

BRAKES ON ... THROTTLE SET... CONTACT!

March/April 2018



Nico Brandt's Safari ZU-IJD en route to Kitty Hawk on 03 March 2018. Photo by Karl Jensen.

Whassup!

Wed 04 April 2018
Chapter 322
Monthly Meeting
Dickie Fritz MOTH Hall,
Dowerglen, Edenvale

Fri 27 – Sun 29 April
National Convention
Vryheid, KZN

[Click here for more information on the convention...](#)



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Visit to Vryheid

Pre-convention planning

by Marie Reddy - Chapter 322 Johannesburg.



On Tuesday 6 March, Karl Jensen, Renee Clulow and I visited Vryheid Airfield. The main purpose was to check on the Convention arrangements for the end of April.

The weather was pleasant for our departure from Fly Inn at 07h30. Having done this trip a few times now, I have to admit that while parts of this journey are not the most scenic, it is fairly short.

The first two-thirds of the journey is over open farmlands and a number of rather large and invasive power plants. As one nears the escarpment, I still find myself in awe of the beauty of KZN... the grass covering the jutting escarpments looks like velvet.



A smooth landing on RWY 29 and a visit to the Clubhouse for coffee and a snack made for a very pleasant arrival. The plan was to meet with the Vryheid Wings Club to review the Convention planning progress.

All arrangements are going according to plan, with the only major change being that the ATC Tower will not be built as a permanent structure.

OUR ITINERARY

09h45 Arrival.

10h15 Meet with caterer for Awards Dinner in the designated hangar.

11h00 Visit to Vryheid High School in order to encourage the selected Young Eagles learners on all aviation-related subjects.

12h00 A stop at the lovely Klets Café to chat with Marlene of Kantenklaar Gift and Décor Shop, about the possibility of assisting with a nice set-up for the partners session on 28 April.

13h00 Back to the Airfield for a walkabout, and then off to Volksrust to visit Jan Kemp before heading back to Fly Inn.

A lot of work is going into the planning of the Convention and we are looking forward to seeing everyone there. Thanks to Morne Strauss of Vryheid Wings Club for hosting us.





EAA NATIONAL CONVENTION & FLY-IN

WIN

a trip to
the world's greatest
aviation event
- Oshkosh 2018 -

**27 - 29 APRIL 2018
VRYHEID AIRFIELD,
KZN, SOUTH AFRICA**

**Modern and Vintage Aircraft, Goodyear Eagles Aerobatic Team Display,
Information Forums, Adventure Rally, Spot Landing Competition,
Aircraft Judging Contest, Vintage Car Display, Sponsor Displays,
Camping and Accommodation available, Meals at the Airfield.**

For further information on events and facilities and in order to plan for your attendance,
please register at www.eaa.org.za | Contact : rsvp@eaa.org.za

**PRE-REGISTER AND ATTEND THE CONVENTION AND YOU WILL BE
ENTERED IN A LUCKY DRAW FOR A TRIP TO OSHKOSH USA!**

Convention Info

Aerobatic Display

The Goodyear Eagles will fly a display on 28 April 2018.

Join in the Rally

Contestants will all get a goodie bag and top places will win a range of prizes!

Spot Landing

Show us your best landing and stand a chance to win a great prize.

Aircraft Judging

The prestige of knowing that your aircraft has been assembled immaculately and maintained in the best possible condition makes all the effort worthwhile.

Chapter Awards

The flying Club/Airfield with the best attendance will be recognised.



Vryheid is situated in Northern KwaZulu-Natal near the foothills of the Drakensberg Mountains. The Airfield is a typically scenic country airfield with a long tarred runway of 1,015 metres, (11/29) and 3,800 ft above sea level.

*Be sure not to miss the event of the year
for all aviation enthusiasts and flying friends.
Visit eaa.org.za to register.*



NOTAM

A NOTAM be issued for this event. Air Traffic Control will be in place on Friday afternoon and Saturday. Details will be communicated closer to the event.



REPAIRS

Skyworx has committed to being at the venue in case assistance is required. Basic services will be facilitated.



SAFETY

Don't forget to bring along your own chocks and tie-downs. We will update on the view of the weather closer to the event. However, all pilots should ensure that they are aware of the weather for their particular route!



FUEL

Fuel will be supplied at the Airfield, including Avgas and Mogas (on request) at this stage. Fuel will be available at a discounted rate.

Draft Programme

Remember our events are open to everyone. However, you need to be an EAA member to be placed in the Aircraft Judging Competition or be entered into the Oshkosh Competition.

Friday 27 April 2018

All-day arrivals.

12h30 Young Eagles flights.

17h30-22h00 Casual dinner braai.

ATC will be in operation on Friday afternoon.

Saturday 28 April 2018

All-day arrivals.

ATC in operation from 08h00-17h00.

07h00-11h00 Breakfast.

08h30 Official Opening by EAA National President, Paul Lastrucci.

08h45-15h00 Fun Rally (briefing from 08h45 and flights depart from 09h30/10h00).

09h30-15h00 Aircraft Judging Contest.

10h00-15h00 Information Forums with guest speakers.

11h15-12h30 Spot Landing Contest for non-Rally entrants.

12h00-15h00 Casual lunch available at the airfield.

15h00- 16h00 Air Display by the Goodyear Eagles Aerobatics Team.

16h00 -17h00 AGM for EAA Members.

17h00-18h30 Free time.

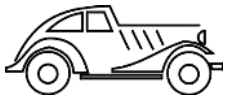
18h30-19h00 Dinner arrivals at Airfield.

19h00-23h00 Awards Dinner including EAA National Awards, Fun Rally, Spot Landing & Aircraft Judging Awards.

Sunday 29 April 2018

07h00-11h00 Breakfast available at the Airfield.

Static Aircraft and Vintage Car Display



We already have a number of aircraft committed and you can expect to see – Bathawk to Bearhawk, Navion, L29, Dakota, Pitts Special, Bell Classic 1947 and many more... let us know about your special aircraft. Vryheid Vintage Car Association will also display a range of vehicles on the airfield.

Young Eagles



Young Eagles Programme on Friday 27 April 12h30 – Vryheid High School has been approached, and learners will be selected based on academic merit.

Partners' Activity



For the partners who would like to be involved in assisting with the dinner décor, there will be a small craft area set up for them to work from 10h00-15h00 to help with preparing the table centrepieces.

The aim is to auction these off during dinner in order to raise funds for the Vryheid SPCA. While we appreciate that not everyone may want to return home in their aircraft with 'table décor', the works will be unique and the aim is for the partners to relax and enjoy some craft work, and a few glasses (or bottles) of wine.

Accommodation and Transport



Lists of accommodation establishments have been issued and are available on the EAA website.



Camping facilities are available at the Airfield with suitable ablution facilities. Please let us know if you are coming along and camping, so that we can ensure that there are sufficient facilities in place.



Local transport to/from accommodation establishments in the town will be available at a nominal fee.

Meals



Braai at the Vryheid Airfield on Friday evening 27 April – the Clubhouse will be catering for this as part of a welcome to all attendees. This will start at 17h00 at an estimated cost of R150.00 pp (to be confirmed). They will cater in accordance with expected arrivals.

Awards Dinner



Please register and book for the Awards Dinner on Saturday evening. This will take place at the Airfield at this stage. Exact cost to be confirmed. The estimated cost is expected to be R300 per person. Once the cost is communicated, you will have an opportunity to confirm by making payment.

Please note that Awards Dinner bookings are essential.

Bookings will close when fully subscribed, or on 27 April, whichever happens first.

DC 3 to Vryheid

For those of you who do not own an aircraft, but want to experience an amazing flying adventure, Derek Hopkins is arranging Meno Parson's ex-Rovos Rail DC3 to fly to Vryheid. A donation of only R1,250 per person gets you a seat on this classic aircraft. This is cheaper than driving your car there! We want to get the Dak there, so please help support this flight.

To book, mail Neil Bowden at neil1@telkomsa.net

Flight will depart from Rand Airport on Friday 27 April and return Sunday 29 April.



Thanks to all our generous sponsors for all the prizes and donations that will make this event a great one !



Attendance prize value at R27000
<https://www.airadventure.co.za>



Prizes : Mancave signage
Event stickers
<http://signco.co.za>



Aviation Insurance
Contestant Goodie Bag items
<http://www.jankelow.co.za/>



Fuel sponsorships and event
Supplier and reduced rate
<http://www.sv1.co.za>



Prizes valued at R15000
www.infinityaviation.co.za



Prizes including a set of tyres, wind sock and
goodie bags
www.goodyearaviation.com



Tailor made Flight suit valued at R3325,00
5% discount on Flight Suite and boot orders
placed at the event
www.airwear.co.za



Prizes : Annual
Subscriptions, Magazines
and Promotion
www.africanpilot.co.za



Prizes : Airfield Directories
& Subscription Renewals
www.aviationdirect.co.za



Prizes : Annual
Subscriptions, Magazines
& Promotion
www.saflyer.com



Contestant
Goodie Bag
Items
[www.centuryavi
onics.co.za](http://www.centuryavionics.co.za)



Contestant Goodie Bag items
<http://www.wingsnthings.co.za/>



Trophy and Prize Sponsorship and Promotion
www.pilotspost.co.za



Prizes : Annual Subscriptions,
Magazines and Promotion
www.airnews.co.za



Prizes
<http://www.cometaviationsupplies.co.za>



Thanks for hosting us and assisting
with arrangements



Headset Prize



CNC Machining Facility
Prizes



Sponsorship towards Safety costs

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

***A warm welcomes awaits you -
we look forward to seeing you there!
Visit eaa.org.za to register.***

EAA Chapter 322

February Meeting

by Gordon Dyne, photos by Karl Jensen - EAA Chapter 322 Johannesburg.



Jeff Earle, Larry Homann and Geoff Fish.

Our very confident and bubbly Chairman Clive King really came into his own for this, his second evening as Chairman of EAA Chapter 322. The meeting held at the Dickie Fritz MOTH Hall in Dowerglen was attended by some 80 members and friends.

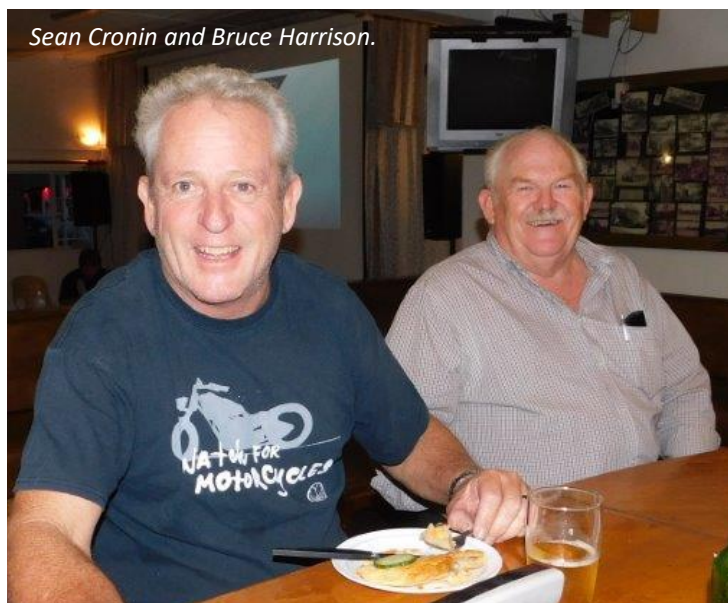
Some delicious snacks from the cordon bleu kitchen of Anne Ferreira, ably supported by her husband, MOTH Wally, and some cold liquid refreshment from the bar greeted all visitors and a fine relaxed atmosphere ensued.

Clive, punctilious as ever, called the meeting to order at 19h00 sharp and the audience took their seats. Clive, now brimming with confidence after (in his own words) 'a nervous start' for the January meeting, was soon into his stride and the formalities flowed by. His Powerpoint presentation was well put together, and at the end of each topic a delightful little 'flutter' – rather like the paper planes we used to build as children – saw the topic off the screen. Delightful!

The finances are looking strong, thanks to the fiscal disciplines introduced by former SAAF Captain Mark (1,000 hours on Mirages) Clulow, now a highly respected and successful Chartered Accountant.

Former 322 Chairman Dr Mike Brown gave us a very interesting talk on Engine Failures. Mike admitted that his talk was based on the scribes of well known aviation personality and icon in SA aviation, Jim Davis, who writes so brilliantly for several aviation magazines. Mike did not claim any originality for his talk, but he put Jim's thoughts and comments over quite brilliantly, as only Mike can, in his calm and loquacious bedside manner. I know for certain that all pilots present learned a lot from the talk, which was accompanied by some excellent slides. I know I certainly did. Thank you very much, Doctor. We are sure going to miss you! Clive continued with his policy of not having a half-time break, and some very interesting points raised from the audience, particularly by Alan Evan-Hanes, General Manager of the Aero Club, and Paul Lastrucci, President of EAA South Africa, kept the audience riveted to their seats.

Subsequent to this meeting, we learned of the resignation of Col. Jeff Earle from his important post as Chairman of the Aero Club. Jeff has held this important post for a number of years and has been very instrumental in ensuring our Freedom of Flight. Thank you for your enormous input into South African aviation, as you did with the SAAF in



Sean Cronin and Bruce Harrison.



Rob Jonkers and Claus Keuchel.

protecting our country in your younger days.

It had been a most successful evening. Thanks to all for attending. For more information on EAA Chapter 322 – South Africa's biggest, busiest and best Chapter, please visit the web-site www.eaa.org.za



Gordon Dyne and Brian Stableford.



Roston Dugmore, Irene Naudé and Neil Fenton.



David Toma and Keaton Perkins.



Clive King and Mike Visagie.



Dr Marion Booysen and Karl Jensen.



Dr Mike Brown.



EAA Chapter 322

March Meeting

by Gordon Dyne, photos by Stephen Theron - EAA Chapter 322 Johannesburg.



*Clive King,
Dr Mike Brown
and Marie Reddy.*

Wednesday 07 March was a beautiful, balmy evening and some 80 barmy aviators rocked up to the Dickie Fritz MOTH Hall in Dowerglen for the March meeting of EAA Chapter 322.

It was great to see Fred Jacobs and his son Freddie again at this monthly meeting. We have not seen the Jacobses for a while now, and the last time we saw Freddie he looked like a schoolboy. He has now matured into a fine looking young man with a short beard and looking very dapper in an immaculate white shirt and tie. Freddie has now joined his Dad's financial planning practice. Good luck, Freddie. I am sure you will go a long way.



Tony Kent.

Eugene Couzyn and Irene Naude were also present. Both these stalwarts of aviation have undergone serious surgery recently and it was good to see them looking so fit and strong.

As usual, mouthwatering refreshments greeted us from the kitchen of Anne Ferreira. This evening there were delicious hamburgers which filled many a hungry tummy. As usual, Eddie and his wife Jean were on duty in the bar, and the beers were cold and thirst-quenching.

Chairman Clive King, really getting into his stride now with his third meeting as Chairman, brought the rowdy gathering to order with a few blasts of his bicycle horn at 19h00 sharp. We sheepishly took our seats, duly chastised.

Clive continued his policy of getting everything wrapped up speedily, to allow more time for hangar talk.

Aided and abetted by his clever Powerpoint presentation, Clive ran through all the usual monthly formalities, and it was good to see that we are still so financially strong, thanks to the sharp brain and fiscal disciplines of our honorary treasurer Capt. Mark Clulow CA (SA) (10h00 on the Dassault Mirage F1) 1 Squadron SAAF (retired).



Rob Jonkers.

Forthcoming events such as the Aero Club Week at Middelburg and the EAA 322 Convention at Vryheid were covered extensively. We were also reminded of the forthcoming Talk Show with guest speaker Gen. Rod Penhall, a modest, almost unheard of fighter and helicopter pilot and key United Nations Ambassador.

Once the formalities were dispensed with, Tony Kent, a Grade 2 instructor and commercial pilot of note, was called to the microphone and he gave us a great talk on magnetos. All our planes have magnetos, but how many of



Alan Evan-Hanes.

us really knew what they do and how they work? I certainly did not. Well, after Tony's excellent dissertation, I feel we were all more knowledgeable on this matter. One point I took cognisance of was to 'do the magneto check' at the hangar rather than wait until one is at the holding point, because if one has a 'mag drop' at the holding point, one has to taxi all the way back to one's hangar, which can be awkward if the taxiway is crowded. Karl Jensen and Jeff Earle, with more than a combined one hundred years of performing 'mag checks', added some very relevant points to this critical issue.

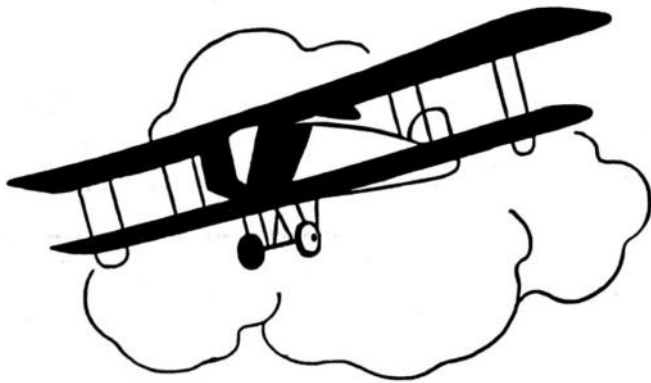
Tony sat down to tumultuous applause, and next up to the microphone was that aeronautical engineering genius and Springbok pilot of note, Rob Jonkers. Rob, whose aviation knowledge is unsurpassed, gave the audience a fascinating talk on wind shear. It is a force of nature we all dread, barely understand, but very few of us have experienced it. It is not that common in South Africa. I experienced a minor wind shear on Runway 05 at Margate many years ago, but because I was, as usual, hot and high, I survived! Another brilliant talk from this icon of aviation.

Very many thanks, Tony and Rob. We are all much wiser from your imparting your knowledge to us lesser mortals.

That concluded another very interesting evening. Well done, Chairman Clive King. You are really coming into your own after three months.

Thank you all for attending. The next meeting will be on Wednesday 04 April. Same time, same place please. Bring all your aviation friends.

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



Paul Lastrucci.



Roy Watson.



Jeff Earle.



Karl Jensen.



Silver Creek

by Rob Jonkers - Chapter 322 Johannesburg.

Sean Cronin, who is a resident at Silver Creek Estate which is located near Buffelspoort Dam on the northern side of the Magalies Ridge close to the concrete tower, last year suggested that it was time to organise a visit to their airfield, which is a bit off the beaten track.

The date of Saturday 03 February was chosen, and between him, his wife Anthea, the Estate farm owner Louis and his wife Lawrence, they prepared a real mouth-watering breakfast. Although the weather looked problematic with rain showers in places, it started to clear after dawn, and became excellent flying conditions with little wind, no turbulence and high clouds to keep everything cool.

Everybody started arriving around 08h00, and by 08h30 everybody was on the ground and getting their fill of warm scones and coffee. The runway was a bit challenging with it being on a hill, the centre and thresholds have a 100 ft elevation difference, and one cannot see the one threshold from the other – and of course, compounded by radio transmissions blocked by the hill as well, so it took a bit of relay work to ensure runway safety.

After a flyby group photograph taken by Garth Calitz, breakfast was served on the lawn outside the clubhouse, a real grassroots feel with aircraft parked just metres away. With lots of hangar talk happening, plus more coffee, everybody eventually extricated themselves from these idyllic surroundings by 11h00 to return to their

airfields. There were 10 aircraft and 2 helicopters parked on the field, which was a good turnout for this event.



Tranquillity

by Marie Reddy - Chapter 322 Johannesburg.

On the morning of 10 February, I had an early start at FAKR, refuelling and doing a thorough pre-flight check before departing for Tranquillity Lodge via Wonderboom. There were 5 hot air balloons over Harties, creating a picturesque scene. What a brilliant day for flying!

I met up with Brian Appleton's Luscombe Silhouette ZS-VFG in the air about 10nm before Tranquillity Lodge, and flew in as No 2. After Brian had landed, I was advised to land on the second Runway 02, which I proceeded to do and enjoyed a smooth landing on a wide grass runway. There were already 14 aircraft on the ground. The reliable Bathawk crowd of Sean, Louis, Deon & Lucas were there in force of course, with wives and friends, as well as Brian, Karl, Nico, Greg and Larry. Breakfast and coffee in their shaded Clubhouse prepared us for the rest of the day. The boma alongside the Clubhouse certainly looked like a perfect place to enjoy dinner around a fire in the cooler months to come. We will have to return to test this at some stage.

It was too early to return to our respective home bases, and so with Karl's agreement, we were 'invited' to visit Fly Inn Estate for some tea or coffee. The short flight over Cullinan was pleasant and another first for me, as I had never flown into Fly Inn myself. Waterkloof ATC were friendly, as usual, and Fly Inn Runway 06 was a welcoming and a very pleasant landing. Refreshments and chatter in the hangar completed a lovely flying adventure for me. It is always great to be able to fly and meet up with fellow aviators, go somewhere new and visit friends.

My flight back through Waterkloof and south around Lanseria was a little bumpy, with grey clouds looming in the far distance. Competitors from the Rand Airport Rally could still be heard in the air as I neared FAKR.

Krugersdorp is always a good place to return to or just to stop off for a cold refreshment or a snack. On landing, I accepted an invitation to have a cold drink with my neighbour as soon as I had finished in my hangar. Steve George's boma overlooking the Krugersdorp Nature Reserve is a great spot to end the day with one or two cold beverages.

The last few weeks have been an adventure for me and ZU-EEE, flying and meeting new people and going to places I have not been to before, including Mabalingwe, Kitty Hawk, Silver Creek, Wonderboom airspace, Tranquillity, Fly Inn, and the George Boma (not a first, but rather pleasant!). Regular stops at Aviators Paradise are part of my travel routine when heading north, and I hope to be able to continue to visit new places as well as revisiting favourites throughout 2018.

I have already planned my trip to Vryheid via Volksrust (to visit Jan Kemp) for the Convention in April, and I hope to have a lot

more experience before undertaking this journey alone – two more places that will be firsts for me!

I look forward to running into more of our members at one of these new locations in the near future.



A Month of Flying



by Marie Reddy - Chapter 322 Johannesburg.



FARG from the air.

The Rustenburg breakfast fly-in on 17 February was extremely well attended – I would go as far as to say that there certainly seemed to be more aircraft at this breakfast fly-in than we had at Sun n Fun in November last year!

Thanks to all the guys from Rustenburg Flying Club for always making an effort and making everyone feel welcome. They only open for breakfast once every month or two months, so I will definitely make an effort to support them again. Next time they will probably be a little more prepared, as the kitchen was very busy cooking all morning for this fly-in. They did not anticipate such a great turnout. The major attraction was getting an enjoyable flight in, supporting a local flying club and having an opportunity to socialise with other aviators.



FARG Clubhouse.

On Saturday 24 February, a small breakfast fly-in was arranged at Brits Airfield, where we were able to give them almost exact numbers, and Roel assisted with coordinating details with the Club. The weather was not looking great, with a very low cloud base. On arriving at Krugersdorp, Eugene and I readied ZU-EEE and we enjoyed a hot cup of coffee while overlooking the nature reserve... waiting for the cloud to lift. What a beautiful morning... if you didn't want to fly.

A delayed start to get to Brits for breakfast made this a very pleasant outing. The flight, the airfield, and the 'gees' made it very enjoyable. The Brits Club guys cooked breakfast and we could chat and enjoy the visit over a hearty meal with hot coffee. A visit by Scully Levine, his son Ellis, and Arnie Meneghelli in Harvards was an unexpected treat. After a stop for a coffee break and chat, we were thoroughly spoilt by the sight of their superb classic aircraft in flight. Bbbrrrrrr... just the sound of those engines is enough to make it enjoyable.

All in all, a really great breakfast fly-in, albeit a small one. I will definitely return if the Brits Club invites us back... especially if these guys cook for us again, yum!

Brits Flying Club members – you rock!



The Harvards at Brits.

Our return flight to Krugersdorp was plagued by a number of very large birds. While I absolutely support conservation, one cannot help but notice the increase in the number of birds and wish you did not have to fly with them.

On 03 March, a few guys visited Kitty Hawk, another lovely regular breakfast stop available to us. Thanks for suggesting the visit, Nico. Although there were not a lot of guys that joined for this visit, I am told it was enjoyable and the food was good, as usual.

I was not able to join for the FAKT on 03 March, as I took my little ZU-EEE and flew to Virginia. Mark Clulow and Shane Brits were flying down to compete in the SAPFA Rally, and I thought it would be a great opportunity to fly along and get some experience crossing the escarpment and flying over another major city. We met at Circus Airfield on Friday morning 02 March and off we went to Virginia, via Ladysmith.

My idea of the daunting escarpment was put to bed, and I was more relaxed for the balance of the trip. I'm not sure what I was imagining, but I was focused on flying, except for a few minutes taken for photos of the beautiful scenery and ZU-FEP at my 7 o'clock position.

We were very lucky with the weather over the escarpment. In the back of my mind, I was thinking about all the horror stories I have been told about wind shear and how it may affect my little Ikarus.

It was a relatively easy flight into Ladysmith and Larry @ Rainbow Flying School was ready with coffee and to assist with fuel.

Thanks guys for showing me how to refuel ZU-EEE on the ground in Ladysmith....you know I normally do this myself in my hangar without a pump (although I plan on investing in a pump soon!)

Fuel, coffee and we were on our way to Durban SRA. The trip down to Coopers Lighthouse via Albert Falls Dam and Alverston Mast was a little bumpy, with a fair number of birds in the air. At Coopers Lighthouse on reporting in to FAVG, we followed instructions over the Harbour and into Virginia. WOW, what an absolutely amazing view on a beautiful day!

After refuelling, getting planes settled in a hangar and sorting out transport and accommodation, we were off to the Rally briefing.

The Club bar was open for drinks afterwards (unfortunately they don't serve any food !?) and the Rally participants were invited to enjoy boere rolls.

We were done for the day and decided on a Mexican eatery just up the road from our BB. Very little tequila was consumed and the food was great.



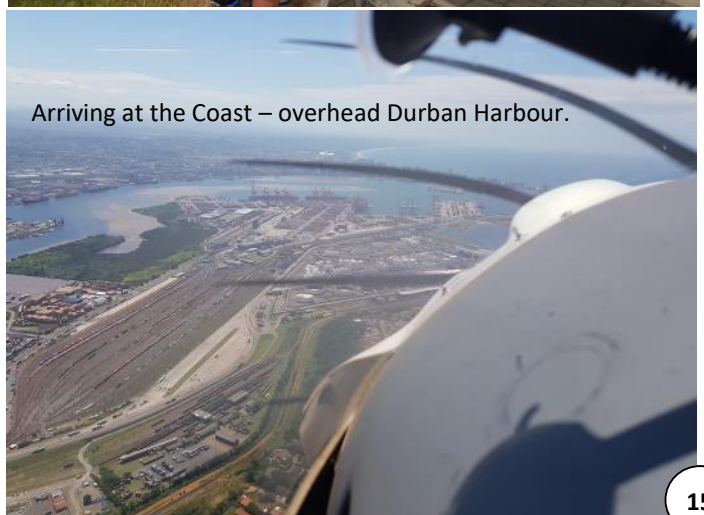
Kitty Hawk.



*Departing Johannesburg with
ZU-FEP at my 7 o'clock position.*



How many men does it take to refuel a LSA?
No seriously, thanks to the Rainbow guys for doing this !



Arriving at the Coast – overhead Durban Harbour.



En route to FAVG
abeam the
stadium.



Thanks Chareen Shillaw for the loan of your lovely car
for the weekend. Mark, Shane and I really enjoyed
this novel ride.



YAK 55 ZU-DSH at FAVG.



Weather at Grass Roots on 4 March.

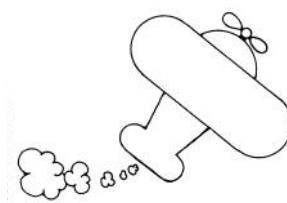
Saturday morning 3 March we were off to FAVG, after a good BB breakfast, to inspect aircraft and then we checked in for the Rally. Mark and Shane did exceptionally well coming in 2nd place, without too much work being done. I flew in last and came in 13th of 13 competitors and was happy to be able to have completed the rally on my own and at my own pace. It was nice to fly in a new environment and enjoy a new experience, even though it was rather bumpy and windy for my little ZU-EEE in the middle of the day. The sea views before and after flying inland were spectacular!

Small world...my brother-in-law was playing in a poker tournament in a hangar at FAVG. A wonder around to find him brought us to Bruce Daniel and his lovely aircraft. FAVG do have stunning aircraft based there !!

Sunday's return home was delayed by a very low cloud ! We went for coffee and returned to FAVG at 10h30 to fly North up the coast and on to Ladysmith. The flight to Blythdale Beach was beautiful! The flight itself was good with a fuel stop in Ladysmith, a hop over the escarpment and a detour to the West as I neared Johannesburg to get around the storm comfortably.

It has only been three years this March since I first left the FAKR circuit in my Ikarus. Thanks to everyone that has assisted me along the way. It has made my journey in aviation an amazing one. Each trip allows me to grow as a pilot, get better acquainted with ZU-EEE and meet new and interesting aviators.

Safe travels to all and hope to see you at a Fly In soon !



Refuelling on my way home...apparently this is how
it's normally done in Ladysmith.

For Sale



1978 TAYLOR MONOPLANE – ZS-UHG
PRICE – R30,000

This was the first of two monoplanes built by Ian Parker of Pietermaritzburg. ZS-UHG was featured in the 1986/1987 EAA Yearbook. It has recently been rebuilt by Barry de Groot, but not quite to completion.

Engine – VW

Single seater

Total hours – 236 hours

Instruments – ALT
ASI
RPM
Hobbs
Compass
VSI
Oil pressure and
temperature



Contact details

Chris Hicks

Cell 083 659 4094

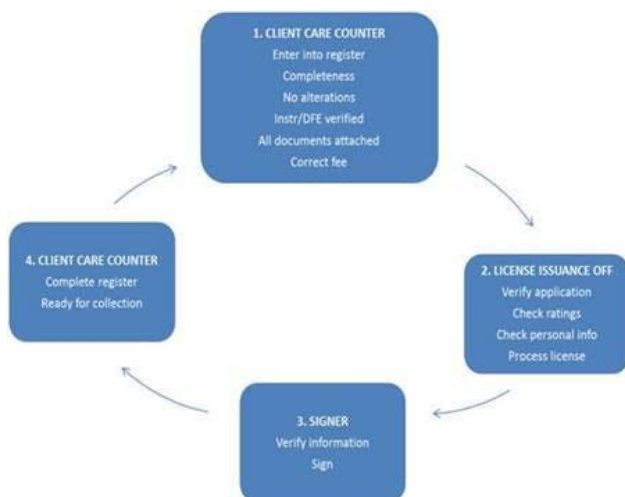
View aircraft at Kloof, KZN.



Licensing

A number of our members have raised concerns regarding the delays experienced around licensing at CAA. The response to these concerns from Johan Niemand at CAA is as follows:

1. Applications received by walk-in clients, post, courier and bulk at SACAA is treated on a first come, first serve basis. The turn-around time for licence/rating issuance is five working days .
2. There are some instances when licence holders are required to get their licences processed urgently. This is first discussed and gets processed on merit, and only with supporting documentation.
3. On a daily basis, this office receives an average of 90 walk-in applications and 200 applications through bulk, courier and post. Most of the information in the form of ratings, photos and personal information have to be captured manually on the system, as this was not imported from the old licensing system (legacy system) to the new Empic system. The number of ratings to be captured manually ranges from a minimum of 4 to a maximum of 300 ratings per application.
4. The licensing process is depicted in the figure below:



If the licence/rating information is not correctly issued by the Issuer, the Signee will give it back to the applicable Issuer for correction. The correction is done immediately when it is handed back to the issuer.

If there are any outstanding requirements, the client will be notified. If outstanding requirements are submitted, the application will be treated as a new application and the normal applicable turn-around time will apply.

Outstanding requirements include:

- Twelve-month logbook summaries not correctly summarised for a period of twelve months.
 - Medical certificates not marked fit or unfit by the DAME.
 - Medical certificate dates incorrect.
 - Skills tests submitted late.
 - Hours not completed on skills tests.
 - Amendments on skills tests not initialled by client and testing officers.
 - Dates not corresponding on logbook entries and on the actual skills tests.
 - Skills test entries not entered in logbooks.
 - Skills test flight not endorsed in front of logbook.
 - Supporting required documentation not attached to application.
 - Testing officer not rated on type of aircraft used for testing.
 - Testing officer's medical expired before test was conducted.
 - ISO bar cut from application forms.
 - Updated medicals not submitted in time for revalidation of licence.
 - Licences expired for more than 36 months have to submit an initial skills test, but the testing officer completed a revalidation skills test.
5. Kindly note that the Licensing Issuance Officers are not legally allowed to certify documents.



Johan Niemand
Senior Manager: Personnel Licensing (PEL)
Aviation Safety Operations
South African Civil Aviation Authority



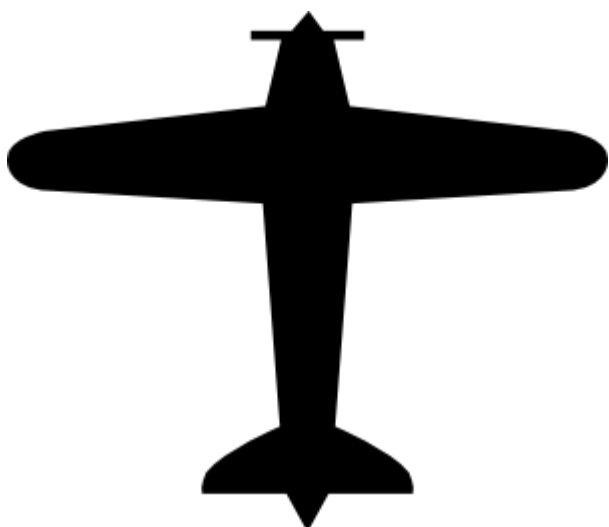
Air Mail

Gordon Dyne #1

Continuing my policy of taking as many previously disadvantaged people flying as I possibly can, my younger daughter Philippa asked me if I would take Ruth (who works in the Beauty Spa which Philippa frequents) for a flip to celebrate her 40th birthday.

Neither Ruth nor her daughters Rose and Nadine had been in the air before, so on Ruth's actual birthday, 19 November, I happily took them all up for a 90-minute flight! They had the absolute time of their lives and will never forget that day for as long as they live.

It gave me such huge pleasure to share my joy of flying. We who are able to fly are so very blessed. Ruth and her daughters could not conceal their excitement, their joy and their gratitude. I too, felt wonderful all day at spreading happiness.



Gordon Dyne #2

Many of our members will remember Jayson van Schalkwyk, a past member of 322 who was the Young Eagles Coordinator for a few years. We have not seen him for a good five years. I believe Jayson flies executive jets in North Africa.

Well, Jayson's mother Sandy paid a surprise visit to my hangar a few weeks ago and she brought with her a young assistant, Thabo, who works for her. During Sandy's visit I promised I would take Thabo and his fiancée Fifi for their first ever flight. This duly happened on Saturday 16 December. The three of us were in the air for 1 hour 45 minutes. Thabo and Fifi were overjoyed at their first flight and could not conceal their joy and gratitude during and after their flight. We flew over the heads of my dear friend Monty le Roux and his son James, who were fishing on the Vaal River near Parys. Monty's eight-hour fishing trip produced only one fish, and the two guys were probably bored mindless! I, on the other hand, had an incredible 105 minutes of sheer joy, showing two young people what the ground looks like from the air!

I cannot begin to tell you what enormous pleasure I derive from such a flight. My passengers' happiness makes me feel like a million dollars.



Karl Jensen #1

This letter came from Brian Millet from New Zealand, who visited us a few times at EAA Chapter 322 when he was in the country. It shows a keen recreational flying crowd there who do what we like to do too...

We had quite a good turnout, with about 250 to perhaps 300 people taking interest in the 16 aircraft and more than a dozen vintage vehicles. It was difficult to count the numbers as people were coming and going continuously, but the most wonderful thing was to see so many young families there, freely enjoying themselves without it costing them anything to be there.

Two gyrocopters arrived from Dargaville, with Peter Randall in one and Rusty Russell in the other. Rusty put on several displays of how to fly a gyro safely while having some fun too. Three trikes, led by Herman Ahrens, arrived from Whangarei and were parked amongst the line of other microlights that had flown in from all over the upper North Island. Wally Pendray had come up from Whitianga, Brian Taylor had flown up from Stratford and called in while on his way back home, plus several others from North Shore and the Warkworth area. Julian Coles decided to leave his wife behind when the wind swung around further to the north, creating a noticeable tailwind component for take-off. Fortunately, Murray Farrand took pity on her, so she didn't have to hitch hike back home. Probably the longest travel time to get there belonged to the two local flyers, Allan Coleman and Steve Williams, whose idea started the whole flying thing off. They both had to drive from Mangawhai to Dargaville, fly over to Mangawhai, then fly back to Dargaville so they could drive back home again.

The vintage cars created a lot of interest and there was always someone asking their owners for information about them, and many memories were brought out in their sometimes-deep discussion. One owner commented on the sincere interest that was shown by many of the younger people present. Ross, surname unknown, flew his radio controlled Flying Broomstick with an ugly witch riding on it as he put on a display flying around the area directly in front of the vintage cars. Ross drew a spontaneous round of applause every time he flew, as he had apparently caught the imagination of everyone present, and not just the younger ones. Apart from the poor PA system, the only complaint on the day was "Why haven't we done this before?" and "Will it be happening again next year?"

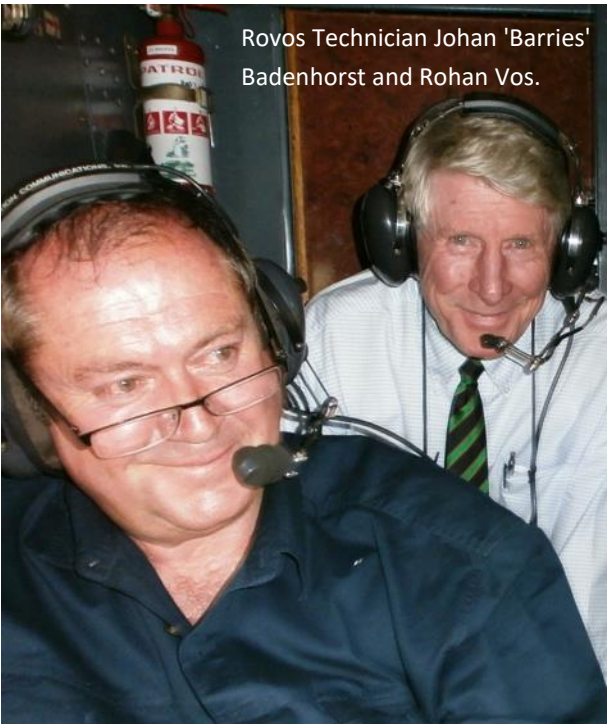
Brian Millet

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Karl Jensen #2

Periodically, the remaining Convair 440 ZS-BRV that belongs to EAA 322 member Rohan Vos of Rovos Rail is given an airing. It was flown again on Thursday 22 February by Brian Stableford and John (Fluff) McKerchar. The sister ship ZS-ARV is now in Australia, having been flown there in 2017, and to be kept in flying condition.



Rovos Technician Johan 'Barries' Badenhorst and Rohan Vos.



Beautiful view of BRV's port engine R2800 with 12 in. diameter propeller.

ZS-BRV with T28 in the foreground at Wonderboom.



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.