



Piper PA-18 Super Cub ZU-ASI at FASY (Syferfontein/Baragwanath) 27 January 2013

Photo: Anton Nel

http://www.jlpc.co.za/Piper_PA-18_Super_Cub_ZU-ASI.html

Whassup!

Wednesday 06 September
Chapter 322 Meeting
Dickie Fritz MOTH Hall,
Edenvale

Wednesday 04 October
Chapter 322 Meeting
Dickie Fritz MOTH Hall,
Edenvale

Friday 06 – Sunday 08 October
EAA Sun n Fun
Rustenburg Airfield FARG

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President's Report

Greetings fellow EAAers,

Quite a bit has been happening on the experimental aviation scene and most significantly is the drive to improve member and Chapter participation from our Chapters within the RSA. We held a Council meeting on 26 August 2017. We're working on the framework of a unique system, based on an app, which is being developed by our Vice-Chairman and Secretary here at EAA National to drive active membership and participation, with a really neat incentive prize. It will blow your socks off. But I am not going to steal their thunder — however, watch this space.

I was happy to note that a great little vintage aeroplane replica is being built on the shores of the Hartbeespoort Dam by one of our members. I am sure that a Chapter visit is in order and we should also be in for a host of pictures on the progress of the build.

Many thanks to Capt (Ret) Karl Jensen for his active participation in the Aviation Safety Campaign and assisting to connect fellow aviation enthusiasts through the initiative of the Aero Club. This is a fantastic initiative that has grown considerably over the past few years as an annual event to foster the culture of safety and is presented on a roadshow throughout the country. I urge all to attend this inspirational presentation.

I would also like to appeal to our Chapter 322 members to get involved with the Teddy Build, we need help. There is a core group of guys that have taken this project quite far already. However, we run the risk of it petering out if it is left to a tiny core of volunteers. There has been a large investment of time and resources already put in and it is a wonderful initiative to start to develop and share skills and take part in Chapter activities. I encourage all members within reach of the hangar at Krugersdorp Airfield, and any visitors, to take the time to avail themselves for a few hours on a Saturday morning to ensure we see this project through to fruition. You're all welcome! This is what creating enthusiasm is all about.

Many thanks to Alan Evan-Hanes, Aero Club GM, for his active participation in the current RAASA transition that was discussed at our Convention. In short, the process to transition RAASA into the SA CAA will have to take a number of critical success factors into account that are working at the moment. Alan is part of the transition committee who are ensuring that the interests of all recreational aviators is kept uppermost during this transition. We have active participation as the EAA at the various forums within the Civil Aviation Authority, along with the Aero Club, to monitor advocacy requirements and make representation where necessary.

I also attended an interesting navigational course on digital maps hosted by Springbok navigator pilot and fellow EAA member and all-time aviation guru, Rob Jonkers, and Andrea Antel and her team from Easy Plan. What an enlightening experience!

We are moving rapidly into the last quarter of 2017 and the upcoming Sun n Fun that will be taking place in Rustenburg. This annual event has changed for this year from the customary Brits Flying Club. This is for a change of scenery and to allow the EAA to build relationships with the flying community in other areas.

There is a lot happening, so stay enthusiastic, keep a close eye on the upcoming calendar of events and, most importantly, stay safe out there.

Regards

Paul Lastrucci

National President EAA of SA

MEETING WITH ICASA

by Karl Jensen - Chapter 322 Johannesburg

Attendees:

ICASA – Divisional Assistant Licensing Delmar de Witt, Busi Mhlambi

SACAA – COO Kevin Storie

Aero Club of SA – GM Alan Evan-Hanes

EAA of SA – EAA Council member Karl Jensen

Numerous issues were raised by Kevin Storie and Alan Evan-Hanes, in a cordial atmosphere.

Delmar ICASA: Common problem with 5-year licences – when fees for a 5-year period are paid, licences are automatically issued for 1 year, unless a 5-year licence is requested by letter on letterhead (email acceptable) with Licence number, aircraft callsign. The process for issue and renewal presently takes 60 days. ICASA requires the licence number shown on the top r/h corner of the licence as illustrated below for all renewals – the client's name and registration are irrelevant.



SACAA, Aero Club, EAA: Asked for the issue time to be expedited and what reason for the lengthy time frame.

Delmar ICASA: Printing is outsourced to SITA. The printed licences are returned to ICASA and then posted.

SACAA, Aero Club, EAA: Suggested collection of completed licences due to inefficient/dysfunctional postal system.

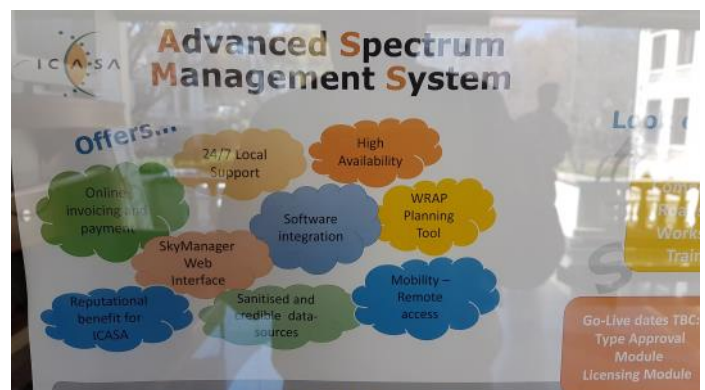
New computerised Automatic Spectrum Management System (ASMS) to be implemented within a fortnight. ASMS is presently running on a trial basis.

Will arrange for collection from Pinmill. This will be possible on presentation of ID or copy thereof and the **Licence Reference** by the owner, or only if a proper proxy is submitted. ICASA personnel regularly face aggression by clients who demand immediate issue.

SACAA, Aero Club, EAA: .pdf duplicate of the licence requested when required.

Delmar ICASA: Not possible at present, because the licence would have to be entered manually onto the licence template. A duplicate licence can be issued within 7 working days on payment of mandatory fee of R50.

Delmar ICASA: There are only three individuals to deal with all aircraft station licences. All queries should be directed to Delmar's email to be channelled correctly: DdeWitt@icasa.org.za



EAA 322 Weekend Fly-Away to Kimberley

by Rob Jonkers - Chapter 322 Johannesburg



Icarus C42 ZU-EEE.

We had Chapter 322's Brian Appleton make arrangements for a fantastic weekend fly-away to Kimberley, with the theme of re-enacting the atmosphere of a century ago. This was the time when Kimberley was the centre of mining and industrial activity in South Africa, in particular the Kimberley Club being the pinnacle of the establishment of the day with exclusive membership.

These days, the Kimberley Club is a national monument and a boutique hotel that maintains the atmosphere of the past, giving patrons an inside look at how life was in the bustling mining town a hundred and more years ago. With a gaggle of flyers gathered to go there for the weekend, the only instruction given by Appeltjie was to wear period dress and ensure that the men wear suspenders and a bow tie, and anything else was to be left up to the imagination.

The weekend of the 5th and 6th August proved to have clear weather as forecast, typical late winter temperatures with a stable inversion layer. Twelve aircraft with 33 people from various locations took off on Saturday morning, with the plan being to arrive at around 11h30 at the Kimberley Airport.

Some of the slower aircraft stopped over at either Kroonstad or Parys for refuelling and refreshments, having started already just after 06h00. In my case the chosen ride for the weekend was the C210 from the furthest away starting point of Wonderboom, and with a slight headwind we made it to Kimberley in 2 hours and on the ground at 11h30, flying at FL085.

Getting closer to Kimberley, we passed two lower flying aircraft, Bloemfontein ATC giving me continuous advice on their location, although very much lower. The result of the convergence of all these aircraft, at more or less at the same time to the Kimberley CTR boundary, had the ATC lady with her hands full to organise joining and landing clearances –



this being a challenge, where there is hardly one aircraft per day needing ATC services against twelve GA aircraft all arriving at once.

Needless to say, the pilots needed to have their own discretion of where they were relative to each other in the circuit, some needing to orbit or extend downwind legs. But in the end everybody arrived safely on the ground and parked on the apron in a gaggle, the likes of which has not been seen at Kimberley for ages, with the ground personnel enjoying the additional attention and workload of parking aircraft, swinging their parking batons.

With landing fees paid, and bags put through the x-ray machines – in fact not sure what they would be checking for, as pilot's cases will be notoriously filled with all sorts of tools and dangerous items not allowed on airliners. Appeltjie had arranged for two buses, and between him and Clive they were the designated drivers for the weekend, so we all headed for the Kimberley Club.

After arrival and a finger lunch in one of the dining areas, a visit was laid on for the afternoon to the McGregor Museum and also to the Aviation Museum near the airport. Some of the folk thought the Lions & Crusaders Super 15 rugby final way more important and stayed behind to enjoy the game. The curators of the Museum were kind enough to open the Museum for us to browse through. The McGregor Museum was officially founded on 24 September 1907, and started off with archaeology and botany as exhibits, expanding to other themes in later years, including the Kimberley mining story.

Then on to the Aviation Museum, which is essentially one hangar containing the Patterson Biplane replica and is located on the site where the first aircraft flew in South Africa, that being by John Weston in June 1911, and later by Cecil Compton Patterson in April 1912. It was also the site where South Africa's first flying school was established in 1913.

After the museum visits and back at the hotel, we chilled and watched the last stretch of the tense rugby match until we had to clock in at the bar at 18h00 in presentable garb. Every arrival of course brought some hilarity at the dress code, and with cameras flashing overtime while getting oiled up for the evening.

After having arranged for a group photo to be taken, which was, as is the norm with so many people, a difficult task to achieve, we retired to the Rhodes Dining Room, quite snug for 33 of us, but it had the right atmosphere of the period. We were entertained by Appeltjie and Bruce as orators par excellence and wished Paul a happy 60th birthday.

After a good meal and drinks, everybody slept well and appeared refreshed the next morning to either start the journey back, or join in the planned visit to the Big Hole prior to leaving.



Paul Lastrucci and Kimberley ground crew.



Patterson Biplane replica.



Bruce Harrison.




Rob and Vera Jonkers.



At least half the team went to the Big Hole Museum, which included a walk out to an overlooking platform and a walk through the museum replica town, most of the buildings authentic from the period with more than a century old exhibits inside.

After this, we all trundled back to the airport, our bags x-rayed and embarked on the journey back, this time with around a 10kt tailwind, but getting close to the JHB CBD the wind came up fairly viciously, gusting between 18–22 kts and very turbulent, making landing fairly interesting.

Everybody returned safe on the ground after midday, ending a good short weekend break filled with activities for which we thank Appeltjie for the excellent arrangements made, it all run like clockwork. 





Paul and Beverley Lastrucci.



Peter Lastrucci and Rob Jonkers.



Claus Keuchel and friend ,Maxine.



Brian Appleton.



Rand Airport Airshow 2017

by Gordon Dyne - Chapter 322 Johannesburg



Jonty, Janet and
baby Adam Caplan.



Sunday 20 August was a bitterly cold day. I arrived at the EAA Auditorium at 07h30 hours, armed with two heavy jumpers and my thick leather flying jacket. I sure needed them all!

Soon more helpers arrived and we began to assemble all the chairs, braai equipment and tables on the grass outside the bar on the lower level, where we have enjoyed the airshow for the past two years.

However, this year, in its infinite wisdom, Rand Airport authorities had, a few months ago, unceremoniously towed a retired McDonnell Douglas DC6 onto the grass right in front of our wire enclosure. We could see less than nothing. I hate to see an old 'beauty' in its final resting place normally, but even less so when one blocks my entire view.

Our charismatic and terrific Chairman Dr Mike Brown made the immediate decision to revert to plan B and revert upstairs to the old location. An excellent decision. Our splendid view of the entire airfield was restored!

Some seventy or eighty people enjoyed an excellent airshow from the Auditorium. The weather warmed up nicely and by noon it was back to shirtsleeves.

We had a special guest in the form of 94-year old Lt John Henry Joseph (508 hours on Spitfires) Martin who spent the afternoon with his son Kevin and younger daughter Michelle, sitting in the sunshine lapping up some glorious flying and I imagine waves of nostalgia and memories of those days in Italy when Mustangs and Spitfires almost ruled the skies in 1943-1945, washing over him. John's best friend in Italy in the SAAF died in a Mustang. He happened to be the uncle of popular EAA 322 member Rob Mcfie. May this wonderful human being, John Martin, live forever.

The braai was as usual a great success thanks to Coen Swart, Ronnie Alcock and Trixie Heron. The steaks were fabulous. I left my bar unattended and invoked the 'honesty policy.' It was a great success and I believe everyone paid me before leaving the airshow.

It would have been good had we been able to take the shortcut past the fuel tanks to the apron, but despite Clive King's pleas to Rand Airport's authorities, his pleas fell on deaf ears. We must face it, we are flogging a 'dead horse' with this issue, and it is not going to happen any time soon. However, Mike Brown had arranged a driver for Neil Bowden's people mover for those who wished to visit the main airport block.

So ended another terrific airshow with some stunning flying and some unique and historic aircraft, plus a few almost antique pilots too!

EAA Auditorium Convenor Jeremy Woods, his wife Anne-Louise and Clive King, all stalwarts of the organisation for the Auditorium at the Rand Airshow for many past years were conspicuous by their absence. Sadly business activities kept all three from attending. Another regular, Captain Karl Jensen, was confined to his sick-bed, but I am very pleased to report to his fan club that Karl is now fully recovered and 'burning' more holes in the sky!

Thank you, Auditorium visitors, for joining us and to everyone for 'mucking' in and helping.



Braaimasters Coen Swart and Ronnie Alcock.



Digital Mapping Workshop

by Kevin Marsden - Chapter 322 Johannesburg



Rob Jonkers recently gave a presentation on the art of converting digital maps to paper at an EAA 322 meeting.

The demand for a more thorough treatment of the subject was so overwhelming that a course was offered on 26 August at Grand Central Airport, with many members in attendance.

The course was focused on the use of a number of digital mapping tools such as OziExplorer and Google Earth, and how, with the correct calibration and digital aero-maps, it is possible to export a flight plan from Easy Plan and then overlay it with the appropriate aero-map and have a hard-copy available in the cockpit without having to perform any origami!

Rob Jonkers has been organising the fun rallies at a number of EAA events, and the same level of meticulous planning and attention to detail he demonstrates with those activities was evident with this course, with all the necessary software and maps provided to the attendees.

Well done, Rob, on a superb job!

A big thank you to Marie Reddy for her hard work in organizing this forum, and to Peter Clark for taking some great photos of all the cartographic action taking place.



Peter Q Clark



Peter Q Clark



Peter Q Clark

EAA 322 August Meeting

by Gordon Dyne - Chapter 322 Johannesburg

Alan Evan-Hanes.



Chairman Dr Mike Brown was on his usual sparkling form as some 80 aviation enthusiasts gathered at the Dickie Fritz MOTH Hall in Dowerglen for the August meeting of EAA Chapter 322. The numbers were somewhat depleted as at least a dozen members had only just returned from Air Venture Oshkosh in the USA and were obviously suffering from 'jetlag' after almost 24 hours in the air.

Barman Eddie was AWOL in hospital, so another couple from the MOTHs' cottages kindly helped out Eddie's better half Jean behind the bar. I regret I slipped up in not getting their names. However, most grateful thanks to them and Jean.

Frank Persson.



It was good to have the lovely former SAA 'hostess with the mostest', Irene Naude, back in the land of the living after major surgery the previous week. As usual, Irene was on terrific form, despite her obvious discomfort. Word gou weer gesond, my mooi meisie!

Ann Ferreira's delicious pies from the kitchen were quickly devoured by the masses and when accompanied by a 'frostie' from the bar, the hangar talk flowed freely.

Mike called the troops to order at 19h00 hours sharp and ran through the usual formalities in double quick time. The Teddy Build was the subject of some debate, with varying views on where the Chapter should go with this project, which has been going on for about three years and will be another three years at least before air can be put under its wheels. The debate is to be continued...

Prof. David Linton.



On completion of the monthly formalities, Mike called to the microphone Professor David Linton, Mike's oldest friend from their days in the faculty of medicine at UCT many years ago. During their Varsity days they both learned to fly and then flew with the Red Cross Flying Doctor Service. around the Cape. David is visiting the land of his birth from his adopted home of Israel where he holds a very senior position in a Jerusalem hospital. David spoke to us a couple of years ago and once again he regaled us with some serious, but mostly very humorous, stories about the 'Adventures of the Mile High Intensive Care Club'. The professor is an excellent speaker and I think he would have liked to talk to us all night if Mike had not called a halt to the proceedings. Thank you very much, Professor Linton. Please return soon and talk to us again, perhaps this time with stories from the 'Proper Mile High Club'!

Dr. Mike Brown.



After a break to recharge our glasses, Rob Jonkers took centre stage. This brilliant aeronautical engineer and Springbok pilot is one of our most prolific speakers. The subjects on which Rob normally talks tend to go right over my head, as he is a

rocket scientist of note and I am a simple bearing salesman. However, on this evening Rob talked about his recent visits to the Seattle Museum of Flight, the Boeing factory and then the Paris Airshow. Now I felt at home, as Rob's talk focused entirely on aircraft! My passion! Brilliant talk and pictures, Rob. Thank you, I loved it!

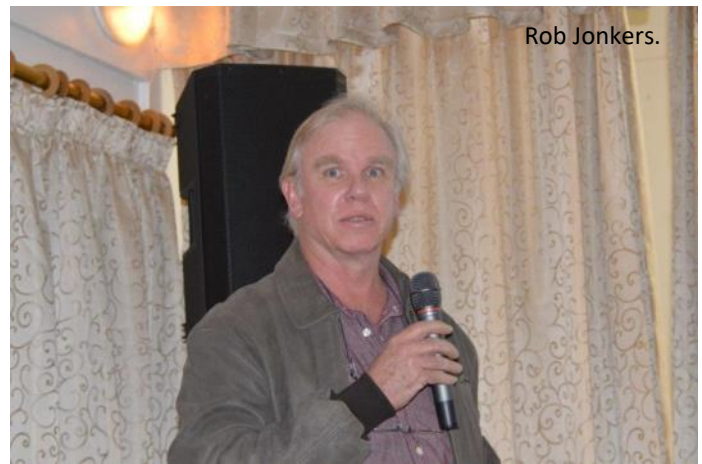
When Rob concluded his talk, Mike called a halt to the evening and, after another 'frostie' or two, the audience dispersed home – some to their loved ones and then back to their wives!

Thank you, Chairman Mike, David and Rob for a terrific evening. It was one of the best I can remember.

Our next meeting will be Wednesday 06 September. Same time. Same place. One does not have to be a member of EAA to come along to our meetings. Just come and enjoy yourself with like-minded aviation lovers.

For more information on EAA Chapter 322, South Africa's biggest, busiest and best EAA Chapter, please visit its website www.eaa.org.za

Hearty thanks.



Rob Jonkers.



Clive King and
Tian Wolmarans.



Upcoming Events

- ♦ Sat 09 Sep: Grand Central Fun Rally – contact Rob Jonkers.
- ♦ Sat 16 Sep: Aviators Paradise (FAAP) Breakfast Fly In – all EAA members welcome.



BARA FESTIVAL
AVIATION COMES TO BARAGWANATH AERODROME

SATURDAY, 23 SEPTEMBER
12:00 to 14:00 **ARRIVALS** - coffee & cheesecake | 12:00 to 18:00 **BARA'G FLEA MARKET** - bring & sell your parts / pitch / plane
18:00 to 20:00 **BARA BRAAI** - braai packs on sale | 20:00 to **BARA VIBES** - Open stage / Live music / Karaoke (for Frank =) & Caribbean + Wine 'n Whiskey Bar

SUNDAY, 24 SEPTEMBER
07:00 to 09:00 **BREAKFAST** | 09:00 to 11:45 **AVGAS TALK** - training, safety + building and flying a Velocity + driving a Cessna 172 to Lake Malawi = A WEEKEND of PURE AVIATION FUN FOR THE WHOLE FAMILY!

— NO LANDING, CAMPING OR ENTRY FEE // FOOD and DRINKS ON SALE // JUMPING CASTLES for the KIDS

BARAGWANATH AERODROME | S 26 20' 47" E 027 46' 31" | FASY | 13/31 | FREQ | 122.35 | www.jlpc.co.za | www.zsgfa.co.za



6-8 October 2017 Rustenburg Airfield

- Arrivals from Friday afternoon and departures after lunch on Sunday
- Camping facilities available
- Avgas & JetA1 available
- Flying competitions on Sat 7th and Sun 8th October

CONTACT! Is the official newsletter of EAA of SA. This edition was compiled by Kevin Marsden 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 news@eaa.org.za to reach us by the last Wednesday of the month.