



THE OFFICIAL NEWSLETTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION OF SOUTH AFRICA

Photo: Brian Appleton's de Havilland DCH-1 Chipmunk, Brits airfield—Gus



Despite how it appears this is a National newsletter and not just a Chapter 322 only newsletter. So please keep sending in your contributions from around the country, we want to hear from you. On that note I have received a couple of

contributions from the coast, a Whisper X construction in Port Elizabeth and anti-poaching air patrols in KwaZulu-Natal. These will be featured in future editions along with a recent Chapter 322 BearHawk project visit.

Owners of veteran aircraft will be interested to hear that de Havilland Support Ltd has [informed the CAA](#) that it has relinquished its responsibilities as a Type Design Organisation. This means that affected types, which includes various Moths, Chipmunks, Dragonflies and Dragon Rapides, will be classified as veteran aircraft in terms of Part 24 of the CARs. These aircraft will no longer be issued with a Certificate of Airworthiness but rather an Authority to Fly, starting from the next renewal of the currently issued CofA. The Initial ATF will be issued by SACAA and all future renewals will be the responsibility of RAASA. You will be happy to know that all

aircraft will retain their ZS markings. Only new registrations will be under ZU markings.

The Brits Flying Club has invited us all for Sunday lunch. They will be hosting lunch at the clubhouse on the first Sunday of every month. Contact info@britsflyingclub.co.za for details.

Gus

NB! There have been some problems encountered with holding the **EAA Convention** over the weekend 26 to 28 April 2014 at Margate. One of the main issues is the availability of fuel at Margate airfield. Engen has withdrawn their fuel facility from the airfield which will scupper our efforts as availability of fuel at the venue is paramount. Another compounding problem is the high probability of the National elections taking place on 28 April 2014. The committee contacted the IEC and they will only confirm the election date in March, which is too late for us to react to and change tack. As a result, planning for Margate becomes impossible. We are looking at two possible alternative venues and will confirm place and date once finalised.

Paul Lastrucci, EAA of South Africa National President

Whassup!

05 February
Chapter 322 Meeting,
Dickie Fritz MOTH Hall

08 February
MISASA Shootout,
Kitty Hawk FAKT

15 February
322 Build Project,
Krugersdorp FAKR

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Flipping 'el

by Paul Lastrucci, EAA of South Africa National President

The EAA Young Eagles programme was launched in 1992 by the Experimental Aircraft Association in Oshkosh as a dynamic program that gives interested young people, between the ages of 8 - 17, an opportunity to go for a flight in a general aviation aircraft. These flights are offered free of charge and are made possible through the generosity of EAA member volunteers worldwide.

Over the years EAA Chapters and members in South Africa have availed themselves, and their resources to provide an opportunity for interested young people from all walks of life to experience the thrill of a flight and go for a flip in a small aeroplane.

Since 1992, more than 1.6 million Young Eagles have enjoyed a flight through this program worldwide. Young Eagles have been registered in more than 90 different countries and have been flown by more than 42,000 volunteer pilots worldwide.

It could also be called a developmental or introductory flight, as it reinforces the passion of first flight for young aviation enthusiasts. There are many examples in South Africa of Young Eagles following on from their first flight, going on to pursue careers in the airline, air force and commercial flying and also becoming sport and recreational pilots. Young Eagles have pursued careers in the maintenance and repair of aircraft which is also one of the desired outcomes of the programme.

However 'flipping' has recently come under the spotlight here in South Africa (Bewick Case, involving a tandem paragliding accident in the Cape in 2004) and now is subject to lengthy and ongoing litigation. In short, the Diane Bewick case so far, has hinged on the contention that tandem paragliding for reward is illegal and she had not known this and is attempting to claim £1.45 million (R22.96m) for damages sustained in the accident as a result.

In a Western Cape High Court judgment in Sept 2013 the Judge found that the Civil Aviation Authority (CAA) and the South African Hang and Paragliding Association were jointly liable for Bewick's damages. The judge came to the conclusion that in this case, a 'common sense approach' had to be adopted and ask the

following question: had the section SAHPA and the CAA done what they should with regard to the prevalence of tandem paragliding for reward, would Bewick have flown with paraglider pilot if she had known it was illegal? He found the association had 'failed hopelessly' to discharge its duty of care to Bewick. The R22.96m amount she is claiming has yet to be decided and the other side has been granted leave to appeal, so the case continues.

Now for the EAA in South Africa this kind of money is a whole lot of Pietenpols and some, so we cannot begin to contemplate a situation like this.

However for the EAA, the Young Eagles programme should remain relatively simple, if the pilot and his plane are all current in terms of all the regulations, insurance, etc., and the flight is not charged for, and an indemnity is signed, it should be fine. However if sponsorship of fuel or even a Coke for the volunteer pilot is received, then it may be construed as a flight for reward. Ain't this beaurocracy at its best!!

A meeting was requested by the EAA to discuss public liability insurance and flipping within the Young Eagles programme, which was convened on 22 October 2013 at the AeroClub of SA boardroom. Present at the meeting: Jeff Earle (Chairman AeroClub of SA) who chaired the meeting, Kev Storie (GM AeroClub), Neil de Lange (RAASA) and EAA members, Mark Clulow, Clive King, Eugene Couzyn, Steven Theron and myself, with input from Karl Jensen, Walter Doubell and Dr Mike Brown who could not attend the meeting.

Various scenarios around liability insurance and possible exposure that could arise during Young Eagles flights were discussed. Neil de Lange gave a detailed overview of the Bewick case and highlighted issues that we could investigate within the Young Eagles programme. The meeting came up with eleven questions that were deliberated and we arrived at a few possible solutions: a legal opinion required on what exactly constitutes a flight for reward, or a legislative amendment, or ideally an exemption, and if there is a problem, what would an interim arrangement be.

The meeting also concluded the way forward is to develop the framework for a manual of procedure (MOP) that will support the Young Eagles programme as an addendum to the EAA ARO. The MOP will document procedures on conducting EAA Young Eagles flights, taking into consideration due care, to be shared with Chapters and volunteer pilots participating in the YE programme in South Africa.

I strongly believe that we should always preserve the freedom of flight and share it with whoever is interested and not be encumbered with draconian laws and inwardly thinking mindsets that chase up the fees.

Stay safe, Paul

Breakfast Fly-in @ Mabalingwe



by Clive King

On Saturday 18 January, no less than 24 members of EAA Chapter 322 visited Mabalingwe for breakfast while my partner and I were enjoying a weekend away. The first machine could be heard overhead at 07h30. It was Nico Brandt and Duncan McKellar as passenger in his Maule Rocket. Soon the airspace overhead reminded me of Heathrow on a busy morning. The aircraft seemed to arrive in their droves. Last in was Mike Brown in his Debonair. With no less than 13 aircraft on the ground, the merry group of pilots and passengers were eager to get to breakfast.

Types seen at Mabalingwe were 2 Piper Arrows, a Piper Apache, a Gazelle helicopter, a Piper Comanche, a Jabiru, a Cirrus, one each of Cessna 185, 170 and a 152, the Maule Rocket, an AirCam and a Debonair.

We were delighted that our restaurant booking for 20 place settings was not sufficient and our larger group was quickly accommodated for a scrumptious breakfast buffet over chatter about, you guessed it... flying and aircraft. Fun was had by all and given the success at one of my favourite timeshare resorts the possibility of making this an annual stop in the calendar seemed like a great idea.

Thanks to Mabalingwe for making this fly-in possible and to all those who attended for making this such a success.

Our grateful thanks and appreciation to Clive King for arranging and footing the bill for the transport up to the Lodge and back to the airstrip.



EAA Flying Legends Talk Show

A great Chinn-wag at EAA 322's Flying Legends Talk Show
16 January by Gordon Dyne

Last Thursday evening was sticky and balmy and a packed audience at the EAA Auditorium at Rand Airport welcomed Captain Rodney Chinn to the hot seat. As the audience was beginning to wilt in the hot auditorium, Master of Ceremonies Dr Mike Brown said sharply, "Come on now – pay attention. Keep your Chinns up!"

Captain Rodney Chinn is another of those unsung aviation heroes. Most surprising, I cannot even find anything on him on Google. Rodney, now nearer 70 than 60, is presently a Captain with Mango Airlines and has more than 32,000 hours as a pilot, instructor and Designated Flight Examiner. What a C.V. this modest, tall, bearded man, who would not look out of place in a 'dog collar,' has.

Rodney began his flying career with the South African Air Force (SAAF) in 1963 at Central Flying School. He was one of the chosen few selected for pilot training from a starting number of a thousand or more. The class of '63 celebrated its 50th birthday last year.

Mike Brown, with his usual calm, charming dulcet tones of a medical practitioner whose bedside manner has relaxed many a patient about to go 'under the knife', is a man who could sell ice-cream to the Eskimos. In his smooth probing manner, Mike managed to extract some wonderful stories from Rodney's half century of flying. Tales from his days with SAA, Air Mauritius, ANA Japan, Singapore Airlines, Qantas, Nationwide and now Mango poured majestically from Rodney's lips and had the attentive audience stunned to silence sometimes and at other times roaring with laughter. If 'it' flies then Rodney has flown it. Boeings, Airbuses, Cross-Ocean ferries in Pipers, Cessnas, Pawnees, Aero Commanders and more have given Rodney more than his fair share of excitement and adventures. He has survived several engine fires whilst in the air and by being nimble on his feet and with good reflexes managed to avoid being shot by an inebriated man with a .357 Magnum!

What an amazing career! When most men of Rodney's age are putting up their feet by the fireside, Rodney intends going on flying until the authorities have to pull him out of the cockpit! According to Captain Karl Jensen who has flown at SAA with Rodney many times over the years, we only scratched the surface of Rodney's amazing career.

Sadly, time flew by and it was 2235 hours when Mike Brown finally 'pulled the plug' on the evening. What a wonderful time we'd all had.

Please Captain Chinn, before you fall of the perch, please



Sid Bottom, Rodney Chinn and Lex Erasmus

commit your amazing life to print. A biography or an autobiography would be a brilliant read for many aspiring young pilots and old ones too. It would be a sin if your career was not saved in writing for posterity. You suggested the title yourself: 'Aeries, Women, Dop and Guns!' This fits your career to a tee! I say again to many other pilot legends who were amongst the audience last evening - commit to print gentlemen, please.

Whilst at Oshkosh in 2002, I met General Robin Olds, one of my real aviation heroes. His daughter Christina told me that her Dad was too modest to write his autobiography. However, he told Christina that she could write his biography after he had gone to the big aerodrome in the sky. This is what Christina did after Robin's death in 2007. The result is 'Fighter Pilot' and what a read it is!

Well done, Mike Brown. You really are the consummate professional in your chosen medical career and now, as a Talk Show host, you are a quite superb 'interrogator'!

Thank you EAA Flying Legends coordinator Jeremy Woods for finding yet another amazing Flying Legend. Please tell your better half Anne-Louise that we missed her and even though Clive King stood in for her at the gate and did a great job, the evening just wasn't the same without her.

Thanks to the stalwart braaiers Coen Swart, Ronnie Alcock and Pottie Potgieter. The steaks were great guys. Thanks too, to the ubiquitous Trixie Heron who as the word suggests was everywhere and to Steve Theron for running the bar. Jeremy's man Alson was as usual, worth his weight in gold.

Finally, many thanks to our great audience. You guys and gals turn up through thick and thin. What would we do without you?

For more information on EAA 322's Flying Legends Talk Show please contact Jeremy Woods on admin2.woods@icon.co.za

The next talk show will be on Thursday 13 February when the guest will be John Bassi, the famous helicopter pilot and journalist. Should be a tremendous evening. See you there!

Krugersdorp

A Tradition at EAA Chapter 322



by Karl Jensen
Saturday 11 January

A great tradition has developed over the past couple of years amongst members of EAA Chapter 322. One of the longstanding and active members, Ricardo De Bonis of AirCam ownership distinction, has a braai facility next to his hangars at Jack Taylor Airport (FAKR). If there is no formal Chapter fly-away arranged, many members regularly pop in at Ricardo's hangar on Saturday mornings by both air and road bearing braai materials. These get-togethers often see up to 20-30 members and their spouses socialising, hangar talking, laughing, telling some lies and eating more than is healthy - regular EAAers' pastimes. Often the non-aircraft owning members get to fly in members' aircraft too. In summer time, the fliers usually depart by early afternoon before the endemic thunderstorms become a factor.



Kevin Hopper, EAA of SA and 322's Technical Officer runs his Skyworx AMO facility at the airfield. Kevin has presented Chapter 322 with a wooden Teddy fuselage and parts for the empennage. This project has replaced the Pietenpol build which proved to be impractical due to basic construction

techniques and incorporated design changes that would make the completed aircraft unsafe to fly. Much to my amusement, a newly in our Chapter queried aspects of the 'Poggenpoel' - a true South African (mis)perception. The O-200 engine donated for the Pietenpol by Peter Lastrucci will be ideal for the Teddy, one of the easiest to fly taildraggers around. When the build project goes into full swing in the Skyworx hangar, no doubt the De Bonis hangar braai tradition will grow too.

Eugene Couzyn arrived at FAKR in his newly ATF'd SA F2 Gazelle 341, much to the delight of those present who ooh'ed and ah'ed and seriously trampled the grass around this helicopter in its original Armée de Terre colour scheme.

A kind and appreciated comment I heard from one of our members was, "EAA has so many good people whom I enjoy as friends. At our fly-ins, a positive attitude is always very evident."





The Pietenpol finds its final resting place

by Marie Reddy

The Pietenpol has found its resting place and, after a number of moves, Pretoria Boys' High School now has possession of this wonderful build, which will be put to great use at the school. John Illsley said, "The PBHS Aeronautical Society are very pleased that a decision was taken not to burn the Pietenpol and delighted that they were chosen to become the custodians."

In December John indicated that his plan was to display the airframe at PBHS Commencement Ceremony in late January as this is when they have the new boys viewing the extra mural activities available. True to his word, John collected most of the Pietenpol components on Saturday 18 January for relocation to their school workshop, where it was prepared for display to pupils and prospective society members.

Good luck to John and the boys who will be part of this exciting project. We hope they will enjoy the many happy hours of hard work and camaraderie.

Chapter 322 Build Project

by Marie Reddy



Once again, for all those of us who are willing and able to get involved with this build project and gain new skills, please join us at Kevin Hopper's hangar (E50) at Jack Taylor Airfield, Krugersdorp. Please diarise the work schedule dates as below. Should there be a change to these dates, this will be communicated in advance.

We do appreciate that not everyone can make the planned dates. However, even if you are able to join us for only 1 or 2 sessions, this will be greatly appreciated.

Please come along and be 'reddy' to work in a relaxed environment. A braai skottel and utensils will be provided and we do encourage you to bring along a few cold cans, meat and a chair to end your morning's 'hard work'.

To make it easier for all concerned, please email or sms Marie Reddy on 083 259 7691 / ea322buildproject@gmail.com to confirm you are able to make it.

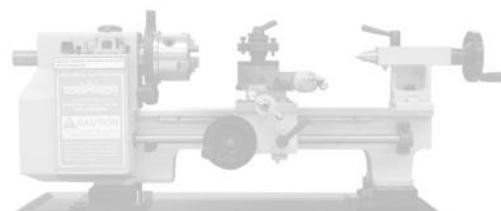
We look forward to seeing you on 15 February 2014, 08 & 29 March and 05 & 26 April.

Wanted

A PPL pupil of Theo Truter's is looking for a lathe and a paraffin parts cleaner. He has a budget of R2,500 for the lathe.

If anyone can help please would they contact Theo

flyerza@yahoo.com



Chapter 322 meeting report



A cracking first EAA 322 meeting of 2014 by Gordon Dyne

Last Wednesday 08 January some 100 members and friends of EAA Chapter 322 came together for the first meeting of 2014. It also happened to be the 79th birthday of Elvis Presley. It is hard to believe that 'The King' has been 'gone' for almost 37 years.

Driving to the Dickie Fritz MOTH Hall was such a pleasure as the traffic was still so light. Oh that it was always like that! We were met by Wally and Ann Ferreira, respectively dispensing the golden liquid and delicious hamburgers to a thirsty and hungry audience. Thank you very much Mr and Mrs Ferreira. At 1900 hours sharp our Chairman Captain Karl Jensen called the meeting to order to go through all the usual monthly formalities. Minutes, Chairman's report, safety, auditorium, build project, finance, happenings past, present and future, and so on. Deepest commiserations were extended to Rob McFie, whose beautifully built Titan T51 Mustang was written off on a test flight. Five years of dedicated loving workmanship, absolutely heart-breaking. Fortunately, the test pilot Ivan van der Schaar was not injured in the incident.

After the break and the draw of the 'Swindle' we sat back to listen to guest speaker Dustin 'Dusty'

Flutter



Are you scared enough?

Chapter 322 will hold its next meeting on Wednesday 05 February at the Dickie Fritz MOTH Hall with a presentation by Francois Jordaan entitled FLUTTER (Are you scared enough?)

Hughes. Dusty and his father Charlie have owned a stunning Nanchang CJ6A (a late 1980s Chinese war-bird trainer) for the past seven years. Late last year whilst Dusty was flying over the Vaal Dam he had engine problems. A camera attached to the interior of the aircraft recorded Dusty's four minute descent to land beautifully on a 'dusty' (Ho! Ho!) farm road. Great flying Dusty. Well done. I hope I can keep as calm as you did, if this ever happens to me.

EAA's monthly newsletter CONTACT! was not ready in time for the meeting, but it was issued the following day by its new editor Gus Brown. Congratulations Gus, it was a tremendous first CONTACT! on your watch. I look forward to the following months' editions. Please everyone, assist Gus by sending articles and pictures of your flying activities. It is after all, your newsletter.

So ended a highly successful first meeting of 2014. Thank you very much Mr Chairman for your usual splendid presentation, risqué quips and never ending enthusiasm which make for a great evening. Your infectious boyish enthusiasm keeps the crowds rolling in!

Our next meeting will be Wednesday 05 February 1800 hours for 1900 hours. For more information on EAA Chapter 322 (South Africa's biggest EAA Chapter) please contact our delightful PR lady Trixie Heron on editor@afskies.co.za

Our Safety Officer, Walter Doubell, gave a thought-provoking presentation on safety and, in light of all the recent flying accidents involving our members, I ask you all to please fly safe. The aircraft accident summary slide is reproduced below.

- Gus

JANUARY TO JUNE 2013

- * INFO EX C A A. CIRCUMSTANCES AS PER REPORT
- * ONLY PRIVATE, INCLUDES TRAINING
- * NO CROP SPRAY, CARGO, COMMERCIAL, SCHEDULED AIRLINE
- * OWN ROUGH CATEGORISATION

CIRCUMSTANCES	FATAL	NON-FATAL	TOTAL	Circumstance % of TOTAL
Unknown	1		1	1%
Engine failure - post impact fire	2		2	3%
Engine failure		4	4	5%
EFATO	1	3	4	5%
Heli - refuelled from drums in bush		1	1	1%
Power loss		1	1	1%
Heli rotor r p m decay		2	2	3%
E F on approach, hard landing		1	1	1%
Mechanical	1	1	2	3%
No fuel		1	1	1%
Strong wind, down draught - all paragl. or gyros	2	2	4	5%
Loss of control - in flight		2	2	3%
go round		1	1	1%
taxi into other a/c		1	1	1%
take-off		1	1	1%
taxi		2	2	3%
CFIT	4	1	5	6%
Flew into valley, could not turn or fly over, crashed		1	1	1%
Low flying - wire or power line strike		4	4	5%
Open canopy, tried to close, lost control on take-off		1	1	1%
Landing - loss of control		13	13	16%
Hard landing		12	12	15%
Wheels up		3	3	4%
Closed throttle instead of selecting flaps on finals		1	1	1%
Avoid Kudu on runway after touchdown		1	1	1%
Foreign object on runway		1	1	1%
Loss of nose wheel in flight - prop strike on landing		1	1	1%
Loose prop in flight - no power, landed short of runway		1	1	1%
Bird strike		2	2	3%
Precautionary Weather		1	1	1%
Rough engine, fixed and flew		1	1	1%
Oil on windscreen		1	1	1%
Prop overspeed, landed is sand		1	1	1%
TOTALS	11	69	80	

= 24%

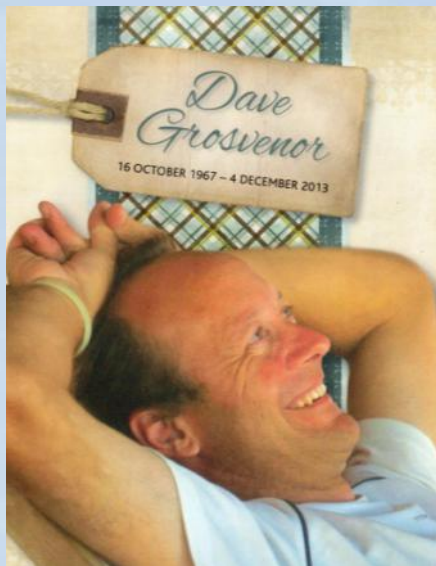
= 5%

= 58%

= 11%

* = 22%

Obituaries



All of us at the EAA extend our deepest sympathy and sincere condolences to the friends and families of two of our members.

Passing of Dave Grosvenor RIP

Dave was a very special unassuming guy and was highly respected as Chairman of EAA Chapter 645 for several years. He made a major contribution to the local aviation fraternity by leading us through a successful EAA Convention and subsequent merger with the Pietermaritzburg Chapter (the two together now known as Chapter 1502 South Coast).

We will miss his big smile and friendly demeanour around all the airfields of KZN.

"Oh I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace,
Where never lark nor even eagle flew
Put out my hand, and touched the face of God." - John Gillespie Magee, Jr

Passing of Piet Smit RIP

On Tuesday, 28 January 2014, Piet Smit, a former EAA Chapter 322 member, sadly passed away in an aircraft accident at Wonderboom Airport.

Piet Smit was a friend and an active and valued member of the EAA. He was well liked and admired for his unbounded enthusiasm for aviation. Piet was seen at many EAA events and fly-ins over the years in his little yellow and red KR-2 aircraft. His signature for us was to 'Gooi 'n donut' on the taxiway before taking off - an innocent and most amusing practice. Piet will be sorely missed. He made a big contribution to aviation with his involvement in the establishment of Aviators' Paradise and his enthusiasm for passing on his knowledge to the students in his flying school. We will remember Piet's easy smile, and he was always ready with a witty saying that would make us chuckle with delight. If we had to describe Piet in one simple line, we would say that he was one of those very special people who would really fit the saying that 'one will understand why birds sing, if one has flown an aircraft solo'. We extend our sincerest sympathy and condolences to Piet's family and all his flying friends and colleagues. May he rest in peace.



Tony Smit writes: I have an interesting 5/8 scale Spitfire project that someone might be interested in taking over, due to the death of a very good friend of mine.

Peter Knobel, the owner, and I have known each other since 1962, and he did my original Dak conversion when I left fighters in 1964. He died last year, and his wife (Jan) cannot keep it as she is moving from their 25 hectare plot to a retirement home.

The project is about 85% complete, but has been standing for ages. It is built of wood and is fibreglass covered.

I also have all of the original plans, drawings and aerodynamic calculations for the project.

Jan, Peter's wife, is prepared to take an offer, but she sold the engine recently, as she needed the money.

Kind regards, Tony tony.smit@solenta.com

5/8th Scale Spitfire



CONTACT! Is the official newsletter of EAA of SA. This edition was compiled by Gus and edited with love and kisses by Trixie Heron. All material is gratefully received from Chapters, members and non-members alike. Remember that this is your newsletter, so please submit material as it happens to Gus (contact@eaa.org.za) or Trixie (editor@afskies.co.za) Our grateful thanks to all those who regularly support our newsletter and our EAA organisation.