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EAA National Convention 2019

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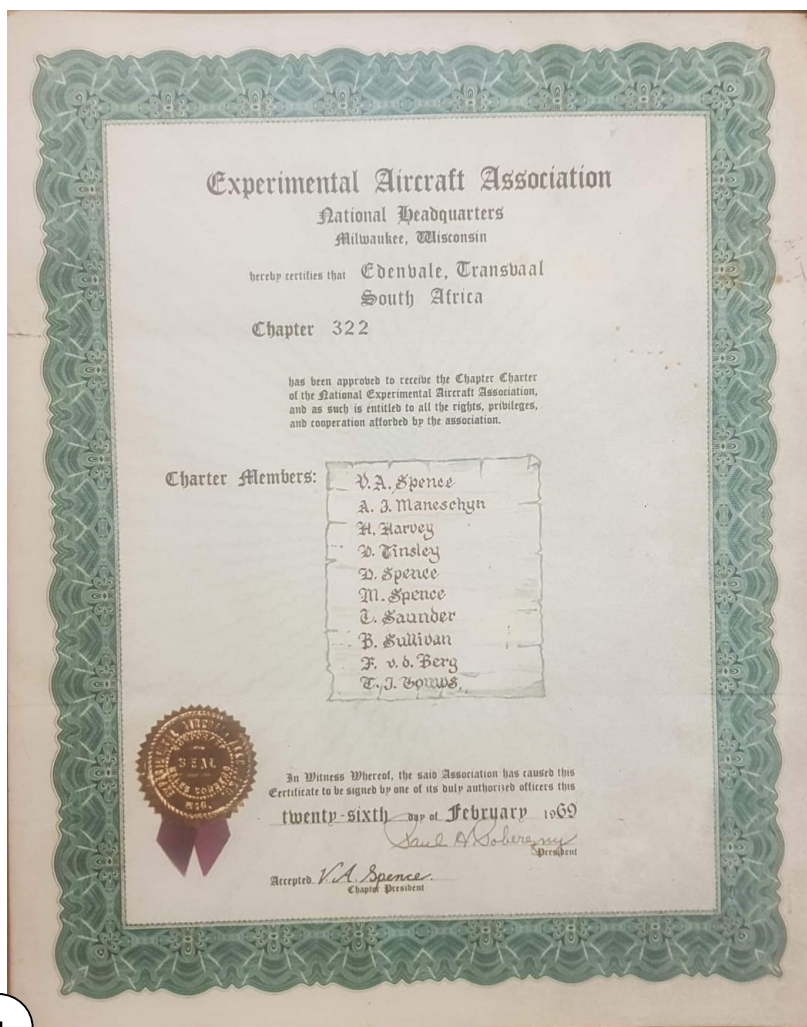
Artwork by: Steve Onions

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"After inventing the wheel, I thought I'd add something fun to go with it."



The original charter certificate for the first EAA chapter in South Africa, Chapter 322. If you have any historical documents please send it to info@eaa.org.za so that we can share and preserve it.

President's Report

by Paul Lastrucci - National President, EAA South Africa, Photos by Karl Jensen - Chairman, Chapter 322 Johannesburg

Following on from my last report we are approaching the RAASA SACAA integration, and we also saw the sad passing of our EAA of SA founder and patriarch Mike Spence on 25 February 2019.

A number of EAA members attended Mike's funeral on Friday 01 March, and the Navion formation team did a missing man flight at Krugersdorp Flying Club on Saturday morning as a tribute to a larger-than-life individual who in a very special way changed and enhanced the lives of many aviators in South Africa.

Also on Monday 25 February, the EAA, along with various other sections of the Aero Club, showcased their capabilities to a contingent of SACAA people who will be part of the RAASA transition. Many thanks to Marie Reddy, Capt Karl Jensen, Eugene Couzyn, Sean Cronin, and Dale de Klerk who also represented MISASA, we flew the EAA flags, quite literally. The Chapter 322 50th anniversary flag was flying in the gentle breeze at the Magalies Flying Club at Orient Airfield – many thanks, Karl! Shortly after each section showcased their capabilities and what they do, a light lunch was served, and we then all returned to Krugersdorp Airfield, some by car, others in Eugene's Alo II and Marie's Ikarus, to expose our SACAA guests to the wonderful passion of Experimental Aircraft and what in fact is being done in South Africa.

During the SAPFA presentation Rob Jonkers, Chairperson of SAPFA and a prominent member of EAA, had a novel idea. He offered three CAA officials the opportunity to navigate a short rally route from Orient via the Magalies to Krugersdorp, and this was an excellent way to show them a more recreational side to aviation. Rob flew his C182 and Dale flew Marie's Ikarus with a planned map and identified the course where they had to navigate and made the guys identify landmarks, etc. This was a sure-fire way to show the CAA what makes up our Saturdays, and they enjoyed it thoroughly.

Thanks to the superb organising skills of Eugene, we dished out ice-cold drinks at the Krugersdorp Flying Clubhouse to those who had arrived from Orient. I gave a brief history and overview of the EAA and what takes place at various enthusiasts' hangars around the country. I also mentioned that they were in for a treat, as we were going to show them some spectacular aircraft build and restoration projects that rank up there with the best in the world. This is all happening within the realm of Experimental, Homebuilt and Vintage Aviation in South Africa. I also mentioned that these types of builds are dotted all over the country at the various EAA chapters.

We went over to Kevin Hopper's hangar and he took the assembled gathering through a Vans RV 7 build that was glistening before their eyes, largely built by his two guys who had originally started off cleaning the Skyworx hangar some thirteen years ago. They, under the auspices of Kevin, did most of the work on this RV. This level of dedication and enthusiasm knows no bounds, and Kevin highlighted that if any guys show an interest, the world is literally their oyster, no matter what their origins. Kevin mentored these two guys and also gave them an opportunity to speak about their passion. This was met with a warm round of applause and appreciation from the SACAA for these capable lads. Well done to Kevin and his team.

We then walked a short way further to Derek Frasca's hangar, and in the afternoon sun this sleek, huge, propellered Radial Rocket glistened as the guests walked in. Not surprisingly, their jaws dropped at this absolutely spectacular aircraft that was raised out of boxes by Derek over the past nine years. I have been fortunate to see it a number of times, and every time I get goosebumps looking at his creation. There was quite a bit of chatter amongst everyone as they took in the perfect craftsmanship and build quality while walking around the project and marvelling at what Derek has achieved with this project. Simply spectacular!

We then headed off to the Lastrucci/Maree hangar to look at three beautiful Bell 47 helicopters. Peter Lastrucci introduced the guests to the world of vintage restoration and showcased the workmanship and dedication that he and Dave Maree have done by literally building a complete Bell 47 out of parts. It's aptly named the Batcopter after the legendary Batcopter that was flown in the USA some years ago by Batman!

Peter is also restoring a 7/8 scale Nieuport biplane that will grace the skies shortly over Krugersdorp and beyond. Anyone who knows Pete agrees that his standard and technical knowledge is way beyond the stratosphere, and he shares it gladly. Lobang Thabantso, Manager of Engineering at SACAA who was in attendance, was blown away by the build quality of this Bell 47, as he has been involved with the various interventions required for getting this particular one sorted.

The other two Bells are both type-certified, and through Pete's intense passion to keep them flying, he assists the AMEs with his specific knowledge, special tools and information that he has garnered on these types over the years, to ensure that these machines are spot on, and believe me, they are. The expertise of the old guys who used to be authorities on these aircraft types is beginning to move on, so Pete is certainly

well positioned to carry the baton for a few more years, based on a never-ending passion that is beneficial to encourage the younger generation in the years to come.

As the afternoon drew to a close, the SACAA persons in attendance left with a better understanding of what the EAA does, as well as all the other sections that were presented on the day. Many thanks also to Mary Stephens, Kevin Storie and

our EAA team that put the EAA presentation together. Going forward as an ARO and whatever the future holds, we have already actively engaged to ensure that our members benefit and we all learn that professionalism has never needed to adhere to bureaucracy. It's all about cordial communication and 'show' rather than 'tell'.

Take it Easy, but Take it!!



Eugene Couzyn's Alo II displaying the EAA of SA flag during the CAA visit to Krugersdorp



René Clulow with the EAA Chapter 322 flag on display at Skyworx hangar during the CAA visit



Eugene Couzyn's Alo II and EAA Flags flying during the CAA tour at Orient

Peter Lastrucci explaining facets of the AP Scheme to visiting CAA Officials in his hangar at Krugersdorp



Kevin Hopper addressing CAA officials on an example of an EAA amateur built aircraft - Derek Frasca's Radial Rocket



CAA Officials being addressed by Paul Lastrucci at Krugersdorp during their tour of ARO's





A Tribute to Mike Spence RIP

by Karl Jensen - Chairman, Chapter 322 Johannesburg

15 February 1930 – 25 February 2019



A group of aviation enthusiasts in Pietermaritzburg called themselves Performance Aviation, and amongst them was Mike Spence and Bill Keil. They visited a similar organisation at a small airfield in the USA called Hales Corner in 1967. This group was renamed the Experimental Aircraft Association (EAA) led by Paul Poberezny. Mike Spence, whose full name was Vincent Aloysius Spence, returned to SA and formally with EAA USA sanction, started EAA Chapter 322 in 1969. The initial group met in Mike's garage in Edenvale. When the Chapter grew, they moved to Grand Central, then a small airfield at Halfway House. He also formed EAA Chapter 575 at Springs.

Mike wrote his AME and AMO licences when in his 60s and formed an aircraft maintenance company, Ultimate Aircraft, at Krugersdorp Jack Taylor Airfield. He also formed an EAA Chapter at Krugersdorp 973 West Rand. His son Anthony qualified as an AME at Ultimate and relocated a few years ago to Basler Aviation at Oshkosh, Wisconsin, USA.

Mike, who was born in Salisbury in the old Southern Rhodesia in 1930, was known in the industry by nicknames Walkie Talkie and Tanglefoot.

He was the instigator of the A/P (approved Persons) scheme within EAA where certain aircraft maintenance on non-type certified aircraft can be carried out by persons qualified under this umbrella. He also encouraged and trained many EAAers who were able to qualify as A/Ps.

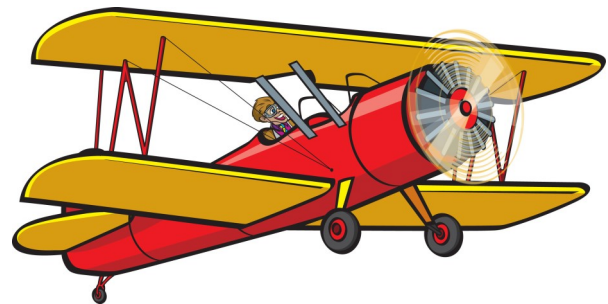
Mike's two grandsons hung around Krugersdorp Airfield from when they were still in nappies and were known as Nosewheel and Tailwheel, and they too eventually qualified as successful AMEs and pilots.

Mike and lifelong friend, Bill Keil, each had an old aircraft – Mike had a Piper Cruiser and Bill an Auster. They both vied for who had the best/fastest aircraft. They had a shootout, with Bill winning and Mike's Cruiser running out of fuel and having to land in a field.

On New Years Eve in 1999, there was much activity at Krugersdorp Airfield prior to the party to wing in the new millennium. Mike was flying a Nord (Me 108) with his friend, Ivan Benay, when they landed short of the runway on a steep incline. There were no injuries, except when Ivan got out of the broken plane, he slipped and broke his leg. Mike was hospitalised with a bad bite of his tongue, which for a while cancelled his Walkie Talkie nickname.

Mike owned several old aircraft, including a few Hindustani planes and a yellow Tiger Moth ZS-FEL, which had previously belonged to Dave Charlton, the Formula 1 SA Racing Champ.

On Monday 25 February, the EAA flag was flying at half mast at FAKR. We will remember Mike, a legendary character who did so much for recreational Aviation in South Africa and especially EAA, which is committed to keeping the spirit of aviation alive in South Africa.



High Flight at Middelburg

by Marie Reddy - Chapter 322 Johannesburg

Thanks to William Woods, we had a lovely flight across from Rand Airport to Middelburg via Witbank, as required for incoming instructions from ATC.

The visit to Middelburg during set-up for the weekend was very pleasant and it's always lovely to see so many friends in aviation in one place. There were clear signs of a great weekend set-up by Richard Lovett and the team at Middelburg Airfield. Neil's campsite and a number of aeries already neatly parked were visible from the air.

William and I flew in for a specific reason, namely a generous benefactor treated us to a once-in-a-lifetime experience flying in a L39 Jet. William was up first and his flight looked amazing. Next up was me. I was unsure if I would enjoy it, would I feel sick, would I pass out... We were fortunate to not just be in a beautiful L39, but we also had Pierre Gouws as our host!

The thought running through my mind while we taxied up to the threshold was, "We are taxiing faster than I fly in ZU-EEE." We lined up and Pierre asked if there is anything I would like to experience. My reply was, "Anything you would like to do. If I don't feel well at any stage, I'll let you know." Then we were rolling and in the air at about 250 kph. Up, up and away!

Needless to say, it was a great experience for me – better than I had anticipated. No light-headedness, no nausea, just a love of the speed we were able to reach. "Yahoo!" I couldn't close my eyes, as I wanted to experience everything. And the flight was over before I could think about feeling ill or not being able to cope with the 3.4 gs Pierre maxed at during our flight. Yes, I was grinning all afternoon and nothing was going to change that.

The flight back in William's lovely J5 Cub was a pleasure. We stopped for a break at Witbank, and then went on to overfly Rhino Park, Kitty Hawk and on to Pinedene. Waterkloof reported bad weather at Grand Central and Lanseria, and William diverted to fly past Petit and further on to stop at Springs to wait for the weather to improve. All clear, and we were off to Rand in pleasant weather and a safe trip home.

Another weekend day allowed me to enjoy an hour's instruction in a R44 and then a flight across from Jack Taylor Airfield to Middelburg with Eugene Couzyn in his beautiful Alo II. Middelburg was busy and active with lots happening and many aviators around. What a lovely visit to the Middelburg Air Show. The flight home was another brilliant flight, ending a weekend of amazing skies and people whose company I thoroughly enjoy.

Flying in four different aircraft for a total of about 9 hours in one weekend, that was a lot of enjoyment! The only thing missing was not having time to fly ZU-EEE, but I knew I could do that the next weekend.

With our EAA Convention coming up at the end of April, I'm looking forward to the longer-than-normal weekend flight to Vryheid. It's certainly not intended to be an air show, but rather an annual gathering where we have time to catch up and socialise at the airfield with fellow aviators.

Thanks again to all those flying enthusiasts that were determined to celebrate our freedom of the skies at a most enjoyable Middelburg Air Show/Aero Club Air Week.



Photo by Pilots Post



William Woods
and Marie Reddy

Aircraft Judging

by Gerald Maddams - Chairman, Chapter 1502 East Coast

Figure 1 - Re-stored Taylorcraft



Figure 2 - Pietenpol



Figure 3—Teddy



Figure 4—Cubby



Over the past few years the judging of aircraft at the EAA Conventions has had some controversial moments, to say the least. There has been some discontent and even hostile disbelief at the judgements made by fellow EAA members, all of whom had volunteered to the task of ranking a group of beautiful aeroplanes into some sort of order so that the building or restoration efforts could be justly rewarded.

Where, and with whom, did the fault lie ?

It is probably true to say that it lies with both the person entering the aircraft, as much as with the members who did judging. Let me attempt to explain.....

All of which follows is based on the EAA Publication 'Official EAA Judging Standards Manual' (available for download [here](#)) . I recommend that you read it all.

It all starts with the owner builder. You will notice that I did not put it as 'owner/builder', because the EAA have provided clear guidance that in the "Spirit of the EAA" the building of an aircraft will be a learning experience (education) for the owner. If the aeroplane is built by someone *other* than the owner, the aircraft may not even strictly qualify as a homebuilt aeroplane under the 51% rule.

Let us look at a 'Cub-type' aeroplane as there are dozens of these out there;- Is it to be (1) 'plans built', (2) 'kit built' or (3) a restoration of a factory built ? See Figure 1 & 2

1. There are lots of plans available that will result in a perfectly safe aeroplane, whether built of wood or of mixed media. On completion, this would result in a **"Homebuilt; Plans-built"** aeroplane. See Figure 3 & 4
2. One may choose to speed up the process by purchasing a kit that requires more than 51% of the build to be completed by the owner builder. This, on completion, would result in a **"Homebuilt; Kit-built"** See Figure 5&6

If, however, the aircraft falls under the 600kg MTOW mark, it could also fall under **"Light Sport"**, or if it falls under 450kg MTOW it could be an **"Ultralight "**. *[There are other parameters that categorise aeroplanes into Ultralight and light sport – such as wing loading, stall speeds etc., so be aware of these considerations.]*

It is, therefore, the owner's responsibility to select the category under which judging will take place. Once registered in a category the aeroplane cannot, in following years, be repositioned into another category, UNLESS substantial changes have been made to it which qualify it into another category. For example; if the 435kg aeroplane is re-engined with a heavier and more powerful motor, the undercarriage is altered to trigear from conventional, and the MTOW is now 580kg, the aeroplane could be re-registered as "Homebuilt (plans or kit)". And that is where it would stay in the future.

3. **Restorations** are the next interest, which again have a variety of categories into which the aeroplane might fit.

This year we will remember Claus Keuchel who tragically died with his partner, Maxine Frisch, in his Taylorcraft ZS-BLD on their way home from last year's convention.

Let's look at this example (See Figure 7 & 8)

When the aeroplane was built in 1942 it was a two seat touring aircraft powered by engines ranging from 50HP to 65HP. The MTOW was 1150lbs (or 522kg). It would fit into the 'Light Sport' category today, but as it was factory built it would not qualify in the Experimental world, until it became much older.

Nowadays it would fit into the "**Vintage**" category. Aeroplanes built before August 1945 are "**Antique**". From September '45 to 31 December 1955 aeries are "**Classic**", and from Jan '56 to 31 Dec 1970 they fall under "**Contemporary Vintage**". However, the plot thickens even more because aeroplanes that were built for a military purpose can also be categorised as "**Warbird**". [Claus' aerie did not serve, so it missed out on that possibility.]

Over the years, Claus fitted disc brakes, a larger motor, some form of wing-levelling autopilot and an 'angle of attack' wing probe. He dispensed with magnetos and put in electronic ignition as well as playing around with the panel and fitting an EFIS. As each of these modifications was made, it would have changed the category into which he could enter for judging. Originally he would have entered as an "Antique". Later, negative marking would affect his scores under "Antique", so he could have re-entered as a "Customised Antique" and stand a chance of honours.

A similar set of variations are available in the "Homebuilt" categories. Customisation is a way to re-



Figure 5 - WagAero Cub



Figure 6 - Cub



Figure 7



Figure 8

enter an aeroplane in subsequent years. Read it up, as it is very well documented in the EAA Judging Manual.

Whatever your EAA aircraft is, there is some useful reading available in the Manual. If you intend entering your aircraft for judging, I suggest that you dissect the information and carefully examine the points that judges will be looking at (from the judging sheet for each category in the Manual) before choosing your category.

I suggested, in the preamble, that there may have been fault by the judges in years past. This would be quite correct. The judges did not follow the Manual, and hence made some dubious calls from time to time. Hopefully, this year will be the start of the new and better judging system, and even more hopefully, YOU may put yourself forward as a judge. With good information, the job is most gratifying.

The categories for judging are:

Homebuilt Aircraft

Plans-Built

Kit- Built

Vintage Aircraft

Antique(Pre August 1945)

Classic (September 1945 - December 1955)

Contemporary (January 1956—December 1970)

Warbirds. (Including rotorcraft if applicable)

Ultralights / Light Sport Aircraft (Including Antiques)

Rotorcraft

Seaplanes.

There is a lot to read in the Manual. It is VERY interesting and may get you to fill your garage full of aerie stuff again ! Beware !



News From Abroad

The following article was published in the April 2019 issue of Sports Aviation the official EAA magazine.

A WORLDWIDE APPEAL

RIVERSIDE, OSHKOSH, AND WACO are all pretty far apart, but they seem downright close when compared to EAA Chapter 322, which calls Johannesburg, South Africa, home. Despite being far away in a different country, getting sucked into a chapter leadership role worked the same for Neil Bowden, EAA 565560.

“We had a very active chapter in the 1980s,” Neil said. “And a group of friends of mine used to do a lot of flying together, there were three of us. And the chapter saw that we were doing a lot of activity, and they said, ‘Why don’t you join our EAA chapter?’ And that basically dragged us in there, and then I got involved on the committee. And, you know what it’s like, you start off small and the next thing, you’re deeply involved with it.”

Chapter 322 has a history that dates back farther than the ’80s, as the group is celebrating its 50th anniversary in April. It has come a long way from its humble beginnings way back when.

“A guy by the name of Mike Spence started the chapter,” Neil said. “He needed to get a certain amount of members; I think he needed three members in those days to be able to qualify for a chapter. So, it was Mike Spence, his wife, and his 3-month-old son [who] were the three original members.”

Even if they're not familiar with the chapter by number, many EAA members who make the annual trek to Oshkosh probably know many of the Chapter 322 folks quite well, as the South African delegation that comes to EAA AirVenture Oshkosh every year was started by Neil as a chapter event.

"It was going to be a one-off," Neil said. "We came across there, we didn't have any infrastructure there at all. We just camped on a piece of ground. We didn't have chairs or tables, anything. We sat on the ground that week. And one of the guys said to me, 'You'll come to Oshkosh every year.' And I said, 'What do you mean?' He said, 'Guys will want to do that.'"

The member who weighed in ended up being correct. Not long after that first trip in 1997, Neil started hearing that more and more local aviation enthusiasts were interested.

"About two months after I got back, I started getting calls from people saying, 'Are you the guy that organizes these trips to Oshkosh?'" Neil said. "I said, 'Well, that's me, I've been doing it all of my life.' And they were booking, and it just grew and grew and grew."

They had about 30 people on the first tour; last year, there were more than 240.

Chapter 322 is engaged in more than just the trip to Oshkosh every year, as important as that pilgrimage may be. An annual fly-in at Vryheid in KwaZulu-Natal, South Africa, brings more than 100 airplanes out, and a group chat on the Facebook-owned free messaging app WhatsApp allows Neil and fellow chapter members to organize weekly breakfast fly-ins.

"Every weekend, we're going to do a breakfast fly-in to this airfield or to that airfield," Neil said. "We had one on Saturday. We had over 40 airplanes at the breakfast. ... I must say I'm very proud of them; they're very active here, and they use their airplanes for a lot of fun, you know."

Like Phil, Neil also grew up with a passion to fly and was thrilled to make that dream into a habit when he started a job that gave him the income to do it.

"I always wanted to fly when I was a kid," Neil said. "And when I got my job, the first thing I went to was a flight school and spent my money on flying lessons. And so that was in 1978. So, I've been flying for 40 years, 41 years this year. So, that was just always a dream of mine to be able to fly. And then EAA came along, and it really changed things for me."

THE MISSION STAYS CONSISTENT

EACH AND EVERY EAA chapter has its own unique feel, which makes discovering a new one a fun experience every time. Despite the differences that come from changes in region, focus, and personality, one thing is true for every chapter: They strive to spread aviation to their local community.

The methods to make that happen have changed over the years. Jim said having Ray Stits around for most of Chapter 1's existence helped the folks at Flabob stay true to themselves while adapting to the times.

"We're a different chapter than we were back in 1954," Jim said. "And I hope every chapter that started early like that

is a different chapter than it was because it's a different world that we live in. But we have been able to adjust and satisfy the needs of the modern day aviator here at Chapter 1."

Chapter 322 brings that same infectious enthusiasm so many know from their trips to Oshkosh to their other events, which ensures that EAA's mission is never forgotten.

"We have a very busy monthly meeting," Neil said. "We have some great topics on that. And the WhatsApp group is really great. People come along on the breakfast fly-in, they get involved, and it definitely does push the spirit of aviation in this country."

Chapter 59 has modernized and made sure to add younger members without straying from the core concepts that interested the original few as well. As Phil said, even if a lot has changed, the most important part remains the same.

"The vision's always been let's go to the airport and go fly," Phil said. "At the end of the day, that's what we do, and it's been that way for 65 years. It's always been about aviation." *EAA*

Ti Windisch is an assistant editor at EAA and enjoys learning about various types of aircraft. Outside of aviation, he can often be found watching, writing, and podcasting about the NBA. Email Ti at twindisch@eaa.org.

Heli Boys' Arotin Weekend

by Eugene Couzyn - Chapter 322 Johannesburg



The wonderful world of helicopters, represented in EAA 322 by Peter Lastrucci and yours truly, saw the gang spending the weekend of 16 February 2019, whap-whapping around the Harties area with some like-minded companions, to wit Dave Maree, Andrew Appleton, Celia Lastrucci, Caron Maree, Patrizia Favini and my better half, Yvonne Corrigan.



We took off at about 12:00 on Saturday in 3 helicopters: Pete's magnificent newly restored Bell 47, Dave's Schweizer 300 and my Gazelle, destination: Die Ou Pastorie Restaurant near Hartbeespoort Dam.



After a delightful scenic flight from FAKR through The Cradle, we landed in a field across the road from the restaurant. The farmer was more than happy to accommodate us on his property and had agreed to make a gate in his fence for easy access to Die Ou Pastorie.

The beauty of helicopters is the freedom to go anywhere, and this day was no exception. Die Ou Pastorie is out of reach to fixed wing aviators as there is no convenient airstrip, but for helicopters it is perfect.

The restaurant offers fantastic breakfasts as well as excellent dinners and lunches and the service is superb.

The setting is beautiful, and whether under the trees, the covered patio or indoors, you are assured of a delightful experience. I can highly recommend a trip to this delightful venue, even if you have to drive.

We chose to sit under the trees, but the threat of some rain forced us to move onto the covered patio where we had a wonderful meal whilst we waited for a nasty weather cell to pass.



After lunch, we lifted again for Arotin Game Lodge near Brits, and a 10-minute flight saw us landing on the lawn at the Lodge.

I had previously stayed at the Lodge during the EAA 2018 Sun n Fun at Brits, by courtesy of the organisation of Marie Reddy, so I knew what to expect.

Arotin did not disappoint, and we spent a great evening sipping gin and braaiing under a cloudless sky. The lodge itself is largely self-catering, although meals can be arranged if requested in advance. There is a fully equipped kitchen at the complete disposal of guests, so catering was a pleasure. Thanks to Dave and Andrew who slaved over the braai fire whilst the rest of the party sampled the different gins on offer.

A leisurely cup of coffee on Sunday morning saw us lifting again for Van Gaalen's cheese farm in Skeerpoort, where we enjoyed a cheesy breakfast before raiding the cheese store for which they are best known.

After breakfast, a quick hop saw us safely back at Krugersdorp.

How privileged we are to be able to spend this time with friends, doing the thing which makes us most happy and keeps us young.



A Different Kind of Flying

by Eugene Couzyn - Chapter 322 Johannesburg

**Lieutenant John Henry Joseph '508 hrs on Spitfires'
Martin.**

4 Squadron – Vampire Squadron – SAAF (retired – Just!)

Italy 1943-1945

At 95 years old, John is as full of zest and enthusiasm as any 50-year old, and it is a real privilege to be in the company of this grand old aviator!

My partner, Yvonne, and John's daughter Michelle, conspired to get him back into the air after a couple of months of poor health and 20 February 2019 was the day!

The prospect of a 'heli lunch' had John packed and ready to go hours before the allotted pick-up time, and when I arrived to collect John and Michelle, John was wearing his AIR FORCE VETERAN's cap and was waiting at the gate to Michelle's complex in Bryanston.

We then proceeded to Yvonne's home and from there we headed for Krugersdorp.

We arrived at the Jack Taylor Airfield (FAKR) where I hangar my ex-French Army Aerospatiale Gazelle, and after a quick walk around (I had performed a very thorough pre-flight the day before when I put in the fuel we would need), we all climbed on board and set sail (metaphorically speaking!) for Die Ou Pastorie Restaurant near Hartbeestpoort Dam where we were to have lunch.

The weather was perfect, with no wind to speak of, and after a great 15-minute flight we landed on a farm adjacent to the restaurant.

Throughout the flight, John asked questions about the Gazelle and her controls, which he finds totally foreign after his fixed wing experience of 75 years ago.

John still quotes the mnemonics for the Critical Actions both before take-off and before landing and a spell at the controls of the helicopter showed that after 75 years away from his beloved Spitfire, he still has what it takes to keep an aircraft straight and level and to follow the contours of the hills around The Cradle. Unlike fixed wing aeroplanes, helicopters are inherently unstable, and constant attention is required to stay on track and in balance.

When we landed at Die Ou Pastorie, John was beaming and continued to ask questions all through lunch. Like many other EAAers, he can't imagine what 'black art' keeps helicopters in the air, but he marvels at the experience of vertical flight and cannot get enough.

After a splendid lunch, we returned to Krugersdorp with a tired, but elated old warrior!

John is in his twilight years and it is a real privilege to spend time with this 'Hero of the Skies' whilst he has all his faculties well and truly intact.

Thank you, Michelle, for allowing your precious father to once more enjoy 'the Freedom of Flight', and thank you Gordon Dyne for bringing this wonderful man into the EAA family.

John Martin truly is an inspiration.



Plane Poker

by Roy Watson - Chapter 322 Johannesburg

Some years ago my son Courtney and I went in my Stinson on the Inaugural Poker Run organised by John Reeder.

As you well know, poker is a card game where each player collects 5 cards and the player with the highest number of points wins. So, translating the game into an airborne activity, we had to make our way across the Highveld, stopping at various airfields to collect individual cards.

We started at Baragwanath, picked up our first card, and took off. Our next stop was the old Bobby Oltoff strip, now Teddersfield. There we had to stop and collect another card and take off on the next leg towards Orient, where we collected card number 3. From there we made our way to HMS Krugersdorp.

When we landed on 08 and turned off the runway, as on the other stops, there was a chap at the clubhouse giving out a card to each participant. We then took off on the last leg to Brits. After turning off the runway, we were marshalled to park next to the clubhouse to collect our final card.

We were then treated to a lovely lunch and we all presented our cards. Our hands were all compared and the winner was announced. It was a super event, particularly flying in the Magaliesberg area, and, if I recall correctly, we had over 20 aircraft participating.

Some years later, when Courtney was chairman of Chapter 322, he organised another Poker Run, on the same lines and a similar route. I took Tiggy, our Tiger Moth, and Patrick (my other son) took the Cessna 140. We ended up at Rand Airport for the prizegiving, another great event. We left the EAA Auditorium to fly back to our



Briefing at Baragwanath - 17 November 2007



Courtney and Roy Watson in the auditorium at Rand



Tiger Moth ZS-UKW



bases.

I saw Patrick going towards the Cessna 140 and I followed him. As he got in to the aircraft with his passenger, I snuck up behind the aircraft. I must explain that I have always had a slight mischievous streak, and I had decided to do something that my sons had never seen, but was often done in our flying days gone past.

So I lay on the grass behind the 140 and gripped the tailwheel firmly with both hands. He then opened up the throttle and was surprised that the aircraft would not move. Patrick moved the rudder from side to side, and shifted back and forth in his seat to try and free the aircraft, without success. I was slowly getting dragged behind the 140 as Patrick took on more and more power. At nearly full tilt, I let go and Patrick screamed forward. He was shaking his head uncomprehendingly as Karl and I and the rest of the crowd laughed loudly at his expense!



Chapter 322 Meetings February & March

Stephen Haupt



Karl Jensen



Sean Cronin



Paul Lastrucci



Wayne Jensen



The Flying 'Schaap'

Photos by Stephen Theron - Chapter 322 Johannesburg. Article by Arjan Schaap.

Arjan Schaap



Chapter 322 undertook a project visit to Arjan Schaap's Wilga restoration at Britz on 23 February 2019.

The aircraft is a Wilga PZL-35. Imported by Peter Eich about 10 years ago. He had a vision of starting a glider museum. Wilga was a very popular glider tug so he brought it in as part of the glider history.

It was in a container at Tedderfield. Medical reasons prevented him from ever rebuilding it.

The day he decided to sell it, I was busy with arrangements for Ronald's funeral, and Don Berry offered to go and have a look. I paid for it, but it was a complete lucky packet. While unpacking, I realised that it was a bigger project than anticipated, so I decided to cancel Christmas holidays and tackled it as a full-time project. I normally started at 06:00 and worked until 12:00, went home for an hour or so, and went back to build. Around 17:00-18:00, Lizelle would join me and we would carry on until about 21:00-22:00. She was completely stripped and every item was inspected. Fifty-two days later we did the first start of the engine, all sounded good. Paperwork is with the CAA and hopefully we will have her flying soon.





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 info@eaa.org.za to reach us by the last Wednesday of the month. Please remember... we want your news!