

...Contact!



July 2021

Tony Kent treats Heather Arnold to a ride in Gordon's Nanchang Dragon



In this issue!

- President's Report and FAA Part 103 – could this be the key to affordable flying?
- Chapter news from around the country
- Recommended Hangouts – quick fly-in & eat destinations
- Jabiru 430 carburetor airflow straightener by Dr Robert Clark
- Airfield Webcam project
- Arkanstol STOL competition
- Brad Stephenson's trip to the DRC in a Savannah

President's Column

Paul Lastrucci



Greetings!

We are going through some interesting times at the moment with a frustrating stop start type of environment trying to get some continuity back into the fun of recreational aviation, particularly the EAA here in South Africa at the moment, post the initial Covid lock downs that we have seen over the past 15 months or so. Let's hope there is no talk yet of any flight restrictions as we saw however in the early lockdown stages last year.

On the positive side we have been able to electronically communicate much more on line with the Zoom/ Teams meeting places which is keeping the spirit alive within our isolated environments with max participation. The EAA 322 Chapter meeting is a not to be missed event on the first Wednesday of the month.

I was really hoping for a much more relaxed time by now however it is seemingly looking like we are moving back to a more restricted environment, bringing about a much more regulated approach to what we love to do most, which is build, fly and continue learning through interaction.

The product of this is created enthusiastically meeting with our pals on the week-end for a scrumptious breakfast at a fly away in glorious

weather, so let's hope won't be too restricted.

The show does go on though and through collective interest and participation despite the Covid still largely lingering with the potential to become a serious issue, that is already causing postponed events which is always disappointing however in the best interest of health and safety.

From an advocacy perspective over the past month, the AP scheme reconvened after a long hiatus to get it back on track again. The initial re start of the AP scheme where a lot of work was done with all the ARO's and in particular through our representing approved persons on the (AP) panel in 2019,

Part 66 subpart 4 which deals with these matters and is needing more of a legislative review since its initial scope review done in 2019. Meetings have been held this year and this process will continue.

Over the past ten years or so, we have been accustomed to the many focus groups that the SACAA put forward to also glean and understand the recreational industry and the latest one is a safety initiative called the Devolution of Powers (DOP). A meeting was convened on the 2 March 2021 attended by the EAA (David Toma) where the overview and approach of this Focus Group is to use a "blank sheet" approach to consider all options, not just focusing on expanding/amending the present Part 149 ARO or not having an ARO system at all.

It's in the initial stages with an objective to share responsibility via MOA's etc. to bolster safety. The workings will then be tabled to SA CAA Exco at the General Aviation Safety Strategy (GASS) for further review and implementation.

It is my view that the EAA in South Africa does not need to be a specific ARO that needs to jump through administrative hoops like we do at the moment to be regulatory compliant. I am watching this and will certainly be involved from the EAA side.

Another interesting topic I came across to bolster Grass roots flying going forward and should be ideally placed for the EAA here in SA to introduce and grow the FAA Part 103. This regulation has been around since 1982 in the USA. It's not currently included within the regulations here in SA, but well represented in the USA, the LAA in the UK and in Australia and New Zealand. It's inexpensive entry to the wonders of grass roots flying and does not need any regulatory compliance i.e. licence to fly, heavy medicals or mandatory regulation governing its airworthiness.

Largely intended for manned operation in the air by a single occupant, total weight less than 254 pounds empty weight, Has a fuel capacity not exceeding 5 U.S. gallons, Is not capable of more than 55 knots calibrated airspeed at full power in level flight; and has a power-off stall speed which does not exceed 24 knots calibrated airspeed. And to be operated outside of controlled airspace.

So, if your eyebrows are raised now while reading this and think that anyone who has dreams of flying can now jump out of their trusty Corolla and into this creation and go flying without any flying experience or building, etc. because that's literally what you can do, you will be a deceased statistic.

It has to be a mentorship process to primarily to introduce affordability, skill and talent that is abundantly in the minds of many of our members, and bring it closer to the fanatical enthusiast on a tight budget that can't just jump into an RV and tear up the skies.

There is an ageing mentor group amongst the EAA and not many young folk coming through the system, albeit building or flying which is largely hampered by cost and accessibility and lengthy regulatory requirements. I think this may be an avenue we could approach here in South Africa. More on this great alternative to follow.

Stay Safe! Paul

EAA Chapter 322 July Zoom Meeting

Wednesday 7th July 18:30 PM

<https://us02web.zoom.us/j/84683631110?pwd=R1FVd2FWdXNlVlZlR2dSeS90L2hjUT09>

Meeting ID: 846 8363 1110 Passcode: EAA322



Pilot Survey Mayday SA Peer to Peer Support

As you may be aware, Mayday-SA is an independent, not-for-profit company. We offer peer support to all aviation professionals (Pilots, ATCs, Cabin Crew, Maintenance engineers/technicians) after they have experienced incidents, accidents, personal trauma, training stressors and beyond.

Mayday-SA is gathering information to determine the need for support in South Africa, Mayday-SA's relevance in the South African aviation industry, and to investigate any concerns that are brought to our attention.

To this end, we would like your help in completing this short 3 minute survey regarding how you have interacted with Mayday-SA, and what you would like to see happen with Peer Support in the future.

[Complete Survey Here](#)

EAA Chapter 322 July Zoom Meeting



Presenter Earl Luce, Brockport, New York State

Steve Wittman's homebuilt designs were pivotal to the birth of the homebuilt movement and are still viable option for today's scratch builder on a budget. In this webinar, Earl Luce, who reverse engineered the Buttercup and helped update the Tailwind plans, will discuss the building and flight characteristics of each design. Page 2

Chapter 1502 News

New hangar project at Baynesfield Estate Airfield



Good news from 1502! Their second hangar is busy being erected by Kevin Cox and this should bring another 4 aircraft onto the field to make a total of 8 chapter members hangered there. They are also in initial discussions with another member regarding a 3rd hangar!



Yealands Classic Fighters Air Show

Doing the rounds on WhatsApp this month was this poster depicting a SAAF Harvard. The air show, postponed from Easter to the new dates in September, is 3 days of air show action featuring spectacular flying machines, classic cars, and award-winning Marlborough wine, food, music, fireworks and fantastic entertainment. It is held at Omaka Aerodrome,



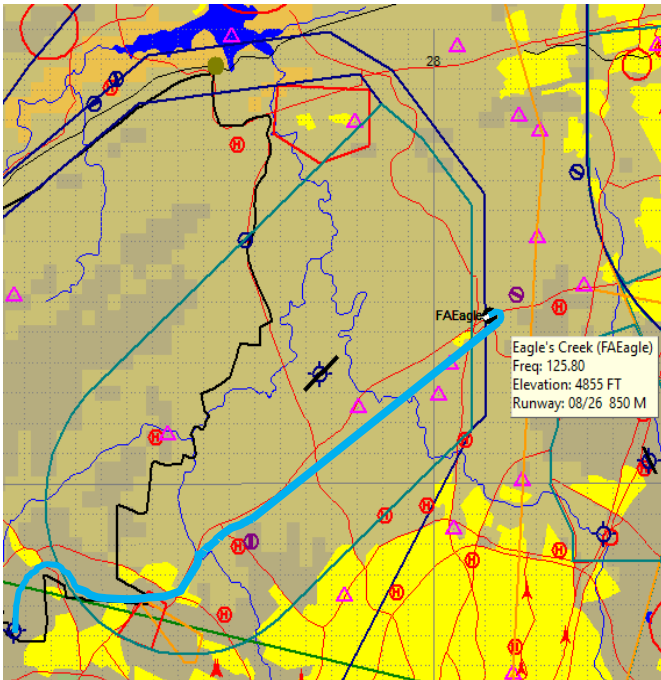
Blenheim, Marlborough, New Zealand, which is situated on the northern side of South Island.

Recommended "Hang-out"

Eagles Creek Airfield



We all know how tough it must be to keep an airfield club running in order to be able to serve us coffee or breakfast on a Saturday or Sunday morning with little other business during the week. And with the current restrictions, the situation must be even more challenging. It would be really great if we could all support our local "hang outs" that are ready to serve you when you fly in. We will be looking at a few of these spots monthly and encourage our pilots to try and visit them when we are able to travel around freely again



Comment

Not everyone is comfortable chatting with Lanseria on 124.00, but I found them to be accommodating as I wanted to try this route that I had avoided before. As with most pilots, I normally

AIRFIELD *Eagles Creek*

Co-ordinates S-25.90750, E028.03611

FREQUENCY 125.80 (Special Rules West)

RUNWAY 08/26 850 x10 M

ELEVATION 4855ft

FUEL Yes

WEBCAM [Eagles Creek Aviation Estate](#)

[Webcams](#) | [Aviation Webcams](#)

Open for breakfast and lunch most week days and weekends

Airfield Contact Charles 083 239 9164

Clubhouse Contact Johan / Marinda

Cell 081 334 4090

<https://eaglescreek.net/>

steer clear of Controlled Airspace if I can. We are fortunate to have a number of lovely spots that are well out of Controlled Airspace.

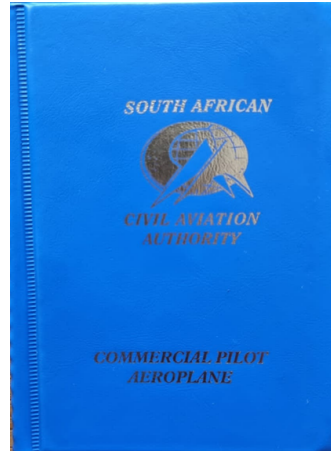
FALA were friendly and I followed their instructions to remain South of N14. You can of course easily access Eagle's Creek without entering FALA CTA as well

A very central location for Gauteng, Eagle's Creek is a private airfield with a lovely clubhouse. They do prefer you to land on RWY 26, which is quite an uphill and may not necessarily be into wind but I found it easily manageable. You can ask to land on RWY08, in which case you will need to communicate with FALA Tower

On landing, I was met with a friendly face and warm welcome. Johan and Marinda are no strangers to our local aviators. A great cup of coffee and a breakfast cost a measly R62,00.

Congratulations!

Roston Dugmore Achievement – by Karl Jensen



Roston Dugmore Snr and I were at Hatfield Primary School and at Pretoria Boys High at the same time. We were both very much into aeromodelling. Roston flew Cessna 185s in the Army and was transferred to the SAAF where he flew DC3s. We lost track of each other until a few years ago, I visited Barnstormers Model field and lo and behold there was Roston and his grandson Roston Jnr playing with model aircraft. I offered them a Young Eagles type ride in my Cessna 170 which they gladly accepted. Young Roston Jnr was a natural when given a chance to fly my plane. Forward a few years and both Rostons joined EAA. Roston Jnr became Junior World Champion F3A at Meyerton in 2013. He was assisted financially by EAA to compete in the World Radio Control F3A Championships in Texas in 2014. He also competed at Switzerland and again in Argentina. He excelled at this discipline and flew many a demonstration at local EAA events.

Assisted by his grandfather and hard working mother, he obtained his PPL in 2016. Sadly Grandfather passed away and a small inheritance helped towards his hours to reach his Commercial Pilots Licence. He got his blue Comm Licence on 17 June. I congratulated him of course the next day while his delighted mother Susan was

shouting his achievement from the rooftops – Roston answered that he has already commenced studying for his Instructors Rating. I today called Roston to confirm the facts and on his Instructors Rating progress, he said ‘...this has made me realise how little I actually know...’

Now that makes us all the more proud of Roston Thomas Dugmore at age 23!

Karl Jensen

Sling Highwing Taildragger Flies!



The eagerly awaited first flight of Sling’s 4 seat high-wing taildragger finally took place on Friday 25th June! The photo above was taken on a photo shoot session on Monday 28th June. We wish Sling all the success they deserve with this new model!

My PPL Renewal Experience

Brian Cilliers



Restrictions, expiry dates etc. Using my cell I can scan the license card QR code which is a link to my file. The system is down while they fix privacy issues encountered, but when fixed I expect to see the same details. The license card merely identifies me by my picture and license number then the the QR code links to the license particulars, accessible from anywhere in the world. Looks like a really nice system.

Brian Cilliers PPL



My PPL expired end of May, I had to delay my medical due to the doctors practice being quarantined following Covid exposure. I eventually submitted my application via email to aircrewapplications@caa.co.za 24 May but didn't get a received confirmation email. The application included scans of the flight test, application form, last three pages of my logbook, endorsement page, picture, medical certificate and the deposit receipt. I paid for two years. I was warned to keep the email size below 11mb. After not hearing anything I sent the same email 8 June where I immediately received a confirmation email with a reference number. It appeared the first email while it did not fail was not received by their system. Lesson learnt resend the email the next day if a confirmation email is not received. One week later 15 June I received a SMS advising my license was ready for collection, which could be collected in person or by a courier. 20 minutes later I walked into CAA where there were 4 counters open but only one person being served, the hall was empty. I was served immediately and given my new license card in minutes. The person serving me sent me an email while we spoke advising I must follow the link in the email to initiate my account. Very pleasant experience. I went home, opened the email and clicked on the link. It asked me to create a password and confirm the password. I then logged in using my assigned username and and new password. It linked me to my file where I could see all my license details including ratings,



Taildraggers Fly-in

POSTPONED!

Bela Bela Airfield FAWA

Now 8th to 10th October!

- 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.

Chapter 322 Zoom Gathering

Wednesday 2nd June 2021

With warnings of a third wave looming and stricter lockdown levels in place, this month's gathering had to be replaced by our zoom meeting format. We had 44 plus members joining and started with our usual "open" Session where members can interact.

Our mystery aircraft was one "parked" north of Pretoria, a scrapped airframe awaiting some energetic and well-heeled restorer to come to its rescue! Participants were invited to send their answers to the host, and a few correct answers did come through. The aircraft turned out to be a Douglas A-26B Invader that had undergone a civilian conversion – the "On Mark Marksman Conversion".

Birthdays were plenty in June, 24 in all, nearly one a day which kept our WhatsApp Birthday Chat Group pretty active during the month!

Congratulations also went to the new EAA National Committee consisting of Paul Lastrucci President, David Toma Vice President, Mark Clulow Treasurer and Keaton Perkins Secretary

They can be assured that they have the full support of EAA Chapter 322!

Future Events were then covered, however, this calendar changed drastically over the last few weeks due to the stricter lockdown levels imposed. One casualty was the Taildraggers Fly-in to Bela Bela, moved from 10th July to 8th October. This could in fact be a better date as warmer weather makes camping easier on the bones!

Another casualty was our Young Eagles Day, intended to take place to coincide with EAA's International Young Eagles Day on the 12th June.

The Aviation Club at St Declan's School were due to join us at Panorama Airfield south of Johannesburg, but with the increased risk of spreading Covid, it was decided to postpone this until things have eased up.

Mark Clulow, Chapter 322 Treasurer, presented financials, indicating that 322 is still in great shape! Members were also reminded that 322 has some great EAA branded merch available, caps and Golf Shirts. These can be ordered either by

contacting contact.eaasa@gmail.com or goods will also be on sale at future EAA events.

Rob Brand, 737 Mango Captain then followed up with his safety talk series, an interesting and thought provoking talk on radio communications. Some pertinent points from Rob's talk were Pilot-to-Pilot Comms (SRA, 124.8, etc) basics:

- Listen to your voice: is it clear, loud and slow enough!
- Start transmission with "TRAFFIC ??????" (instead of vice-versa) - other pilots will only pick up on second word, which should come through clear.
- Try avoid words like: currently, any traffic, private airstrip, this is unnecessary detail.
- Avoid using unfamiliar roads such as "following the R???" or "concrete highway".
- If frequency is busy and no gaps, concentrate on flying and LOOKOUT. Ask passengers to help. You don't have to report at every landmark.
- When speaking to Information Area do not request flight level whatever. ATC does not control you. Say "climbing to FL???". Anticipate Info ATC will give you, e.g. squawk code.
- Keep pen and paper handy: in case ATC gives you something unusual or if someone calls "MAYDAY".

Rob Jonkers then gave us a round up of the recent President's Trophy Air Race, an event where, not only many of our EAA took part in, but also performed extremely well! With 60 aircraft on the start line this is one of the major aviation events in South Africa.

We finished off with Karl Jensen's monthly entertaining events round up for May. Karl covered activities of EAA members during May, including the 322 Brits Breakfast fly-in held mid May and the 75th Chipmunk celebration held at Springs on the 22nd May.

Many thanks to all those who joined the meeting and to all those who contributed. See you all for the July meeting!

Neil Bowden

Chapter 322 News

Mount Marula Fly-away 26th June 2021

With stricter lockdown levels looming, what could be better than a quick excursion into the bush, fresh air, a few friends and some great hospitality.

The idea of a fly-in to Mount Marula was hatched at the EAA / Brits Flying Club breakfast in May by Moose Woods and Tokkie Botes, owner of the lodge. Planned date was to be 10th July, but a clash with Taildraggers (now postponed) forced us to move the date to 26th June.

Mount Marula Lodge is situated about 65 nm north of FAKR and is located on the eastern side of the Crocodile River valley. The valley abounds with beautiful, irrigated farms and, at this time of the

year, is very picturesque with many green wheat fields.

Accommodation at the lodge is divided into 3 camps – Tamboti Lodge, the main lodge with 4 double bed tents with bath room en suite, Rockfig Camp with 4 single bed (2 beds per tent) tents and a chalet with 1 double bed and 3 single beds, and the hunting lodge at the airfield with 6 rooms.

Numerous game species occur on the farm that include giraffe, impala, kudu, eland, nyala, wildebeest and buffalo. Walking is discouraged because of the buffalo! Tokkie, his son Du Toit and Willem were very kind to drive us around on game drives and between the airstrip and the lodge.



Aircraft began arriving at Tokkie's 1 km grass strip from early Saturday morning. With almost perfect flying weather for the entire day. First in was Sling 2 ZU OSH flown in by Neil Bowden and Rob Brand. They were followed in by RV 7A ZU JAD, Michael Marriott and Derek Ellis, Bearhawk ZU BHP, Moose and Anne Woods, Bat Hawk ZU ISB, Louis and Lawrene Jordaan and the next morning for breakfast Derek and Maureen Hopkins in RV 8 ZU NDH, Craig and Amanda Pearce in his brand-new RV 7 ZU JLC and birthday boy Sean Cronin in his Bat Hawk ZU IJI. Our trip to the lodge began early Saturday morning as we eased the Sling off the ground at Jack Taylor. The visibility was great, you could probably see our destination from there if you were high enough, but with Lanseria's TMA above us, we were restricted to 6 300'! After passing the Magaliesberg Mountains, we

descended to 5 500' – still very smooth air. We zig zagged our way to Marula taking a look at all the scenery along the way, beautiful dams, mountains and farmlands. On arrival, we noticed the normally dry earth of the area was quite damp on the airfield. Tokkie's staff had kindly irrigated the aircraft parking area to suppress the dust, it also made it a lot easier to drive in our tie down pegs!

Willem van der Ryst, an employee of Tokkie, came down to meet us. Willem is also a musician and has made may YouTube music videos and, as of last week, a newly qualified commercial pilot – well done Willem on passing your exams and test!

After tying down the aircraft, we were ferried up to the lodge for a very welcome cup of coffee and, when Tokkie arrived, an interesting game drive on the farm.





We finished off the day with another game drive, this time in two vehicles, before returning to the lodge's boma for an evening around the boma fire. There is no shortage of hardwood and nothing beats the smell and heat from a Sekelbos or Rooibos fire!



Beautiful Steaks on the Sekelbos fire!
Du Toit and George were our chefs that night, they braaied the most delicious

boerewors and steak, served with chips and salad, no one went to bed hungry! The next morning was cold – minus 2C! Tokkie delayed our game drive to 08h00 while Louis cranked up a fire, what a great way to start the day, coffee and rusks around the fire!



Early morning coffee and rusks around the fire!

Our breakfast visitors arrived shortly after, birthday boy Sean Cronin in his Bathawk (it must have been cold up there in an open cockpit!), Derek and Maureen in the RV 8 and Craig and Amanda Pearce in their newly completed RV 7. They joined us for a short game drive en route back to the





Rob Brand – overflying the Crocodile River Valley



Sunrise at Tamboti Camp



Tent interior with bathroom en-suite



Dinner in the lodge



Getting ready to depart

lodge while Louis enjoyed a low level “aerial” drive in his Bat Hawk!

Our hosts George and Princess soon had a scrumptious English breakfast waiting, eggs, bacon, curried wors and toast.

Finally, it was time to head back down the hill to the strip. Our flight back to Krugersdorp was probably one of the smoothest flights I have ever had, even though it was midday. We followed the Crocodile River low level back out watching for sneaky powerlines before climbing to 6 500 feet to clear the Magaliesberg mountains.

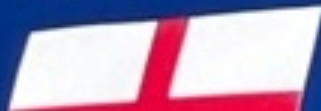
A big thanks to all those who participated and to Tokkie and his wonderful crew for making this possible! We will definitely be back!



The Fly-in group



Lt. Gordon Dyne



Readers may be interested in knowing that last week instructor Tony Kent placed Heather Arnold in the pilot's seat of my Nanchang Dragon and after twenty minutes' tuition from me sitting on the wing off she went with Tony as a passenger in the rear seat. I do not have a medical so I could not fly with Heather.

Heather is the daughter of Captain Trevor Arnold who was flying Nationwide flight CE723 in 2007 when the starboard engine tore loose from the aircraft. Trevor landed the Boeing 737-200 safely back at Cape Town International Airport despite losing all the aircraft's hydraulics. Brilliant! Trevor deserved all the plaudits he received from around the world. Trevor was a guest at our Flying Legends' Talk Show in late 2007. I cannot believe it was so long ago. Tempus fugit!

Heather (29) is a Captain in her own right with about 8000 hours, but was sadly furloughed from the airline for whom she was flying during the COVID-19 outbreak. I am sure she will soon be flying regularly again.

Heather had never taxied an aircraft with a 'castoring' nose-wheel before, but Tony reported back to me that she mastered that after about two minutes and then went onto fly the aircraft as if she had been flying the Nanchang all her life!

This following Saturday 19 May, Tony will convert Heather on to my Piper Arrow.

Heather is a lovely girl and I am honoured to have her grace my aircraft.

Gordon Dyne



Jabiru 430

Carburettor air flow straightener tests

By Dr Robert Clark

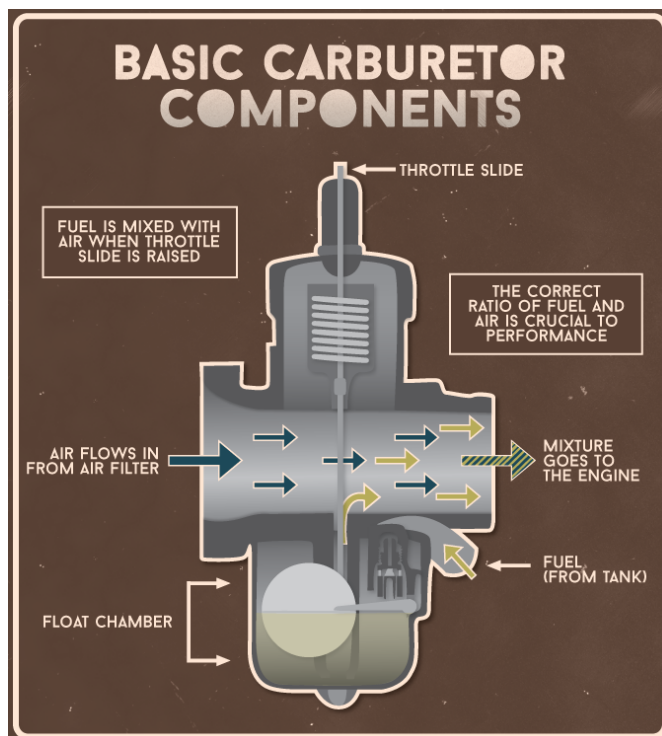
The word carburettor comes from the French word *carbure*, which means to combine with carbon. In the context of aviation and automotive engines, a hydrocarbon is added to the airstream, thus increasing the energy content. The carburettor on a petrol engine is where fuel gets added to the air in the correct ratio, which is predetermined by the design engineer. A stoichiometric value of 14.7:1 (air to fuel) is said to be ideal for petrol engines. This means for every 1 gram of fuel, you need 14.7 grams of air to have all the fuel burnt with no excess air.

The carburetors used within the aviation fraternity are marginally different to those used in automobiles, in that the pilot has the luxury of a mixture control which alters the air / fuel ratio to account for changes in air volume at altitude.

Jabiru engines are different in this regard. The Jabiru uses a Bing Type 94 'constant depression' carburettor which automatically compensates for changes in altitude. The Bing carburettor is normally associated with BMW motorcycle engines.

The term 'constant depression' refers to the internal workings of the carburettor which adjusts the position of the needle according to the ambient air pressure, and thus allows for changes in altitude. The needle movement is controlled by a vacuum operated piston. Adjusting the position of the tapered needle within the needle jet changes the amount of fuel that can be delivered to the airflow within the vena contracta (the narrow part of the carburettor), thus making the air / fuel ratio more or less rich to suite the ambient air pressure. The Jabiru pilot, thanks to the mechanics of the carburettor has one less thing to worry about in the cockpit, as the air / fuel ratio should always be correct.

The basic components of a carburettor are as indicated in the diagram below:



The four-stroke engine has four distinguishing strokes whilst turning the crankshaft. They are the induction, compression, combustion and exhaust strokes, or more commonly known as "suck, squeeze, bang, blow". In a perfect world, the air gets pulled into the induction system by the pressure drop caused by the piston going down whilst the inlet valve is open (induction stroke). The air should pass through a filter to keep any debris out, before entering the carburettor. The carburettor has a narrowing (called a vena contracta or venture) which accelerates the air flow, thus causing a pressure drop. The fuel is sucked up into the air stream according to Bernoulli's principle by the low pressure within the vena contracta, which results in the correct air fuel mixture for combustion. In the perfect world, the precise air / fuel mixture will pass along the intake ducts and be evenly dispersed to each of the six cylinders on the Jabiru 430 engine. This will result in balanced exhaust gas temperatures across all six cylinders. Whilst perfection would be ideal, we live in a real world. The Jabiru intake system, with it's known drawbacks, falls short of perfection.

In the real world where Jabiru's operate, here is a brief summation of what happens in an air intake system. Air gets sucked into the induction system and flows into the air cleaner box. Once the air has passed through the air cleaner, it passes down a Scat hose. A Scat hose is a red cloth corrugated tubing with an inner wire spring. Scat hosing comes in quarter inch sizes. The Scat hose on the Jabiru is 2¼ inches, or more commonly known as Scat 9 tubing.

The air passing to the carburettor is turbulent of nature, due to a swirl and spiralling motion imposed by the geometry of the air cleaner box and the Scat hose. This is not ideal for carburettor inlet conditions, as the turbulence continues after the carburettor and into the inlet manifold plenum chamber.

The aerofoil within the plenum chamber is designed to reduce the turbulence and direct the air / fuel mixture to the inlet ducting. Whilst the theory is great, it is common knowledge that Jabiru's suffer from large differentials in the exhaust gas temperatures. This is as a result of a rich mixture passing to some cylinders, and a lean mixture passing to the balance of the cylinders. Exhaust gas temperature variations between 70°C and 80°C are all too common with Jabiru engines, which is not ideal. There is always the possibility that one could have premature ageing and failure of certain engine components, whilst the rest of the engine remains perfectly healthy.

Research suggests that the following items have to be correct on a Jabiru aircraft in order to reduce the temperature deviations between cylinders. They are as follows:

1. It is important to ensure that the air box has no sharp edges or angles that can cause unwarranted turbulence. Turbulence has to be minimised as much as possible before the air passes into the inlet throat of the carburettor.
2. The Scat hose should be as short as possible, with no sharp bends. Some Jabiru

owners have tried a normal car radiator hose to reduce the possibility of turbulence between the air box and the inlet throat of the carburettor.

3. A perfectly straight Scat hose would be the ideal scenario, but that is not always possible as the airbox outlet and carburettor inlet are at two different levels. Notwithstanding the above, try and reduce the amount of bends on the Scat hose.

4. The scat hose on the Carburettor should go over a fibreglass tubing 54 mm in diameter, which in certain cases has a bend of 20 to 30 degrees (more commonly known as a Cobra head). Some Jabiru's have multiple variations of this inlet tubing to help reduce turbulence.

5. The carburettor can be tilted by a few degree from the vertical to balance exhaust gas temperatures. If you tilt the carburettor with the top away from the hotter side, you will get a drop in temperatures on the opposite side. This demonstrates how temperamental the Jabiru engine is to minor changes in the inlet system. There is also a limit to how much you can tilt the carburettor.



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

An article written for the June 2021 Witbank Aeronautical Association newsletter mentioned that Tonie Schoeman from eMalahleni (Witbank), South Africa has manufactured a flow straightener for the Bing 94 Jabiru carburettor to help balance the exhaust gas temperatures (EGT's). The flow straightener is made from carbon fibre. Images of the straightener are as shown below.



Tests were performed on two Jabiru 430's to see how well the product worked in balancing the EGT's across the cylinder banks. Before the flow straighteners were installed, both Jabiru's were taken for a test flight at a pre-determined RPM and density altitude.

The results from the tests are as tabulated on the right. It was evident that Jabiru number 1 had large temperature differences, especially between cylinders 5 and 6.

Before test			
Cylinder	EGT Jabiru number 1 (°C)	EGT Jabiru number 2 (°C)	Difference (°C)
1	632	616	-16
2	640	664	24
3	695	648	-47
4	664	659	-5
5	714	671	-43
6	624	664	40
Average EGT	662	654	

Legend

	Marginally cool
	Marginally hot

Following the first test flight, the flow straightener was fitted to the Bing 94 carburettor's on both Jabiru's. The idea of the flow straightener is to create laminar flow through the vena contracta within the carburettor, thus increasing the volume of air passing through the carburettor in a more controlled manner. The EGT's will never be perfectly balanced on a Jabiru as the air / fuel mixture after the carburettor enters a rudimentary plenum chamber that will always result in temperature differences within the exhaust gasses. This is why it is a common trick of the trade on Jabiru's to partially tilt the carburettor to help balance EGT's. The test results after the flow straighteners were fitted are as indicated below.

After test

Cylinder	EGT Jabiru number 1 (°C)	EGT Jabiru number 2 (°C)	Difference (°C)
1	613	615	2
2	635	664	29
3	665	653	-12
4	675	654	-21
5	657	662	5
6	662	663	1
Average EGT	651	652	

Breaking the test results down per aircraft, the exhaust gas temperatures before and after the modification on Jabiru number 1 were as follows:

Cylinder	EGT (Before)	EGT (After)
1	632	613
2	640	635
3	695	665
4	664	675
5	714	657
6	624	662
Average	662	651

For Jabiru number 2, the test results were as follows:

Cylinder	EGT (Before)	EGT (After)
1	616	615
2	664	664
3	648	653
4	659	654
5	671	662
6	664	663
Average	654	652

The test results on this limited sample certainly proved that there is more of a balance temperature profile cross the cylinder banks once the flow straightener was fitted. The most noticeable gain was on Jabiru number 1, cylinder 5 where the temperature was decreased from 714°C to 657°C, whilst cylinder 6 increased from 624°C to 662°C.

Should you require further information about the Bing 94 flow straightener for the Jabiru series of aircraft, please contact Tonie Schoeman on cell number **+27 64 638 4734** or e-mail address tonieschoeman@gmail.com His workmanship is of an exceptional quality.

EAA Chapter 322 July Monthly Meeting

Wednesday 7th July 18:30 PM
Zoom Link

<https://us02web.zoom.us/j/84683631110?pwd=R1FVd2FWdXNVYVlzM2dSeS90L2hjUT09>

Meeting ID: 846 8363 1110
Passcode: EAA322

Weathercams for Africa

Andrea Antel, AviationDirect

If you are planning a get-away for the weekend or need to go on that urgent business trip, you will most likely include all of the following:

- Check weather forecasts,
- Call people at your destinations for current conditions and then
- **STRESS** to make that decision to fly or not to fly.

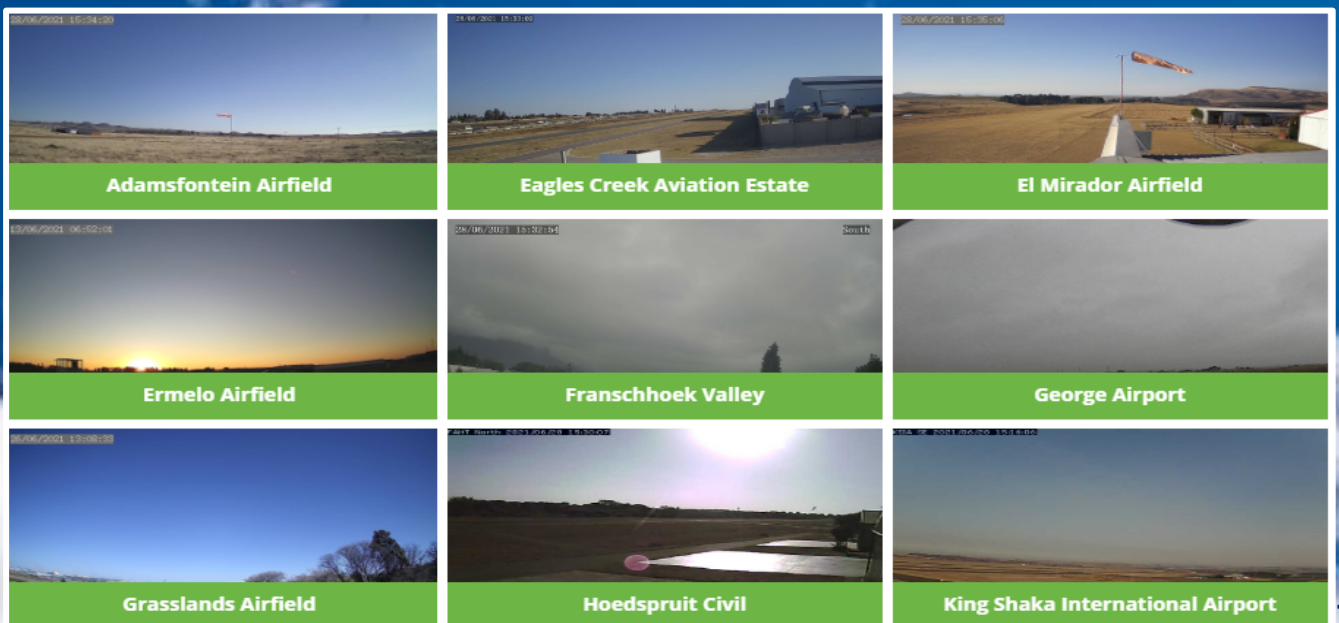
Well, we have always been focussed on trying to make the pilots tasks a bit easier by including any safety features we are able to. With EasyWeather, we have employed the use of weather models to have the forecasts accessible in Easy Plan and Easy Cockpit and we offer a live updating facility in Easy Cockpit during navigation. We also include the information of any airfield webcam that we are made aware of on both of these subscribed platforms. To access the information on EasyPlan and EasyCockpit, you do of course need to have our subscriptions. In addition to these paid subscriptions, we have embarked on a joint venture with Avoationwebcams to deploy weather cameras across Southern Africa for added safety. This is part of our safety commitment to all aviators and these services can be viewed by anyone at no charge, through a weblink. So, whether you use our products or not, you can access these live webcams at any time to make your flight safer and more enjoyable.

AviationWebcams and AviationDirect installed and operate cameras at Wonderboom Airport, Eagle's Creek Aviation Estate, Grassland, Panorama, Middelburg, Ermelo, El Mirador, Adamsfontein (Gariep), Tedderfield Airpark & in the Franschhoek valley – and, of course, we also list third-party cameras from across Southern Africa:

[Aviation Webcams https://aviationwebcams.co.za/stations](https://aviationwebcams.co.za/stations)

At a glance, this already gives you a great overview of conditions

SOUTH AFRICA

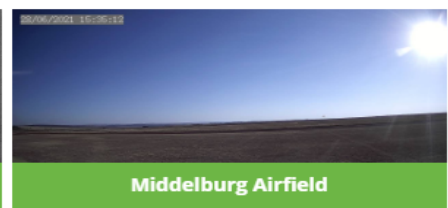




Kruger Mpumalanga Intl. (KMIA)



Krugersdorp Airport



Middelburg Airfield



Mossel Bay Aerodrome



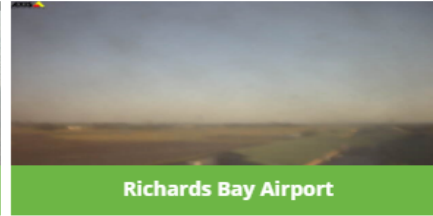
Panorama Airfield



Pietermaritzburg Airport



Rand Airport



Richards Bay Airport



Skukuza Airport



Stellenbosch Airfield



Tedderfield Air Park



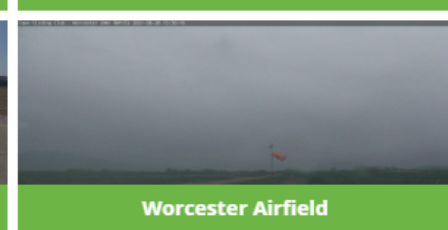
The Heads - Knysna



Tijgerhof

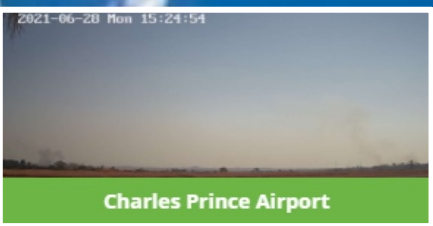


Wonderboom National Airport



Worcester Airfield

ZIMBABWE



Charles Prince Airport

This non-profit project aims to improve General Aviation safety by providing pilots with real-time visual weather information. The camera images update every 2 - 5 minutes and upload their data remotely to our server.

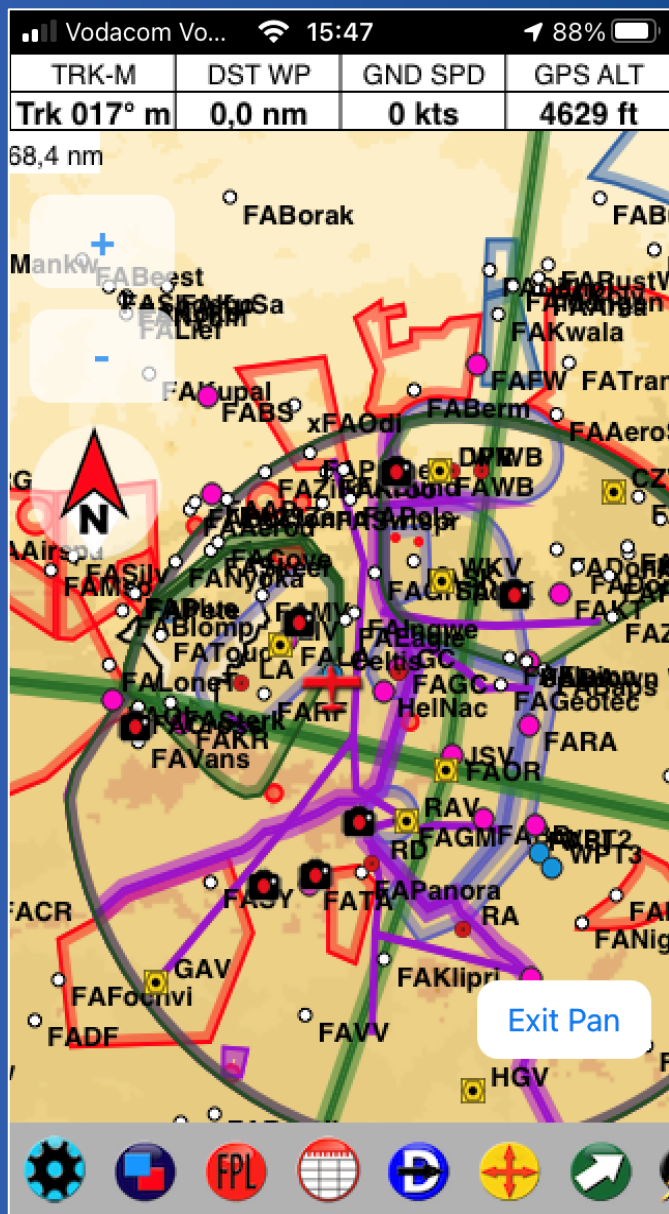
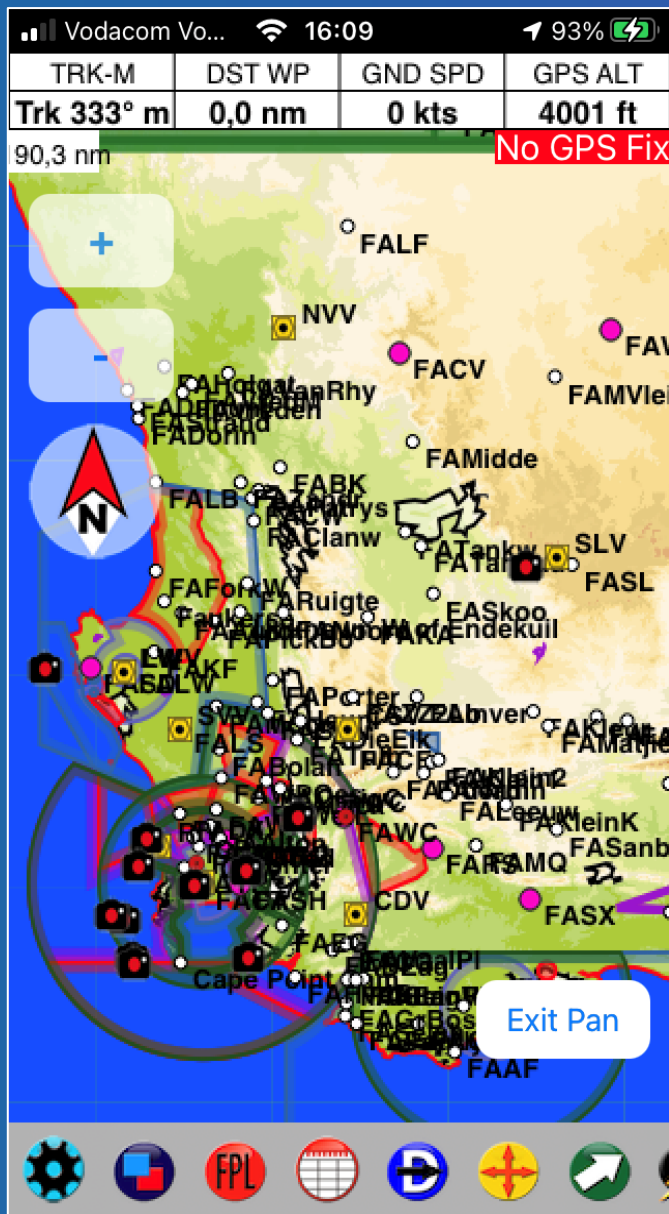
Get the picture? Yes, so we need to have many more weather cameras installed around the country, at airfields and critical points like coastal areas or the escarpments.

We rely heavily on the aviation community to assist us in funding the cameras and weather stations. Individuals, businesses, or clubs sponsoring a station are welcome to contact us regarding branding opportunities on sponsored webcams. WeatherCam setups can be customized to suit the needs of individual stations – with setups ranging from simple “plug-and-play” cameras for existing networks, to standalone solar powered setups for remote stations.

The cameras and associated weather information can be viewed on multiple platforms – including our website www.aviationwebcams.co.za, and the WhatsApp Chatbot (087 250 0116).

And, of course, access before and in-flight in EasyCockpit where the weather cams are highly visible on the map.

Our core focus has been on making it easy and quick for pilots to access critical information – whether on the ground or in flight.



The Aviation Webcams project was launched in 2019 after it became abundantly clear that most pilots flying VFR (and even IFR) would benefit from quick and accurate real-time visuals of current weather conditions, rather than relying solely on METAR's, TAF's or phoning a friend on the ground.

MISSION

Improve GA safety through a network of high-quality weather webcams & weather stations.

VISION

Have a long-lasting impact on GA safety & situational awareness.

Our cameras have been carefully researched and tested to ensure durability and great image quality. The cameras are positioned to view sky conditions around airports, air routes and areas prone to sudden weather changes, like the escarpments and coastal areas. Most of our sites operate remotely on cellular data connections and require minimal human intervention. The backbone of our project is our website and server infrastructure - it serves as the aggregator for all the data collected by our network of webcams and weather stations. We have invested heavily in the creation of a modern front-end that is easily accessible on mobile or desktop devices and partnered with strategic suppliers such as Aviation Direct to integrate webcam data into their apps (EasyPlan & EasyCockpit). Best of all, the website is available free-of-charge to end users! In addition to the frontend website, we have negotiated with importers and distributors to supply us (and in turn you) with high-quality technology solutions to ensure that the project achieves our Mission & Vision at an affordable price. Our goal throughout has been to make it easy for airfields, schools and clubs to install webcams without having to maintain any of their own server infrastructure or maintain their own websites.

Apply for a Sponsored Webcam

We have a limited number of webcam kits available to qualifying airfields at no cost – we simply ask airfields to cover the R85.00 monthly server fee. Installation can be done using basic DIY skills – and the camera will come pre-configured and can simply be connected to your local network.

Requirements:

- Access to Reliable Mains Power
- Existing Network / Internet Access – please speak to us if you are unsure.
- You will get: - 1x 2MP Webcam 2.8mm Lens (Preconfigured) - 30m Cable
- Mains Power Supply Unit If you have any unique requirements, such as having your own logo displayed on the image, no mains or network available or need more than just one camera please get in touch with us for a customized quote.

Speak to Us !

We'd love to hear from you - please feel free to get in touch if you have any questions, recommendations or suggestions or would like to find out how you can get involved in the project.

Tel: 076 320 5200 - Email: bernard@aviationwebcams.co.za / support@aviationwebcams.co.za

Please visit our website - www.aviationwebcams.co.za

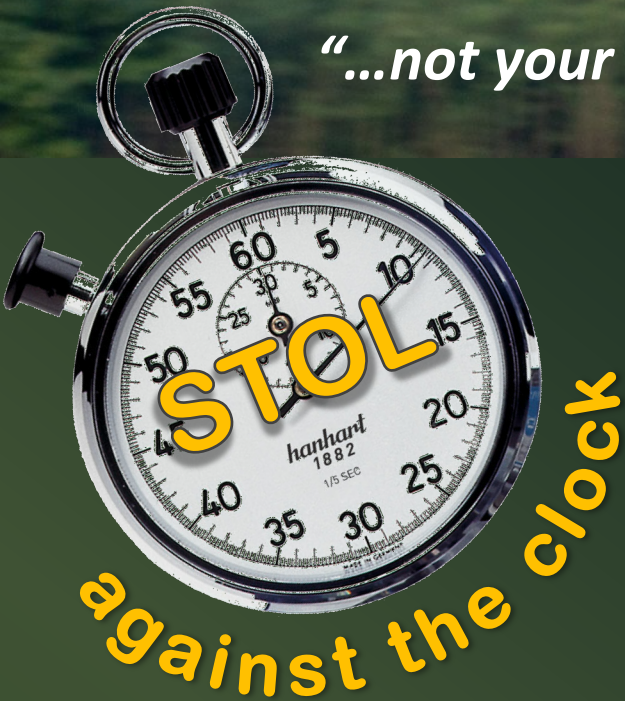
Or contact AviationDirect – Andrea – info@aviationdirect.co.za

Arkanstol

2020



“...not your mother’s STOL competition”



against the clock

Byrd’s Adventure Centre, owned by EAA members Pamela Byrd Boulden and Zen Boulden, is a playground for 4x4ers, kayakers, hikers and fishermen. It is situated on the Mulberry River in the Ozark Mountains, Arkansas. Last year, 2020, they decided to open up their four backcountry airfields to a new adventure, the Arkanstol STOL competition. Idea for the event came from 72 year old Joe Edwards, known as the “Godfather of STOL” around the Ozarks. Joe decided that pilots needed a new challenge and came up with the idea of adding the

element of time to a STOL competition. Fellow organisers John Young and Rusty Coonfield set up the challenge for pilots to fly an intense course using the four runways against the clock. “Most pilots don’t just stop learning, they look for new fresh ways to continue growing and developing their skills. This is what prompted this event. There were a lot of us who have done so much short-field takeoff and landings that now we needed something more to bring back a challenge into it” said Joe.

To qualify for the event, pilots needed to demonstrate a take-off and a landing to a full stop over an obstacle on Restaurant Runway in 500 feet. Pilots who qualified were then allowed to practice the course with feed-back from the event organisers.



According to John, the course is not easy. After seeing the course some decided they they weren't ready to fly a course like this. Just as much credit and respect was given to those who did not fly as was given to those who did!

The course requires pilots to take off on the River Runway, then perform a landing and reverse take-off on each of the three remaining runways, before returning to the start for a full stop landing. Pilots can fly the course in any order. Because some runways are one way in and one way out, some landings or take-offs need to be downwind. Also, unlike normal STOL competitions where one has to get the aircraft off the ground and back down in minimal distances, in order to minimize or eliminate taxi distances, pilots need to land far enough down so they can simply turn around and have sufficient runway for take-off. Trees and powerlines add to the challenges! Three classes were created for the

contest defined by gross weight - Light Sport (up to 1 320 lbs), Bush (1 321 to 2 300 lbs, and Touring (2301 lbs and heavier).

Light Sport was won by Steve Henry, Just Aircraft Highlander, second place was 17 year old Jaden Newman Cubcrafter SS, and third was Eddie Sanches Just Aircraft Highlander

First place Bush was Rob Brady Cubcrafter FX3 , second Kevin Johnson Super Cub 160 and third John Wisdom Legend Cub.

First place Touring was Chad Breuer M5 210C, second Bill Gilstrap C172F and third Joel Dopson Cessna 172 Taildragger.

Best times Light Sport 2 minutes 38 ,2 seconds, Bush 2 minutes 55 seconds and Touring 3 minutes 23 seconds

The organisers are full steam ahead planning for Arkanstol 2021. Dates are September 29th to October 3rd and once again promises to be a great event for both competitors and spectators alike!



Big surprise was 17-year-old Jayden Newman. Jayden flew to the contest from California on the understanding that she may not qualify to compete. However, she finished second in the Light-Sport category to veteran STOL pilot, Steve Henry with a time difference of only 0.5 of a second! Jayden's stock standard Cubcrafter Carboncub SS pictured below



Winner of the Light-Sport category, 63-year-old Steve Henry and his highly modified Just Highlander 300hp aircraft powered by a EPeX300Ti Yamaha-based engine



[Watch the video here!](#)



Joel Dopson's C172 Tail Dragger



EAA SA National Convention 2021 Award Winners Showcase



Over the next months Contact will be featuring each of the category winners at our 2021 Convention. First in line is Johan van Zyl's beautifully built RV 7 which won the awards of EAA Grand Champion and Best Kit Built Airplane. Here we take a closer look at Johan's masterpiece!

Vans RV 7 ZU VZJ

EAA SA 2021 Grand Champion Home builder Johan van Zyl



The story of Vans Aircraft in the world of recreational flying is legendary and I am sure has come across many experimental aviation enthusiast's coffee tables in articles peaked by its nimble, good looking, fast economical qualities over their past 49 years now in existence.

Forthwith the legacy of the RV aircraft as we know it today was born and has grown into a brand that no other equivalent has come close to matching Van's for sheer number of flying aircraft, and no other Van's RV model has as many flying examples as the RV-6. Johan's aircraft is the later variant RV7.



Dick van Grunsven

Richard Van Grunsven a skinny engineer from the North West state of Oregon decided to build himself a better mouse trap. The story goes that he grew tired of trying to improve his Stitts Playboy and in 1972 he decided to start from a clean sheet and build his own RV.

The RV 7 was designed specifically for ease of manufacturing to take advantage of the huge investment Vans made in CNC equipment to manufacture the RV 8 and RV 9 and it also shares a few interchangeable parts to increase production efficiency.

Along with the change, improvements over the RV 6 were made in seat position, fuel capacity, higher VNe, higher gross and aerobatic weight recommendations, and better spin characteristic.

Any builder will tell you that the definition of workmanship is found in the degree of skill with which something is done. A tangible, dynamic object where every detail is perfect is an example of excellent workmanship.

This along with the sheer appetite for a daunting challenge in making it possible to create an aircraft from a myriad of parts, that has allowed us the privilege to bring to you, a glimpse this month behind ZU VZY that we bestowed the award of EAA Grand Champion at our recent 2021 EAA Convention in Middelburg.

Steve Theron and I led the judging at this year's convention and sometime in the afternoon we walked towards this pretty aircraft which caught our eye long before we got to it. We inspected the aircraft and it was clear from the outset that the attention to detail was outstanding.

Johan a commercial pilot for his day job, took on the task of this "Slow Build Kit" and completed it in record time. He spent every available hour he could working on his project. He finished it in a striking metallic green with white and distinct accent stripes that accentuates the incredible speed, these machines are capable of.

Taking to the skies for the first time in December 2019. It was clear that the presentation and impression of this aircraft was testament to outstanding workmanship, exceptional attention to detail warranted our Grand Champion accolade. .

The general appearance was striking and also the checker-board paint design on the vertical stabilizer and the tail was superb.

The presentation of the cockpit and controls was very neat and the interior and ergonomics was typically that of a seasoned pilot and enthusiast.

The engine package is a brand-new firewall forward IO 360 from Vans and Johan reckoned he was not going to mess with a previously certified engine, he wanted it all new to go along with his all-new aircraft.

Cruising at a sedate 160 mph or so, this RV-7 can achieve better mileage than many of the cars it is flying over given speed distance and time.

There are many RV's flying in South Africa and everyone I've seen are simply breathtaking. Ironically as we were doing the judging of this aircraft a thirteen formation of RV's led by Pierre Gouws flew overhead also paying tribute to the popularity of this fine aircraft.

Well done! Johan a deserving winner of this prestigious award from the EAA in South Africa

Paul Lastrucci





Savannah to Brazzaville

An exchange between Brad Stephenson & Karl Jensen on his epic flight in a Savannah from 6 June until Wednesday 30 June

Brad with a fresh Commercial Pilot's Licence collected a Savannah in Cape Town, flew it to East London so that it's builders could make some adjustments and mods for delivery to a customer in the DRC. He flew the Savannah to the DRC via Luanda.



On finals at Luanda

On Brad's arrival at Luanda,

KJ: Well done Brad, that is awesome - long way from JHB né. Please be very cautious Brad. Good guys like you don't often appear! Our flying time by 747 JHB - LAD was about 3 hrs 50 mins

Brad: Thanks very much. Thanks for all the help to get me to this point. I can't tell you how much I appreciate it. I'll be as careful as can be. Joburg to LAD has been 20 hours 42 mins 😊 so a bit slower.

KJ: Gee Brad, we operated in and out of Luanda with several flights a day - almost all flight passed through Luanda on the 707 and 747 until in '76 they shot about 20 holes into a 747-200 ZS-SAP. I was on the ground and watched this dreadful event. We took the plane back to JHB unpressurised because of the damage. None of our crew or pax were injured. I will tell you the story someday. I was the co-pilot flying it back and that was the end of our operations through Luanda until '94



Mig 29 departing

Brad: I'll hold you to it. It's been such an eye opener coming through here. I've seen too many abandoned aeroplanes to be able to count them ...

KJ: Great Brad - keep sending pics that I can use for EAA CONTACT article. Paul Lastrucci entire family down with Covid and many others known to me 😞

Brad: Don't publish any military pics until I'm safely out of Angola! I have plenty scenery pics too. That's not good about Paul and family. I hope they all come through it quickly.

KJ: Of course, understood.

Brad: The Luanda to Brazzaville flight was one of the most testing flights I have done to date. On it I passed the 500 hour mark 😊 while on final approach number two to a Boeing 787.

KJ: Nice stuff Brad. Have no hesitation to tell ATC that you need greater separation. If you get into the vortices, there is no way out, especially at low level.

Brad: Copy. Saying that the controller only called me in from 20 miles away, when he was already established on the glideslope, so I didn't even see him, but it's nice to say I followed in behind one of the bigger boys.



Mig 29's at Brazzaville



Military Aircraft



KJ: You will fly them too one day, please let's have an update Brad on your epic adventure.

Brad: All going very well here. Not lots of flying unfortunately but really, the experience of a lifetime. It's quite isolated and the internet is very, very slow. Being in the rainforest is quite amazing. I've seen Gorillas in the wild quite a few times already. Plenty of Elephants too. I will try to send some pics - haven't really got any pics of Gorillas yet. Kath is coming to visit me in a month and a half's time.

KJ: Beautiful pics - please be extremely cautious. As Kath has probably told you, it is mega cold here and the Covid monster is rampant. Val and I have had jab#1 of 2. I Couldn't even do my AvMed on the appointed day because of a Covid contact

at the Dr's premises. Licence expires in 5 days' time - doing proficiency renewal with Tony Kent tomorrow. He has given me a 50-question exam that I have to consult CATS/CARS for 😞. Excellent exercise. EAA Fly-in to Tokkie's at Marula Mountain Lodge tomorrow for luxury overnight accommodation near Thabazimbi @R100/person. I don't dare take part with the virus so active 😞

Brad: Thanks very much the news. The flight risks are high here but then again if you look at the COVID situation in SA they seem to be much higher at home! I am being as safe as I can be. Luckily, there is no pressure to fly as much as possible like the last place I was at. Good luck for your proficiency renewal tomorrow. Mine will be coming up soon too and I'll have to do

some practicing as I haven't done any instrument flying since my initial test!

PS: The Lastrucci's are thankfully again 100% fit and well. I passed my proficiency test and medical and now await CAA to issue my licence renewal - Karl!



Rare Gorilla at a distance

Hilly and rugged terrain, surrounded by rain forests - little options for a forced landing



EAA Market Place

For Sale, Wanted and For Hire

FOR SALE

URGENT SALE!



Half share for sale in a vintage 1946 C140 tail dragger based at FAKR. R170 000 for the half share.

Urgent sale!!!

Contact Brian Davidson 083 627 4041

FOR SALE

New Flight Com Headset – offers?

Contact Geoff Sprenger 079 396 5304

FOR SALE

Garmin SL40 Radio with tray R15 000

Contact Ant Harris 072 380 6496



FOR SALE



Garmin 496

Contact Rodney Donaldson 063 729 5021

FOR SALE



Pietenpol project, 2 seat Tandem aircraft. Aircraft is +-70% complete, 4 Cylinder 80Hp VW engine, Fuel injected motor with Gotech ECU. Piet De Necker Propeller Aircraft needs final wiring to be connected, all the wires are there and marked.

Wings, fuselage etc. Needs to be covered. Material and dope comes with the build project.

Price R98 000

Contact: Anneke Pretorius 083 4144 974



EAA Market Place

For Sale, Wanted and For Hire

FOR SALE



Venter heavy duty trailer. Used for towing my trike behind, can be used also for light boats or bikes as in picture. One of a kind purpose built in 1.2mm steel sheeting by the factory. 2100 x 1150 x 850mm high, double axel & braked 13" wheels. (recently painted) Has 5 Jerry Can holders which bolt on. Continuous steel rod down both sides internally for strapping down heavy goods. Licence and registration current. Similar but light duty available from Venter, see pic. **Contact Nico 065 127-9015 R37 500.00 onco**

FOR SALE



Large Barrett Leather jacket with a style called "Spitfire". Perfect condition. Worn only twice I have two leather jackets so this one looking for a new owner. R4 000.00 **Contact Nico Brandt 065 127-9015**

EAA National

President	David Toma
Vice President	Paul Lastrucci
Treasurer	Mark Clulow
Secretary	Keaton Perkins

Committee Members

Membership	Mark Clulow
Young Eagles	Keaton Perkins
PRO	Karl Jensen
Website	Dean Fernandez
Newsletter	Neil Bowden
Safety Officer	Nigel Musgrave
Finance Asst	Brad Stephenson
AP Rep / 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

EAA Market Place

For Sale, Wanted and For Hire

FOR SALE

I have the following instruments for sale and condition is indicated in age column. I have no real idea on actual resale value and got the suggest prices for similar items off internet.

Tony van den Heuvel

Cell 072 730 6822

Item	Part number	Serial number	Age	Price suggest
Mechanical Oil pressure gage	Aircraft B98	nil	unknown	20
Westberg Westach 4 x EGT quadguage	3AQ2	600-1600	23.5 hours	1000
Westberg Westach 4 x CHT quadguage	3AQ1	100-700	23.5 hours	1000
Air Filter Rapco x 2	RA1J7-1	nil	New	100
Vacume regulator Sigmatec	32-438	53536	23.5 hours	500
Old Altimeter - working			unknown	100
Old Altimeter - working			unknown	100
VSI - IFR	IFR 333	R1349	23.5 hours	1000
Manifold pressure Garwin	5770-1	8826	23.5 hours	2000
Turn coordinator electric	6127139	033	23.5 hours	4000
Fuel quantity guage Rochester	Aircraft K96		23.5 hours	100
Artificial Horizon - Vac	IFR-85	4107	23.5 hours	4000
Turn indicator - Electric RC Allen	RCA 82A-11	96L0398	23.5 hours	2500
Directional Gyro - Vac	IFR-80	2221	23.5 hours	6000
Fuel pressure - 30 PSI Mitchell with sender x 2	D1-211-5063		23.5 hours	1000
Bendix king KI209 VOR/LOC converter and Glide slope indicator	066-3056-01	79122	23.5 hours	11000
King KN75 glide slope	066-1063-00	7398		2500
Bendix King KX 125 Nav Comm	wrapped		23.5 hours	15000
KT 76 A ttransponder`	wrapped		23.5 hours	4000
FP5 Fuel flow system	FP5	055174 & 55168	23.5 hours	2000
FP5 Fuel flow transducer	FF90	55169		1000
RPM Guage - old - working			unknown	200
VAC venturie - old				100

EAA Market Place

For Sale, Wanted and For Hire

WANTED!



Tiger Moth wanted!

Contact **Jeff Richmond 082 899 8825** or email jeff@richmonds.co.za

Calendar of EAA Events

Wednesday 7th July

EAA Chapter 322 Monthly Meeting (Zoom)

Wednesday 4th August

EAA Chapter 322 Monthly Meeting Zoom or Face to Face depending on Covid situation!

Wednesday 1st September

EAA Chapter 322 Monthly Meeting Zoom or Face to Face depending on Covid situation!

Friday / Saturday 17th & 18th September 2021

Movie Night & Pancake Breakfast (Overnight Camping) Silver Creek Airfield

Friday to Sunday 24th to 26th September

Sun 'n Fun Fly-in Brits Airfield

Wednesday 6th October

EAA Chapter 322 Monthly Meeting Zoom or Face to Face depending on Covid situation!

Friday to Sunday 8th to 10th October

Taildraggers at Bela Bela

... Tail end tale

By Gordon Dyne



" When I was locking up my hangar at Brakpan Airfield last Saturday afternoon, we had an unwanted guest in the form of a pigeon perched on a steel girder high up in the roof. My man Sandile and I could not 'shoo' him out, so we reluctantly left and locked the pigeon in. I decided, rather stupidly, to arm the alarm, hoping our guest would not fly through one of the four alarm beams. How wrong could I be! Our guest took great delight in flying through the beams, now and then, for the past four days, irritating the hell out of me and ADT - the alarm company. When ADT rang me I told it 'stand down' and not call me again. I received calls from pilots at the airfield and all and sundry for the next four days! The hangar cameras on my cell phone advised me that all was well.

This afternoon Wednesday 23rd, accompanied by a technician from ADT, who came to replace the alarm battery, I visited the hangar to try and persuade the pigeon to leave. I entered the hangar, but could not see the delinquent anywhere! There was just 'poo' all over the hangar floor, my cars and planes. Suddenly, the ADT technician pointed to the bird sitting proudly, albeit probably hungry, on the rotating beacon of my Piper Arrow.

Please see the attached photo! I opened one hangar door and he or she flew straight out! Problem solved - until the next time!"

Gordon Dyne

Page 34