

...Contact!



August 2021

The KZN Airlift



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President's Column

Paul Lastrucci



Greetings!

The year is leaping ahead swiftly despite all the constraints we face regarding travelling and free movement, and some say that we are set for some time until we see pre-March 2020 movement.

Some consolation is that a huge 2021 Oshkosh Air Venture is taking place despite a few weather glitches, there is great active participation and hopeful we can resume at least almost all of our normal fun in the future here in the good ole SA. I am sure that 2022 will bring a lot happier EAA South African travelers that hopefully will be able to attend the World's greatest Aviation event.

Another fantastic effort this past month, was a few of our members assisted at very short notice to assist with relief efforts during the recent unrests and violence that befell our country in July. Kev Storie and Sam Keddle from CAASA who helped spearhead a KZN Relief effort as these unrests/riots are the worst we've seen ever, and the destruction was monumental. This has left a wake of devastation and despair for millions of people that sadly will take many years to fix.

However, despite this, the gallant efforts of a few of our EAA members that supported this initiative, superbly characteristic of winter clad selfies in the cockpit smiles, shared on Whats App amid heaps of relief stuff on the pax seats and in the luggage compartments, taken somewhere over the Free

State en route to Durban and Margate, has brought about a huge sense of pride. Moose Woods, Don Kemp, Derek Hopkins and Keaton Perkins you guys did us proud, and if there is any souls I missed, my sincerest apologies. Your kindness abounds!!

These guys made a plan and pitched in their resources to assist their fellow countrymen, and no matter how small their contribution and how huge the costs they bear, their contribution of selfless kindness will be heartfelt to many recipients who are not even aware of their efforts. It also goes a long way to help dilute the feeling of despair and nonsensical logic behind these riots and brings hope. You guys make the EAA and the country proud, thank you.

As I mentioned last month the show does go on though and through collective interest and limited participation due to the upswing of the Covid third wave and still largely lingering, we will probably still have to fly around the storm for at least a couple more months, until we can sit around the campfires again.

Our EAA AP representatives attended the AP panel meeting in July and there will be further Part 66 subpart 4 AP matter discussion again in mid-August for further review. Meetings have been held this year and this process will continue, our EAA members will be kept apprised of developments. The Aero Club has created an AP section on the Aero Club Website for further info and further enhancements should be online shortly. It will make provision for the AP register however includes AP certificate applications and all the relevant material.

Our EAA member and Aero Club Chairperson Rob Jonkers and the Aero Club team, have also been busy with a membership support proposal to assist members when renewing ATF's (Authority to fly) and NPL (National Pilot Licence). They are developing an ATF Membership on-line Support System which is in the development process and progress so far:

- Prototype system is virtually complete and testing due to start 3rd week July
- Will be hosted on a new Domain – Aero Assist
- Revision will start with CAA, once fully functional.

Sandra and Chantelle at the Aero Club office also go out of their way to assist our members with these issues and a huge EAA thank you to them.

The EAA successfully passed the ARO half year MOP review audit with no findings, and we will complete the annual review toward the end of the year for renewal in March 2022 for another 12 months. Many thanks to the SA CAA team lead by Shakil Sayed, our wonder lady Marie Reddy and the EAA National Exec for the assistance to keep this all on track.

Stay Safe

Paul

Proposed EAA Chapter 322 Pilot Bursary Programme

Outline

EAA Chapter 322 are pleased to announce a new initiative to help an inspiring young student pilot to achieve their PPL. The value of the once-off bursary will be R 10 000 and will be used for flying training, plus an amount of R 1 000 allocated for examinations. Student requirements will be as follows:

- must be a South African citizen
- must be between the age of 16-30 years old
- must already be committed to undertaking their pilot's licence, with a minimum of a SPL and a medical certificate.
- must be undertaking flight instruction in South Africa
- should be "current"
- should provide monthly feedback on progress of licence from the point of receiving this bursary
- is reminded that this is a once-off bursary towards achieving their licence as a reward to their commitment to flying. They are responsible for the balance of licence costs.

Flight School Requirements

- Flight school must be operated by an EAA 322 member, or the instructor must be an EAA 322 member.
- The flight school will be responsible for promoting this programme among students and identify specific students that would benefit best from this programme.

- Flight Schools should encourage students that are interested in the bursary to complete the application

Once an application is received, EAA will contact the flight school for confirmation

Applications open between 5 - 31 August 2021. A decision will be made by the EAA by no later than 15 September 2021.

EAA Commitment

All bursary applicants, will to given 1 year's free membership to EAA 322

The successful applicant will receive payment to the qualifying (*) flight school of their choice for flight training

EAA will appoint a dedicated mentor to the successful student

STUDENT APPLICATION INFORMATION

Online application

Sample <https://wp.me/PaB9b2-Fj>

Applicants will also be asked to write a short essay, no longer than 500 words/one A4 page outlining why you would be the best recipient of the bursary include your aviation goals.

FLIGHT SCHOOL APPLICATION INFORMATION

- Flight schools will be contacted to confirm applications once these are received, including
- Copy of current licence
- Start date of licence
- Projected licence conclusion date
- Confirm that the applicant is current, and you believe that they are committed.
- Guarantee that all student costs from this bursary will be invoiced to EAA with a detailed breakdown as training progresses from the point of the bursary being issued. Payments cannot be used to pay previous unpaid costs.

FAQ's

This Bursary Sponsorship is issued for the successful applicant personally, in order that they may continue their training in order to get their licence, through an appointed flight school of their choice.

The funds may only be allocated to training after the applicant has been awarded the bursary.

- *Advanced lump sum payment will not be undertaken, but instead payment will be made to the flight school direct as per invoice while training is being undertaken.*
- *The full amount of R10 000.00 is for flight instruction and should payment be required for examinations, a further R1000 maximum may be made available. The examination allocation portion of this bursary may only be used for the payment of examination fees.*

A preselected panel of EAA 322 members will be set up to review all applications anonymously. The panel's decision will be final.

The programme will be presented to members of 322 for confirmation on 4 August and the programme will be launched immediately with feedback on the successful application at the October 2021 monthly meeting.

Compliments to Tony Kent by Karl Jensen



I don't believe many of us enjoy being under the microscope when it comes to recurrent testing. I had cause to write this letter to a fellow EAA Member, Tony Kent after the episode below: I would like to record my appreciation for the professional way you carried out the Proficiency Test for the renewal of my Pilots Licence. The reason I chose you to undertake this task is when a year or so ago, I had landed at Springs Airfield and the tailwheel spring on my Cessna 170 had broken during taxi. I had to leave my aircraft

there while a new tailwheel spring was acquired. To add to my problems, my car was at my hangar at Fly Inn Estate, and I had no way of getting back to collect it. You were training Donovan Kemp and during a break, you stopped near the hangar where my plane was parked and offered me a ride back to Fly Inn as an exercise of an out-landing for Donovan. I sat in the back of his 182 and watched your training style with interest and noted especially how you required a thorough pre-take off briefing. This was equally as professional as I had experienced in my career as a pilot in SAA. You sent me a 50-question exam paper to be completed prior to the Proficiency Test. This was really searching to the extent that I had to reference CATS and CARS and even call ATNS for help on some questions. The value of this refresher was immense in my view. The flight test was straight forward with your proper briefing. Your thoroughness of the paperwork required for the renewal was also noteworthy.

I have logged 27,400+ flying hours and fly regularly. I believe this qualifies me to make a complimentary statement on your standard of flying instruction. Thankyou Tony and I wish you many years of success. You deserve to have pilots lining up for you to test them.

WOMAN IN AVIATION

Saturday, 14 August 2021
@ Brakpan Aeroclub
11h00



Bring your family and enjoy a breakfast at the clubhouse where Santjie White will be discussing the positivity of woman in aviation.

NOTE : For everyone who is interested.



Just Flying Around with Friends

Karl Jensen (EAA 322)

Last Friday, at a whim, I mentioned on WhatsApp that I intended having a fly to one of my favourite nearby spots, Tranquillity Spa and Lodge, for lunch. Eugene Couzyn (EAA322) and Jeff Earle (EAA322) mentioned that they would probably join me. Saturday morning Eugene arrived at Fly Inn Airpark where my Cessna 170 lives, in his Alouette II accompanied by Rob Osner in his Alouette III and Charles Fuller in his Alo II. Also visiting was Sean Cronin (EAA322) in a Jabiru and Brian Appleton (EAA322) in his Citabria. Lovely activity with other aircraft flying from Fly Inn.



I so enjoy flying around when my friends join in, especially on Saturdays which I have assigned as my ritual Aviation Sabbath. As you can imagine there was plenty of chatter. Just after midday, most of us flew off to Tranquillity which is only 32nm distant.

Already there, were Jeff Earle in his Super Cub, Edzard Verseput (EAA322) in his Sling 4 and Trevor Davids (EAA322) in his RV7a. The runways at Tranquillity are now dragged with heavy tyres and this has improved the surface to make it RV friendly with their low-slung spats.

A most enjoyable jolly lunch with good food was had in the boma, once again with much chatter and laughter that is the mark of most get togethers when EAA members and their friends gather. All too soon, all 17 of us flew home in fine weather. Unfortunately, it has been prudent with the Covid protocols, not to organise formal events, but with the increasing rate of vaccinations, we can at least gather in the outdoors to limit the spread of infections. We are now no longer restricted to remain within the boundaries of the provinces where we might reside.



Recommended “Hang-out”

Brits Flying Club by Marie Reddy



Sat 31 July 2021 - View from the “stoep” at Brits Flying Club

With the provincial borders opening again after the recent restrictions, Brits Airfield made for a lovely Saturday morning outing. The skies were clear and it was really great to hear so many aircraft on the airwaves. The flight was only 35nm from Jack Taylor Airfield and passing overhead Coves, Aviators Paradise and Silver Creek, you could see and hear that general aviation is once again waking from hibernation, after the restrictions. In our small neck of the woods, in addition to the airfields en route from FAKR to FABS, hearing traffic at Grasslands, Eagles Creek and Grand Central was great. The airwaves were certainly alive on Saturday morning.

The flights there and back were quick and with very little wind and turbulence, I was able to test the new map feature on EasyCockpit, in an otherwise “uneventful” flight – just the way I like it!

Brits Flying Club manage this airfield and welcome all aviators. EAA are looking forward to hosting Sun ‘n Fun 2021 at Brits Airfield later this year. After greeting Yolande in the club house, I helped myself to coffee while breakfast was prepared. A full breakfast is a steal @ R55-R70 per person, especially considering the available facilities allowing us access to another well maintained airfield. The view overlooking the runway is

always pleasant and there were at least 10 aircraft on the ground and a few arriving and departing during my stopover. Visitors sat in the garden and enjoyed their breakfast or toasted sandwiches as seen in the photo above, which almost looks staged, but was not!

AIRFIELD ICAO	FABS
CO-ORDINATES	S25.533, E27.7756
FREQUENCY	124.20 (unmanned)
RUNWAY	02/20 900 M
ELEVATION	3750ft Note downhill slope to the South
FUEL	Yes
CONTACT	Yolande
CELL	072 977 0922

Join at 1 500ft AGL and descend on the western side of the airfield (over the hangers) for 1000ft AGL circuits
Open for breakfast and lunch most week days (except Mondays) and weekends.

<https://britsflyingclub.co.za/>

FFF

The perils of first line maintenance by Dr Robert Clark

Have you ever considered how reliable your aircraft engine is? My C Class Mercedes Benz 220 CDi has done 450 000 km, and never broken down once. Assuming an average speed of 100 km/h over that period, this engine has done 4 500 operating hours. I did get an air sensor warning two weeks ago, and that repair amounted to R14 000; that is small change compared to the monthly repayment to replace my car and have that debt for 60 months.

People with car schemes argue that it makes sense to buy a new car every 18-24 months, as there is a "tax benefit". I still cannot figure out that logic. You cannot spend R1.00 to save a minuscule amount on tax. That makes no financial sense whatsoever.

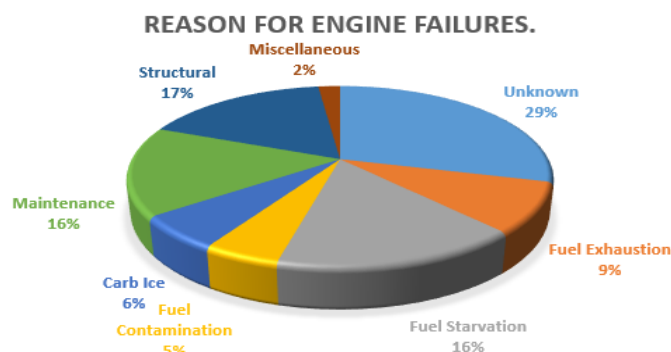
I safely assume a few horses have left my car's power plant, but my Mercedes still gives me 5.2 L/100km and is in pristine condition. By comparison, if my high technology Mercedes engine was in an aircraft, it would have undergone two top end overhauls, and two major overhauls.

Aircraft engines are antiquated pieces of machinery. They generally have push rods that date back to the days of the Buick motor vehicle built in 1903. The ignition system is a magneto designed by Frederick Simms and Robert Bosch, and used in the 1899 Daimler Phoenix. Machinery today that use magneto's are normally limited to chainsaws and lawnmower engines....and of course, our trusted aircraft. If aircraft engines use antiquated technology, are they unreliable? The statistics on aircraft engine failures is not an exact science, as many failures do not get reported by the owner. From the information available, the following can be established:

- 29% of all engine failures have no known cause. This happens when your engine quits on you in flight, and once you are on the back on mother earth, the engine starts again when you crank the engine. Carburettor ice could be one reason for this.
- 9% is fuel exhaustion. This is when your aircraft is devoid of fuel.
- 16% is fuel starvation. This is when there is fuel on board, but you cannot get it to the engine. A

common problem in this regard is the incorrect position of the fuel selector valve. Many pilots do not understand the intricate details of their aircrafts fuel system. As a test, can you take an A4 piece of paper and in one minute, sketch in detail the fuel system of your aircraft. If you hesitate, consider learning the details of your fuel system. It could save your life.

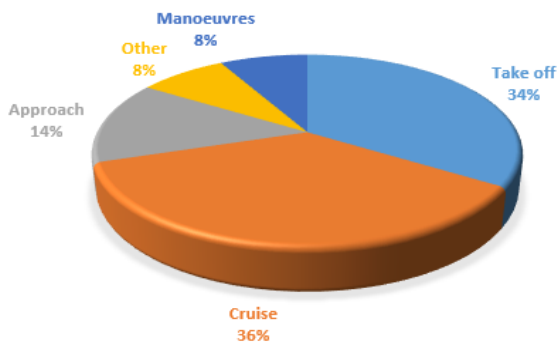
- 5% is fuel contamination. This is associated with the incorrect fuel or the contamination of the fuel, which includes dirt and water. Be honest, when last did you check your aircraft fuel for contamination?
- 6% is carburettor ice (Carb ice). This often happens, yet it is avoidable. Some aircraft owners choose to fit an electric heater to the carburettor butterfly valve, but that does not remove ice within the upstream vena contracta.
- 16% is associated with maintenance.
- 17% is associated with structural failures, including failures to the connecting rods, crankshaft, valves and lube oil pump.
- 2% of failures are classified as miscellaneous.



If the pie chart above indicates the causes for engine failures, when are engines most likely to fail? Statistical data suggests the following:

- In the cruise 36%
- Take off 34%
- Approach 14%
- Maneuver's 8%
- Other 8%

WHEN DO ENGINES STOP?



From the aforementioned data, you will eradicate 52% of engine failures on your aircraft if you: make sure there is adequate fuel in your aircraft ensure the fuel is not contaminated and of the correct grade you understand your fuel system and know how to get the fuel to the engine use carb heat, when necessary, ensure the aircraft is correctly maintained.

That is a sobering thought!

As a young boy, I grew up knowing that one day I would fulfill my dream and become a pilot of an aircraft. I started my aviation experience by flying little hand line aircraft that used to just go in a circle. They were noisy little machines and used to be drenched with oil after a five-minute flight. As I got older, I started building little gliders made from balsa wood. My aviation passion was also fueled by my brother, who eventually became a Captain on one of the most advanced aircraft in the world. When I started my flight training eleven years ago, I was under the impression that aviation was the pinnacle of, *"doing things right"*. My belief system was based on good reason, as your life and that of your passengers are dependent on what you do as the pilot in command of an aircraft. Whether you are flying a non-type certified aircraft, or, the latest Boeing 787, you have people in your care and you, as the pilot, have a responsibility to make sure that your aircraft is safe to fly.

There was an interesting comment on the EAA WhatsApp group the other day about Jabiru aircraft. The comment stated, *"You cannot do anything about a Jabiru engine. It is a bad design. Just always look for a forced landing spot; just the way it is"*. One of the responses stated that the comment was a misconception, and Jabiru aircraft can give you many thousands of hours of trouble-free operation.

I have been the proud owner of a Jabiru 430 aircraft for the past nine years, and every minute has been an absolute joy. If some aircraft give trouble-free operation and some are doomed to fail, why would there be such a difference in reliability from two identical engines that come from the same factory?

The original impression I had that aviation was the pinnacle of, *"doing things right"*, was sadly erased from my memory. I realized how many people do so-called "first line maintenance" on aircraft. This is performed under the banner that *"you can do anything you like on a non-type certified aircraft, as long as it is signed off by an appointed person"*. This false practice seems to be sanctioned for three reasons:

The first reason is cost: If you can service an aircraft as cheaply as possible, you have more money to spend on fuel. People also use cheap car fuel instead of Avgas, as that gives you further savings.

The second reason is self-belief: Many young boys grew up in the garages with their fathers. It was common practice in the 80's and 90's to service your own car, do engine overhauls and tune the neighbour's car. Many became in their own opinion, a fully-fledged car mechanic. When these individuals became pilots, they enforce the practices that have been inbred in them, that aviation is no different. This permits them to execute first line maintenance practices. After all, if you can work on a Volkswagen beetle, "four-cylinder boxer" engine, why would a Jabiru, horizontally opposed, four- or six-cylinder engine be any different? These people often believe they are experienced enough to take it apart, patient enough, to put it back together and skilled enough, to hide the extra parts, once they are done.

The non-conformists: The final view is that non-conformists will break any rule possible, simply for the sake of being unconventional and in a way, a maverick. The two golden rules for survival when being a non-conformist are that: they need to be comfortable with the risk they take, and they should not be unreasonable in their ability.

Aircraft ownership is exorbitantly expensive. This is especially true when aviation is performed as a hobby / sport. Whilst non-type certified aircraft are significantly cheaper to maintain and operate than their certified counterparts, they still require a fair amount of funding that in many cases, can break the bank. This statement is true, if you decide as the pilot in command, to play by the rules of the game. A problematic trend with non-type certified aircraft owners is that they tend to twist the rules to suite their pocket. They end up doing maintenance under the first line maintenance regulations, and these regulations are illegally amended to suite their belief system. In the maintenance fraternity, they are known as the “FFF’s” (Fiddle, fiddle, fu*ked). The reality of life is that there is birth, death and in-between, there is maintenance. The premature failure of the aircraft you operate can be significantly advanced if you try to escape maintenance. One needs to accept that a machine will only react to how it is maintained, and operated.

Having said this, what first line maintenance can be carried out on non-type certified aircraft? The South African Civil Aviation Technical Standard SA-CATS 44.01.4 states the following and is very clear in its requirements:

Line maintenance comprising of the following may be carried out by the owner of a non-type certificated aircraft provided that only “**approved materials, parts and components**” are used:

- Changing of tyres and tubes and repairing of punctures
- Servicing landing gear shock struts with air
- Correcting defective locking wire and split pins
- Replenishing hydraulic fluid in the hydraulic fluid reservoir
- Small simple repairs to fairings, non-structural cover plates and cowlings by means of stop drilling cracks and fitting small patches or

reinforcements which will not change contours or interfere with proper airflow

- Replacing side windows where such work does not interfere with the primary system
- Replacing safety belts
- Replacing seats or seat parts where such work does not involve any removal, dismantling or interference with a primary structure system
- Replacing pre-fabricated fuel and oil lines, provided that a fuel flow check is subsequently carried out
- Replacing any electrical bulb, reflector, lens or fuse of navigation and landing lights
- Replacing or cleaning spark plugs and setting spark plug gaps
- Cleaning fuel and oil strainers
- Replacing batteries and checking fluid level and specific gravity
- Replacing tail wheels and tail-wheel springs
- Changing engine oil.

Does the above allow you to torque cylinder heads, overhaul engines, perform annual inspections, work on flight controls, replace landing gear bolts, fit pirate spares from your local spares shop, repair that chip on your propeller etc? You decide.

This brings me back to the origin of this article, and that is the perceived unreliability of Jabiru engines. In the period from 2009 to 2014, Jabiru powered aircraft had the highest rate of engine failures or malfunctions with 3.21 per 10 000 hours flown, which was more than double any other manufacturer (Report by the Australian Transport Safety Bureau, “Engine failures and malfunctions in light aeroplanes”). This was followed by Rotax powered aircraft, with 1.56 per 10 000 hours flown. The statistics from the report are as follow:

Engine manufacturer	Number of failures/malfunctions	Percentage
Jabiru	130	40.40%
Rotax	87	27.02%
Lycoming	58	18.01%
Continental	28	8.70%
Other (9 different manufacturers)	19	5.87%
Total	322	100%

Of interest in the report is that unlike other engine manufacturers, nearly half (45%) of all Jabiru engine failures or malfunctions were related to fractured components. Engine through-bolt failures were the most common (21 for the period in question), followed by valve failures (13 incidents) and then flywheel bolts (3 incidents).

Given the number of hours flown by aircraft in the period in question (1.6 million flight hours), one engine failure or malfunction would occur every 5 000 flight hours. As for Jabiru aircraft, the report suggests that the Jabiru engine would fail or malfunction once every 3 000 hours.

On the flip side of the coin, when one looks at the fatality rate per number of aircraft registered, Jabiru aircraft have a low fatality rate of 0.3, compared to 1.6 for Tecnam, 2.8 for Cessna and 2.2 for the RV series of aircraft (*Jabiru slams ATSB over engine failure report 10 March 2016*).

Of the 322 failures on all aircraft types between 2009 and 2014, 80 failures of malfunctions had a low-risk rating, 224 failures had a moderate risk rating and only 18 (6%) were classified as high risk. Of the 18 high risk incidents, only four accidents resulted in fatalities (not one fatality was in a Jabiru powered aircraft).

The latest statistical data suggests that Jabiru engines have a high degree of durability and reliability; perhaps the unreliability is imposed by the aircraft owner who chooses to operate and maintain the aircraft outside of the boundaries to which it was designed. Three common problems on the Jabiru series of engines were the through bolt failures, flywheel bolt failures and exhaust valve problems. As in every industry, aviation operators have their own set of challenges. What matters most is the actions taken by Jabiru to address the problems. If you address the three common causes of failure in a Jabiru engine as has been done in South Africa, surely the engine would be reliable! In a Jabiru Pacific Question and Answer (Q&A) session, the question was asked "How safe is a Jabiru engine?" The response was as follows:

"The safety of a Jabiru engine is guaranteed if used according to the manufacturer's specific recommendations. These recommendations include:

The engine is ideal for use in powered light aircraft with a maximum weight of 800 kg.

The engine should undergo regular maintenance and improvements in line with the best industry practices.

Inspection of the engine is necessary every time before take-off".

Another problem associated with Jabiru engines include the "aftermarket" parts that are available. This implies that the Jabiru engine has been modified in ways that include the installation of non-Jabiru manufactured parts. All of these components can contribute to the reliability of an aircraft engine, either in a positive or negative manner. Should a failure occur on a modified Jabiru engine that is fitted with "aftermarket" parts, is it really a failure that makes Jabiru engines unreliable? It would be unfair to brand Jabiru as being unreliable, especially when you have fitted other manufacturers components (of which many are interchangeable with Jabiru) and purchased aftermarket parts from your local car dealer in town.

In addition to the maintenance and modification problems that fall outside the acceptable boundaries as suggested above, using the wrong fuel and operating the aircraft outside of the design intent further contributes to the unreliability of engines, regardless of the manufacturer.

An undeniable truth is that most Jabiru owners that operate and maintain their aircraft within the prescribed limits, have thousands of hours of aviation joy in an aircraft that is really pleasurable to fly, cheap to operate and inexpensive to maintain. Of the 23 engine failures reported in a CASA report (Jabiru engine reliability analysis report D16/181471), 19 failures were Generation 2 type engines associated to aircraft operating in a flight school. In the unlikely event of an engine failure, you need to bear in mind that you are flying an aircraft that has an exceptionally low stall speed, which improves your chances of survival. It certainly befuddles me, why people would choose to fly in an aircraft that has been under-maintained and is operating on the wrong fuel, especially when they are operating an aircraft that is one of the most economical to keep in the air.

The non-conformist, in most cases, will get away with the short cuts, as aviation engines have redundancy in most components. What happens when the odds are stacked against you, and you end up having an engine failure due to a R100 saving that you incurred on your last service?

If you have your aircraft correctly maintained by a professional business, use the correct components, use the correct fuel and operate the aircraft within the design parameters, it should give you endless joy, regardless of the aircraft manufacturer. Sadly, for some aircraft, their biggest enemy is their owner!

As a point of interest, Shadow Lite SA (the Jabiru factory in George) is the sole supplier of Jabiru spares in South Africa and the only Jabiru Australia approved facility to overhaul Jabiru engines in South Africa.

To some aviators, their wallet is like an onion when it comes to maintenance...it makes them cry when they open it.

EAA Chapter 322 July Zoom Meeting

Another great Zoom meeting was held on the first Wednesday in July with over 70 people attending. The meeting was presented by Sean Cronin, Chapter 322 Vice Chairman. We kicked off with our usual "Mystery Aircraft" competition, this month an early popular South African microlight, the MAC CDL designed and built by Colin and brother Dougie Liddle in Durban during the 1980's.



July's Mystery Aircraft – MAC CDL



Colin (right) and Dougie Liddle

Twenty birthdays in all were celebrated in our Chapter during the month, another busy birthday month!

Mark presented financials indicating 322 is still in good financial shape and membership numbers are up! Thank you Mark for all the good work you do in behind the scenes,

Safety Talk was once again presented by Rob Brand and this month's topic was the "Startle Effect". Some pertinent points from Rob's presentation;

Startle

Sudden assault on the sensory system by a trigger event.

Surprise

What is expected and what is sensed (seen) is not the same.

Physiological effects

Increased heart rate and pressure, fast breathing rate, adrenalin released into muscles.

Involuntary/ unreasonable physical reactions:

Fight, Freeze or Flight.

Cognitive thinking interrupted for a while. Tunnel vision or fixation.

Physical reaction

Pulling controls at the stall (instead of push/unload). Aileron use during stall wing drop (instead of rudder use).

Go-around: raising flaps before applying power/throttle.

Recovery

UNLOAD Breath deep and slow, distance yourself (lean back, look around), relax muscles and check partner.

ROLL: take action to observe and verbalise what's happening. What do you see, hear, feel, smell?

POWER: safeguard future of flight and check the past to find any errors/poor judgement. Situational Awareness.

Note: the URP acronym comes from the 'upset-recovery training' that airline pilots receive.

Coping strategies

KNOWLEDGE Technical, procedures (normal/emergency), etc.

SKILLS Practice stall, steep turn, glide approach, slow flight, EFATO, etc.

ATTITUDE Can-Do attitude. Don't let the plane fly you, YOU fly the plane!!

Adopt a "what would I do if...." habit.

Our featured presentation for July was by Earl Luce, an expert on Steve Wittman's Tailwind design and designer of the Buttercup, based on the Tailwind but with more docile characteristics. Earl's company, Luce Air, sells plans for both designs, and kits are available from Aircraft Spruce. These designs date back to the 30's and still hold up performance-wise to today's modern aircraft! Check out his website <http://www.luceair.com/> for plans, kits and useful information! It would be great to see a couple more Tailwinds and Buttercups in the skies of Southern Africa! Many thanks to Earl for the presentation and Craig Ritson in Rochester USA for setting this up!



Steve Wittman and Earl Luce

We wrapped up the meeting with Karl's monthly event round up. While events have been few because of the Level 4 lockdown, Karl managed to fill his slot with coverage of Brad Stephenson's

Zenith trip to the DRC, the 322 fly-out to Tokkies Marula Lodge and the recent protest action and subsequent disaster at Harrismith Airfield.

All in all, a great meeting and it was good to have our friends from the US once again join us, Arnie Quast from Illinois and Gary Stevens from Florida. We look forward to the August zoom meeting where Charlie Becker, EAA director and head of Chapters and Homebuilt Community, will be addressing us on Oshkosh 2021.

See you there!

Tiger Moth 90th Anniversary Celebration



The Queenstown Flying Club will be hosting a fly-in (Komani) FAQT on the long weekend of 24 September 2021 to celebrate the 90th birthday of the De Havilland DH82A Tiger Moth. The type was first flown at Stag Lane by Hubert Broad on the 26th October 1931 and subsequently used extensively world-wide as a trainer. Many were impressed into the SAAF, and a great many are still flying worldwide of which about fifty are in South Africa. We celebrated the 80th birthday 10 years ago in Port Alfred and managed to have four aircraft. Using Queenstown as a venue will hopefully attract a great many more aircraft. We already have some firm commitments but would like to see more than ten aircraft in Komani. Twenty would be just wonderful. The event will be managed by QFC's chairman Mark Sahd of Dragon Rapide fame. There will be lots of other aircraft present including Flippie Vermeulen's Beech 18 and Mark's Rapide and Chipmunk. Book early to avoid disappointment!

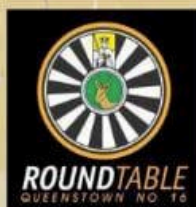
THE GATHERING OF MOTHS



24 - 25 SEP 2021

QUEENSTOWN AIRFIELD | 09:00


- Vintage Aircraft • Model Aircraft • Vintage Cars & Tractors
- Food Stalls • Jumping Castle • Craft Stalls • Pub and more...
- **EXPERIENCE FLIGHT - have a flip around Komani.**



FOR MORE INFORMATION:

Giel: 082 555 4418

Mark: 082 921 2872

 Queenstown Flying Club

COVID-19 COMPLIANCE IS COMPULSORY

SUBJECT TO COVID REGULATIONS



Hello Neil,

We returned yesterday from Oshkosh and I wanted to send y'all some photos that Holly and I took at the show. It was definitely the best Oshkosh that we've ever been to and we will go back again next year for sure.

At the international tent there were 7 people who signed in from South Africa. Did not have access to their names. Only 4 from Australia. Since I'm a loyal member of EAA Chapter 322, I had my photo taken at the EAA Chapter exhibit. I was the only member there to represent 322.



The fellow on the left is John Dunham. I helped him build his Air Cam and we flew to Oshkosh in his Pilatus PC-12. Win Baker, orange shirt, is a retired Delta pilot who flies a Piper Vagabond. Sometimes he joins us when we fly to the beaches.



Bill Leftwich signs in for 322 at the Blue Barn!



The Bat Hawk Light Sport aircraft will soon be arriving in the Atlanta, Georgia area for sale in the USA. These ladies are both from South Africa and the lady on the right says she makes delicious boerewors at home. They offered me a job assembling aircraft. I'm thinking I'll work for food.....

Bill Leftwich USA



The "Flying Zebra". It took us 3hrs 13 minutes to fly from Oshkosh to Savannah



The Arch at Oshkosh proudly displaying the SA flag next to the US flag

Hi Neil Sorry you could not be here this year. The South Africa group was truly missed by many this year. Here are a few pictures from Sling Fling. I will be in touch when I return home in about 2 weeks. Charlie Becker told me he will be doing a program for your chapter soon.

Greetings to all!

Gary Stevens Sarasota Florida



Sling Builders from Florida, Bob & Joan Zaleski at the annual Oshkosh Sling Ding



The Blue Barn with chapter direction pointer pole



Sling team Wayne, Matt and Jean



Carlo Cilliers is from South Africa and now lives in Fredrick, Maryland. He restored this Hatz biplane and installed a Rotec radial engine. He won a bronze Lindy award for his plane.



For more photos of AirVenture Oshkosh 2021 please visit EAA's flickr Gallery
<https://www.flickr.com/photos/eaaairventureoshkosh/albums/72157719594588542/>



EAA Assisting in Times of Trouble

Moose Woods EAA Membership No. WDS/J1

The airwaves were thick with reports of violence, destruction, looting and sedition on a grand scale from all over the country but mostly in Natal. Watching this all (on TV and Internet) from my armchair at Silver Creek Gorge Estate near Buffelspoort Dam I became very concerned and wondered how we could help.

Just then I received a call from my pal Stef Papendorf who recently completed a magnificent rebuild of his SAAB Safir [ZU-DES] here at Silver Creek. You may recall that this was the plane that was rebuilt, by Des [Dave] Nel, twice before. The second rebuild was caused by the hangar doors falling on the plane and crushing it while Des was arriving at Oshkosh USA for Air Venture week in 200??. The third and most recent rebuild was caused by the elevator jamming during take-off at Parys while our previous EAA 322 chairman, Dr. Mike Brown, was the owner. This is another story that requires its own detailed report by Dr. Mike and Stef, at another time, as I digress.

Stef reported that he had just done a mission to KZN [Margate] to re-supply

SAPS with ammunition. During his trip some members of the Boere Legion had approached him to help with the supply of emergency food rations that were desperately needed down the South Coast area. He also had a couple who were stranded down there, desperate to get back to Jo'burg. When Stef got back he asked me whether I would be able to fly a mission in my Comanche to FAMG with as big a load as possible. I agreed to do it the very next day and immediately started preparing my flight plan and doing a thorough pre-flight inspection on the Comanche 250 which, luckily, is hangered just 40 meters away from my front door at Silver Creek. Stef spent the day shopping for food stuffs to be transported to Margate which he was to bring to me at Silver Creek.

In the meantime, I received another call from Jill Pearson [connected to Karl Jensen through his wife Val] who told of a young lady [Tracey] who was desperately trying to find a way of getting some food to her mother and other residents of the Margate Retirement Village who had run out of virtually all food stocks. I made contact with Tracey and made arrangements to pick her load up at Krugersdorp {FAKR} the following morning on my way to Margate.

My plan was to depart Silver Creek at 07h45 Bravo, land FAKR at 08h00 B, collect food parcels from Tracey and refuel all tanks including the Tip Tanks which hold 112 litres. The practice is to burn off all the fuel in the Tips during your first leg so as not to land with any weight in the tips. The 342 NM trip would take a little over two hours so I should've been able to run the tips dry going down leaving myself roughly 4,3 hours of fuel for the 2,2 hour return journey [Margate does not have fuel anymore – another South African “success story” for another article].

“The well laid plans of moose and men”. How many times do you make a trip that doesn't have some type of hitch? The first one occurred when I checked with Dale de Klerk at FAKR for a weather update at FAKR. Although it was 100% clear sun shine at Silver Creek we could see some cloud just on the Southern side of the Northern Magalies Ridge. Dale reported that FAKR and all the fields through to Heidelberg were clagged in with no more than about 1 mile visibility[Friday 16th July]. Thus began our first delay. Getting back to Silver Creek in daylight is important because game,

guinea fowl and pheasant seem to crowd onto the runway from sundown. Too much of a delay would force me into landing at night but I could always get my wife on the quadbike to clear it for me. Finally, at 10h36 B, I received Dale's call confirming 5/8 at 500 AGL, enough for me to get through safely. I pulled in at the FAKR fuel pump just before 11h00 B. Tracey had been waiting in her car since 07h30 and pulled in behind the plane to off-load her cargo while I paid the piper. Loading heavy stuff into small spaces isn't my forte, but I managed with much grunting, puffing and finally panting. With many blessings from Tracey, I managed to get to threshold 26 by 11h35 and was airborne at 11h43. Visibility ahead was very poor, but I could at least see the ground through the thick haze below all the time, calling my position often, first on Spec. Rules West then on Spec. Rules South past HGV and out from under the TMA. Visibility was now decidedly better and I called Joburg Info with a request of FL95 straight to Margate. Features on the ground were very indistinct from that altitude through the haze so the trip was becoming extremely boring. I had turned on my Tip Tanks immediately after take-off so that I could be sure of empty tips before destination. What was taking up a lot of my attention was how I was going to be able to make it all the way to FAMG without stopping for a pee. The pressure was building! Not helping a bit was the fact that the OS air temperature was around 3°C and I was discovering just how leaky my 63 year-old rocket is.

Passing the Himeville/Donnybrook area I realised that I was committed to only getting my pee at Margate and it also dawned on me that there would be quite a distance to hobble in order to reach the "gents". Trying to keep my mind off the pain and cold, I kept doing calculations on the fuel remaining in the Tip tanks with the realisation that I might not be able to burn it all off before reaching Margate – shouldn't be a problem if I land really smoothly, I was thinking, when the engine began to splutter as the right-hand Tip tank ran dry. As I switched to the left-hand Tip tank a confused crease crossed my brow – "how could it have run dry while the fuel gauge showed just under half remaining?" I switched back to the right tip again and once again the engine died. "Now I must concentrate on my landing to ensure it is really smooth".



Moose Woods and Comanche ZS WBM



Don Kemp's C 182 flown by former Young Eagle, Keaton Perkins below





Flying stranded student out of Siteka Airfield



Siteka Airfield from the air



260 kg's heading to FAVG, Virginia Airport

Twenty-five miles out I commence a shallow dive, still at full throttle, the ground speed now over 200 knots still thinking "this will help me get to the gents quicker". Ten miles out I call Margate Tower and am totally surprised to hear a woman reply – not Jo Stott though. I tell her I will be overhead the field in two minutes, she directs me overhead onto a RIGHT hand downwind for runway 05 [I was hoping for a direct in onto 23 no such luck] she obviously doesn't believe my "two-minute story" or she didn't remember. As I'm about to call right overhead the field a B36 Bonanza calls overhead the field [his first transmission] and requests an immediate LEFT hand downwind for runway 05. In broken English she grants him permission and instructs him to call on LEFT base for 05 number 1. When I can finally get a word in I am long passed RIGHT hand downwind wanting to turn RIGHT base really urgently now. She instructs me to continue my downwind leg until she calls me. The Beech calls finals and lands on 23???

As I turn base over Port St Johns, my back teeth swimming, my eyeballs watering she clears me onto finals for 05. I'm now hoping I can find the airfield again in time, with all sorts of apologies going over the air the Beetch and the Aerie, my landing is not as smooth as I had hoped but by now I just don't care.

After paying my landing fees and getting back to the apron, I was relieved to find that the family from the Boere Legion had unloaded the aircraft and my passengers Walther & Chareen Höbel were ready to load their, not insubstantial, luggage [about 60kgs] on board. On opening the right-hand Tip tank [I struggled briefly to remove the cap] there was a huge whooshing sound as the vacuum was released. The fuel starvation had occurred when the vacuum in the tank became stronger than the fuel pump. There was still at least 25 litres left in the tank. I found out the next day back at Silver Creek that a wasp or hornet had blocked the vent with mud and we've solved the problem now and lesson learned.

We took off with as much haste as I could muster, at 14h40 B, knowing that we needed to get to Rand Airport, drop our passengers and refuel before the final leg back to Silver Creek. We called Jo'burg info as we passed 4000 foot and requested FL105. There was a temperature inversion at that level below which was an almost impenetrable layer of thick brown smoke.

Coming past the Drakensberg only the very tops were visible above the layer of smoke and the outside temperature was minus 1°C. Fortunately, although we were perspiring at Margate on the ground, I persuaded the pax to add clothing which they did and were most grateful for the warning after we reached FL105.

Surprisingly, the trip back was a little quicker than going down, even though we had to climb an additional 5000 foot from take-off. We landed at Rand [FAGM] at 16h35 B [1hour and 55 minutes] only to learn from aircraft in the circuit that the airport and the Fuel had closed at 16h30 B because of the unrest. After ushering my pax through to their anxious relatives in the terminal I headed back to Silver Creek and landed having used 222 litres (out of 312 litres) for the 684 NM return journey.

My seat in the Comanche is not as comfortable as it should be, and my bum ached for the next two days. Old bones!



Walther Hubel & Charlene (inside pax) before departure from Margate



Passing the Berg (on right) at FL95 & 163kt on the ground fully loaded



Thick smoke almost IMC



Top of the hill of Siteka Runway, lining up for downhill take off



The dreaded Drakensberg



FL 115

Images & Messages

from the KZN Airlift



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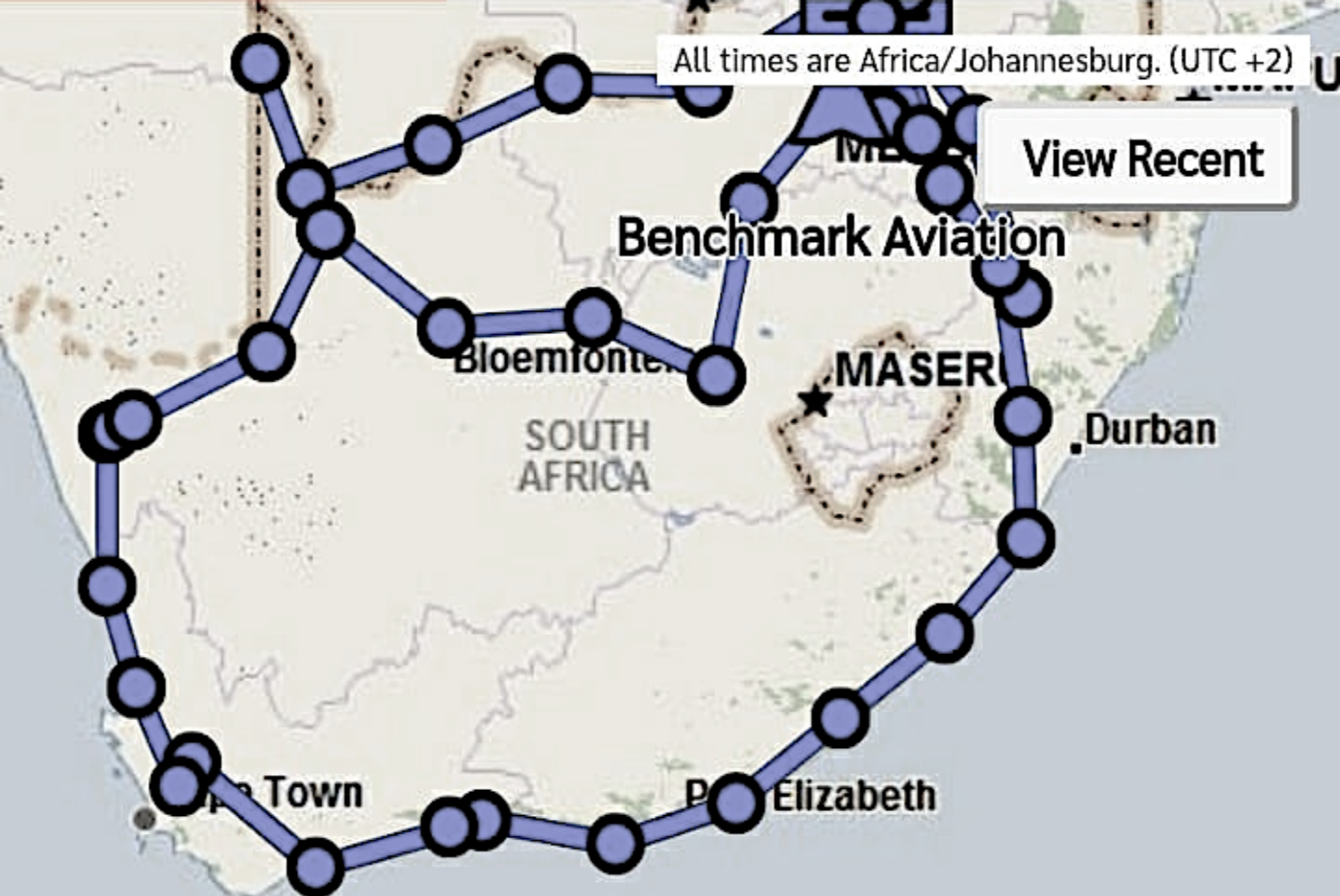


To say this week has been emotional would be an understatement. After a series of angels banded together, we got supplies out to Margate on a private craft this morning. Pilot Jeremy will always be a hero to me 🙏

🇿🇦 🙏 🇿🇦

🇿🇦 #SaveSouthAfrica 🇿🇦





Ritchie Nicholson's Matric Rave

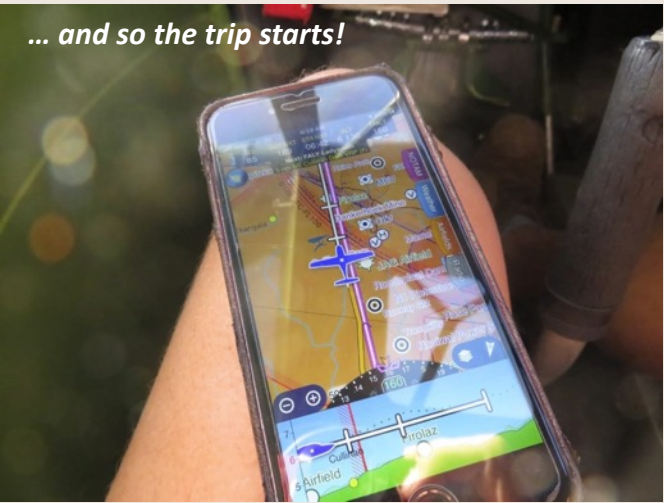
The Aviators Way!

Here's proof that procrastination leads to a 43,9-hour flying trip around South Africa with nothing but a good mate and an airplane ... Oh - and possibly jobless!

Anyway, it all started in November of 2017...or standard 7 for the olden goldies. Myself and Andrew Isherwood were going through study notes ahead of some or other school exam which clearly was not worth our attention. Just like every other teenager we were talking nonsense and discussing our immediate and not so immediate futures... which lead to the discussion of Matric Rage. Myself never having been one for big parties and loud music mumbled a suggestion of "Circumnavigating" the country in the Explorer. What then sounded like a far-fetched dream quickly started becoming reality as the "what's the budget' and "when do you depart" questions came pouring in a few years later.

Just do it. Is pretty much all I can say. This was or I should rather, is the highlight of my life thus far. To anyone considering doing a trip like this don't

think twice. This aviation game is one that is difficult to describe to those that gaze in awe at us pilots as we get excited at the sound of a tired out one scary two passing overhead or even just Oom Piet in his 2-stroke microlight.



30 December 2020

Anyway, back to the story. We intended on circumnavigating the circumference of South Africa giving us a vague but detailed idea of what our beloved country looks like. We departed



Evas Airfield KZN – Photo Bruce Perkins

Warmbaths or more commonly known as Bela-Bela on the 30th of December 2020 routing for Eva's Field in the Natal midlands. The take off was rather sluggish but once the wheels leapt off the runway all she wanted to do was fly. After take off we made a climbing left hand turn setting heading for Natal. It didn't hit me until we turned finals for Runway 11 at Ladysmith, that the long-awaited adventure had finally started.

After a great cup of Jacobs, we saddled up for the 45-minute flight to Eva's field. Having done my homework I knew that we were going to chase weather into Eva's. Thus, wasting no time, we set the nose in the direction of Eva's field. Passing Escourt, I noticed the puffy cumulus (or so I think) packing closer and closer, thus I started the descend from 5000 ft. it wasn't long before the grassy runway of Eva's field appeared under the nose settling the nerves. We joined over head for closer inspection as this was a first at Eva's for me. The lush green grass welcomed us as the tyres rolled over the golf course like runway. With our first stop we got our first technical difficulty. What had happened was one of the pins inside the float bowl had come undone thus not allowing the float to close the jet therefore fuel came pouring out the carb. Thanks to Garry at Flying Frontiers for helping us with a mallet and Loctite we had it sorted in 5 minutes. We intended on camping the

night but with the rain thought it best to crash in one of the hangars. Not too long after unpacking and getting ready to rough it out, Steve, proud owner of Eva's, offered us a room in one of the chalets situated on the airfield. Myself and Andrew, having been in boarding school, didn't have to think twice about the offer, to the expense however of having to share a double. The following morning came with haste and had us up before the sun in preparation for our flight to Wings Park, East London.

31 December 2020

We departed as a flight of 3 with Craig Lang and his son as we headed to the coast for the scenic. If I tell you I was as excited as a little boy who got a new toy at the sight of the Indian Ocean. Us Northerners aren't used to seeing anything bigger past at Virginia. I was rather gobsmacked at the deserted Durban main beach with no more than a handful of fisherman.

We were welcomed to Umkomaas Airfield just a couple miles down the coast where we had a lovely breakfast before the real journey down the past at Virginia. I was rather gobsmacked at the deserted Durban main beach with no more than a handful of fisherman.

We were welcomed to Umkomaas Airfield just a couple miles down the coast where we had a

lovely breakfast before the real journey down the coast began. With the help of local Youtuber Nic Holmes, we topped off with mogas and headed south bound for East London. By the time we departed, those puffy clouds had rolled in although not posing any danger to the flight to be undertaken. As we set course for East London I couldn't help but notice the track ahead looking rather dark and gloomy. I immediately started brainstorming ideas and keeping the back door open. Now before I get the "Harde-Baard" stare, there was no threat, but my little bit of common sense told me we weren't going to make East London. I dialled 122,7 and called tower for a weather report at and to the South of Margate. The guy in the tower gave me a rather detailed report to which I started further brainstorming and planning. Now, being unfamiliar with the area, I thought it best to land at Margate in case we get caught further down the coast and are unable to turn around.

As I whacked the mags off I immediately consulted the weather radar as well as phone ahead to the destination to get the 'Clear and clam' response. After a good couple minutes of getting ideas about what to do it started raining, by then we should have called it a day and packed up shop but no, I hung on to the hope that the weather would clear just like it does at home. But guess what, after a power nap, countless strolls up and down the GA parking area I consulted Mr Google. "Accommodation near me" not being happy with some of the search results we headed for the terminal in search of help. We were greeted by a rather friendly fellow who showed us to a B 'n B just down the road from the airport. Being happy that we found a place to stay we phoned Tiago's Restaurant for delivery at the airfield. While waiting for our order to arrive we tied the airplane down for the night and got the rest of our stuff. We booked into the "Flight Inn B 'n B down the road for a New Years party with B 'n B TV, a bottle of water and a mate. What more could you ask for. Anyway we were in bed by 21h00 in preparation for the following day. One thing I will never forget is Tiago's half chicken, salad and rice for 70 bucks. Damn good deal I'd say!

01 January 2021

Day 3 started at around 06h30 as we waited for some cloud to lift. Looking at Windy I knew it was gonna be a long day, but by long day I mean **long**.



Weather watching at Evas, our first stop



Blasting out of FALY



Sitting out weather at Margate

What was meant to be a 2 ½ hour flight turned into 4 with areas where we were doing 45kts. I can't exactly recall where we were when I decided it may be a good idea to quickly do the maths. It was all good and well till I saw the groundspeed go from low 60s to 50s then eventually the 40s. Mmmmm.... Skydemon for fuel near me...none. Pull the throttle back just for that extra nudge "of not making it" to "not making it a bit closer". I phoned ahead and managed to organise for someone to pick us up at Browns Landing, which is about 45 minutes from Wings Park. As we joined downwind, I couldn't help but notice the ground flinging past at an alarming rate. I didn't pay much attention to the GPS but I'm sure we were doing well north of hundred knots across the ground. As we turned finals the exact opposite happened, we were nearly standing still. Anyhow as we touched-down we must have been doing no more than 15 knots, with the airspeed indicating up to 25kts on the ground. The flight to Wings park was uneventful with Mitch and Erin leading the way. Upon arrival we filled her up, for tomorrow was going to be a day filled with flying. Thanks to the guys at Wings Park sticking up with us and accommodating us in one of their hangar homes. Mike Wright let us have a look at his KFA Safari project which is nearing completion. He even let me touch it!

We then headed back to the airfield to rest up for the following days adventures.

02 January 2021

We started the day with a more than decent breakfast prepared by the Hills. We then headed out towards the coast down the Gqunube river. Just before the lagoon is a tiny strip hidden between the hills call Robertsvale, home of Savannah Africa. We met up with Mitch "Mr Savannah" Wright before heading out towards Thomas river where we were to meet up with brothers Mark and Reid Wardle for what has probably been some of the most fun I've had with my pants on. We started with Coffee at Marks farm then popped over the hill to meet up with Reid. This is where the fun started. Reid has a bunch of landing spots on his farm which we explored for the day. With 2 Explorers, a Kitfox and a Savannah, we had our own little fly in. I mean, who are the flying cowboys even. Honestly a day of good flying with good people. After a coffee



Being welcomed to East London by Mitch and Erin



Going out playing with Mitch Wright

break we headed back to Wings Park. We filled up the Green machine for the flight to Plett the following day. To anyone ever going down that way, pop in at Wings Park. They have got Avgas and mogas and the guys there aren't too shabby. Jokes aside thanks to all for accommodating us and keeping us fed and smiling.

03 January 2021

Day 5 and I still hadn't comprehended the fact that we had set off on a trip that, heck a year ago was nothing but ink on a paper. This would become even more true as we cruised down the coast towards Plett with the doors open and admiring the beauty of this magnificent rock we live on. This was to be one of the longer days with a 3,5 hr flight ahead of us. But man was that 3,5 hrs of pure fun and joy. Half-way down the coast we stumbled upon the famous Jay Bay. With nothing but deserted beaches we headed over Paradise Beach Airfield to find even more nothingness. I then decided to go further down towards St Francis bay to find a very neat King Air standing on the grass. Feeling guilty for landing on the Golf course like pedicured runway we stretched our legs and headed further southbound. We arrived at Plett mid afternoon where we met up with a school mate for the evening. Unfortunately, due to Covid, we couldn't quite get the entire Plett experience.

04 January 2021

The morning started late due to low cloud and some rain, but we eventually got going. The days flight was to be but 20 minutes down to the Knysna Highway Strip just outside Knsyna. We met up with local Youtuber Jared Watney and went for a scenic flight around the Knysna heads. We called it a day and packed the airplanes away for the night. Huge thanks to the guys at Knsyna for giving us hangar space. With weather rolling in that night, we were unsure of the following days plans.

05 January 2021

Waking up to the smell of rain is always wonderful, especially where I'm from. However, if you're planning on flying not so great. We headed out for breakfast in hopes that the weather would lift and give us an opportunity to head further south. Unfortunately, we ended up exploring Knysna by



Playing with Jared Watney off the coast of Knysna



Miles on "nothingness" down the Cape Coast



The Knysna Heads

foot with no flying taking place. Thanks to the Hunter family we managed to find a bed with dinner in Sedgfield for the night. The following day looked a lot more promising.

06 January 2021

This was probably one of those flights that probably should never have happened. With a faulty transponder and possible afternoon weather we started off rushed and racing time. It wasn't long before I realised that I didn't have my phone on me. We turned back, luckily only just been airborne to find it lying outside the hangar. We got airborne again and headed towards George this time feeling more prepared and ready for the day. The plan was to get to Diemerskraal in the Cape. A beautiful scenic route down the west coast had us battle some head winds but nothing we haven't seen before. Just passed Hermanus we headed inland for Caledon to get some fuel. Gert at Caledon was very helpful and helped us with fuel and even bought us each a Pie and coke. We set off for the flight to Diemers via Worcester and the Tulbagh Valley. Our arrival into Diemers was welcomed by Craig Hunter, fellow KFA Safari driver who stuffed us full of chow and some lovely local brewed 'alcohol free' beer.

07 January 2021

We hit the N1 into Cape Town windows rolled down and music blasting like proper Capetonians. We started off with a heartfelt breakfast at Jooma Cafe at Sea Point. Being the Northerners, we are we jumped back on the roads through Clifton to the foot of Table Mountain. We spent a couple hours on table mountain doing touristy stuff after heading down for a drive through to Simonstown before heading back to Paarl.

The next 2 days were spent taking it is with a flight to Wintervogel and back and some scenic drives in and around Paarl.

10 January 2021

We packed our stuff along with some locally brewed essentials and set sail north along the west coast to a camping spot known as West Coast Luxury Tents. Unfortunately, tents were fully booked so we got a room in the farmhouse which was worth the sunset and beach views. After a quick stop and unpacking we decided to look for lunch. 5 minutes of googling later we found a lovely little harbour town called Lambert's bay. We

took the 3km walk into town for a more than decent West Coast burger. We then headed back down to West Coast Tents for sundowners and a lovely self-prepped dinner.

11 January 2021

The day started a bit late due to waiting for fog to burn off. We then set sail at around 0900L for the trip up the coast to eventually end up in Springbok. We stopped at Kleinsee for fuel supplied by the well-known Rodney Williams. After gassing up we headed north for Alexander bay as it was a bucket list item for a long time. We stopped to take a couple of photos before heading south again for Springbok. After an hour or so flight we landed at the beautiful airport of Springbok where we were greeted by Diana and a hangar for the green machine. We packed her away and headed into town for dinner and some much needed shut eye.

12 January 2021

The morning started early with a lovely breakfast from the local Springbok Hotel. We packed our bags for the flight to Tweerivieren via Dundee lodge. We set sail for the 3 hr flight.

Our arrival into Dundee was welcomed by the blistering heat of the Northern Cape. We filled the aerie before heading Northbound to Tweerivieren. We arrived between the December rains and winds. Our stay at Kgalagadi Trans Frontier Park was very pleasant and would definitely recommend it. Unfortunately, we were pressed for time, so we only stayed for the night but upon the next visit a game drive is definitely in order.

13 January 2021

We were woken up to rain and thunder as a storm cell rolled over the Kalahari. The morning started rather slowly as we waited for rain to clear. We packed the plane and set sail around mid-morning for Upington, a rather unusual routing to get back home. With a steady tailwind along the way, it was only right to request the right downwind for runway 35. With a mere 4900 meters from threshold to threshold one starts questioning your capabilities of both man and machine. Jokes aside, not many can say that they've landed at such a monstrosity of a runway. Not to mention the cheap Avgas to be found at Upington. We fuelled up and headed to New Tempe Bloemfontein where we'd stay for the night.

We arrived at a windy and wet Bloemfontein where we tied the airplane down for the night.

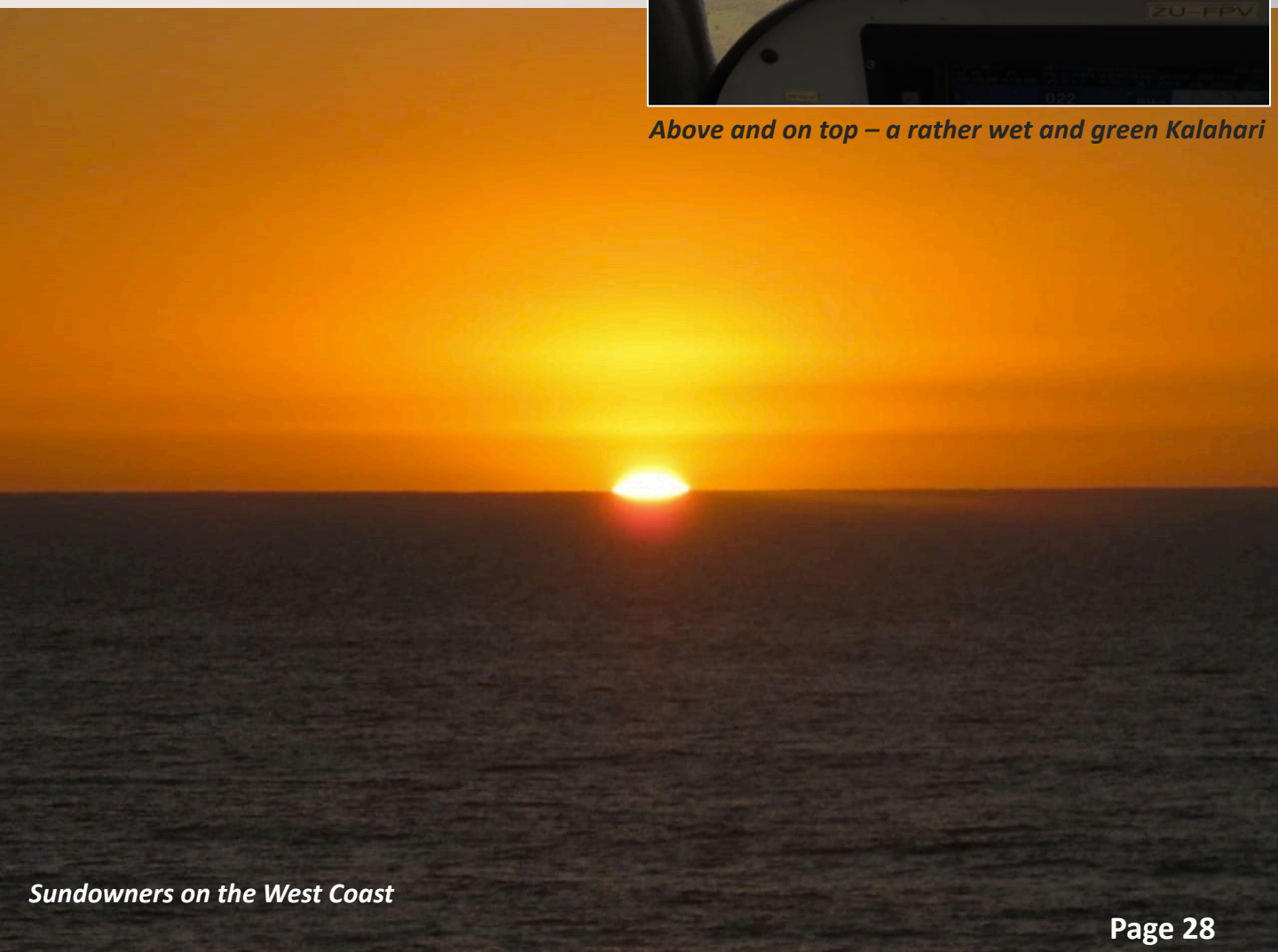
14 January 2021

Again, our morning started off with a hurry up and wait as we waited for storms and rain to clear. We had breakfast at the skydive club, fuelled the airplane and waited. Eventually by midday it was clear skies and tailwinds all the way home. I dropped Andrew off at Rand and headed north for Warmbaths where this very trip started 2 weeks prior.

This was definitely a trip of a lifetime and for anyone considering doing it should just go for it. The experience, the people and this beautiful country we get to call home is even better experienced 500ft off the ground. Huge thanks to all those that helped along the way. Many thanks to those that followed along and advised as the journey continued. And of course, thanks to our parents and family that allowed us the opportunity and trusting us to embark on this incredible



Above and on top – a rather wet and green Kalahari



Jan Jefferis'

Steen Skybolt Project

At Curry's Post, near Howick in the KZN Midlands, a memorial has been erected in honour of John Goodman Household, the hirsute gentleman in the photo. In 1871 he is supposed to have taken flight in his glider – some twenty years before the more generally accepted feat of the German, Otto Lilienthal. Had he flown ten miles west (or flown at all) he would have alighted on the future site of the airstrip at Inkwazi – a farm I named after a (probably) more successful aviator – the Fish Eagle.



Here, for the past five years, I have been building a Steen Skybolt. Designed in the 70's, this is a two-place aerobatic biplane with wooden wings and tubular steel fuselage.

There are about 400 flying – mostly in the USA. It is roomier than the Pitts Special and Christen Eagle and apparently easier to handle on grass strips like mine. We shall see!





The wing structure is conventional with built up truss-type spruce ribs, solid spruce spars and birch ply leading edge. Fuselage is welded 4130 chrome-molybdenum steel tube as are the cabane, under-carriage, interplane struts and empennage.

The following observation is thought-provoking: A quick-build Van's RV6 kit with virtually all parts manufactured and all hardware included comes with 54 drawings and a 280-page manual. My Skybolt arrived in an envelope with 14 drawings and 30 pages of guidelines.

The building process, by necessity, therefore, involves extensive research, drawing and detailing of most components and the manufacture of numerous jigs and specialised tools.





Apparently, our Mr Household shot, weighed and measured numerous eagles in order to carry out his studies in aerodynamics and arrive at a suitable wing loading for his aircraft.

My methods were considerably less sanguinary than those of our moustachioed aviator and with the rig shown. I determined stress/strain curves for Sitka Spruce and other woods used in the structure.

So, spare the raptors, build a Skybolt and embark on a rollercoaster ride of inspiration, excitement and education!

Steen Skybolt Specs	
Crew	1
Pax	1
Length	19' 0"
Wingspan	24' 0"
Height	7' 0"
Empty Weight	1,080 lb
Max T/O Weight	1,650 lb
Powerplant	Lyc 180hp



Carel van Aswegen's VANSIN

Frans Grotepass & Guy Leitch

The VANSIN is a unique aircraft. The product of the prodigiously talented and skilled Carel van Aswegen – this wonderful example of the homebuilders' art is being cherished and continuously refined by the inimitable Prof Frans Grotepass, a retired Voluntary Red Cross Air Mercy Pilot and still an active maxillo-facial surgeon in Durbanville Cape Town.

The Remarkable Carel van Aswegen

Carel van Aswegen was born in the Orange Free State in 1923, so his youth was during the depression years and the Second World War.

The early years of his life were hard. As a young man he had to leave the comfort of academia and help his father in the building trade. Being a practical man, his father taught young Carel the secrets of cabinet making and instilled in him a superior sense of working with different materials.

His father must have recognised young Carel's natural ability of working with his hands and the stimulation at a young age created the man I was to later meet in Plettenberg Bay. Our mutual interest in aircraft and the amateur building of these wonderful machines was the secret ingredient to our mutual friendship for the years to follow.

Carel arrived in Plettenberg Bay in 1957 with his wife Joey de Beer, who he had married in Bloemfontein on his birthday on 26 June 1947.

I can identify with that decision because I was married on my 25th birthday and have now been married to my very longsuffering and forbearing wife Mari for 54 years.

When he arrived in Plett, Carel worked for a builder, Kou Reddering. This coincided with the discovery of the Formosa Bay area as an area of magnificent natural beauty and a boom period followed. As a builder Carel noticed the poor quality of the available bricks.

His natural instinct for materials kicked in and it wasn't long before Carel made his first batch of bricks. He sourced the correct clay, mixed it using his ingenuity and created a brick production service. The rest is history as Plett was booming and Carel supplied the bricks.

With his business flourishing he could now spend his spare time on dreaming and building aeroplanes.



The Vansin in 2003 - before it had its nose stretched to move the CoG forward

Mail order catalogues for aircraft parts had started in 1965 in the USA but in South Africa nothing was freely available. Being a practical man, he was soon acquiring various aircraft wrecks. Amongst the various parts were the remains of a Cessna 170B, Piper Apache PA23. Wings, the engines of a Twin Comanche and various other parts that were a constant source of hardware for his building. Carel was rebuilding a Tri-Pacer, Piper Cubs and a Cessna 140, ZS-YLU. All these aircraft showed superb craftsmanship.

Designing and building new brickmaking machines also kept him busy and his wonderful brain began thinking of a new aircraft. Applying his renaissance brain and mixing it with his dexterity and his natural evaluation of material strengths gave him an inbuilt 'wetware' version of an AutoCad Solidworks combined stress analyses program.

His strong ability to think logically was not clouded by unnecessary intellectual facts. His first self-designed aircraft was the Bergwind ZS-UIS which, on the 17th April 1977, was officially presented to the public. It was a single seat low wing aircraft with modern lines and a 55hp Lycoming engine driving a three bladed wooden propeller. The then DCA (which were always helpful) admired the wooden prop but queried the strength. Carel insisted it was strong enough as he had done the lamination and the gluing. DCA insisted it be tested and supplied him with the load that the blade was subjected to under flight conditions. Carel quickly made another stinkwood prop with a duplicating machine he designed, a structure was built the propeller suspended and the required load was applied. Nothing happened so he decided to load the prop to see when it would

break. It never broke, but the supporting structure collapsed. The test propeller adorned his hangar and was the start of many discussions.

The prop duplicating machine was donated to his sister's son who showed an interest in woodworking and propellers. His name is Pieter de Necker and he has gone on to become South Africa's foremost wooden prop supplier.

The Birth of the Vansin

Meanwhile Carel's brain was now working overtime, sketching aircraft shapes and lines on his hangar walls. He liked low wings and wanted something more practical than the single seater Bergwind.



Instrument panel is practical rather than pretty

The main spar of the PA23 Apache was a nice strong structure – and the Cessna C170 has a wonderful aerofoil profile. So he reasoned that he could combine the aerofoil of the Cessna 170 with the PA23 spar. But it had to be a tapered wing, and aesthetics were important. So the ribs were made for the aerofoil. The bell cranks, flap mechanism hinges and other hardware were all donated from the 170B. The wingtip was completed with the tip tanks from the Twin Comanche. The main fuel tanks were also grafted from the 170B.

The whole aircraft was completed with countersunk rivets, minimising drag. The fuselage was designed around two reclining chairs and the structures were laid out. The C170Bs fuselage structure turned upside down was found to be perfectly suited to the overall profile of the airframe and tail cone. The tail feathers were all new in profile. The Cessna empennage was the correct size the lines had to fit with what Carel had drawn on the wall and on the floor. The remainder of the design was in his head.



Prof Frans Grotepass is a maxilo facial surgeon, Red Cross pilot – and a plane builder

The engine would be the Lycoming IO-320 turbo normalized engine from the Twin Comanche, so the firewall forward was grafted from the PA30 Twinco.

The fuselage was finished and balanced and then placed on the judged centre of lift of the wing. The wing and fuselage were mated and voila! The CoG was sorted.

For undercarriage, the spring steel gear legs of the C170 could not be improved upon and all the necessary fairings were made to improve the aerodynamics.

Now for the windows. Easy. Carel said he would blow them himself. He built a big box and the correct frame and clamped the acrylic sheet. This big box had a big inlet and outlet for air. He brought his bulldozer from the brickyard and connected the exhaust to the inlet. The outlet was left open, then the bulldozer was started and the acrylic sheet was warmed up till the softness was just right. The outlet was then closed. The exhaust pressure blew the acrylic into the correct shape and at the right moment the engine was stopped and everything cooled down. It takes a special brain to be so practical and clever.

The aircraft needed a name. Van had built it, so it became the 'Vansin.'

The Vansin led Carel to build a helicopter – based on the then available BabyBell helicopter. It became the Carelsin 1, ZS-VJX, powered by the second engine from the Twin Comanche. Once it was finished, he couldn't fly it as there was nobody to teach him. So he tethered the helicopter to a big frame made from aluminium irrigation pipes, and started hovering. He slowly lengthened the tether and training progressed until Carel was flying all over the farm.

He thought he should get it legitimate. The big day arrived when Captain Jerry Broberg of the then DCA came to test fly the new helicopter. The flight was successful and Broberg remarked that the helicopter flew very well, but was extremely sensitive to control inputs. Carel remarked that he did not find it so sensitive and Jerry just frowned, as he was after all representing DCA.

Frans Grotepass and the Vansin

Back to the Vansin. During its build Frans visited Carel often and his two boys, both under 10, were always full of enthusiasm with Uncle Carel. They were allowed to play hard and it made a lasting impression on their developing brains, as they learnt that if you put your mind to it, anything is possible.

Frans writes, "I made Carel promise that if ever he wanted to sell the Vansin I must have first option to buy this aircraft. So, the day arrived that Carel wanted to part with it. He was however reluctant to sell as he wanted to break up the machine, fearing litigation. I went to the attorney Rassie Theron in Plett, also a keen aviator and he drew up a contract with which Carel was happy. And so the Vansin moved to Grootfontein Airfield in Cape Town.

Now having the Vansin under my roof meant that I could consider refining an already lovely aircraft. An obvious place to start was the instrument panel which was from the 60's, with lot of instruments all over the place. I had soon discovered that when flying the Vansin she was easily loaded beyond the aft CoG. I really wanted to improve this problem but had no plans and no real CoG data.

I started looking at the CoG limits on the Cessna aerofoil and marked the limits with a pencil on the wing, followed by a critical weight and balance with all the various loading possibilities. I found that I needed 50 kgs of weight in the nose. Being experimental, I made a custom lead ballast and fixed it to engine. With that weight on the nose, she flew beautifully. So, the solution was easy; the engine had to be moved 180mm forward to give a practical CoG range.



The Vansin uses a Twin Comanche 160hp engine

A new engine mount was made and while the engine was out, a top overhaul was done on the Lycoming. Moving the engine forward was not just a matter of bolting it to a longer engine mount. It needed new control cables, and sensor leads and much more. It was more work than anticipated – and also the cowling had to be extended.



The end result was fantastic. The aeroplane is fast and stable and a great long distance cruiser. Many long flights have been flown including from then Cape to northern Mozambique, Botswana and Namibia. She carries 266 litres of fuel giving a 7-hour endurance at 140 kts at 7000ft.

The empty weight is 80 Kgs lighter than a C172, and the all up weight is the same as the Cessna 172, yet with the same horsepower.



The empennage comes from a Cessna 170



Tip tanks come from a Twin Comanche – which also supplied the engine and original cowling

After taking it over I also simplified the fuel system. All the fuel hoses were replaced with Teflon wire-braided fuel lines which have unlimited life expectancy. The gascolator was moved to the right leading edge and now incorporates the Weldon prime backup pump. All the fuel transfer from tip tanks to the main tanks is done with reliable Facet pumps. There is also a pump to

transfer the left main tank to the right tank, so after a long cross-country flight your remaining fuel can be transferred to the right tank. This arrangement is my choice because I like to sideslip on final approach for speed and height control (still a remnant of my initial training in the J3 Cub). After a while it was time to replace the patched cowling with a full new cowling and to revisit the instrument panel again. All the gyro instruments, as well as the vacuum pump were removed and replaced with modern MGL EFIS equipment. For redundancy a backup Dynon D3 artificial horizon, which can operate independently of the electrical system was installed.



Unique touches – the key to open the fuel caps

When I installed the EFIS I put a magnetometer into the wing tip. This gives the advantage of full air-data of which a big benefit is having crosswind information. Having the magnetometer also meant that by adding two auto pilot servos on the CAN bus I could have electronic help flying on long cross-country flights.

The supposedly quick adding of two servos needed me to spend many relaxing hours on my milling machine to make the custom mounting brackets. After setting up the servos and fine tuning, the autopilot flies very well and is a big plus for the operation of this magnificent aircraft.

Losing the heavy vacuum pump and plumbing had a very positive effect on the empty weight.

On the ground

The thought that goes into a custom-made aircraft such as this is immediately evident. The aircraft is beautifully smooth and flush riveted and the flush fuel caps have a simple metal key with two pins. The tuna shaped fuel tip tanks just look right.



The Vansin is a great tourer. Here it is, with the short nose, in Pemba in far northern Mozambique in 2003

The engine cowl cannot be opened without undoing Cleco fasteners and removing a left or right half, so only the oil can easily be checked through its own hatch for the dipstick.

There is only one way into the cabin and that's through a high-silled gullwing door on the right, but it opens high enough to make access easy. Once seated, the 40 inch wide cockpit is quite tight for two broad shouldered South African males. Although marginally large enough for four seats Frans flies it with two, giving plenty of space for baggage and making the Vansin indeed a great touring plane.

An immediately noticeable and unusual feature is the stiffening frame around the cockpit windshield former. This acts as a roll over frame and gives the Vansin a feeling of rigidity and strength.

The seating position is low, with your feet stretched out in front, but it is very comfortable for long trips. The windows, particularly the windscreen, are expansive, giving a great view out. Notable too is that the windscreen does not have a centre brace, which means the compass is

mounted on the top of the instrument panel. Hanging from the stiffener is a fine non-magnetic brass screwdriver which Frans uses to fine tune the compass in flight – aligning it with the accurate magnetometer.

The layout of the panel is unusual – particularly in the location of the avionics and switchgear which appear haphazard. The design however was influenced by the many years of instrument flying and the lack of space on the panel. Carel wanted to see over the panel leaving little space. The flying instruments were placed in front of the pilot as well as the radio, the engine instruments were placed on the right with the transponder with warning annunciator lights in front of the pilot. The switches and circuit breakers are located vertically on narrow strips down either side of the instrument panel. The centre of the panel is dominated by the MGL EFIS, and below it are hefty push-pull engine control knobs. Thoughtfully located next to the throttle knob is a flap switch and the fuel pump switch – which can both be operated without taking your hand off the power controls.

On the lower left side of the panel is a large red knob which operates the manual triple K turbocharger suitable for the capacity of the Lycoming and the rpm. The original Rayjay turbo parts supply was a problem. In a rare mistake in finishing quality, the spackle finish on the metal instrument panel is peeling off – which is Frans’ next project.

On the right-hand side of the panel are modern engine health instruments and fuel gauges. Somewhat incongruously – in the middle of the top of the panel and two small switches simply marked ‘Mags’. The prominently located magneto switches were placed there so that the position of switches can be seen during a walk round inspection and the safety of the magnetos can be easily seen.

There are handy USB ports on both sides of the panel. These USB sockets supply the latest quick charge specs.

There is no boarding step, or handhold, so getting up and into the cockpit requires a fairly high step up onto the trailing edge of the wing. You step down into the cockpit and slide across to the left seat.

Flying the Vansin

So how does the aircraft fly?

Start-up is conventional fuel injected Lycoming. Prime it, then pull the mixture back to idle cut-off. Remember to flip the two small mag switches to On. Crank the starter and when she fires, advance the mixture.

For the taxi, even with the extended nose, visibility is good for a taildragger. The rudder pedals are connected to the tailwheel and there is differential braking on all four pedals.

For takeoff she likes 15 degrees of flap. This helps to move the centre of lift back a bit and facilitates lift off. The wing incidence is only 8 degrees and this makes a flapless take-off happen at higher groundspeed then is necessary.

She gets airborne at 45 kts indicated (KIAS) and the initial climb out is at 70 kts till 700 ft above ground when the flaps are retracted. At circuit altitude the fuel pump is switched off and 2400 rpm and 22” gives an indicated airspeed of 130 kts. Due to the 9.2 metre wingspan the wing likes to haul weight and once rotated she is buoyant and likes to fly, even with full fuel and two crew and some baggage. On airports with a high density

altitude, the turbo can be applied to give sea level manifold pressure to give sea level performance. The turbo is seldom used in cruise because she has a healthy cruise speed. At altitude a 2400/22 power setting is maintained, and the true airspeed then is 150 kts. Fuel consumption at that power setting works out to 32 litres/hr.

In the circuit she is very docile. Downwind is entered at 120 KIAS and the speed decreased to 90 KIAS, when approach flaps are selected. This speed is maintained on Base leg and the turn onto Final approach.

On Final speed is reduced to 60 KIAS and full flap is selected. The visibility over the nose is excellent and at these speeds and typical weight the approach is stable. I aim for 50 KIAS over the numbers.

She is easy to land and directional control is typical taildragger, but not at all jittery. Rudder authority is excellent.

The Vansin first flew in 1978, yet in 2020 she still is modern. The vision that Carel had wandering through his aircraft boneyard was way ahead of its time. He has created a unique aircraft, a truly one of a kind in the world.

SPECIFICATIONS	
Length	23’ 9”
Wingspan	30’ 2”
Wing Area	144,6 sq ft
Empty Weight	1 488 lbs
Max Takeoff	2 756 lbs
Fuel Capacity	Main 166 litres Tip 100 litres
Powerplant	Lyc IO-320-C1A 160 hp TN
PERFORMANCE	
Max Speed	165 kts
Cruise Speed	140 kts
Stall Speed	45 kts
Range	800 nm@ 55% power
Service Ceiling	20 000’
Rate of Climb	1 000 ft/min



Tailwheel Teaches Tight Technique

When I was a kid, I inhaled Biggles books. Couldn't put 'em down. Written by a fighter pilot who flew in both wars, the descriptive of dogfights and all manner of other manoeuvres were technical to a tee, and detailed! You could almost feel the flying and the effects of the control inputs from your armchair.

When I grew up, I was taught to fly in a tricycle aircraft (as most schools these days are apt to), however, as far as I was concerned, tailwheel was ever the standard configuration. When I finally got into my first one, a beautiful white and navy blue Super Decathlon, I put my Vans on the

rudder pedals, and written pages of Capt. W. E. Johns flooded my memory. I loved the 'slid back' centre of gravity - it felt right, alright. Everything made sense. To me, airmanship is everything and means always striving to be a better pilot, so I was attracted by the idea that taildraggers, by nature, are less forgiving and trickier to handle. They require more precise speed control and smoother inputs than their nose-wheeled counterparts, both aspects I wanted to hone and perfect. I was determined to master the beast, also viewing tailwheel as an entry to aerobatics, which I craved for defensive technique as much as anything.

I had been flying for two years - about eighty hours by that time - and it took me just under ten (most of them dual) to conquer the dragger. Before even getting in the plane, my CFI had me watch a DVD called '*Tailwheel 101*', which included an hour and a half of briefings. This meant I built a solid understanding of the taxi and ground handling technique, which is a big part of converting - especially when you're so used to flying a trike.

I found '*wheeler*' landings the trickiest thing to tick off. They're useful for gustier, crosswind conditions, due to the higher speed of air flowing over control surfaces. The trick is to come in a little faster, hold a level attitude just above the runway and then wait for the aircraft to slowly sink, grazing the two front wheels gently onto the ground. It's a little bit more forward-leaning than you're used to, ordinarily. I'd reached a point where I'd been trying to master them in circuits for hours.

Bounce! Go-around. Double bounce! Go-around. The engine roars and I lift away easily (far out, I love this machine).

Another circuit, another go. I was genuinely beginning to wonder if I ever could get used to the feeling of pushing the stick forward with the grass right there, rushing at the windscreen like that. But you have to - to keep the tail up - and it has to be the second those two front wheels kiss the turf.

Bounce! - go around!

A little tear of frustration wells in the corner of my eye. I blink it away and firmly remind myself to remain stoic. And then - suddenly - I do three perfect ones in a row. A couple more, glide approaches this time, and finally, my instructor hops out and closes the door with the engine still running. Ta-da! You can do it.

I'm a bush pilot at heart, and I didn't

realise until later that so few pilots now end up with this endorsement. I always thought it was beautifully unique, an ode to the '*antiquers*' and how we used to fly. Eventually, I'd like to get a banner towing rating for the same reason - who has one of those, these days? I'm anticipating that tailwheel might help me with my float endorsement down the track, too - similar principles.

At the end of the day, I am proud to include another design feature in my logbook. Let me tell you, there's nothing more satisfying than greasing on a wheeler, taxiing in and castoring your tailwheel in a smooth half-loop, pulling it up right at the hangar door. Sure makes it easy to put away!

Bronni Bowen



Many thanks to

Rhett Shillaw, Bronni Bowen and Paul Henning for letting us share this great article. Please visit their website to discover all things aviation!

<https://startuptoshutdown.com/home/about/>



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

WANTED

10 inch spinner for 2 blades.

Contact Peter How 083 265 0581

FOR SALE

Bendix magneto with harness - offers.

Lycoming flywheel with ring gear - offers.

3 inch Kollsman 150kt altimeter - offers.

Carb heat selector box for O-200, stainless steel - offers.

Contact Peter How 083 265 0581



FOR SALE

Ground Adjustable Eco Prop

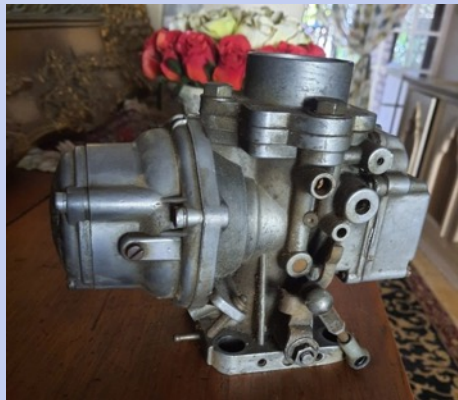
R25k new...make an offer!

Dick Jacobs 082 441 4614

WANTED

Naand...ek opsoek na n altimeter? KR sin werk nie

Dick Jacobs 082 441 4614



FOR SALE

Carburetor - Stromberg 175.

Make an offer. (Please note – the roses are not part of the deal)

Dick Jacobs 082 441 4614

EAA Market Place



For Sale

Sling 2 – Gauteng area

Exceptionally well-built Sling 2 with a FADEC controlled 6 Cylinder 140 HP UL390i, and performs very well especially for reef flying and has great short field performance. Total flight time 56,4 hrs ATF valid until October 2021. All Documents will be available for review while viewing of aircraft.

Price R1 750 000

Contact Anneke Pretorius - 083 414 4974



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Finance Asst	Brad Stephenson
AP Rep / Technical Officer	

Peter Lastrucci &
Andy Lawrence
Marie Reddy

Auditorium

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



Irene Naude has a number of interesting aircraft available. Please contact her for details

Irene 083 446 1393 974

FOR SALE



Helicopter light for sale, a must be for heli owners with kids. R450.00 or nearest offer.

Nico Brandt 083 376 1153

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





A man in a hot air balloon realized he was lost. He reduced altitude and spotted a person below. He descended a bit more and shouted, "Excuse me, can you help me? I promised a friend I would meet him an hour ago, but I don't know where I am."

The man below replied, "You are in a hot air balloon hovering approximately 30 feet above the ground. You are between 50 and 51 degrees north latitude and between 5 and 6 degrees west longitude."

"You must be a pilot," said the balloonist. "I am," replied the man, "How did you know?" "Well," answered the balloonist, "everything you told me is technically correct, but I have no idea what to make of your information, and the fact is I am still lost. Frankly, you've not been much help so far."

The pilot below responded, "You must be in Airline Management."

"I am," replied the balloonist, "but how did you know?"

"Well," said the pilot, "you don't know where you are or where you are going. You have risen to where you are due to a large quantity of hot air. You made a promise which you have no idea how to keep, and you expect people beneath you to solve your problems. The fact is you are in exactly the same position you were in before we met, but now, somehow, it's my fault!"

Calendar of EAA Events

Wednesday 4th August

EAA Chapter 322 Monthly Meeting (Zoom)

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

Lt Gordon Dyne



The attached pictures show the flags of the world's two oldest air forces flying outside my hangar yesterday. The Royal Air Force Ensign on the left and the new SAAF flag on the right. The wind was pumping about 40 knots right down the runway, straightening out the flags. The old SAAF flag was a lot better! – Lt. Gordon Dyne