached John "Fluffy" McKircher, who had blown our Duster canopies over 40 years ago. I cut down a large oblong free blown shape

and used Sikaflex and 3mm screws to secure an optically perfect and good-looking canopy. Another potentially expensive import was the 6061 T6 aluminium spring undercarriage leg. One CX4's builders blog showed how he had cut and cold bent his own. So I found a similar alloy here, had it waterjet cut, rounded the edges and cold bent it on my 10 ton press with specially made bending blocks to keep to a minimum radius. Oh yes, I did have to import wheels and 400x5 Lamb tyres. I am swapping the latter out for 500x5, if anyone wants the smaller tyres.

Similarly, I fabricated my own steerable tail wheel, saving more big \$. I am using a flat blade glass fibre tail spring, an offcut from my trimaran main sail battens.

I broke a steel spring on my Kitfox once and that could really be a problem in the middle of nowhere. Glass fibre does not fail from fatigue.

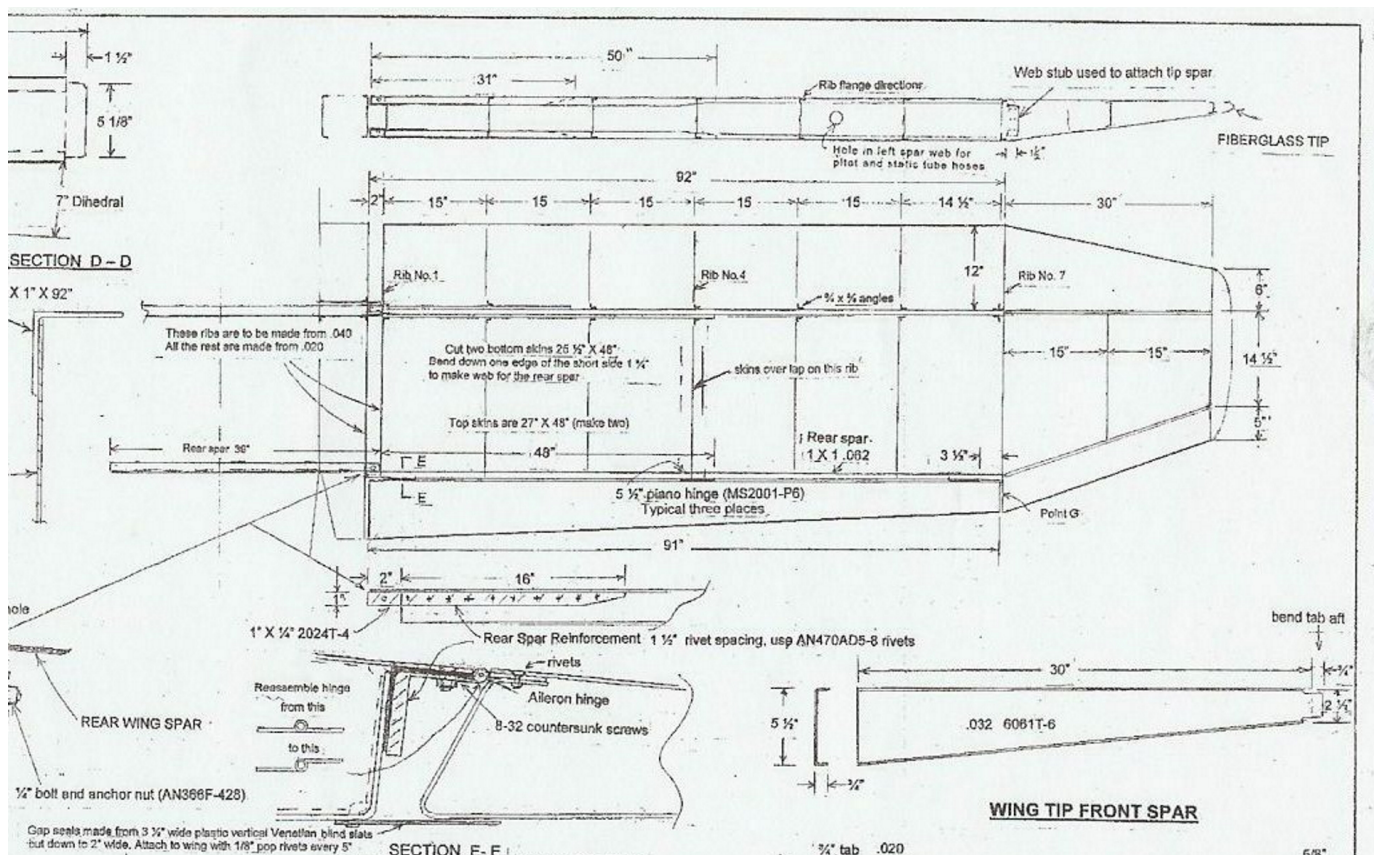
The tail group went together quite quickly, although the drawings required a lot of cross referencing to get everything dimensionally correct. The elevators are counter balanced.

The hard lock down with restrictions in crossing the Orange River to my hangar and workshop at Adamsfontein, presented the ideal opportunity to build the engine. The president had given me just enough warning to get everything to my garage at home, and acquire a few special tools. My brother-in-law, Bill Nobel, who builds VW engines for Beatle collectors gave me lots of telephonic advice and somehow I managed to get a few missing bits from Gauteng. As usual the laid back American style of business resulted in the wrong cylinder base spacers for an acceptable compression ratio, the wrong thickness magneto drive puck and many missing bolts. I have opted for a secondary ignition using a Hall effect sensor from the ex-distributor drive which switches two coils, an electric starter, full flow oil bypass with external filter and cooler and 30mm oil pump with over pressure relief cover. Pieter De Necker built a



a nice 54-inch prop and a professional welder completed my engine mount fabrication. The only metalwork left is the 50L fuselage fuel tank which goes above my feet against the fire wall. I am hoping the Zenith carb will work with gravity feed, but I will set up a flow bench test before deciding. If I have to rely on an electric fuel pump, then I need a backup battery. CX builders have had some problems with aftermarket cloned VW mechanical pumps. Actually, I still have some itchy sticky work to do. Anton Tallie is sending his engine cowl moulds from lovely St Helena Bay, which will save me dozens of hours with just a simple layup and I still have to make the wing tips and turn a three blade spinner into a two blade.

Sarel van Rensburg signed off my spars, and kept an eye on the project, but after that the only EAA enthusiasts to see the aircraft was a surprise visit by Peter Lastrucci and Andy Lawrence. So far, it has been an interesting and often fun journey. I found the work very therapeutic by diverting business stress away for hours at a time. When will it be finished? I need to get some flying hours on it to qualify for my next NPL flight review in 18 months time! So hopefully its finished some time next year.



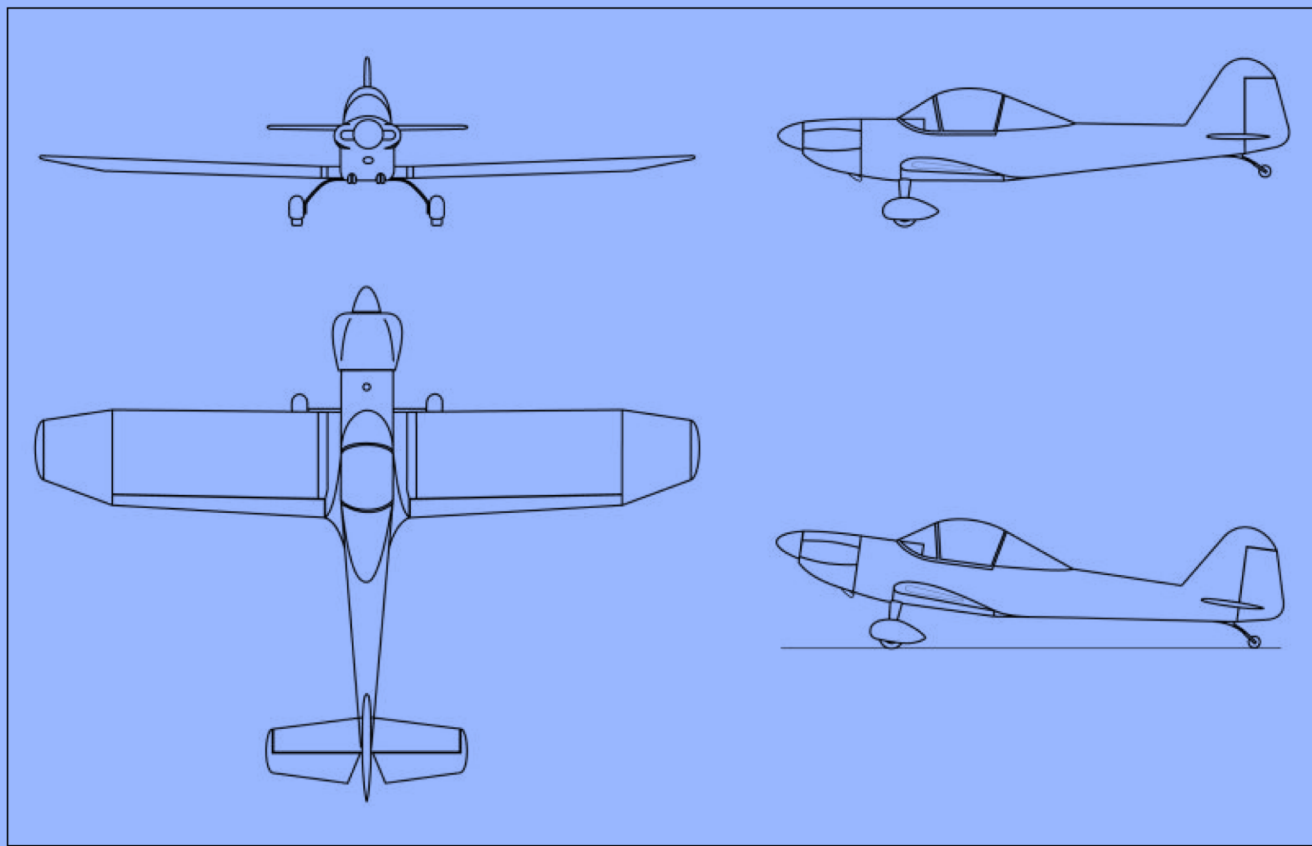
Wing Plans for the Thatcher CX 4



Designer - David Thatcher



Featured in Contact! August 2020



Thatcher Aircraft Website

<http://www.thatchercx4.com/index.html>

CX4 Specs and Performance

Length: 18'3" / 5.56m

Wing Span: 24' / 7.32m

Height: 4'8" / 1.42m

Cabin Width: 23" / 58cm

Wing Area: 84.4 sq ft / 7.841m²

Empty Wt: 560 lbs / 254 kg

Gross Wt: 850 lbs / 385 kg

Useful load: 290 lbs / 131.5 kg

Fuel: 10.5 gals / 39.7 ltr

Hp: 55 hp

Performance:

Cruise (75%): 125 mph / 201 km/h

Stall (V_{so}): 40 mph / 64 km/h

ROC (V_y): 850 fpm @ 75 mph / 259 m/min @ 120 km/h

Take off roll: 700 ft / 213 m



Stick & Rudder

Sharing the fun! A new SA TV Series



Flying / Soaring Straight into Your Home - Stick & Rudder - a new series on PeoplesWeather

The magical world of light aircraft flight comes to life as two passionate young South African pilots invite viewers into the cockpit to experience the mystery of the skies on People'sWeather DSTV Channel 180 and Openview Channel 115 from 30 November.

In a fresh new approach to the subject of flying, filmmaker Travis van Staden and blogger Thomas Marrow get down to the basics of bush plane piloting with all the enthusiasm of two young men finally let loose on the skies after the COVID-19 lockdown in Africa.

Throwing all technical jargon to the wind, the two invite audiences straight into the heart of their hangar, for some warm chitchat, fun insights, and above all revelations that come with guiding light aircraft with its "stick and rudder" into the big blue beyond.

Expect to witness the thrill of the throttle in a "Taildragger", figure out formation flying, meet the ultimate bush plane the "Quest Kodiak", check out the science of flying in different geographical spaces, taste the purest form of flight in a glider, discover what "prop-strike" and "meat-bombing" are, and step back in time to meet some old-timer classic planes.

Both young men hail from Knysna and are now Johannesburg-based where Thomas (25) runs his own business and Travis (28) works in the film industry - essentially, they say, "to fund and fuel their joint passion to take to the skies".

"We have had so much fun, post this COVID "letdown", making this season," they say. "We discovered so many avenues related to flying and the crazy adventurous world it leads to. We think it's the tip of the iceberg – and we hope that this season will inspire and uncover some hidden stories about planes and flying for us to go out and explore."

"This series is filled to the brink with flying, camping and adventure with loads of fun banter," enthuses says Stephan Le Roux, CEO of People'sWeather. "It is an energetic and youthful look into the sometimes "dry" subject matter of aviation. Thomas and Travis have a contagious "let's do it or at least try it" approach to their love of aviation, which comes across so warmly. This 12 episode season, is a must for professional-, amateur-, wannabe- as well as couch pilots wanting some vicarious flying adventures, with no parachute, and in the safety of their homes!"

Stick & Rudder begins Monday 30 November 18:00. Airing Monday to Thursday for 2 weeks and weekend Omnibus



<https://youtu.be/mMG2HwIFfgU>

Aviators Paradise B 'n B

Breakfast 'n Boeremark in Brits



For various reasons, the virus 'pandemic', change of ownership, management, infrequent restaurant hours of operation etc, Aviators Paradise' popularity as a breakfast fly-in destination waned. We were approached by the new management to fly in on Saturday, my best flying day, to support the new idea Farmers Market at the airfield.

About 40 aircraft were counted on the day, many of them flown by EAA members. We were advised that the restaurant would be closed as we were encouraged to support the stall holders instead. The variety of goods and fresh local produce available was extensive.

Of course, coffee, boerie rolls, chicken skilpadjies, pap en sous, pancakes, regular egg and bacon, all manner of confectionery was on sale. It was a swelteringly hot morning, but fortunately the light breeze and the large-covered area gave good protection from the elements.

The Farmers Market is a welcome initiative to assist the local community who have experienced difficulties caused by the virus 'pandemic' and also to have a pleasant destination for the Gauteng EAA members. I do believe the idea will be expanded to other smaller airfields in the vicinity
Karl Jensen



Nico and Marie's Aircraft



Aviators Paradise and Farmers Market layout



A Great Gathering of Gyro Guys!



Stephen Theron and the author with his high-speed blindingly shiney Cessna 170 pursuit ship



EAA'ers Neil Murray, Marie Reddy, Nico Brandt, Stephen Theron and Grant Raubenheimer



Neatly laid out stalls



Derek Hopkins, Irene Naude, Grant Raubenheimer, Eileen and Jean-Pierre Duponsel



Steve and Jill Yap with Margie and Andy Lawrence



Margie Lawrence holding Andy's Piper Cruiser prop seductively



Many visiting airplanes



Jo'burg at it's Jacaranda best

Daughter & Dad

Our Aviator's Paradise Experience!



Tarryn Myburgh and dad Derek Orford

Aviators Paradise hosted a Boeremark fly in on 14 November with the added bonus of a market at the airfield - right in time for Christmas shopping.

It was a beautiful morning with a light breeze blowing as Dad and I took off from Brakpan in

my Jabiru and flew over the spectacular sight of Johannesburg's streets lined with the purple of Jacarandas in full bloom.



The fly in was well attended with a number of Jabi's, RVs, Slings, gyros, a heli, all the usual EAA suspects and many more.





The market was a walk-in, fly-in, drive-in market and as promised, had loads of stalls with fresh produce and delicious food. We scooped up some pancakes for breakfast as we took a relaxed walk around the market.



We found homemade fudge in some unique and delicious flavours, raw honey, peri-peri sauce and a variety of gifts for kids, friends, family and even pets.

As the morning heated up rapidly, we all filtered out and headed back for home with full stomachs and empty wallets!



Pilot's Ten Commandments

1. Thou shalt abstain from the intersection takeoff for verily the runway behind thee, as the altitude above thee, cometh not to thine aid when thou needest them.
2. Thou shalt not linger on active runways lest thou become like unto ground sirloin.
3. Ignorest thou not thy checklists for many are the switches, handles, gauges and other demons awaiting to take cruel vengeance upon thee.
4. Thou shalt cast thine eyes to thy right and also to thy left as thou passeth through the firmament lest thy fellow pilots bring flowers to thy widow and comfort her in other ways.
5. Buzzeth not, for this shall surely incur the wrath of thy neighbors and the fury of the CAA shall be called down upon thy head.
6. Thou shalt be ever mindful of thy fuel lest there be nothing in thy tank to sustain thee upon the air and thy days be made short.
7. Trust not thine eyes to lead thee through the cloud lest the Archangel Gabriel await thee therein.
8. Thou shalt not trespass into the thunderstorm lest the tempest rend the wings from thy chariot and cast thee naked into the firmament.
9. Put not thy trust in weather prophets, for when the truth is not in, then they shall not accompany thee among thy ancestors.
10. Often shalt thou confirm thine airspeed on final lest the earth rise up and smite thee.

Shuttling the Shuttle

747 Shuttle Carrier Flight

American ingenuity is something to be proud of. A quick "trip report" from the pilot of the 747 that flew the shuttle back to Florida after the Hubble repair flight. A humorous and interesting inside look at what it's like to fly two aircraft at once.

Well, it's been 48 hours since I landed the 747 with the shuttle Atlantis on top and I am still buzzing from the experience. I have to say that my whole mind, body and soul went into the professional mode just before engine start in Mississippi and stayed there, where it all needed to be, until well after the flight...in fact, I am not sure if it is all back to normal as I type this email. The experience was surreal. Seeing that "thing" on top of an already overly huge aircraft boggles my mind. The whole mission from takeoff to engine shutdown was unlike anything I had ever done. It was like a dream...someone else's dream.

We took off from Columbus AFB on their 12,000 foot runway, of which I used 11,999 feet to get the wheels off the ground. We were at 3,500 feet left to go of the runway, throttles full power, nose wheels still hugging the ground, copilot calling out decision speeds, the weight of Atlantis now screaming through my fingers clinched tightly on the controls, tires heating up to their near maximum temperature from the speed and the weight, and not yet at rotation speed, the speed at which I would be pulling on the controls to get the nose to rise. I just could not wait, and I mean I COULD NOT WAIT, and started pulling early. If I had waited until rotation speed, we would not have rotated enough to get airborne by the end of the runway. So I pulled on the controls early and started our rotation to the takeoff attitude. The wheels finally lifted off as we passed over the stripe marking the end of the runway and my next hurdle (physically) was a line of trees 1,000 feet off the departure end of Runway 16. All I knew was we were flying and so I directed the



gear to be retracted and the flaps to be moved from Flaps 20 to Flaps 10 as I pulled even harder on the controls. I must say, those trees were beginning to look a lot like those brushes in the drive through car washes so I pulled even harder yet! I think I saw a bird just fold it's wings and fall out of a tree as if to say "Oh just take me". Okay, we cleared the trees, duh, but it was way too close for my laundry. As we started to actually climb, at only 100 feet per minute, I smelled something that reminded me of touring the Heineken Brewery in Europe. I said "is that a skunk I smell?" and the veterans of shuttle carrying looked at me and smiled and said "tires"! I said "TIRES? OURS?" They smiled and shook their heads as if to call their Captain an amateur. Okay, at that point I was. The tires were so hot you could smell them in the cockpit. My mind could not get over, from this point on, that this was something I had never experienced. Where's your mom when you REALLY need her?

The flight down to Florida was an eternity. We cruised at 250 knots indicated, giving us about 315 knots of ground speed at 15,000' The miles didn't click by like I am use to them clicking by in a fighter jet at MACH .94. We were burning fuel at a rate of 40,000 pounds per hour or 130 pounds per mile, or one gallon every length of the fuselage. The vibration in the cockpit was mild, compared to down below and to the rear of the fuselage where it reminded me of that football game I had as a child where you turned it on and the players vibrated around the board. I felt like if I had plastic clips on my boots I could have vibrated to any spot in the fuselage I wanted to go without moving my legs and the noise was deafening.

The 747 flies with its nose 5 degrees up in the air to stay level and when you bank, it feels like the shuttle is trying to say "hey, let's roll completely over on our back"...not a good thing I kept telling myself. So I limited my bank angle to 15 degrees and even though a 180 degree course change took a full zip code to complete, it was the safe way to turn this monster.



Airliners and even a flight of two F-16s deviated from their flight plans to catch a glimpse of us along the way. We dodged what was in reality very few clouds and storms, despite what everyone thought and arrived in Florida with 51,000 pounds of fuel too much to land with. We can't land heavier than 600,000 pounds total weight and so we had to do something with that fuel. I had an idea...let's fly low and slow and show this beast off to all the taxpayers in Florida lucky enough to be outside on that Tuesday afternoon. So at Ormond Beach we let down to 1,000 feet above the ground/water and flew just east of the beach out over the water. Then, once we reached the NASA airspace of the Kennedy Space Center, we cut over to the Banana/Indian Rivers and flew down the middle of them to show the people of Titusville, Port St. Johns and Melbourne just what a 747 with a shuttle on it looked like. We stayed at 1,000 feet and since we were dragging our flaps at "flaps 5", our speed was down to around 190 to 210 knots. We could see traffic stopping in the middle of roads to take a look.

We heard later that a Little League Baseball game stopped to look and everyone cheered as we became their 7th inning stretch. Oh say can you see...

After reaching Vero Beach, we turned north to follow the coast line back up to the Shuttle Landing Facility (SLF). There was not one person laying on the beach...they were all standing and waving!" What a sight" I thought...and figured they were thinking the same thing. All this time I was bugging the engineers, all three of them, to re-compute our fuel and tell me when it was time to land. They kept saying "Not yet Triple, keep showing this thing off" which was not a bad thing to be doing. However, all this time the thought that the landing, the muscling of this 600,000 pound beast, was getting closer and closer to my reality. I was pumped up! We got back to the SLF and were still 10,000 pounds too heavy to land so I said I was going to do a low approach over the SLF going the opposite direction of landing traffic that day. So at 300 feet, we flew down the runway, rocking our wings like a whale rolling on its side to say "hello" to the people looking on! One turn out of traffic and back to the runway to land...still 3,000 pounds over gross weight limit. But the engineers agreed that if the landing were smooth, there would be no problem. "OH thanks guys, a little extra pressure is just what I needed!" So we landed at 603,000 pounds and very smoothly if I have to say so myself. The landing was so totally controlled and on speed, that it was fun. There were a few surprises that I dealt with, like the 747 falls like a rock with the orbiter on it if you pull the throttles off at the "normal" point in a landing and secondly, if you thought you could hold the nose off the ground after the mains touch down, think again...IT IS COMING DOWN!!! So I "flew it down" to the ground and saved what I have seen in videos of a nose slap after landing. Bob's video supports this!



General characteristics

Crew: 4: pilot, co-pilot, 2 flight engineers (1 flight engineer when not carrying Shuttle)

Length: 231 ft 4 in (70.51 m)

Wingspan: 195 ft 8 in (59.64 m)

Height: 63 ft 5 in (19.33 m)

Wing area: 5,500 sq ft (510 m²)

Empty weight: 318,000 lb (144,242 kg)

Max takeoff weight
710,000 lb (322,051 kg)
Powerplant: 4 × Pratt & Whitney JT9D-7J turbofan engines, 50,000 lbf (220 kN) thrust each

Performance

Cruise speed: 250 kts (290 mph, 460 km/h) / M0.6 with Shuttle Orbiter loaded

Range: 1,150 nmi (1,320 mi, 2,130 km) with Shuttle Orbiter loaded

Service ceiling: 15,000 ft (4,600 m) with Shuttle Orbiter loaded

Then I turned on my phone after coming to a full stop only to find 50 bazillion emails and phone messages from all of you who were so super to be watching and cheering us on! What a treat, I can't thank y'all enough. For those who watched, you wondered why we sat there so long. Well, the shuttle had very hazardous chemicals on board and we had to be "sniffed" to determine if any had leaked or were leaking. They checked for Monomethylhydrazine (N2H4 for Charlie Hudson) and nitrogen tetroxide (N2O4). Even though we were "clean", it took way too long for them to tow us in to the mate-demat area. Sorry for those who stuck it out and even waited until we exited the jet.

I am sure I will wake up in the middle of the night here soon, screaming and standing straight up dripping wet with sweat from the realization of what had happened. It was a thrill of a lifetime. Again I want to thank everyone for your interest and support. It felt good to bring Atlantis home in one piece after she had worked so hard getting to the Hubble Space Telescope and back.

And a video, in case you haven't seen the Shuttle Carrier Aircraft:

<https://www.youtube.com/watch?v=Wcl1e4KiDv0>

Article submitted by Brian Stableford



EAA Chapter 322

Johannesburg

Meets 1st Wednesday at Dickie Fritz Hall,
Edenvale

Committee Members

President	Neil Bowden
Vice-President	Sean Cronin
Treasurer	Mark Clulow
Secretary	Geoff Sprenger
Shadow Treasurer	Brad Stephenson

EAA Chapter 1502

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Vice President	Paul Lastrucci
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Secretary	Marie Reddy

Committee Members

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



EAA would like to wish all our members a
Merry Christmas and a Prosperous New Year.
Enjoy your holidays and safe travels!

**EAA 322 is inviting you to a scheduled
Zoom and in person gathering at Dickie
Fritz, Dowerglen**

Time: December 2, 2020 06:00 PM
Johannesburg

Join Zoom Meeting

<https://us02web.zoom.us/j/9473608072?pwd=RzBMQTBnb3d2VjR5RWxxbnlma3psdz09>

Meeting ID: 947 360 8072
Passcode: EAA322

Rhino Park Fund Raiser

Fly-in with a cause!

Franz Smit and David Le Roux of PilotInsure have started what to me is a fine initiative, to raise funds to assist aviators who have been financially compromised by the demise of airlines due the Covid lockdowns and the collapse of the tourist industry due to border closures and other issues beyond the control of the crews. They have named this project 'Steady Climb'

On hearing of this project, Alan Stewart, EAA Member and owner of Panorama Flight School and airfield spontaneously donated a thousand Rand. Similarly, Ray Scott who owns Tranquillity Spa and Lodge donated a voucher for 2 for two nights with dinner bed and breakfast as well as a lion and cheetah experience. I am a regular visitor to Tranquillity in my Cessna 170, to this very aviation friendly lodge 11nm north of Cullinan

I hope our EAA members will support the fly-in and arrive in swarms of aircraft or drive there. Rhino Park Airfield (Bronkhorstspuit) is listed in Waze and on Google Maps. Our Nigel Musgrave will be acting as Safety Officer and will be listening out on the airfield frequency of 135.6Mhz. Co-ords S25°50'00" E28°32'24" with elevation 4780' on the 850m tarred runway 09/27

Neil Bowden has suggested that EAA'ers should arrive in aviation attire from amusing to formal, as long as you raise a smile. There will be a substantial prize for the winner, probably bragging rights for the rest of the day!

Karl Jensen

A message from Organizer Franz Smit

"Our very first fly in! Expecting some surprise visitors including Flying Lions. Live music, good food and great company. We are doing this as a fund raiser and matching all money made from food and drink towards helping Pilots out who started their own small businesses. Absolutely no landing fees etc and working on a couple of sponsorships for prizes. Will keep everyone posted. We want to make it special and meaningful but need your help and attendance.

Many career Pilots have been without any income for months, some have taken the initiative of starting their very own businesses. This is our small way of trying to help them succeed, and we need your support to make it happen"

Please reach out if you are an individual or business that can support us either via a "donation" or actual mentorship.



Rhino Park

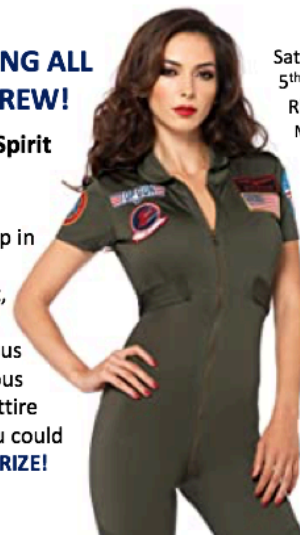
"Steady Climb Initiative" Fly-in



CALLING ALL AIR CREW!

Good Spirit Award

Dress up in your craziest, most ridiculous or serious flying attire and you could win a **PRIZE!**



Saturday
5th December
Rhino Park Airfield
MACH Credits Apply



TRANQUILLITY SPA AND LODGE

This very AVIATION FRIENDLY place 20km north of Cullinan, has donated a '2 Night Stay' for two, value R3900 - Dinner, Bed and Breakfast as well as a controlled lion and cheetah encounter, to help raise funds to assist those aviators who are experiencing difficulties.

To be raffled at R50/ticket
Details will follow





WAA & SAPFA
Witbank Aeronautical Association

Presents to you: Fun Rally

16 December 2020

* First prize -

Long weekend get-away!!

ENTRIES TO BE DONE ON THE SAPFA WEB PAGE.

www.speedrally.co.za

This is also a Fly In Breakfast.

It is not compulsory to take part in the Fun Rally
Please come and enjoy the day with us!!



PilotInsure
STRAIGHT AND LEVEL INSURANCE

FLY IN

Last fly in for the year!



SATURDAY 5 DECEMBER 2020

BREAKFAST AVAILABLE

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Registration from 07h00

Steady Climb Initiative | Antonov 2 flips available

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