

...Contact!

June 2021



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President's Column

Paul Lastrucci



Hello Everyone,

At our recent AGM this past week I was nominated to take the EAA Presidents role. I look forward to being back in the saddle to steer our group of likeminded individuals from various backgrounds, that provide and share an enthusiastic passion for aviation, over the next twelve months. We are almost already into June and the best recreational flying weather awaits us, let's hope we are not restricted too much going forward. Heartfelt thanks to past president David Toma who has navigated the EAA through a year of challenges never seen before in the history of our EAA, compounded by lockdown phases of the Covid 19 Pandemic, that brought an abrupt halt to the flying part of the EAA here in SA and throughout the world. Thanks David at least you are not far away and will be fulfilling the vice president role for 2021. Despite limited air time over the past year, one of the great innovations being the on line monthly zoom Chapter meetings that certainly kept the EAA Spirit Alive. It's great to have representation from the chapters throughout the country and from fellow EAA

members worldwide that join from time to time. Equally the successful reciprocal on line chapter showcasing, is also fantastic and I am sure we will pursue this actively going forward this year. Despite the uncertain times, we will still have lots of fun, camaraderie and in the year ahead, will continue new initiatives, showcase the building and restoration projects, actively promote safety amongst our members, and ensure we are safe and smart to continue the fun and learning that being involved in the EAA provides. Rumours that we may be entering a third wave of the pandemic, however will watch carefully as there is the International Young Eagles Day set to take place at Panorama Airfield on the 12th June, Covid dependant of course. We also look forward to Taildraggers in July at Warmbaths and Sun 'n Fun later in the year. Many thanks to the Volunteers as well as all the folk behind the scenes that continue to make this all happen. I am sure I speak for our entire membership that we are extremely fortunate to friends and volunteers within our organisation here in South Africa, who make our lives enjoyable and exiting when we pursue our recreational flying interests. And for those not yet eligible for the Jab! there's always a Jabiru!!

Happy Flying! Paul

PLEASE JOIN US FOR OUR CHAPTER 322 JUNE MEETING

Wed Jun 2, 2021 06:00 PM

Join Zoom Meeting

<https://us02web.zoom.us/j/9473608072?pwd=RzBMQTBNb3d2VjR5RWxxbnlma3psdz09>

Meeting ID: 947 360 8072

Passcode: EAA322

EAA National Annual General Meeting 2021

EAA National held it's 2021 AGM by Zoom on the 25th April. The meeting was "attended" by some 50 members. David Toma opened the meeting with a very well thought out President's report. Well done David on a year well done and it's certainly great to know that the committee has not lost you for the upcoming year!

Our Treasurer, Mark Clulow then followed up with the Financial Report, and, thanks to Mark and our members, our organisation is in great financial shape.

Many thanks to Marie for a year of efficient communications, her good work in getting the ARO renewed and with all she has done for EAA SA. Marie was unfortunately not available for another year as Secretary, but we hope, as usual, that she will be there in the background to whip us into shape!

For the AGM, Marie had set up an on-line voting system for the election of the new committee. Voting closed shortly before the meeting, and Mark Clulow had the honour of announcing the new committee.

- | | |
|--------------------------|----------------|
| • President EAA National | Paul Lastrucci |
| • Vice President | David Toma |
| • Treasurer | Mark Clulow |
| • Secretary | Keaton Perkins |

Congratulations on our new committee and thanks to those who stood for the positions. Once again, we are in good hands for the year going forward!

EAA International Young Eagles Day



12th June 2021 has been designated by EAA USA as International Young Eagles Day. Each year EAA sets aside one day to encourage all EAA members

and chapters to participate in the Young Eagles program and share their passion for aviation with a new generation. This will be EAA's 27th International YE day.

EAA Chapter 322 was to have held it's YE Day at Panorama Airfield on this day. This was going to be a combined Fly-in Breakfast and Young Eagles event. Alan Stewart of the Johannesburg Flying Academy had agreed to sponsor the first 20 breakfasts and various pilots, marshals and admin crew had already volunteered their services.

In addition to a few Young Eagles that have already registered for a flight on the day, the St Declan's School Flying Club were also due to join us for the event, making it about 20 Young Eagles about to experience their first flight in a light aircraft.

However, with a 3rd Covid-19 wave looming and a move to Level 2 Lockdown, it was decided to move this event to another date when we can be more comfortable with pandemic conditions.

Apologies to all for any inconvenience caused, we appreciate the spirit of all our volunteers and will get back to this event on a more suitable date!



Bela Bela Airfield FAWA

9th to 11th July 2021

- Camping on airfield or B&B in town
- ATC Friday pm and Saturday 120,20
- Food stalls from Friday midday.
- Sunday breakfast rolls before departure.



POSTPONED

Look out for EAA updates on this event!

Pilots & Planes

required for Chapter 322's EAA International

Young Eagles Day

Saturday 12th June 2021

Panorama Airfield

07h30

Volunteers - Please contact

Neil 084 674 5674 neil1@telkomsa.net

Chapter 322 Zoom Gathering

Wednesday 5th May 2021

Once again, we felt it safer to remain with the zoom format for May, much to the delight of those residing far from Dicky Fritz in Edenvale. The gathering turned out to be a marathon session with lots of activities to report on and a very interesting talk by Alan Vogel.

The gathering was very ably Presented by 322 Vice President Sean Cronin. We Kicked off with the usual Business – welcomes, Birthdays (14 this month), Finances and upcoming events.

Paul Lastrucci, head of judging at our recent National Convention, then presented a comprehensive report back on all the winners, together with images, in the various categories. From this month we will be featuring each winning aircraft and owner in Contact monthly.

Our featured Safety Talk then followed presented by Mango Captain Rob Brand. His talk for May focused on CRM and identifying. Thank you Rob for your regular series, judging from report backs, our members are really enjoying your entertaining and educational talks!

Rob's slot was then followed by "Gift of the Gab" Karl Jensen, who, with another regular slot at our gatherings, presented his much looked forward to "Events Report Back". Karl covered the Rhino Park Breakfast Fly-in, and our EAA Annual Convention at Middelburg in April. Karl puts a lot of effort into his presentations, with photos, background stories and special effects! Thanks Karl, we really enjoy your slot!



We concluded the evening with guest presenter Alan Vogel from the UK, who happened to be in South Africa at the time! Alan is in the Historic & Classic Aircraft sales team and is involved with sales of some of the world's most exotic aircraft – Mustang P51's, Spitfires Lightning XS 459's just to name a few!

[Click Here](#) to check their website for a guaranteed drool. Allan is also chairman of the Save the Skymaster Society, an organization presently restoring an historic C 54 Skymaster. For details on the restoration and the society [Click Here](#)

THREATS COME TOWARDS PILOTS, ERRORS COME FROM THE PILOT

1. Beware latent threats: hidden, not obvious, optical illusions, personal health. If threat not identified, it cannot be managed. If not managed then it develops into error. If error not identified or managed then safety compromised: break the chain!
2. How to mitigate threats and errors: Stick to procedures e.g. FREDASS, HASELL, normal in-flight checks, airplane specific, etc.
3. Briefings (self-talk) e.g. take-off emergency, approach and landing procedure (go-around review), passenger, etc.
4. Consider: discipline, patience, rushing, short-cuts, attitude (macho, careless, resigned), etc.
5. Situational awareness eg. where were you, where are you, where you going!
6. Currency and recency, training, practice.
7. Visualise actions in emergency (part of briefings, currency)

School Project

St Declans' Boys College, Johannesburg - Cloud Buggy Project



St Declan's director Derek Robinson has a love for flying and he wanted to expose his students at St Declans School for Boys to the world of flying. Baden Dowie, the Project manager on the build, found an 85% finished aircraft for sale on Facebook Marketplace. After viewing the Cloud buggy from recent owner Francois Barnard from i-Flight Aviation. We as the school decided to purchase the craft. Now all we needed was a student "Flight and Aerodynamics Team".

We ran a glider competition over the April school holidays. The boys entered and showcased a 4m+ model glider made from recycled material. The 16 entrants were all selected to be part of the team.

We are seeking support from EAA to help Baden Dowie, Derek Robinson and the "Flight and Aerodynamics Team" of St Declans get the Cloud Buggy flight ready.





The 85% complete project

Saturday 12th June 2021 is EAA's International Young Eagles Day. Join Chapter 322 and the boys from St. Declan's in celebrating this day at Panorama Airfield for a Breakfast Fly-in and YE Day.

The first 20 pilots flying in will qualify for a free breakfast sponsored by the Johannesburg Flying Academy!

Steve Crutchley's Cloud Buggy



The Cloud Buggy is a one-off design by EAA'er Mr Steve Crutchley from Pietermaritzburg and is powered by a 35hp Rotax engine.

It was owned at one stage by EAA Chapter 322 member, Jean-Pierre Duponsel who described it as probably one of the best fixed-wing aircraft he had ever flown!

Breakfast in Brits

May 15th - Chapter 322 & Brits Flying Club Fly-in



Rob and Neil – early start in ZU OSH!

There can be no doubt that this autumn highveld weather offers us the best flying conditions in the world! Myself and son-in-law Rob Jeffery headed out to Jack Taylor Airfield well before sunrise to refuel ZU OSH and get into Brits early to set up the EAA flags. On arrival at FAKR, we decided there was enough fuel in the Sling tanks and to take advantage of the beautiful sunrise flying conditions.

After a quick thermos flask cup of coffee, we fired up the motor and trundled up to Runway 26, waiting for 50°C oil temperature.

Airborne on runway 26, the plane climbed effortlessly to 6 300' remaining clear of Lanseria airspace. As we cleared the Magaliesburg southern ridge, we noticed three hot-air balloons hovering above Bill Harrop's "Balloon-Port", they were going nowhere in a hurry, confirming what little wind there was!

Arriving at Brits we were the first aircraft in and were shortly followed by a steady trickle of aircraft from all over the region. All in all, over 40 aircraft arrived for the breakfast!



Hot-air balloons "hovering" in the Magalies GF





Kevin Marsden and Instructor Brian Davidson flew in in C150 ZS IFM

The Brits Flying Club have once again confirmed that this is a great fly-in destination!

Aircraft included many RV's as usual, Slings including the Sling Highwing flown in by Sean Russell, who, with over 11 000 Sling hours in his logbook, is the highest time Sling pilot in the world!. Also an RSA 200 Aeronca Champ, C 170, C 172's and 182's, Savannah, Safari, Xenon Gyrocopter, Navion, Condor, Helicopters and Motorgliders.



The new HW Sling complete with aero flow "tassles" for spin testing

It was good to see the Aeronca Champ ZS BBS which was flown in by Rodney Chinn. Derek Hopkins delivered this aircraft to Don Ritson in the early '80s. Don sadly died in a Breezy accident on the 18th May 1980. His son, Craig, lives in Rochester USA, and not only is very active in aviation over there, but also frequently joins our 322 Zoom meetings!

We finally took-off from Brits at around 11h30, a beautiful flight back to FAKR after a wonderful EAA event! Many thanks to all who attended and to the organisers!



Brit's beautiful breakfast setting overlooking the runway



The ever-smiling Barbara made sure we were all fed in a Covid-compliant way!





*Above - EAA vets, Karl Jensen (C 170),
Bruce Harrison (Piper Cub with Jeff Earle),
Moose Woods (Bear Hawk) and Archie
Kemp (C182)*

*Right – Ant Harris (RV 7A) and Ken Marks
(Savannah)*



Jesse Jeffery - Red Heciclopter!



*Jean-Pierre and Eileen – Xenon Gyrocopter
ZU RDC*





Micheal Kiefer, recently qualified PPL at JFA, St Declan's project manager Baden Dowie and JFA owner Alan Stewart (RV 7A ZU ZAP)



It was good to see Piet Schutte and his RSA 200 ZS FSH (below)!



ZU MAD (RV7) owner Glynn Antel and son Mark



ZS FSH RSA 200 (Built under license from Partenavia (P.64B/P.66B Oscar)



Derek Hopkins and Rodney Chinn posing in front of Aeronca Champ ZS BBS

Africa's First Aeroplane

John Weston, aviation pioneer!

In the Free State town of Brandfort, one can visit the home of the man that built the first aeroplane in Africa. He was M.J.L. Weston, who was born in an ox-wagon, spent much of his youth in the USA and returned towards the end of the Anglo-Boer War to fight on the side of the Boers.

No two sources agree on Weston's pioneering exploits in aviation, but the main thread of the story seems to run as follows. He designed and flew a glider in the USA in 1892, when he was 19 years old.

Back in South Africa, he designed and built his first aeroplane on the farm called Kalkdam in Bultfontein district, from 1907 to 1909. The machine turned out to be under-powered, he took it to France, where, in the workshops of the Farman Brothers, he installed a 50-hp Gnome rotary engine.

He flew the machine for the first time in Kimberly, Northern Cape, on 18 June 1911. During this and subsequent flights he remained in the air for as long as eight and a half minutes.



Weston was a founding member of the Aeronautical Society of South Africa. He also established the John Weston Aviation Company to raise funds for the establishment of a flying school with a permanent aerodrome.

It was during this period that he lived in Brandfort. The last version of Weston's aeroplane engine, the oldest in the country and the only one of its kind, can be seen in the National Museum in Bloemfontein.

During the First World War, Weston served as a pilot in the Royal Naval Air force. At one stage he was posted to the Greek Navy, with the honorary rank of rear-admiral.

Article submitted by Eugene Couzyn

Breakfast with a side of “Chippies”

75th Anniversary of the Chipmunk

By Kendra Evans



The Springs annual breakfast fly-in is an event that my family and I always try to attend, in fact, this is one of the reasons I decided to get my PPL (which, like my mom and dad, I started at Springs). In years gone by, only one of us got to fly in with my dad in his RV8 and prior to that the Pegasus, the other two always had to drive! My plan was to get my PPL so that we could all fly in together, even if it meant we were in two separate aircraft. This year sadly, I flew in on my own as my family are now scattered across the globe/country and couldn't join me.

Petit airfield was alive with planes, departing on runway 21 as I drove to my trusty 'Tri-saurus' (Piper Tri-Pacer). I readied the plane for start and could

barely contain my excitement as I made my taxi call and waited at the threshold for my engine temperature to rise. The short flight across was smooth and the radio was buzzing with aviators inbound for Springs airfield.

Once I was safe on the ground, I prolonged my taxi ever so slightly so that I could catch a glimpse of the formation fly-by passing overhead. Springs was humming, and for a good reason; the Springs annual breakfast fly in was combined with the 75th anniversary of the flight of the de Havilland Chipmunk (not that anyone needed an excuse to be in the air).

I didn't expect to see so many people and aircraft, especially with the PTAR at Ermelo on the go, however, I was pleasantly surprised by the attendance. As I stepped out of my plane, I was greeted by a few other pilots who were as excited to see me as I them.



The Watson's Tiger from Krugersdorp

Now getting to have breakfast at a breakfast fly-in always seems to be the most difficult part, there are just so many people and planes to see, and with every step towards the scrumptious breakfast I

took, I would end up two steps back. The wait was worth it though, the orderly and friendly manner in which I received my breakfast was much appreciated (and so it has been for all the Springs annual breakfasts I have been fortunate to attend). I hadn't even had half my breakfast yet when we all turned our eyes skywards to admire the Rapide accompanied by some Chipmunks in all their glory, not one, not two but three wondrous passes were made over us all.



Mark Sahd's Dragon Rapide flown up from Queenstown





Karl & Ronell posing in front of the Rapide

It was so nice to see Mark Sahd's Dragon Rapide flown all the way up from Queenstown by Oom Flippie (Captain Flippie Vermeulen). I made a quick call to check in with my father - which is the norm when he can't be at an aviation event (I am sure it is just the sound of engines roaring that he wants to listen to). I was so excited to tell him about all

the planes that were there. I mean who wouldn't want to see 9 Chipmunks, 9 Tiger Moths, the Dragon Rapide, a Boeing Stearman, a Stinson, Evans VP-1, RV's, a Dornier, an Alouette and - forgive me for not mentioning all the beautiful planes and helicopters flown in by name, but I just could not possibly remember them all, a testament to the excellent turn out.

Interesting discussions surrounded every table with an opportunity for anyone interested to gain knowledge from old and young. I myself had a lovely discussion with Oom Flippie on the tailplane, rudders and the intricacies of starting, taxiing and getting the Rapide airborne - which requires a dexterous crossing of hands once there is enough airflow over the rudder.





I was in awe at every turn and the amazing fly-by from all the 'Chippies' was the "cherry-on-top" of this aviation packed day. Before I knew it, the time had come for me to leave - it seems planes weren't the only thing flying that day. I am so grateful for

all the people I was able to chat to and all the new people I met, the aviation world is an awesome one and I feel very privileged to be experiencing it in our beautiful country with all our amazing aviators.

Kendra Evans

Brian Appleton alights from his Chipmunk at Springs



The de Havilland Chipmunk

The de Havilland Canada DHC-1 Chipmunk is a tandem, two-seat, single-engined primary trainer aircraft designed and developed by Canadian aircraft manufacturer de Havilland Canada. It was developed shortly after the Second World War and sold in large numbers during the immediate post-war years, being typically employed as a replacement for the de Havilland Tiger Moth Biplane.

The Chipmunk was the first postwar aviation project conducted by de Havilland Canada. It performed its maiden flight on 22 May 1946 and was introduced to operational service that same year. During the late 1940s and 1950s, the Chipmunk was procured in large numbers by military air services such as the Royal Canadian Air Force (RCAF), Royal Air Force (RAF), and several other nations' air forces, where it was often utilised as their standard primary trainer aircraft. The type was produced under licence by de Havilland in the United Kingdom, who would produce the vast majority of Chipmunks, as well as by OGMA (*Oficinas Gerais de Material Aeronáutico*) in Portugal.

The type was slowly phased out of service beginning in the late 1950s, although in the ab initio elementary training role, this did not happen in the Royal Air Force until 1996, when it was replaced by the Scottish Aviation Bulldog.

Many Chipmunks that had been in military use were sold to civilians, either to private owners or to companies, where they were typically used for a variety of purposes, often involving the



type's excellent flying characteristics and its capability for aerobatic manoeuvres. More than 70 years after the type having first entered service, hundreds of Chipmunks remain airworthy and are in operation around the world. The Portuguese Air Force still operates six Chipmunks, which serve with Esquadra 802, as of 2018.

General characteristics

Crew: 2

Length: 25 ft 5 in

Wingspan: 34 ft 4 in

Height: 7 ft 1 in

Wing area: 172 sq ft

Airfoil: root: NACA 1415; tip: USA 35B

Empty weight: 1,517 lb

Gross weight: 2,014 lb

Max takeoff weight: 2,200 lb

Powerplant: 1 × de Havilland Gipsy Major 1C 4-cylinder air-cooled inverted in-line piston engine, 145 hp

Propellers: 2-bladed fixed-pitch propeller

Performance

Maximum speed: 138 mph at sea level

Cruise speed: 103 mph

Range: 259 miles

Service ceiling: 15,800 ft

Rate of climb: 900 ft/min

Wing loading: 11.71 lb/sq

Power/mass: .072 hp/lb

Sun 'n Fun 2021

Bill Leftwich's trip back to reality!



The Blue Angels put on a marvellous show each day and everyone was glad to have them back again.



Matthew Spence and Bill Leftwich.
Matthew flies a crop duster for Glades AG Service in Belle Glade, Florida. This area grows a lot of sugar cane. Matthew is grandson of Mike Spence.

Hello All,

I've just returned from a week in Lakeland, Florida, at Sun 'n Fun 2021. It was so very good to be back among aviators and airplanes again, and feeling somewhat "normal", after a year of hiding behind a mask. There were still a few attendees who cautiously wore masks, but I think the 28 C average temperatures we had during the day kept most folks mask free. It's a lot easier to wear a mask during the colder temps.



Holly and me on our feet saving electric scooters. Perfect for Oshkosh!

The crowds seemed slightly smaller and the vendor participation was around 80%. But still, this was the largest aviation event we've had in a long time.

There were two aircraft companies with South African roots who were on display at Sun 'n Fun - the Bush Cat by Sky Reach and the Sling.



Midwest Sky Sports, Sling builders and repair. Henry & Nicole Rise



Phil Lockwood is getting ready to ship his 300th Air Cam kit next month. This year, the first-place award for best float plane went to an Air Cam on floats that belongs to an airline pilot. Inside his fiberglass float is a radar altimeter.



The Sling stand at Sun 'n Fun



This is the Bush Cat crew. Owners are Jeremy & Daniela Knoll



Sling Pilot Academy guys



The folks from Bush Cat Light Sport Aircraft brought one of their planes to the show all the way from Galt Airport in Wonder Lake, Illinois. Jeremy and Daniela Knoll are the American distributors who have just opened up another branch in DeLand, Florida.



Letter to the Editor

Life is fragile and we can never know for how many years we will live. And so, it is also, I think, a reminder of the need to live life to the fullest. It has sometimes been suggested that the best life is one where you can look back with few or no regrets. Or, to put it differently: live a life in which you never let down yourself and those around you. Some points that should be considered to avoid regrets: That you never got to do certain things that were important to you; to achieve certain goals that you set yourself, that you never made use of opportunities that were available at a certain stage of your life or that briefly came your way and that you never expressed your appreciation or thanks for what was done for you.

I write this as an appeal to our EAA members to join our organised activities and to respect those who lead our wonderful organisation. Enormous energy and commitment is voluntarily expended in doing so. I noted sadly that in the entire EAA of South Africa, that less than 10% of our membership tuned in to the EAA of SA AGM zoom meeting on Tuesday 25 May.

The author Denis Waitley said: *"The reason most people never reach their goals is that they don't consider them as believable or achievable. Winners can tell you where they are going, what they plan to do along the way and who will be sharing the adventure with them"*. It is really no use for you to look back one day and think "why didn't I make more of the opportunity

I was given by participation?" At that stage it is too late - the chance has passed, and you have a regret instead of the memories of being part of something good and having a sense of achievement. As one of the lines in the song 'Forty Years On', reminds us: "Feeble of foot and rheumatic of shoulder, what will it help you that once you were strong?"

The tragedy of life is not that it ends so soon but that we wait so long to begin it".

My appeal to you this morning is: don't let that be true of you.

Karl Jensen EAA Chapter 322



At Tranquillity Lodge and Spa, the giraffe are most discerning. This one did give its approval of the Cessna 170 parked on his turf while the owner and his passengers were enjoying the delicious cappuccino that is served there.

EAA Market Place

For Sale, Wanted and For Hire

FOR SALE



Used headsets for sale as package:

- 1 x DC H10-13.4
- 1 x Sennheiser ANR (approx 15 years old)
- 1 x Pilot PA-1151

All with original carry cases and in perfect working condition. Cash offers. WhatsApp **Cobus (Pretoria) 083 289 3004**.

FOR SALE

New Flight Com Headset – offers?

Contact **Geoff Sprenger 079 396 5304**

FOR SALE

Garmin SL40 Radio with tray

Contact **Ant Harris 072 380 6496**



FOR SALE



Large Barrett Leather jacket with a style called "Spitfire".

Perfect condition. Worn only twice and not cleaned.

I have two leather jackets so this one is looking for a new owner. R4 000.00

Contact **Nico Brandt 065 127-9015**

FOR SALE

T-Hangar at Kittyhawk Airfield FAKT

Contact **Nigel Musgrave 083 675 2211**

FOR SALE

Kolsman 170kt 2 turn 80mm airspeed indicator R300.

Contact **Peter How 083 265 0581**

FOR SALE



Radial Rocket

Engine: Vedeneyev M14 PF 400Hp Radial

Test Run: Producing 430Hp

American Barrett Pistons

American Barrett Electronic Ignition

Pressure Carb, automatic mixture control

Air Start System

Automotive plug conversion

Hrs: 0 Since Factory Strip and Reassembly, 5 Hrs SMO

Propeller New MT 3 Blade Constant Speed with Oversize Spinner

Additional

Cockpit controlled cowl flaps for additional engine cooling control, Side air scoops for ram induction air, and oil cooling, Cowling extended 105mm for oversize spinner

Cockpit

Custom panelled interior with custom designed leather seats, Dual Controls

Avionics

Duel G3X Garmin Displays Front Seat

Single G3X Rear Seat, Garmin Autopilot with separate control face, Dual Garmin Radios

Garmin Audio Panel and intercom

Analog Instruments:

Airspeed Indicator, VSI, Altimeter, Manifold

Pressure, RPM, Voltmeter, Oil Temp, Oil Pressure,

Fuel Pressure

Digital Instruments:

MGL Engine Monitor, G Meter, Turn & Slip

Three axis trim, and flaps, controlled from fighter aircraft styled joy sticks

Custom built Shakespeare Throttle quadrants

Custom built stowable access ladder + numerous other mods & tweeks

R350 000.00 USD Neg.

Contact Derek Frasca 082 338 3837

EAA National

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Mark Clulow

Young Eagles

Keaton Perkins

PRO

Karl Jensen

Website

Dean Fernandez

Newsletter

Neil Bowden

Safety Officer

Nigel Musgrave

Finance Asst

Brad Stephenson

AP Representative/Technical Officer

Peter Lastrucci & Andy Lawrence

Auditorium

Marie Reddy

EAA Chapter 322 Johannesburg

Virtual monthly gatherings until further notice

1st Wednesday of the month

Chairman

Neil Bowden

Vice-Chairman

Sean Cronin

Treasurer

Mark Clulow

Secretary

Geoff Sprenger

Shadow Treasurer

Brad Stephenson

EAA Chapter 1502 Durban

Chairman

Alan Lorimer

Vice-Chairman

Russell Smith

Treasurer

Robbie Els

Secretary

Mike Korck

Chapter 1262

East London

Meets last Saturday of the month Wings Park

Chairman :

Mike Wright

Vice-Chairman

James Wardle

Treasurer

Dave Hartmann

Chapter 870

Kroonstad

Chairman

Niel Terblanche

Secretary / Treasurer

Hennie Roets

Committee Members Johan Mouton & Carl

Visagie

Chapter 788

Port Elizabeth

Chairman

Brett Williams

Vice-Chairman

Russell Phillips

Treasurer

Deon Swanepoel