

...Contact!



November 2021



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President's Column

Paul Lastrucci



Greetings!

The welcome rain has changed the landscape and from those blustery dusty days of August and Sept up here on the Highveld, it's once again flying over pastures and green rolling hills and super still sun set flights. We had a busy, albeit only one of the days at the Taildraggers event, in Bela Bela this year and many thanks to the Nicholson team as well as our stalwart EAA chapter 322 volunteers that kept the proceedings running super smooth without incident. We look forward now to our Sun n Fun event 5 to 7 Nov 2021 at Brits Airfield which is a premium date on our calendar and this is a huge urge for our members and friends to take part.

As always our EAA council team and chapter 322 volunteers have put significant effort along with the Brits Flying Club to put together a great event. It's themed along the EAA USA event whereby an Oshkosh type experience of on field "living", will be prevalent. A supplier has been sought to hire out tents and sleeping gear. If you want to camp you don't have to dig out that tent somewhere in your garage or storage area, you can hire them. The Packages include: tent, stretcher, mattress, sleeping bag as a standard. They will transport, set up and remove the tents for your convenience.

There are limited ablution facilities at the Club House, however additional ablution facilities will be arranged based on the number of known campers. Camping hire gear is limited and available on a "first come, first served basis". Please use the link to register, this make the organising and planning a breeze. Please also don't forget to Mach register and take part in the events. The prizes as always are fantastic by the many sponsors and a huge thanks to Marie Reddy and team behind the scenes for their sterling efforts.

With over 120 people already registered, we are looking forward to a great event and a great turn out, now that we are able to socialise more after the restrictions of the past 18 months. So, for the last event this year, it must not be missed. Fly, Drive, bum a lift, hitch hike, come on your motorcycle... even the wife's car! You gotta be there! To take part in the Adventure Rally, hang around the camp fire, tuck into a brekkie!! Or register to have your aerie judged, it's all available with joyous abundance. Watch the wires for further communication coming your way, however, by now you should have it all. The usual fun and banter and re uniting with friends is on the cards. So come and "Shoot the breeze" and for the camping folk,.....passing wind!! It's set to be a great event, so see you there.

With all this fun happening, it's also important to take cognisance of safety, we are very fortunate to have a healthy, consistent safety culture amongst the majority of our members, however at an Industry Liaison Forum (ILF) with the SA CAA held in August this year, accident and incident stats was tabled. The accident rate appeared more realistic from what was used in 2020, with a better estimate of number of flight hours. Based on US GA Safety Data a rate of 6 accidents per 100 000 hrs is the current average. For SA in 2021 it shows 5.49 (TCA & NTCA combined), with TCA at 4.93 & NTCA at 11.57. Thus very much average compared to the rest of the world. The number of accidents



is however up from 2019 levels. If we unpack the stats more it may reveal further correlations, for and against however, the main concern is they are up from 2019.

With the skies opening up post Covid, and a threat of the Level 4 lockdown looming over the December time, and seeing the above accident stats rising, us recreational pilots must continue to be heightened to safety and proficiency. We must ensure that we aviate for many years to come with minimal incident. It also mentioned that Part 94 had the highest incident rate Accidents Per Operations over the period 01 April 2021 to 31 July 2021 which totaled 16 for the period.

This is a good reason and all the more to ensure that extra care in weather observance, proper planning and crisp maintenance is top priority, and to consciously ensure that no unplanned maneuvers is ever a consideration, when we are traversing the blue skies of our country .

Lastly, we are having an EAA ARO audit on the 10th November to ensure we are on track for a smooth ARO renewal for 2022. This to ensure we continue through our membership to keep Experimental, Amateur and Vintage aviation, technical expertise and the camaraderie buoyant and available to everyone involved and promote Sport Aviation as wide as possible in South Africa.

Stay Safe!
Paul

NOTICE OF EAA CHAPTER 322 AGM

3rd NOVEMBER 2021

It's that time of the year again and we need our members to start thinking about how to participate and make a contribution to the EAA - your ARO that enables you to operate NTCA and supports general aviators in South Africa. Chapter 322's AGM will take place in November with the Exco being elected for 2021/2022. At this stage the Exco Nominations are as follows;

- **Chapter 322 Chairman:** Neil Bowden
- **Chapter 322 Vice Chairman:** Sean Cronin
- **Chapter 322 Secretary:** Ronell Myburgh & Geoff Sprenger
- **Chapter 322 Treasurer:** Mark Clulow

Nominations are now closed - it's now time to vote! Voting will take place virtually

[PLEASE VOTE HERE](#)

EAA Chapter 322 November Zoom Gathering

You are invited to join our November 2021 Zoom Gathering on Wednesday 3rd November

**This will be our Annual General Meeting
Zoom Link**

<https://us02web.zoom.us/j/86900765391?pwd=RGMzZkdIWGIzaS80WGpHbWtwbktpQT09>

Meeting ID: 869 0076 5391

Passcode: EAA322

Chapter 322 Zoom Gathering

Wednesday 6th October 2021

Still under Level 2 Lockdown restrictions, our Vice Chairman, Sean Cronin, chaired our October 2021 monthly gathering. Attendance was in excess of 60 members and this was a “Local is Lekker” format, with all South African presenters.



The unsuccessful Percival P 74

To give our rotorcraft members a turn, our mystery aircraft this month was an experimental helicopter built by the British in the 1950's. The Percival P 74 was based on the use of tip-jet powered rotors. It failed to ever get off the ground doomed by its inadequate power source!

Sean then welcomed our members and special guest, which included four new members. October birthdays numbered 19 members.

Future events included the Taildraggers Fly-in to Bela Bela on the 8th to 10th October, The Krugersdorp Spot Landing and Airport Festival on the 16th October and the upcoming Sun 'n Fun Weekend Fly-in at Brits on the 5th to 7th November. Members were also reminded of the upcoming Chapter 322 AGM on 3rd November – nominations are open for new committee members!



Next up was Sean Cronin's amazing presentation “Flying the Limpopo”. It gave us a great insight to the places and hospitality up north, as well as the illegal Zimbabwe crossing on the border of South Africa, serviced by caterers, donkey carts and taxis! Rob Brand then presented his Safety Talk, this month “Expect & Detect”.

- Beware of expectations. Manifests itself when flying repetitive routes or operating repetitive airfields or doing repetitive exercises like circuits and bumps.
- Its easier to notice something that should NOT be there, compared to something that SHOULD be there but isn't!

Example: Harder to notice a normal green or blue light that should be illuminated, but isn't. Easier to notice a red or amber warning/caution light that is not normally displayed.

- How to detect expectation error: stick to checklists, procedures. Avoid rushing and shortcuts. When in doubt, go back to step 1 of a phase of flight and repeat. Manage workload and distraction.



Karl Jensen

Captain Karl rounded off the gathering with his monthly events round up, covering the Silver Creek Movie Night and Pancake Breakfast, the Great Train “Race” to Heidelberg and the Tiger Moth 90th Anniversary at Brakpan Benoni.

Well done to all who joined and to all who presented. Look forward to the next one, our Chapter 322 AGM on Wednesday 3rd November 2021.

Dan Petrovitch Jo'burg Visit

From the the RUPA (Retired United Pilot's Association) Newsletter



Early in October I flew a trip to Johannesburg, South Africa and was the guest of the South African EAA Chapter during my layover. The day started early with Captain Karl Jensen, picking me at 0600 for a drive out his hangar for a flight to a pancake breakfast with

other members of their chapter. Karl is a retired captain from South African Airways where he flew 747-400. During our 45-minute drive we shared a few stories and started getting to know each other a little bit.

We arrived at his small airport out in the country and opened up his hangar. Inside Karl keeps a beautiful Cessna 170 in pristine condition. He made some coffee to ward off the morning chill as we prepped the plane for our morning flight to enjoy some pancakes. Unfortunately, low ceilings followed by rain moved in. Karl made some calls to the pilots at the other local airports and along with our planned destination. The weather was going down fast everywhere. The group made a decision to cancel the flying for the day....bummer. As I suspected, and like all good pilots, they had an alternate plan. Karl and I closed up the hangar, jumped in the car, and drove off for an hour-long trip to another airport.

The drive through downtown Johannesburg and the countryside proved to interesting. Karl, a native, provided me with a history of South Africa as well as some interesting stories about their culture. I saw the upscale parts of town and the "Shanty Towns" and "Squatter Camps," what we would consider a slum. We had a great opportunity to chat about our families and share a few flying stories along the way too. It seemed like no time at all when before we arrived at Tedderfield Airpark.

Tedderfield Airpark is a small airport with about two dozen personal hangars. It's not really a residential Airpark but the hangars are set up for that. They each have two-level living accommodations with a small living room and

kitchen on the lower level and two bedrooms upstairs.

There's also plenty of storage space throughout the hangars. When we arrived we were treated to bacon, egg, and cheese breakfast sandwiches with coffee and OJ. I had the pleasure of meeting several members of the chapter as we all chatted for a little while.



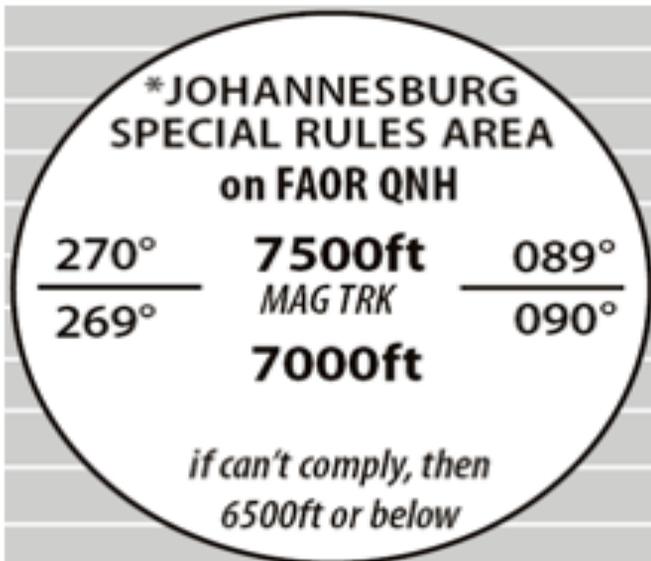
Discussing manufacturing processs with Sean Russell, Chief Test Pilot, Sling Aircraft

Karl's phone rang then he gathered us up to walk out across the airport, runway as well, to the Sling Aircraft manufacturing hangars. On our arrival we were met by Sean Russell, Engineer and Chief Test Pilot. It happened to be a Saturday and the plant was closed but he gave us the full tour of the building from the raw sheet metal and fiberglass to the finished product. He even showed us a couple of planes currently under development and in the development and testing phases. They currently work out of several small and medium sized hangars. As they build sections of the plane in each hangar. Then, they have to transport those parts to another hangar so they can mate it up with parts from other buildings. This causes a bit of a constraint in the manufacturing time. To address this, they just signed a contract to build a 17,000 square meter building in an effort to set up an assembly line production to reduce manufacturing time.

If you didn't know anything about the Sling, its much like a Cirrus (including the parachute) at a much lower price. They will build your airplane to your specifications, including the instrument panel, or they'll send you the kit so you can build it yourself.

I found a couple things very interesting during our visit. One was the history of the development of the company. It took quite a bit of work and the financial side was challenging. Another item was the development and testing of a four place high wing aircraft which the owner will be able to covert back and forth from tricycle to tail dragger configurations. The most interesting thing I found was their interactions with the surrounding community. The company hires and trains people from the local squatters camp to build the planes. This camp is one of the largest in the Joburg area. These folks live in intolerable conditions with wood and corrugated metal one room shacks. There's no electricity, running water, or sewage. It's just horrible conditions. Not only does Sling Aircraft hire and train some of these folks, they supply them with clothing, food, and water along many other items. They also provide them with soccer equipment including balls, cleats, and uniforms and sponsor some of their teams that play in a league.

Following the tour, we wandered back to the EAA hangar for the drive back to the hotel for a quick nap, pack up, and get ready to fly back to the States on the 16-hour non-stop to Newark. Looking forward to my return trip back there as I have an open offer from Sean to go flying with him in one of the Slings. You never know, I might even own one some day!



JOHANNESBURG SPECIAL RULES & QNH

Andrea Antel, Aviation Direct

The Johannesburg Special Rules Areas

East/South/West are BELOW the Johannesburg TMA which starts at 7 600' ALT. For safe flight and to avoid airspace infringement and collision, traffic in the Special Rules Area have to adhere to, well, "special rules"!

- A. Check settings: traffic operating in these areas have to be on the same QNH, ie FAOR only otherwise there is a risk of aircraft flying at different altitudes

How to obtain the QNH for FAOR?

1. Check the current METAR for FAOR
2. Call FAOR ATC 011 928 6459/60/6526 or Johannesburg Radar West on 123.7
3. Listen to FAOR ATIS broadcast 126.2 for QNH information as soon as you are airborne

- B. Northbound traffic flies at ALT 7 500' (ie Your track is between 270 and 089)
Southbound traffic should be at ALT 7 000' (ie Your heading is between 090 and 269)

- C. Keep landing lights on

- D. A/C to squawk 2000 with ALT (Mode C), helicopters squawk 2600

- E. Max IAS is 180 kts

- F. If you can't comply then fly at 6 500" ALT

- G. Use published VFR routings and reporting points: Kyalami Blue Route, Pinedene Route, Grasmere Route, Heli North and Heli South Route.

Up, Up and Away

Marie Reddy

In Mid October I was offered a seat on a hot air balloon at late notice due to a cancellation they had. Of course, I was thrilled and prepared to rise early and hit the road to the home of Bill Harrop's "Original" Balloon Safaris at 4am.

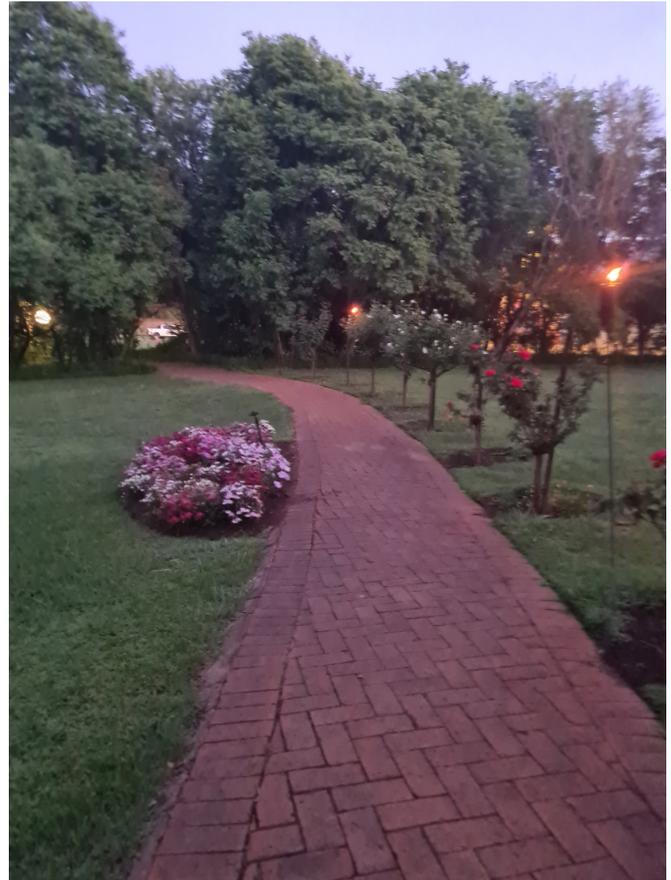
They ask you to be there by 05h15 and the launch was just before sunrise. We arrived nice and early to enjoy coffee and a rusk before boarding this magnificent flying machine. What a spectacular location Bill chose when he started this operation in the Hartebeespoort Valley 40 years ago. The weather could not have been better !

Some History

Many of the local aviators will know or have met Bill Harrop and will all agree that what he created was quite exceptional. Not just the "product" but also the fact that they were able to maintain such excellent service for such a long time. How they managed to, not just survive, but to thrive for decades is a testament to the dedication of Bill and Mary Harrop. The impact they had on shaping Hot Air Ballooning in South Africa will remain their legacy.

In 1981 Bill Harrop's "Original" Balloon Safaris was founded. With Bill and Mary at the helm for 40 years, they were constantly amazed at their good fortune to have built an amazing team of great people whose goals and actions aligned with their objectives. Their objective was never to be "big" but rather "to focus on more satisfying business goals" such as being the "best at what we do" by "creating a stimulating place to work", "providing exceptional customer service" and "making important contributions to our community".

Bills contribution to the South African Tourism industry was enormous, from serving on local tourism bodies, supporting tourism education and representing South Africa on international tourism bodies. He certainly left an indelible imprint on each and every person he met



On arriving at this beautiful location, you take a wander up the garden path to be welcomed with tea and coffee and rusks before receiving your boarding pass.

. In Bills words "It is not who you leave behind, but what you leave behind that really counts". The legacy created is one that his family, friends and team are incredibly proud of.

Sadly, Bill and Mary both succumbed to Covid in May 2021.

What Happenes Now :

Filling the shoes of Bill will be impossible, however Dale de Klerk and Tracy Robb have taken up the reigns at Bill Harrop's "Original" Balloon Safaris and are committed to the legacy left by Bill and Mary.

While Dale has not piloted a balloon before, he has made a start to adding this discipline to his licences. Tracy Robb enjoyed a 4-decade long friendship with Bill and Mary and is proud to continue their legacy - her friends and mentors who will be "alongside" her in every sunrise as she takes off on each and every flight.



“Master” Balloon Pilot Tracy Robb and Dale de Klerk

While you warming up with your coffee by the fire, this is all going on behind you..... lots of hands on-deck to make sure everything is ready for you to enjoy a safe flight.



Marie & Julie pre-flight



Our pilot for the flight was Tracy Robb, not just a pilot but an entertainer and a great host. She pointed out the sights, told us about the history of the area and kept us informed of what she was doing during the flight.

A pre-flight briefing by Tracy highlighted what to expect and what we would do in an emergency. Nothing alarming, just a standard professional practice.



“... up, up and away”

As a pilot, of course I was quite focused on the potential of a runway that I could use to land and enjoy their fabulous breakfast. Dale reports that they are looking at making this possible in the future.



Picking a spot to land, Tracy gently descended placing us on the back of the vehicle that would return the basket.

I took a number of photos airborne but sharing them will not truly capture the serene experience. Slowly and gracefully floating through the air you have a view that cannot be enjoyed from an airplane or helicopter – the open space, 360 view and quietness is captivating. As seen by these fellow passengers – we all just wanted to take it all in.



Hanna and Tracy in the foreground



Julie, Marie & Tracy



The crew quickly work behind the scene packing the balloon while we enjoy a glass of bubbly after landing.



CITATION

AD ASTRA PER ARDUA

Confirms that

I had the **COURAGE** and **FORTITUDE** to ascend (as few other earthly mortals would dare) unto the ether, and thus joined the great and daring company of intrepid **AERONAUT** explorers who have been transported in an **AEROSTAT** floating on the gentle zephyrs over the vast continent of **AFRICA**

Landing was followed by a short drive back to the restaurant to enjoy a full breakfast and receive a citation to end this brilliant experience. We were ready to leave by 08h45 after the full experience so we still had the whole day ahead. Wow, what a great start to a day !!

I met a lady named Hanna on the flight and we chatted over breakfast. Aviation is such an amazing fraternity – you get to meet people you would never otherwise meet, from all walks of life. Recently widowed, her life journey had brought her to the valley for the week and she had exhausted all the experiences available with a day to do so. I invited her to Krugersdorp the following morning for a flight in a light aircraft.

I was planning to be at the airfield to try and practice “landing on the line” for the upcoming spot landing competition anyway so, if she arrives great. I knew that she may not arrive – who just goes somewhere and flies with someone they don’t know. She arrived early and we chatted before heading off for an hour scenic flight. On landing, it was a little windy to practice landings, so we headed for the Clubhouse for breakfast. Fortunately, Eugene Couzyn was in-bound to Krugersdorp while we were having coffee and we were able to fly in his beautiful Alouette II to enjoy a quick refreshment at De Hoek.

Hanna told me afterwards that flying in a helicopter was something she had always dreamed of and although she had flown in a light aircraft at the age of 16, she didn’t think she would ever have the opportunity again. A day she will never forget, all because she had the courage to fly with Tracy the day before.

Dale and Tracy – thank you for the opportunity, it will go down in my experiences with summiting Kili, hiking up to Machu Pichu and walking on the Great Wall of China. All unique!

Wishing you all success
Marie Reddy

Bill Harrop’s “Original” Balloon Safaris can be reached at <https://balloon.co.za/>

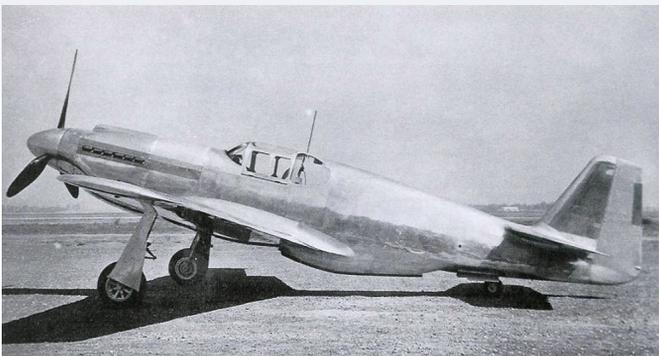
That SOUND, That WHISTLE, Those GUNS...

There's a NEW deep breathing beast lying low, eagerly waiting to fire up her Chevy LS3 6.2L V8! Before revealing what's to come, I would like to share a quick intro into the heart of this project and where it all began - Gareth van Kets



P-51 Introduction - History 101:

The North American P-51 Mustang is the gold standard for WWII fighters. While the Mustang was in Europe and the Pacific, its impact on the strategic situation in Europe cannot be understated. One of the most important operations of the war, the strategic bombing campaign against Germany, can be broken down into two phases: pre- p-51 and post- P-51. Pre- P-51, the Allies were losing - and losing badly. Post-P-51, the Allies established complete control of the air and drove the Germans from the skies of Europe.



The P-51 prototype was ready on September 9th, 1940 and it first flew October 26, 1940. It was an astonishing accomplishment for North American: they had delivered a brand-new prototype aircraft in a mere 102 days and flew weeks later. The British accepted the plane into service, and gave it its famous "**Mustang**" nickname.

In the fall of 1942, the American and British

experimented with Mustangs by adding British Rolls-Royce Merlin engines to the air-frame. The results were unbelievable. The Mustang's top speed leapt well over 400 mph, and it no longer suffered from performance drop-off at higher altitudes. Production of the Mustang was thrown into high gear and the first American P-51 units arrived in Europe towards the end of 1943.

The P-51 dominated air combat in Europe, destroying nearly 5,000 enemy aircraft. It was also a very capable fighter-bomber and could carry 1,000 lbs of bombs and rockets. In the Pacific, P-51s flying off of Iwo Jima escorted Boeing B-29 Super fortresses on their way to bomb Japan. At the close of its production run, 15,000 Mustang's had been built. The end of WWII was not the end of combat for the P-51, as it saw service in the Korean War in 1950, it was the only US fighter with the range to hit Korean targets from Japan. The P-51 remains the iconic fighter of WWII, and it is a popular plane amongst Veterans and enthusiasts alike.

Amongst the bombers throughout WWII and to this day the P-51 was given the nickname: A "**Little Friend**" with a **BIG IMPACT**.

Heart of the Project:

As an avid aviation enthusiast of the P-51 Mustang, I began searching the net for available replica P-51s and that's where I finally made the move to go with Titan Aircraft Supply. The longest surviving Mustang kit manufacturer still in production and readily available to assist all builders.

The journey so far has been nothing short of exciting:

Visited Titan Aircraft Supply - 5th February 2020

Walked in, mind made up - Sold...

Shipping preparation began - March 2020

Shipped - October 2020

Arrived Cape Town - January 2021

Build Number Application - completed

A BIG question I asked myself - Whose hands can I put this in, knowing this may just be **The Best T-51D Mustang** around???



12-18 months of back-and-forth communication
There was NO DOUBT in my mind
Thank You @Robin Coss Aviation
Build start - 7th July 2021

The adventure took a twist... Sitting in Hong Kong unable to return home to South Africa, I decided to share the passion and love for aviation by advertising a share in the Mustang. I received a phone call within a few weeks discussing the project, ideas and making sure we both weren't scammers...

If it was not for honesty and a vision for this Mustang, I guarantee most would steer clear from something as big and exciting as this. Welcome on-board Mike Marriott... What started as a partnership turned into the beginning of a great friendship.

Our driving force behind the build - passion and love for aviation. We look forward to sharing periodic updates with you all!

Click this link to see what RC has been up to: <https://youtu.be/06p27MLeNN4>





ScaleWings 70% Scale P-51 Kit

- now shipping!

Many classic aircraft lie sadly out of reach for the average pilot. With production lines shut down a half-century prior, the few surviving warbirds in the world find their value increasing with each passing year. ScaleWings Aircraft has the perfect remedy. A P-51 Mustang replica, at 70% scale of the original, with ultra-lightweight carbon fibre manufacture and economical, reliable operation.



Now shipping their quick build kit, they call the SW-51 Mustang, ScaleWings says their version of the legendary fighter is the most accurate on the market. In standard trim, the kit has a MTOW of 1,654 pounds, owing to its all-carbon construction, control elements, seats and electrically actuated landing gear. When designing their kit, ScaleWings took painstaking efforts to replicate the seams, the



rivets, and the screws inherent to a metal aircraft fuselage. Those lines and textures come to life even in a composite body, taken to the next level with appropriate attention to paint detail. The result is a close approximation of the original plane, with all the modern amenities of a new production aircraft.

The standard kit includes the wings, fuselage, stabiliser, control surfaces and systems, landing gear, both seats and their coverings, and fuel tank system. Optional additions include a firewall forward kit, which includes a new Rotax 915iS and MT-4-blade propeller. Avionics are available from Dynon or Garmin, suited to pilot preference. The Launch Edition kits are priced at a starting point of roughly \$138,000, or €119,000 about R2 070 000.

Athol Franz



Chris Hicks taxi testing the "Red Barrone"

The Legal Eagle

Alan Lorimer

Ex Chapter 645 chairman, Chris Hicks, returned from Oshkosh with a set of plans for the Legal Eagle. He had met up with Mr. Millholland and after some friendly banter purchased a set of plans. Upon returning to RSA he approached me with the idea of a joint venture to build this bird.

And so it came to pass.

We co-opted the services of Bob Ilesley as our AP to guide us through the build. We imported all materials for the project from Aircraft Spruce as we were wary of the CAA and all its questions. The cost of the materials were actually reasonably priced but the shipping was the bitter pill. Anyway, we went ahead and imported everything.

Chris had a good friend who was a coded welder and he assisted Chris in jiggging and welding the Fuz.

The wings and tail feathers were left to me and this was all made in a wooden shed in my garden which then became known as the hanger. The wings were completely made of wood and were very satisfying to build. Covering was also a great experience, learning many techniques from another past CH1502 Chairman, Gerald Maddams, who had just completed his Auster MK1 recovering. The fuz remained uncovered. Chris

provided BMX wheels for the undercart and the tailwheel came of a MK3 Pick n Pay trolley which had been recently lost its ATF.

The plans were about 30 odd pages of A4 hand drawn sketches with all imperial dimensions. It was quite an eye opener to see dimensions given as " cut to 3 and 7/8th inches , or cut to suit".WTF.

We then looked for an old beetle motor to butcher. I managed to find an old motor which I stripped. We replaced pistons and rings, barrels, reground crank with new bearings. I basically rebuilt the motor.



Grass Roots Airfield, Cato Ridge

Being a 2-cylinder engine there was some work required in cutting the crank and fitting an end



Richtoffen red and a Maltese Cross!

given the name 'THE RED BARRONE' with a sticker of a big bottle of the good stuff stuck on the vert stab. I also made a near life size copy of a Spandau machine gun to mount above the wing out of plastic tubing and aircraft ply. She looked a treat with big Maltese crosses on the wing and spoked wheels.....The SOMME 1915. All I needed was trench coat and a pair of old biking goggles!

plate for the float and cutting the camshaft and blocking off oil passages to bearings and journals that were no longer there. Once complete it was mounted straight onto the fuz via "Lord " type mounts. With everything being purchased in 4's I decided to make a 2nd motor with all the spares.

The propeller was manufactured from a laminated piece of wood and the calculations and shaping was done at home in the hanger. We used this prop for all the taxiing around Grass Roots airfield. We eventually decided to import a manufactured prop which arrived from America under the seat of some kind 747 captain. This prop was incorrectly made by the manufacturer who made it for an engine turning the opposite direction. I must say he was apologetic and replaced the prop free of charge, however we paid for the shipping this time round.

The aircraft was covered and doped and the painted with PVA by means of a roller. A clear coat was also used which gave the paint a lovely lustre. The aircraft was painted Richtoffen Red and



The Somme, 1915!



A Fun Flying Adventure

Capt. Karl Jensen

Saturday 23 October, I started out from home as the mossies started chirping for the 47km drive to my happy hangar at Fly Inn Airpark. The weather was absolutely idyllic with 8/8 blue skies and nary a murmur of wind. I had fellow EAA'er Stephen Theron along as company.

My lovely Cessna 170 was fuelled, shiny and ready to go. We floated off via the Pinedene Route and then via the Silver Ball to Panorama. It was delightful to see the jacarandas in full bloom and the wonderful crystal-clear views of Sandton and the JHB CBD



Sandton CBD

Panorama was abuzz with aircraft when we arrived. The airfield which was founded by the late Gary Holmes and Bill Anderson, has been inherited by son Chris Holmes.

There are more than 50 aircraft based there with a bustling clubhouse that is invariably open to welcome visitors. When we landed, I was told our airplane was No #6. A hearty breakfast was served. Of course, there was much chatter, telling lies and laughing – standard fare for our wonderful



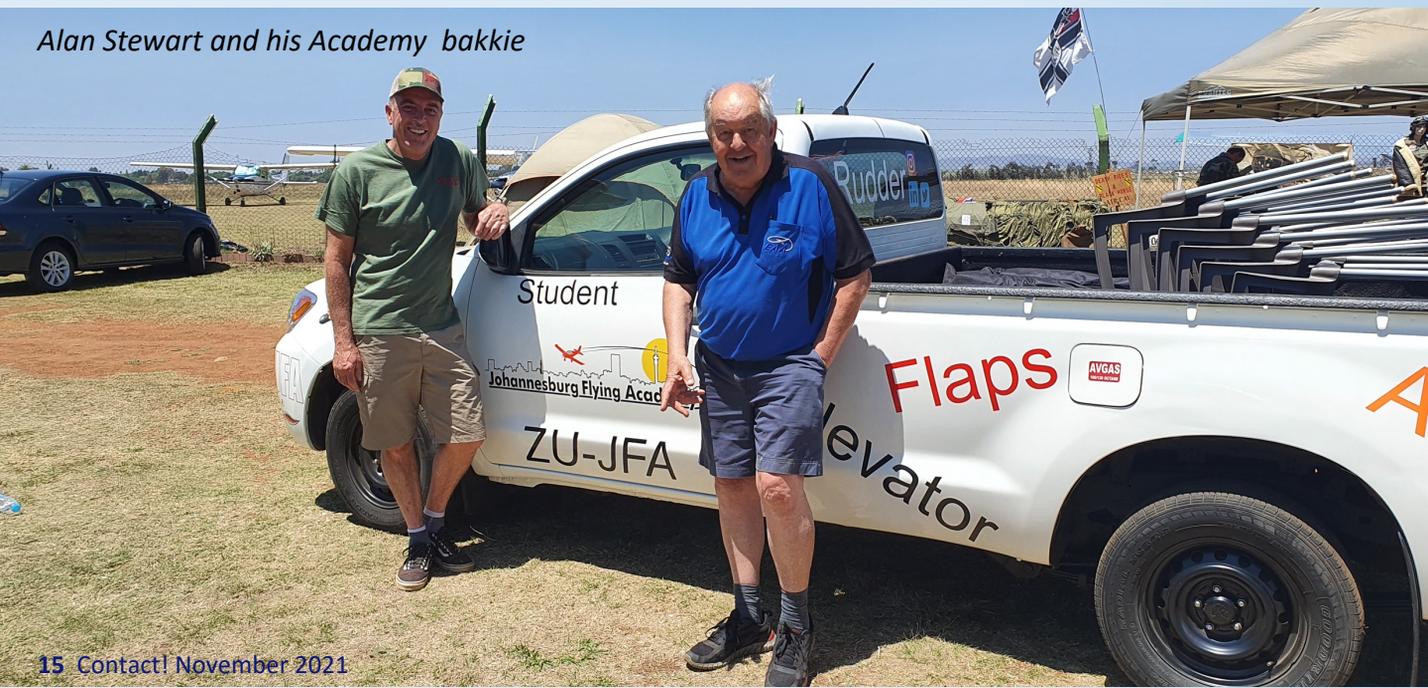
Panorama Flying Club

recreational flying community. We met up with among many others, Alan Stewart (EAA 322) and his student Shanley Coetzee, the recipient of the recent EAA Bursary. Alan has injected much energy into his flight school, Johannesburg Flying Academy, and I reckon the outlook for this professional operation is rosy.



Panorama - Neil Murray and his RV3 build

Alan Stewart and his Academy bakkie



The wind started picking up from about 10h00 and by the time we departed, it was almost a howling gale for our neck of the woods. We departed around 13h30 and headed for Silver Creek Gorge where a mini-Oktoberfest was to be held that evening. The enroute wind, turbulence and dust made the flight decidedly unpleasant. We secured my aerie for overnighting in a sheltered spot at The Creek and then joined the fray of the wonderful friendly crowd who live on the estate. We were to be happily accommodated at Chez Cronin, the home of Sean and Anthea.



Anthea and Sinead Cronin

Many of the visitors were dressed in full German attire, lederhosen et al, except for Arjan Schaap and Lizelle who were in Mickey and Mini Mouse costumes. Just for info, Arjan who is a big fellow, was fortunately dressed as Mickey. As the sun passed the yardarm, the chilled kegs of Farmhouse Beer were connected to the dispenser and the delicious brew flowed in copious amounts. Attitudes became adjusted for the good as you can imagine. The most appropriate and delicious fare was bratwurst on soft rolls with Senf (German

mustard pronounced Zenf) und sauerkraut. The beer had the desired calming effect, and all happily retired for the night around 21h00 after a schnapps nightcap was forced on us.

The wind howled into a full gale of around 40-45 knots all night and this prevented us from all floating across to the Brauhaus, 15 nm distant south of the Magaliesberg, for breakfast. They have recently scraped a rudimentary 450m airstrip adjacent to this lovely restaurant. Instead, Anthea Cronin generously served a delicious breakfast roll and coffee at their home to about 20 people.

By midday, the wind had died down to some extent and we floated off to Tranquillity Lodge 62 nm east of The Creek. A delicious cappuccino and a snack were had before we continued home to Fly Inn 34nm distant to put the airplane to bed so I can use again at least one more time, drove home and had an early night after the lovely adventure.

Karl Jensen (EAA Chapter 322)



Arjan and Lizelle



Karl's Photo Tour

Fun Flying Adventure, Saturday 23rd October 2021



The Wanderers Club Area



Johannesburg CBD



Inanda Club Polo Field



Panorama Airfield



ZU VAL Parked at Panorama



Peter Lastrucci flying Andy Lawrence's Super Cruiser



At Panorama Self, TC Schultz, Marie Reddy.



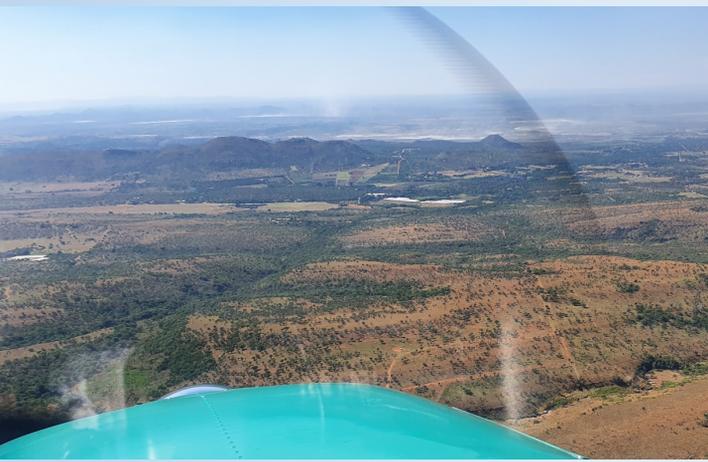
Vic's Viking Garage with a Shackleton perched on the roof.



Passing Krugersdorp Airfield



The Magaliesberg ahead



Descending to Silver Creek Gorge Airstrip



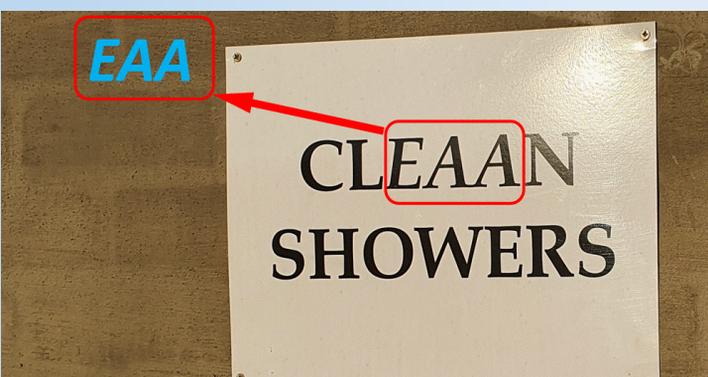
Happy Revellers at Silver Creek



Heidi and Thomas from Brauhaus, Jordan Jordaan, Roland Raeble, Anthea Cronin and Lorraine Jordaan in full regalia



Roland Raeble doing a comedy routine



Brilliant Sign for EAA Campers at Silver Creek



On the way to Tranqs – Crocodile Farm near Bundu Airstrip

Taildraggers

Bela Bela October 2021 – Neil Bowden



After months of 3rd Wave Lockdown it was evident that aviators were itching once again for some aviation and social activity. Once again, Taildraggers was well positioned to fill this void, and, with the arrival of spring, this was a great opportunity to get out and camp under the wing!



Pierre Dippenaar, a regular visitor to all our fly-ins, arrives in his Cub

Karl Jensen, Sean Cronin and myself made plans to depart our respective airfields about the same time, and head up Friday evening to FAWA. About an hour's flight for us all.

We arrived at FAWA late afternoon, the airfield was in great condition after the recent early rains. Safety Officer Nigel Musgrave and ATC crew Karen and Marilise did a wonderful job keeping us apart! A steady trickle of aircraft arrivals filled up the camping area and before long the airfield started looking like a "mini-Oshkosh"!



My steed, ZU OSH, and my home for the night

After tying down the aircraft and pitching our tents, it was time for a well-deserved refreshment. What could be better than sitting outside on a warm spring evening and enjoying the camaraderie with your fellow aviators!



What would a fly-in to the bush be without a Sekelbos fire!

The Warmbaths Flying Club soon got the fires going and offered a "vleis and pap" braai second to none. Three large portions of meat were more than I could handle, after admitting defeat it was time to head off to bed and get some sleep before tomorrow's early start. Never expect to sleep late when camping on an airfield!



ATC crew Marilise and Karen with Safety Officer Nigel Musgrave – Photo courtesy Pilot's Post

Shortly after 5 the next morning, the engines started up. Despite the cosiness of a dome tent, the nylon fabric provides zero noise insulation. It was time to get up!

Showers were warm and we managed to find a cup of coffee at the clubhouse. The weather was also perfect and at 7 am, Marilise and Karen were bracing themselves for a certain “onslaught” of aircraft coming in from all over South Africa.



Jason and Tayla-Kae arrive in Cub AWJ

Well over 100 aircraft arrived, filling up the airfield fast. Not only taildraggers flew in, as all were welcome. Types included Piper Cubs, a Dornier, a Citabria, Cessnas (nose wheels and taildraggers), Jabirus, Slings including the new highwing taildragger, Harvards courtesy of the Puma Flying Lions formation team, Osprey GP-4, MFI-17 Mushak, loads of RV's, Bearhawks, Sia Machetti's, Atlas Kudu and Bosbok and KFA Safaris, Busbabys and Explorers.

It was also good to see Alan Stewart arriving with EAA bursary winner Shanley Coetzee. Shanley solo'd shortly after the event – congrats to him and his instructors at Johannesburg Flying Academy!



Shanley and Alan in Alan's RV 9

After a splendid breakfast in one the hangars, I unfortunately had to head back to Johannesburg due to other commitments.

What a great annual event and a big thank you to Richard Nicholson, the Warmbaths Vliegklub and their team for putting together such a great event. Looking forward to 2022!

Neil Bowden Chapter 322



You Tubers, Thomas Marrow and Travis van Staden pitching their tent



Jason and Tayla-Kae taxi in in Piper Cub AWJ



Early morning start for Karl Jensen (chairman) and Stephen Theron



Kitplanes For Africa Explorer ZU FDP

Congratulations!



Congratulations Danie Meyer, achieved his PPL 5 October 2021. Danie cannot wait to take delivery of his Sling HW



Congratulations 17 October Daniel van Aswegan passing PPL. Well done!!



Congratulations Shanley Coetzee going solo! Shanley has has an incredible couple of weeks Last week of September he passed his learners license. In the same week he was the recipient of the EAA Bursary. Second week of October he went solo and In the same week passed his drivers license!!



Congratulations Johan achieving your PPL, Johan's dad Danie (top left photo) achieved his PPL last week , aviation is in the family at JFA!



Congratulations to Kendra Evans, daughter of Ace and Kelly Evans, on passing her CPL!!!

Krugersdorp Flying Club

Spot Landing Competition & Airport Festival

Saturday 16th October 2021 - With very windy conditions predicted for the day, we headed off to FAKR hoping that somehow the weatherman was wrong. A call from Karl Jensen at Fly In Airfield confirmed the forecast was probably going to be correct as he had decided to stay on the ground and drive to the event.

A handful of planes did come through and the spot landing competition kicked off at around 09h00. Runway in use was 08, the line at the far end of the airport, which meant spectators had to walk down about 800 meters instead of being able to watch from the luxury of the covered clubhouse patio.



Some of the crowd relaxing at the KFC clubhouse

A number of exhibitors, food vans and coffee and beverage trailers set up in the area around the front of the clubhouse, giving the event a carnival atmosphere. The Vibez Live community radio station was present with commentary and music. Entrants in the spot landing competition were allocated into 8 slots, with 3 or 4 aircraft in each slot. A WhatsApp group was created whereby entrants could monitor any time changes for their slot.



EAA Member Kevin Marsden working hard! Photo Russell Dixon-Paver, Pilots Post

Conditions were challenging, although the wind

was pretty steady, it gradually moved more and more to a brisk crosswind. At 11h00 there was a break planned to accommodate the Puma Flying Lions, who put on a magnificent formation display, despite very turbulent conditions. Once the display was over, it was time to resume the spot landing competition. However, the following message popped up on the WhatsApp group "Guys cross wind component is too much. We will therefore not proceed further with event. Sorry guys cannot control weather. Join at clubhouse for lucky draw and results of people who have flown already".



Phil Cronje, Bundu Aviation and the UL Power Aircraft Engine

It was decided to allocate the prizes on a lucky draw basis. Some great prizes were up for offer, including a ride for 2 in a hot air balloon.

In the end, everyone was awarded a prize, thanks to the Krugersdorp Flying Club and the many sponsors that came on board.



The food and beverage vendors made sure nobody went hungry!

Many thanks to Francois Tolmay, Nandi Foxcroft and the Krugersdorp Flying Club team for putting together a fun and safe event. We all look forward to next year's one and hope the wind will be a bit kinder next time around!

Neil Bowden



Recommended Pilot Hangout

By Marie Reddy

Jack Taylor Airfield AKA Krugersdorp Airfield

Wanting to fly often means we don't often get to enjoy the airfield we hangar at. Krugersdorp Airfield has had a lot of changes in the last year. Sadly we lost a number of members to Covid compounded with the effects

of Covid on flying and the economy in general, it has been a tough 18 months for any Airfield. Krugersdorp Flying Club are fortunate to have a fully functioning club with active members. Under the guidance of our new Chairman, Francois Tolmay, Johan and Wilna Swanepoel have returned to serve us at Clubhouse, or as they like to call it 26° South Restaurant.

Yes, the dreadful smell does sometimes blow through the area and we are reminded of our surroundings, but sitting in your hangar (protected from the waft) and enjoying a cup of coffee and watching the animals in the reserve is priceless.....surrounded by aircraft, of course. Now we can also enjoy Wilna's at the Clubhouse!

On 1 October, Johan and Wilna Swanepoel returned to run 26° South Restaurant. Once again, without the support of patrons, they cannot succeed and, without them, we won't have the great meals and "stasie-koffie" that they are known for. After a gorgeous flight this morning with no wind to compete with, I wondered through to have "koffie" with them. Fortunately for me they are always early and I was welcomed before they opened for the day.

The Club House is normally open daily and kitchen service is Tuesday-Friday 09h00-15h00 and Sat & Sunday 07h00-14h00. I emphasise normally as they are there later if there is a requirement and the bar is still open after the kitchen closes. They are always happy to provide take away meals. They are closed on Monday's.

A full breakfast costs about R80.00 with coffee at

R20.00 and, you can more or less choose what you would like and how you would like it prepared, mostly. Wilna is hands-on in the kitchen with her team and Johan is upfront at the counter taking your order.

Meals include full breakfast, light snacks during the day, daily lunch specials and a Roast for Sunday lunch, which you need to book for. Food and drinks are reasonably priced and in addition to the Club facility, Restaurant service, Avgas is available at the fuel bay and the airfield is very well maintained with a full compliment of staff. The fact that there are a few operating AMO's and AME's as well as a ton of very helpful EAA members (if you need any assistance) - makes it even more attractive as a destination for a visit.

Serviced Airfields with amenities are becoming more and more scarce.

Please support these airfields so that we can continue to enjoy dropping in for a meal and/or to refuel.



Coffee with Johan and Wilna Swanepoel, our hosts at 26° South at Jack Taylor Airfield

ICAO

GPS coordinates

Airfield Elevation

Airfield Frequency

Airfield Runway

Please familiarise yourself with the joining

procedures [HERE](#)

Contacts :

Clubhouse/26° South Restaurant : Johan

0824416988

Fuel Bay : Rudie Nel 0834721478

The fuel bay operating hours are: 08:00-16:45 Mon-

Sat & 08:00-15:45 Sunday and Public Holidays.

Office : Nandi Fox 0835778894

FAKR

S26 04' 54" E27 43' 32"

5499 ft

122.00MHz

08/26 (732m x 29m tar)

Giving your child away for adoption

Alan Evan-Hanes



Whilst at University I had a good close friend who's father had been saved from Nazi genocide only because he was placed in a Swiss orphanage by his parents at 6 years old. They sadly did not survive. But Hans moved to South Africa as a young man, married and had Michael David Hesse whom I was fortunate enough to call a friend for many years, until his untimely passing in 2008. I could never fathom such a loss by the parents and the child. Until now.

I have sold my beloved Piper Super Cub that took my brother Ian and I 20 years to build. We spent every single day for 20 years doing something that would end in a complete flyable aircraft. We bought 3 complete wrecks and identifiable parts from another 8 aircraft. It was a truly last nut and

bolt restoration. The dream came true on 24 May 2012 when Ian test flew it for the first time.

My dad Ivor was a WWII aircraft mechanic and assisted us along the way. We had help from experts where needed, Ian Popplewell as an inspector and mentor, Brian Zeederberg with parts, Dave Gill with labour and advice, Mannie and the team at Foster Webb who kindly oversaw our engine rebuild and lent us their specialist tools. Noel Otten who frightened us into finishing it, Stephan Naude who finished the wings. I could fill many pages in true gratitude.



Ian and Alan test running the motor



Many nights were spent camping under the ZU ASI's wing!



We've flown into some absurdly short strips!

But I am facing increasing difficulty in traversing the jungle gym each time I enter and exit the cockpit. I am certain it was designed by the American Chiropractic Association to assure them a lifetime supply of patients. I have had seven spinal operations and my mobility is no longer what it was. I have also flown into absurdly short strips. Spent many nights camping under the wing. Having afternoon delightful picnics in the middle of nowhere with Kathy away from the maddening crowd.

Our parting was inevitable, but when it actually occurs it is still a bitter pill to swallow. Thank you ZU-ASI for over 250 hours of trouble-free ecstasy. You introduced me to wonderful new

friends, took me to spectacular places and allowed me to witness sights not seen by others. You allowed me to share the privilege of flight with many enthusiasts.

But she goes into good hands.



And I have finally found another plane that better suits my current mission (mainly just getting into the cockpit)! More info next month.





EAA's Sun 'n Fun Weekend

Please join us for a weekend of flying, camaraderie
and fun!

Brits Airfield Friday 5th to Sunday 7th November 2021

Camping – Book a tent or bring your own

B'B's in town near the airfield

Flying Competitions

Aircraft Judging

Exhibitors

Amazing Prizes from our sponsors and exhibitors!

For all the info and to register [CLICK HERE](#)

www.eaa.org.za 0832597691 rsvp@eaa.org.za



Grassroots

AVIATION



Made of Metal

HUMMEL AIRCRAFT'S ULTRACRUISER AND THE NEW H5

The original Hummel UltraCruiser was designed by Morry Hummel in 1999 and first flew in 2000. Morry was recovering in hospital from a bad accident flying his Mini-Max. He decided his life had been spared for a reason, and the reason was he had to design a new and safe aircraft.

The Hummel Ultracruiser is an all metal ultralight powered by the Better Half VW 4 stroke engine. It is rated to 4g making it one of the strongest ultralights around. It is also one of the most affordable ultralights around.

Recently the company was taken over by Terry Hallet. Their latest upgrade is the Hummel H5, a design based on the Ultracruiser but offering more room in the cockpit and a more capable airplane. The aircraft is powered by a four cylinder VW engine providing plenty of power for good performance.

Hummel offer a number of building options. Plans can be bought for those who are confident they have the skills to build from scratch, or parts or sub-assemblies can be ordered from the factory. Complete kits are also available as well as a materials kit for around \$4 700. A Four Cylinder engine and firewall forward kit is also available for \$7 360.

Construction is primarily with pulled rivets, no jigs are required as skins are pre-punched.



The mini-fighter appearance gives the Ultracruiser it's appeal!

Assembly is relatively quick and, although you may need to learn a few sheet metal tricks, being a metal master is not necessary.

Wings are detachable for storage or transportation and all controls are operated by pushrods. The undercarriage is attached to the centre section, so, with wings off, the aircraft still stands on its wheels.

As with most single seaters, the aim is simplicity.

The cockpit reflects that with minimal instrumentation. A fuel tank in each wing feeds to a 6 gallon header tank operated by a fuel transfer pump.

Starting the VW is easy – turn on the fuel, magnetos on and hit the starter switch. Unlike previous models, this one has a starter motor.

Visibility from the cockpit is good, the clear bubble canopy allows 360 degree vision. The pilot also sits high in the cockpit.



Morry Hummel waves from his cockpit

Steering the taildragger is by means of a link to a non-swivelling tailwheel, brakes need to be used to tighten up turns. Ground handling is good but one must remember that the VW turns the prop the other way round, so a little left rudder is required on take-off.

The aircraft accelerates rapidly and climbs at a very respectable rate.

Aileron, rudder and elevator control is quick and responsive. In a 60 degree banked turn it will hold altitude with no pull up on the stick required. Stall is very gentle and occurs somewhere in the 30's. Cruise with the 85 hp motor tops out at around 123 mph at 3 500 rpm. At a gentler 3 000 rpm a respectable 115 mph.

Recommended approach speed is 55 mph, while flaps only reduce speed by 1 mph they significantly lower the nose attitude.

The H5 is a great airplane to fly, harmonious controls and good low-speed performance. For affordable building and flying this has got to be a really good aircraft!



Fuselage construction is relatively simple



Wings are easily detached – undercarriage is attached to the center section which means fuselage remains on its wheels

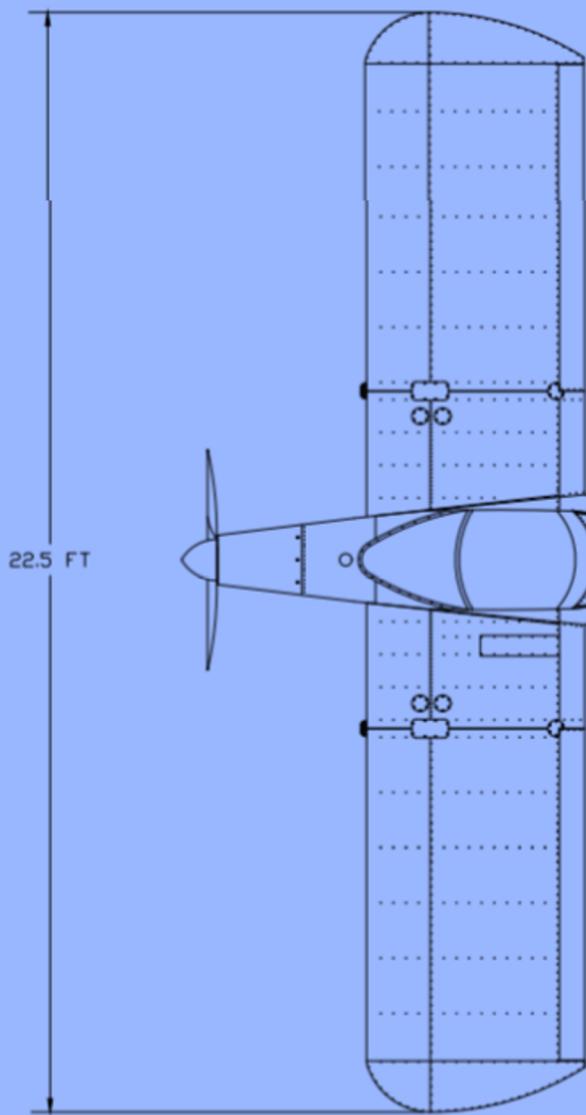
Hummel H5 Specs

Horsepower	85hp
Fuel Capacity	9 – 21 gallons
Cruise	100 Kts
Stall	38 Kts
Climb	1200 ft/min
Takeoff Distance to 50' agl	150 ft
Landing Distance from 50' agl	1200 ft
Gross Weight	850 lbs
Empty Weight	470 lbs
Useful Load	380 lbs
Wingspan	22 ft 5 inches
Cabin Width	24 inches

Aircraft and engine plans are available from
HUMMEL AIRCRAFT

<https://www.hummelaircraft.com>

AIRCRAFT SPECIFICATIONS



DIMENSIONS & AIRFOIL

AIRFOIL : GA30-618

WING SPAN : 22.5 FT

WING AREA : 101 SQ FT

WING LOADING : 5.4 LBS/SQ FT

LENGTH : 16 FT

PERFORMANCE

HP (RANGE) : 28 - 45 HP

VNE : 95 MPH

CRUISE : 63 MPH

STALL : 28 MPH

TAKEOFF RUN : 150 FT

TAKEOFF OVER 50 FT

OBSTACLE : 300 FT

RATE OF CLIMB : 500 - 1000
FT/MIN

LANDING DISTANCE : 300 FT

FUEL

FUEL CAPACITY : 5 GAL

FUEL BURN : 1.5 - 2.0

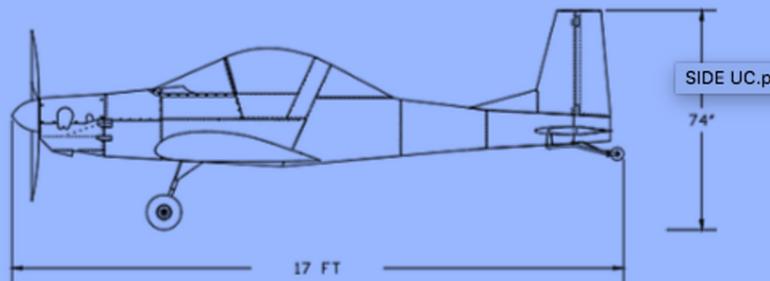
GAL/HR

WEIGHT*

EMPTY WEIGHT : 252 - 270 LBS

GROSS WEIGHT : 575 LBS

G RATING : 4



WEIGHT* : IN ORDER TO FALL WITHIN THE ULTRALIGHT CATEGORY, THE ULTRACRUISER CLASSIC MUST CURRENTLY BE OUTFITTED IN THE TAILWHEEL CONFIGURATION WITHOUT CANOPY, OR ELECTRIC START.



Member Services

The story of VNAV Leather



Many of us know the experience all too well now and when lockdown started in March 2020, I suspected that this was not going to pass quickly. Instead of going to Turkey for the northern summer to fly tourists around Europe, I was now going to be at home for an indefinite period.

Fortunately, at that stage I have already bought an online course in web development and that became the thing that kept me busy, learning to code and building an e-commerce site for small local vendors. This was really challenging, kept my mind busy and I loved it, and it could be something I could use in future. Despite having hope to start flying before the end of 2020 and then not any more, my busy mind helped prevent me from falling into a deep hole...

Then, for a friend's birthday, we contributed to a leather duffel bag as gift together with other friends. When I saw the bag on the evening of the party I was really intrigued by the work of this seemingly unknown local craftsman.

My old pilot case was really an overkill in this day of iPads and very little paperwork, and I've long thought how nice it would be to have something practical but much smaller. So, I contacted this gifted leather craftsman during the following week, we met up and he started making the first

VNAV flight bag according to my instructions. The first prototype was almost perfect already and sold within two days of advertising via the online shop software, that I coded and integrated with PayFast for online payments.



A new business was born on 26 Oct 2020 and my wife was glad to see that my months of coding actually started to be useful! Small tweaks on the bags and refining work on the shop software continued and later included the ability to quote for international shipping on checkout.

International orders also started coming in and VNAV flight bags are now flying around the world based in Dubai, Hong Kong, Australia, UK, France, USA, Japan (possibly more places) and of course in SA and Namibia. From student pilots and hobby pilots to highly experienced international airline captains, all happily using their leather flight bags on a daily basis often crossing the big oceans and continents.



Apart from flight bags we also started making duffel bags, cross body (man-) bags, laptop bags and a lady's backpack/handbag all named around the aviation theme.

We are truly blessed by the incredible support we got over the past year and would like to sincerely thank our loyal customers. As a brand new EAASA member I hope to see you at Sun 'n Fun 2021 in Brits soon!



TONY KENT

FLYING SERVICES

50% DISCOUNT FOR EAA MEMBERS!

Experienced Grade 2 ME IF Instructor
 Wether for ab-initio or advanced training, Multi-engine or IF, I am available to assist you at half my normal rate.

Own or aircraft hire is possible.

Bush flying courses and flying safaris catered for. Contact Tony Kent on 082 442 0866 for more

information, or check out my website

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

or Facebook - Tony Kent Flying

AIRCRAFT WANTED OR FOR SALE

Irene Naude has a number of interesting aircraft available. Please contact her for details
Irene 082 446 1393
For Sale



2018 Zenith CH640



1976 Beechcraft Baron B55



1942 Harvard



2005 Jabiru 430 in showroom condition

This page is for the purpose of supporting our members who can offer a service related to aviation. If you would like to advertise please send your ad to contact.eaasa@gmail.com Members only and "aviation" related!

EAA Market Place

FOR SALE

Pietenpol Aircamper, ZS-VIX, in good overall condition. Airframe : tubular steel, fabric covered fuselage. Total time 431 hrs. Engine : 100hp. Continental, time since overhaul 1710 hrs. Wooden prop fitted, made by Pieter de Necker in 2020. Extra prop, metal, in good condition with 108 hrs since overhaul is part of the deal. New tailwheel assembly made in 2019. Comm radio : MGL V16 bought new in 2018. ATF valid until 31-01-2022. Won the Concourse d'Elegance at the Margate airshow +/- 1986. Presently hangared at Klipriver Airfield South of Johannesburg. Asking R160 000 o.n.c.o. CONTACT PIET DE WET 082 551 2007.



EAA National

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

Committee Members

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

EAA Chapter 322 Johannesburg
Virtual monthly gatherings until further notice 1st Wednesday of the month

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

EAA Chapter 1502 Durban
Chairman Alan Lorimer
Vice-Chairman Russell Smith
Treasurer Robbie Els
Secretary Mike Korck

Chapter 1262 East London
Meets last Saturday of the month Wings Park
Chairman : Mike Wright
Vice-Chairman James Wardle
Treasurer Dave Hartmann

Chapter 870 Kroonstad
Chairman Niel Terblanche
Secretary / Treasurer Hennie Roets
Committee Members Johan Mouton & Carl Visagie

Chapter 788 Port Elizabeth
Chairman Brett Williams
Vice-Chairman Russell Phillips
Treasurer Deon Swanepoel