

MAY 2019

THE OFFICIAL NEWSLETTER  
OF THE EXPERIMENTAL AIRCRAFT  
ASSOCIATION - SOUTH AFRICA



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



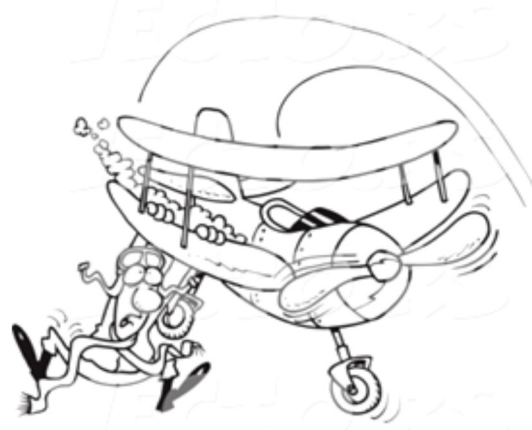
## THIS MONTH

FROM THE COCKPIT  
IN MEMORIAM  
CHAPTER CHATTER  
SPECIAL FEATURES  
AS A MATTER OF FACT....  
SAFETY MATTERS  
TECH TALK  
ADVOCACY  
UPCOMING EVENTS  
LAST WORD



# FROM THE COCKPIT

SEAN CRONIN



Well, here we are... a little over five weeks since our very successful convention weekend, buried in papers and office issues, trying to keep the wheels of industry turning. Phew.....but time does FLY!

My duties as EAA of S.A. President begin in earnest now. Luckily I have some very experienced members at my side, who solidly back and assist me at every turn. I look forward to the year ahead, with all its possibilities, as well as any challenges we may have to face. May these never affect our flying!

Following the CAA ARO engagements recently held at FAKR, a third and final meeting was held last week. What a complete disaster, in my view achieving absolutely nothing. Further meetings will be held soon especially focusing around the **A** Aircraft **R** recreational **O** organizations and the AP scheme. This I feel is going to take quite some time. CAA is slowly finding out what recreational flyers are all about. Unfortunately the rule of LAW seems to be obscuring the view for many. Good news is that ATF's are getting done a little quicker.

I had a very informative meeting with Johan Armstrong from CAA and asked him to not build the wall too high initially, but rather to

allow for -some- relaxation for the next year. After all, we do all want to comply with the regulations. Remember, "be nice and ask advice". The same old crew is still at Rand and very willing to help you.

I urge everybody to please be part of our CONTACT! news letter. Send stories, pictures, builds, a good laugh or yarn. If we are not flying then good reading material makes for a great smiley day.

EAA has sadly lost some aviators to the big hangar in the sky recently. Our thoughts are with the families of Noel Otten, Bob Ewing, Jan and Engela Kemp and Lt General Earp. May they rest in peace.

A new acronym being used in aviation.

AIDS....." **A** Aviation **I** induced **D** divorce **S** syndrome".  
one.....!! Listen out for this

Sean Cronin

EAA of S.A. National President



# IN MEMORIAM

## DENIS JOHN EARP



DENIS JOHN EARP SSA SD SM SOE

BORN: 7 JUNE 1930

DIED: 19 MAY 2019

EDUCATION: GREY COLLEGE

WARS: KOREAN WAR

SERVICE: S A AIR FORCE

AWARDS: STAR OF S A, SILVER  
STAR OF S A, GOLD  
SOUTHERN CROSS  
MEDAL

## JAN AND ENGELA KEMP

This message was sent to the Volksrust Community via Derek Hopkins with the request to read it to the congregation at the funeral service of Jan and Engela Kemp on 19 May 2019.

Ek groet u namens myself en die 267 lede van die Johannesburgse tak van die Experimental Aircraft Association (EAA).

Net soos ons, is die gemeenskap van Volksrust sekerlik diep geskok deur die tragiese afsterwe van Jan en Engela Kemp.

Dit is vir ons almal 'n ontsettende verlies. Ek wil graag ons opregte medelye vir die verlies van die geliefde egpaar aan hul vriende en familie oordra. As 'n gemeenskap het ons Jan en Engela goed geken, en ons het Jan se betrokkenheid by eksperimentele lugvaart waardeer. Hier wil ek graag Jan se volgehoue toewyding om vliegtuie te verbeter, uitlig. Sy benadering was legendaries: daar was nie 'n taak wat te groot of te klein was nie, en niks kon Jan van stryk bring as hy iets wou bereik nie. Hierdie ingesteldheid was 'n toonbeeld van die waardes van die EAA.

Daarbenewens was Jan en Engela se gasvryheid en vriendelikhed welbekend. Hulle, tesame met die lede van



die volksrusvliegklub, het vir ons gewys wat plattelandse gasvryheid regtig beteken.

Dit was weens die entoesiasme van lede soos Jan en Engela vir ons tipe lugvaart, dat ek nou betrokke was by die toekenning van volle EAA-takstatus aan die volksrusvliegklub.

Mag Jan en Engela in vrede rus, en mag hul familie en vriende vertroosting vind in die vol lewe wat hulle so ryklik met ons gedeel het.

Karl Jensen

Voorsitter EAA 322 Johannesburg



# IN MEMORIAM

NOEL OTTEN



BOB EWING



RIP

## COMMEMORATIVE FLIGHT

In memory of our departed friends and fellow member, Claus Keuchel & Maxine Frisch, a missing man formation fly past took place on Saturday 27 April at Vryheid during the Annual EAA Convention.

Thank you Coen Swart for making the arrangements for this.





# CHAPTER CHATTER

KARL JENSEN CHAPTER 322 JOHANNESBURG

Letter of appreciation from Mayday-SA for the donation of EAA Chapter 322 funds to assist the Mayday-SA operation. The motion to make this donation emanated from the April 3 EAA Chapter 322 monthly meeting

Dear Karl, Paul, Steven, Mark and the entire EAA 322 chapter:

On behalf of Mayday-SA we would like to express our deep sense of gratitude for this extremely generous donation to the work of Mayday-SA. We are profoundly touched, not just by this gift but what it represents.

Mayday-SA has always sought to build a community of friends around the work of the organisation. Your gift is a reflection of the ongoing support of the work that we seek to do as a peer team and also of the friendship of the EAA 322 chapter, and that, for us, is profound.

I know that there have been several questions regarding the need and why Mayday-SA is seeking support from the community. These questions are legitimate, and we are more than happy to answer them at any stage, and in person.

## Chapter 322 monthly meeting

The May 1 Chapter 322 meeting had a recorded turnout of 42 persons amongst which were John Illsley who had recently been capped with a master's degree in history cum laude by Pretoria University for his thesis on the inter relationship between civil and military aviation from 1912-1940.

John, a long-time member of Chapter 322 has made a significant contribution to aviation with his founding of the Pretoria Boys High Aviation Society 26 years ago which has without doubt influenced many young men to be-



To the community of caring, committed and passionate aviators that make up EAA Chapter 322, please extend our heartfelt thanks.

TAKE CARE

Wendy Santilhano and Mike Groch

CEO

[wendy@panpan.co.za](mailto:wendy@panpan.co.za)

CHAIRMAN

[mgroch@mweb.co.za](mailto:mgroch@mweb.co.za)

come aviation-minded and involved in this wonderful world.





## Chapter 322 monthly meeting

Wendy Santilhano who heads the Mayday-SA non-profit initiative visited Chapter 322. Mayday-SA has been of immense value to many aviators who have had any form of trauma issues, including our members. Wendy came to the meeting to thank Chapter 322 for the donation of R10,000. This wonderful lady informed us of the financial straightenings the organisation is in due to muddled tax implications for their main sponsors. If you ever feel the need to contact them simply call 012 333 6000 and ask for Mayday.

Our 'Build Projects update' featured Len Du Preez' completed Sonex Wyex project with great pictures, Wayne Giles' pair of Bearhawk Patrols and Derek Frasca's Radial Rocket masterpiece. The Radial Rocket has flown but sadly it got bent - a real shame and our best wishes go to Derek for a speedy



recovery.

There were several April events that were presented; The Coves Air Carnival, Stars of Sandstone and the EAA of SA Convention at Vryheid. The tribute fly past to Claus Keuchel and Maxine Frischl who died in an accident on their way home from the 2018 Convention was led by Coen Swart. In my view it was a highly emotional and memorable final farewell. Peter Lea and Morne Strauss kindly provided their aircraft for

the fly past also shown in a video run by Athol Franz at the meeting. The Convention that was deemed a resounding success with not a single safety incident - thanks to our superb and dedicated Safety Officer Nigel Musgrave and to all of you who took part. The EAA Ladies' Convention projects were fun and they were able to donate about 20 kg of dog food as well as 24 blankets that they made for the local Vryheid SPCA. Vera Jonkers jewellery project funds raised were donated to SPCA as well as R1,000 pledge from Wayne van Rooyen of Chapter 322 - well done ladies and Wayne! The EAA of SA AGM was also held at the Convention and Sean Cronin was elected Chairman with Paul Lastrucci as vice. Mark Clulow will continue as Treasurer and Eugene Couzyn undertook to run the EAA Newsletter, a most important facet of our society. The rest of the EAA of SA Council is available on the [EAA.org.za](http://EAA.org.za) website and includes the chairmen of each Chapter in the country. The 2020 EAA Convention is to be held at Pietermaritzburg - Kenny O'Connor will be the convenor and much work is already in progress to make this a 'must attend' event.

In mid-April, the AGM of the Aero Club was held in the EAA Auditorium at FAGM with Paul Lastrucci being re-elected as Chairman, Rob Jonkers as Vice Chairman and Hanke Fourie as Treasurer.

We did also punt the Presidents Trophy Air Race at Saldanha, a fly-in breakfast at Rustenburg, The June Mawala Pilots Proficiency Project, brutally previously called the Flying Boot Camp.



## Chapter 322 monthly meeting

In our Presentations slot, Brian Appleton gave a short talk on the history of De Havilland before introducing Bennie Du Plessis, Chairman of the Kranskop Gliding Club at Brits



Bennie talked about the 5 May 322 members introduction to gliding – another wow of a success for those who cared to take advantage of this fabulous offer at a fire sale price. I took part and was awed at the experience. Thanks Brian and Bennie – a follow up is to take place. Sean Cronin did a talk on how to drill a stop-hole in a Perspex wind-screen. Sean's regular technical talks are very popular with the practical hints he briefly discusses.

Christian Maïorama attended to promote the Aero South Africa event at the beginning of July. On Saturday 6 July all our members are encouraged to fly in to Wonderboom for what is hoped to be the biggest fly-in in the country. All landing, parking and ATC fees will be waived.



The 10<sup>th</sup> and final EAA/Nylstroom Vliegklub Taildraggers weekend will be held over the weekend of 13 July. The regular incursion of people from the adjacent settlement is forcing the move of this wonderful event to Warmbaths in 2020. The logo for Taildraggers 2019 features Brian Appleton's Luscombe Silhouette, the first ever all metal GA aircraft.



Neil Bowden's legendary organised tour to Oshkosh at the end of July still has a few openings. In 2018 there were 247 participants from SA who all raved about Neil's amazing organisation of Camp Plakkerfontein in Camp Scholler which accommodates 45,000 people for the annual Oshkosh Airventure Week

In all things EAA, the more you take part, the more worthwhile it is to belong to this wonderful fraternity

KARL JENSEN

CHAIRMAN EAA 322

# CHAPTER CHATTER

GERALD MADDAMS CHAPTER 1502

Hi Guys and Girls.

Chapter 1502 has some exciting news.

A new "Home of EAA Chapter 1502".

We are currently establishing our new home at the long established airstrip at Baynesfield Estate near Richmond.



Piper Colt ZU-BEI and Jabiru ZU-JMT.



A panoramic view from the gate of the Recreational Club of the airfield and the container.



# CHAPTER CHATTER

## 1502 CONTINUED

I began negotiations with the Management of the Baynesfield Trust on my own back in November last year, and by February had included the Committee Members in my endeavours.

I have, for many years, bemoaned the fact that the EAA did not have a true Home in KZN. I attempted to get a consortium of pilots (with money) to buy a place where this dream could expand and become a base for future aviators, homebuilders and their families.

It all came to nought, as the guys with the money mostly see only the financial investment potential of their money - and not the

social or philanthropical benefits to future generations of like minded souls for the generations to come.. It IS their money after all, so they must do with it what they will, but I never succeeded in my quest to get an airfield established.

Thus it was that I thought of a Trust !

The 10000 hectares of Baynesfield Estate (look it up on Google/internet) is an amazing place, left by Joseph Baynes to the people of South Africa in 1925. I thought that if we could establish the existing runway as our home, we might succeed in finding a permanent home for the EAA.



ZU-EUR Europa turns at the threshold, Tripacer ZS-DGK and the RV 8, Jab and two Trikes watch. The bare soil in the foreground is where the Clubhouse will be positioned.

We cannot lease the land for 99 years, as I had hoped, but the Board of Trustees have given us a promise that if we maintain all the clauses of the lease, and do not create a nuisance, we can have a 'rolling lease' that could go on indefinitely.

We must, however, remember that this is Africa and few things are permanent.

In late February 2019 I signed the lease on behalf of EAA Chapter 1502.

We became the tenant from 01 March 2019 for the first spell of 5 years, thereafter the lease period would be 10 years renewable. To date we have been donated a 12m container

(see pictures) by NileDutch Lines - delivered free of any charge to Richmond. We had to move it from there, and Stuart McKenzie of McKenzie Plant Hire (himself a pilot owning a Beechcraft Baron) did that for us at the silly cost of R2500.

We have also been promised a Clubhouse by M Projects. It is said to be a 12 X 6 m structure, sometimes used as a site office at building sites. We have not yet seen it, but word has it that Marty of M Projects is an honourable and fastidious man who never delivers anything but perfection. We are looking forward to seeing that positioned close to the threshold of runway 27.

# CHAPTER CHATTER

1502 CONTINUED

We had our first Fly-In breakfast this morning (02.06.2019).

Besides a Hadedea Ibis losing it's head to the prop of an RV8, and a puncture in the nose-wheel of a Sling, it was incident free and superb fun.



ZU-EBB RV8 (the Hadedea killer !)

11 aircraft arrived, and Robbie Els and Russell Smith cooked a seriously fine bacon and egg type brekkie using the facilities of the adjacent "Baynesfield Recreational Club" of which we are now members.

I hope that we will see my dream of a true EAA Home come to fruition.

We need to construct hangars, establish connections to the available electricity and water (Robbie and Russell have already obtained cable and fuse boxes etc, and made our side good for electricity, but it needs a meter and final connection to the power source), and get the runway surface smooth and safe.

## PHILIP JACOBS CHAPTER 1500 BETHLEHEM

A new RV 10 arrived in Bethlehem recently.

She was assembled by Robin Coss and at last count had accumulated around 80 hours. Registered as ZU-MRW, we wish her proud owner many happy hours flying her.



From the verandah of the Rec Club



Neil Upfold - who lives miles away - is devoting countless hours to the various problems that we face. He is a man with the best of the EAA Spirit and is concentrating on solving our hangar problems. I am deeply in his debt.

It will happen, I am sure.

Any help from the EAA folk from elsewhere will be gratefully received. The accompanying pictures are from the brekkie this morning.

Regards

Gerald Maddams

President : EAA Chapter 1502 "East Coast"





# CHAPTER CHATTER

## A GREAT NIGHT AT THE MUSEUM WITH EAA CHAPTER 322

by Gordon Dyne

This is my first report, for a few months, on our EAA meetings, but I am happy to be back, albeit a little rusty after my sabbatical.

Some 80 members and friends gathered on Wednesday evening 3 April for the monthly meeting of EAA Chapter 322 at the usual venue of the Dickie Fritz Moth Hall in Dowerglen, Edenvale. To visitors or readers who are not familiar with this wonderful museum and Moth Hall may I suggest you Google Dickie Dashwood and Fritz von Linsingen after whom the Moth Hall is named? They were two men who grew up together, were Masters at Jeppe High School, enlisted in the army together and were both killed by a shell burst in 1941. Two heroes to be sure.

There is a wonderful museum at the Moth Hall in a meeting room not normally available to 'Joe Public.' The key usually hangs in the bar and is available on request. Well worth a visit as there is some spectacular memorabilia to view.

So sorry, I digress. Delicious 'hot dogs' greeted us and the bar was busy supplying 'fuel' to wash down the dust after a hot Highveld Autumnal day.

Chairman Captain Jensen called the meeting to order at 1900 hours local time and was once again in his element and full flow flapping his gums with words of wisdom as only he can. There were more visitors than normal and all were warmly welcomed by Karl

and the audience.

Apologies were listed and mention was made of the 'passing' of pilot Jay Hyde from the 'Snake Team.' RIP Jay.

The chairman gave an excellent illustrated talk on the two recent air crashes involving the Boeing 737 MAX 8s. This talk by such an experienced Boeing pilot was enlightening. Following Karl's talk were videos on Light Sport Aircraft accidents from Avweb, an EAA USA Chapter magazine and a very funny parody with Tom Hanks re-enacting his marvellous film role as Captain 'Sully' Sullenberger - 'Miracle on the Hudson' and Alec Baldwin as Pilot in Command Captain Hubbard in an A320 cockpit. 'Sully' was not a 'happy chappie' at being demoted to co-pilot!

It was a wonderful compliment and honour for an article on South Africa's EAA 322 to appear in the USA Sport Aviation - an excellent publication available worldwide. The recent fly-in to Mabalingwe and Karl's tail-wheel issue on ZU-VAL were covered in depth.

Mayday-SA, that wonderful organisation run by volunteer pilots who help their peers with any issues they might have which could affect their flying, is experiencing financial difficulties and it was proposed that R10,000 be donated to it. This suggestion was greeted with great applause and the motion was carried unanimously. Good decision.

# CHAPTER CHATTER

## NIGHT AT THE MUSEUM continued

A list of birthdays was published and in the absence of our honorary treasurer Captain Mark Clulow C.A. (S.A.) (1000 hours on Mirages. 2 Squadron SAAF retired) Chairman Karl ran through the financials which indicated that 322 continues to be in a very healthy state. Thank you and well done Mark on your good house-keeping. So glad you and Rene did well at the SAPFA rally championships in Stellenbosch. Towards the end of the meeting a very interesting illustrated talk was given by Dr. Sally Velzeboer concerning her involvement in EAA activities in 1978. Modest Sally was obviously an aerobatic pilot of note in her younger days flying everything from an Aeronca to a Pitts Special. My kind of gal and still a great looker despite her advancing years.

The monthly 'swindle' was won by Stephen Theron who was a popular winner.

That just about covered the meeting. One thing for which we can thank our previous chairman Clive King was removing the 'half time' break.

It is far better to complete the meeting in one sitting leaving more time for 'hangar talk' afterwards.

The next meeting will be held on Wednesday 1 May despite this date being a holiday. The Moth Hall is booked solid for the following two weeks or so, so it would not be possible to push the date forward to the second Wednesday which anyway is Election Day. We might have ended up without a meeting in May. I am sure there will still be a great turnout on May Day! Pardon the pun! No pilots wish to utter those words do they?

Great to have Karl Jensen back as our Chairman after a lapse of three years. Nobody living can enthral and keep an audience attentive and amused as the good Captain does. A legend in his own lifetime!

Thank you all for attending and I hope to see you all again on the First of May.

Until then remember that 'height is your friend!'



# CHAPTER CHATTER

## CHAPTER REPORTS MAY 2019

- Chapter 1500 Bethlehem  
Included
- Chapter 1502 East Coast  
Included
- Chapter 322 Johannesburg  
Included
- Chapter 1503 Bloemfontein  
No activity reported
- Chapter 1262 East London  
No activity reported
- Chapter 575 East Rand  
No activity reported
- Chapter 1504 Klerksdorp  
No activity reported
- Chapter 870 Kroonstad  
No activity reported
- Chapter 973 Krugersdorp  
No activity reported
- Chapter 778 Port Elizabeth  
No activity reported
- Chapter 1501 Volksrust  
No activity reported
- Chapter 592 Cape Town  
Inactive
- Chapter 843 Nelspruit  
Inactive



ALL PACKED UP, REFUELLED AND READY TO ROCK AND ROLL



HHP, OYT AND HFY DEPARTING FAKR JACK TAYLOR FOR A PRIVATE PAD AT THE VAAL



STOP AT VAAL TO MEET UP WITH DAN AND WARREN IN ROC

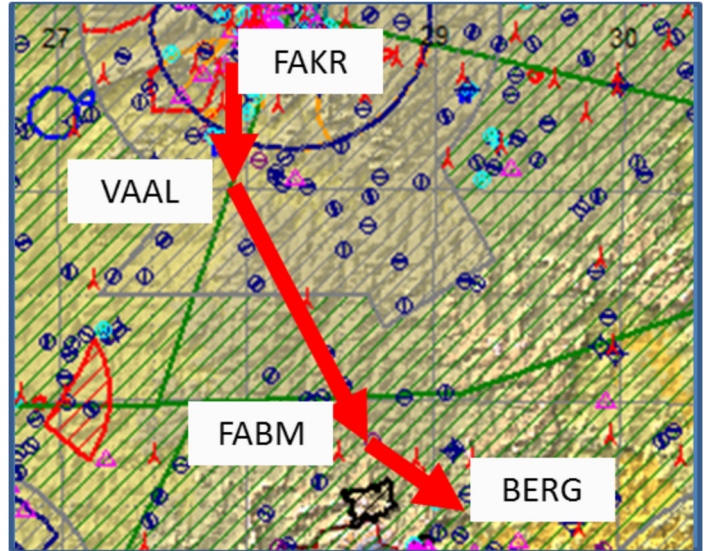


FABM FUEL STOP AND MEET UP WITH HENNIE IN RTS





AWSOME FLYING DAY AND NOW FOR AN OVERNIGHT STOP AT LITTLE SWITZERLAND HOTEL BERG



DAY 1: FAKR—VAAL—FABM—BERG



AFTER BREAKFAST, A QUICK DROP IN FOR COFFEE AT TIM'S PLACE, CAYLEY LODGE.

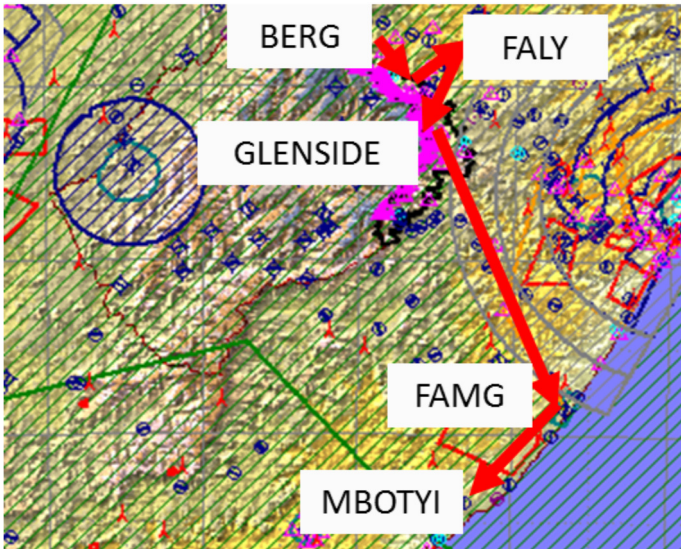
VISIT TO LADYSMITH TO SAY "HI" TO LARRY



FILL UP BEFORE HEADING TO OUR FINAL STOP FOR THE DAY

FINAL STOP FOR THE DAY AND OUR HOME





DAY 2: BERG—TIMS—FALY—  
GLENSIDE—FAMG—MBOTYI



WHAT A BEAUTIFUL PART OF THE WORLD



AMAZING SCENERY WATERFALLS AND  
GORGES. WELCOME TO THE EASTERN CAPE



BEACH BRAAI AGAIN - BEAUTIFUL AFTER-  
NOONS.



MORE RELAXING ON THE BEACH AND EN-  
JOYING A MEAL



HIDING FROM THE LADIES





RETURN TO MBOTYI FOR LAST NIGHT



LAST NIGHT AT MBOTYI



OFF TO PORT ST JOHNS FOR THE LAST FEW DAYS. QUIET "PARKING" LOT AT CREMORNE



THESE LOCALS FOLLOWED US AROUND....



AND WERE QUITE ENTERTAINING





CREMORNE MORNINGS



A FEW DAYS STAY AND WE READY TO  
HEAD HOME



SERIOUS STUFF: NAVIGATION FOR THE  
TRIP TO ARDMORE.



THESE LOVELY PEOPLE HELPED WITH A  
LIFT INTO TOWN WHEN WE LANDED IN  
WINTERTON FOR MOGAS. THANKS BEN !



ARDMORE ESTATE IN WINTERTON WAS A  
FANTASTIC STAY. BRILLIANT FOOD AND COMPANY  
AND COMFORTABLE ACCOMMODATION





HENNIE DEPARTING ARDMORE



REFUELLING AT FABM. THANKS PHILIP  
FOR THE COFFEE !



RETURNING HOME WITH A LOT OF BAGGAGE



Hey, I need to  
unpack. Stop  
harassing me!

## *My Hero's From The Dark Side*



Dave

Anton

Eugene

Marie

Dan

Hennie

Pete

Warren

Glen (MIA)

A WEEK OF FLYING FROM GAUTENG TO PORT ST JOHNS AND BACK WAS A FANTASTIC TRIP. BEAUTIFUL WEATHER, GREAT PEOPLE AND PLACES. WHAT MORE COULD YOU ASK FOR. THANKS TO JOHN FOR THE ASSISTANCE WITH FUEL AND A VEHICLE IN PORT ST JOHNS... AND HIS GARDEN AS AN LZ.

TO A REALLY FANTASTIC BUNCH OF PEOPLE, MY SINCERE THANKS FOR ALLOWING ME TO SHARE THIS EXPERIENCE WITH YOU.





Thanks to all who joined us in Vryheid for the EAA Convention and CONGRATS to all the winners of awards and prizes!

Vryheid was once again, a great venue and the weather played along nicely. Although most people came in for the weekend, we also had local and fly-in day visitors on Saturday. With approximately 150 aircraft and around 250 persons at the event, having you join us is what made it a success.

We would like to take this opportunity to not only celebrate all the achievements of the past year but also to thank all those who made this event possible, including but not limited to :

The judges, marshals, safety officer, fuel suppliers, sponsors, presenters, food and beverage suppliers, the competitors and Vryheid Wings Club.

#### AIRCRAFT AWARDS

Our panel of Judges, led by Sean Cronin and Gerald Maddams included :

Grant Beattie and Jonathan Low, Richard Nicholson Snr and Demetre Kotsonis.

Spot Landing Judges : David Taylor & Ricardo de Bonis.

Rally : Rob Jonkers, Mark Clulow, Russell & Gary

Marshals : Kyle Baytopp.

Thanks to all the judges for giving up their Saturday for this mammoth task & thanks to all competitors for entering their aircraft. It is truly amazing to see all these lovely aircraft on the airfield.



Thanks to the Sponsors of the prizes and the good-ies bags: African Pilot, Aviation Direct, Avi Maps, DJA, Goodyear Aviation, Pilot's Post & Wings 'n Things.



## Aircraft Prizes :

Grand Champion - Craig Mee in ZU-MEE  
Taking home a Goodyear goodie bag, sponsored items and a Bose Headset sponsored by Wings 'n Things.



Concourse d'Elegance - Jonathan Low in ZU-IGS  
Taking home a Goodyear goodie bag, sponsored items and a Santam drone



Best Composite Homebuild - Brett Williams in ZA-TCC  
Taking home a Goodyear goodie bag, sponsored items, an Absolute Aviation spares voucher and a set of Goodyear tires

The final results of the Competition are as follows :

Award	Aircraft Type	Registration	Competitor
Concourse d'Elegance	One X	ZU-IGS	Jonathan Low
Grand Champion	Vans RV-10	ZU-MEE	Craig Mee
Best Composite Aircraft	Whisper X350	ZU-TCC	Brett Williams
Best All Metal Homebuilt	Zenith 701 Sky Jeep	ZU-LAE	Scott Williams
Runner-up	Long EZ	ZU-FFR	Herbert de Graaf
Best Warbird	Piaggio P-166 Albatross	ZU-FPZ	Kous Venter
Best Classic Aircraft	Cessna C-195	ZS-BFW	Archie and Donovan Kemp
Best Wood Aircraft	GP4 Osprey	ZU-CLC	Mike Davis
Best Tube & Fabric	Carbon Cub	ZU-MCC	Cameron McKenzie



EVEN THE JUDGES NEED TO TAKE A BREAK TO DISCUSS THE AIRCRAFT



## ADVENTURE RALLY

Rob Jonkers hosted an Adventure Rally on Saturday which was well attended. Rob was assisted by Mark Clulow, Gary and Russell.

Thanks to the Sponsors of the prizes and the goodies bags: African Pilot, Aviation Direct, Avi Maps, DJA, Pilot's Post, Goodyear & Wings 'n Things.

Competing team results were recorded as follows with a write up by Rob Jonkers:

Vryheid Adventure Rally - 27 April 2019							
Placing	Pilot	Navigator	Aircraft Type	Aircraft Registration	Observation Score	Navigation Score	Total
1	Carl Visagie	Niel Terblanche	Ikarus	ZU EUV	31.5	0	31.5
2	Gregory Clegg	Keaton Perkins	Jodel	ZS-UEK	32	1	31
3	Mome Strauss		Vans RV4	ZU-FVL	31.5	2	29.5
4	Shane Britz	Karen Stroud	Jabiru	ZU-FEP	31	2	29
5	Pierre Dippenaar	Richard Nicolson	RV14	ZU PLD	28	1	27
6	Ernst Meyer	Henry van Wyk	Bellanca Scout	ZS-NLS	31	4	27
7	Mark Clulow	Sean Cronin	Jabiru	ZU-FEP	26	0.5	25.5
8	Riaan Prinsloo	Deon von Wiellige	Yak18T	ZU-BCK	27.5	3	24.5
9	Eugene Couzyn	Marie Reddy	Gazelle Helicopter	ZU HHP	25	1	24
10	Wayne van Rooyen	Marie Reddy	Piper Saratoga	ZS-MOI	26.5	3	23.5
11	Alan Evan-Hanes	Kathy Burke	Piper PA-18-150 Super Cub	ZU-ASI	25	2	23
12	Laura McDermid	Stuart McDermid	Pioneer 300	ZU MUB	24.5	2	22.5
13	Dirk Coetzee	Anton Pieterse	Super Decathlon	ZU-DMG	22.5	1	21.5
14	Sean Russel	Kim Balcross	Sling TSI	ZU-TSI	23.5	2	21.5
15	Peter Sheppard	Buck Rogers	Glasair Sportsman	ZU-HCL	17	1	16
16	Ian Beaton	Theo Arenbrecht	Vans RV7	ZU-FSG	17	1	16
17	Marius Labuschagne	Bees	Socata Raylle	ZS-JHH	21	5	16
18	Frans Prinsloo	David Daniel	Apollo Fox LSA	ZU-EWV	18.5	4	14.5
19	Malcolm Mercer	Billy Jennings	Sportsman	ZU-FEZ	15.5	2	13.5
20	Duncan Deane	Albert Willemse	Rallye	ZU-FES	7.5	2	5.5



ZU-HHP HOVERING AT THE WATERFALL TO TAKE A SNAPSHOT



The EAA convention was held at Vryheid again this year. This is situated close to the escarpment in very scenic mountainous areas and in the heart of the Anglo Boer & Zulu war zones. With the success of last year's Adventure Rally, which had a mainly battlefield theme, it was decided to hold another one, this one being a mix of a scenic route and some battlefield areas.

At registration time, there were 27 crews who had entered, this being a record for this type of event, but with weather still closed in on Saturday morning, some crews could not get to Vryheid in time to take part, and at last count 20 crews were able to start before the cut-off.

This is still one of the most attended Adventure Rallies we have had and credit must go to EAA'ers for supporting this type of event.

For this year, the route started just northeast of the field at a big railroad  $\cup$  junction, and however one would fly, there would be a railway line that would be seen flying east or north, thus to converge on to the start would be an easy matter....., but guess what, some competitors could not find the start.

From the railroad  $\cup$  junction, the route went behind Lancaster Hill to a nondescript dam, and from there on west to north-west in the valley until a very prominent farm house complex was seen. From there south west to a more nondescript farmhouse near a quarry, turning south easterly on a curved leg so as to be positioned to descend after crossing the mountain range known as Skurweberg into the Aasvoelskrans gorge. Here three distinctive waterfalls could be seen, making this the most worthwhile scenic part of the route. At the bottom of the gorge another farmhouse was a waypoint and then to the battlefield memorial of Blood River Poort. From Blood River Poort, three dams made up the last three turn points, the last being the Klipfontein dam just south east of the airfield.

As part of this rally, it was decided that to add

some spice to the event, all aircraft would be tracked with loggers to check how accurately they stayed within a 1 km corridor along the route. This should have been easy given that one was allowed to fly with GPS. The map and task booklet were provided 20 minutes prior the take-off for everybody to either plan their route with traditional map plotting tools or to program their GPS's - if they were more at home following the magenta line.

Each route's leg had turning point photographs to be recognised (either being correct or incorrect) and a few questions had to be answered on ground features or sites that were historic or scenic, mostly cryptic in nature.

The booklet contained a section of wiki notes that would enable the crews to answer all the questions - with a warning - "Don't read at your peril....", and guess what...., most forgot to find the answers in the most obvious place.... Some crews of course were googling for answers on their cell phones - because they can - somewhat inefficient given everything was right in front of them, and of course sometimes getting different information from what was written up in the notes.

The briefing was eventually held at 10 am after the misty weather had delayed the start, and then papers were handed out with the first take-off around 11 am, in good flying conditions with hardly any wind. Most crews were able to find their way around, and it appeared that hardly anybody used a GPS, possibly because of insufficient time to program them. There were a few crews that wandered off course somewhat, and one got totally lost and decided to return to the airfield aborting the flight.

There was only one helicopter taking part in the rally, that being the Gazelle of Eugene Couzyn, who was navigating for Marie Reddy. They took to heart the briefing that said "enjoy the scenery of the 3 waterfall gorge", and hovered to take some pictures (see the header photo in this article)

With everybody successfully home, it was time for marking the exam papers which was left to Mark Clulow to do, with Rob downloading loggers and printing results. Then at the Convention prize giving and spit braai, Rob presented everybody's logged tracks, which had many in stitches of laughter at those who had lost their way a bit.

The prize winners were then called up to receive their prizes.

Carl Visagie with Navigator Niel Terreblanche in their Ikarus ZU-EUV came in first place, Greg Clegg and Keaton Perkins in their Jodel ZU-UEK attained 2<sup>nd</sup> place, with third place going to soloist and local Morne Strauss in the RV4 ZU-FVL. In the spot landing that everybody carried out after the rally, the winner was also Carl Visagie. The Award for the most accurately flown route went to Mark Clulow and Sean Cronin.

Thus came an end to a hopefully enjoyable day for everybody who took part, and given the interest in the event, it bodes well for future rallies of this type. Participation in these fun rallies could well lead to interest in more formal and timed rallies in the future.

## SPOT LANDING

Rob Jonkers managed this as part of the competition on Saturday as when the teams returned from the rally, they were judged by how close they landed to the line. This year it was won by Carl Visagie and Niel Terreblanche in their Ikarus ZU-EUV.

Thanks to our Spot Landing Judges Dave Lister and Ricardo de Bonis.

## SPECIAL AWARDS

Special recognition awards were given for exceptional service to the EAA. These individuals have been recognised for their efforts in putting together the Convention, as well as their contributions to the EAA of South Africa :

- Nigel Musgrave -Safety Award for his con-

tinued contribution to safety at all EAA events

- Kyle Baytopp - Aircraft Marshalling Award at the EAA 2019 Convention
- Morne Strauss - Outstanding Contribution to the EAA 2019 Convention
- Peter Sheppard - Longest Distance Flown to the Convention
- Richard Nicholson Jr - Youngest pilot flying in
- Sean Cronin - Most Enthusiastic EAA Member.

## SPECIAL MENTION

- Rob Jonkers and Rally Team for managing this event
- Spot landing judges Dave Lister and Ricardo de Bonis
- Aircraft judges Sean Cronin, Gerald Maddams, Grant Beattie, Jonathan Low, Richard Nicholson Snr and Demetre Kotsonis
- Rene Clulow, Anthea Cronin, & Vera Jonkers—a BIG thanks for your assistance in making this a more enjoyable event for the ladies
- Santjie White, Fred Bebbington & Sean Cronin for delivering presentations
- Karl Jensen for being able to assist and for "holding the mic" to keep the field well informed
- The ATC team for coming along to assist in keeping us safe
- Trixie Heron for assisting with the memorabilia sales
- Neil Bowden and his amazing family took control of the Registration desk in addition to the camp site. THANK YOU!
- We are grateful to all our members who shared their photos with us and to the media for allowing us to utilise their images.



NIGEL AND THE ATC TEAM RELAXING AT DINNER



NEIL MANNING THE REGISTRATION DESK

## SPONSORS, STALLS AND SERVICE PROVIDERS

We cannot thank our sponsors enough - you guys are amazing and your continued support adds to the success of these events.

- AAT - Onsite Registration Management and Camp Management at the E A A 2019 Convention
- Absolute Aviation - Thanks Timothy and team for joining us and for the voucher.
- Aviation Direct - Thanks for your continued support Andrea and Glynn. Prizes were allocated to Rally 1st, 2nd and 3rd Place Pilots.
- Avi Map - Thanks for all the goodies. Map books were allocated to the Rally 1st, 2nd and 3rd Place Navigators.
- DJA Insurance - goodie bag items
- African Pilot - Thanks for the coverage and the magazines Athol and Christine!
- Goodyear Aviation - Thanks for joining us Paul and for the set of tires and goodie bags
- Pilots Post - Thanks for your support and the t-shirts Willie, Cheryl and Julie
- Santam Insurance - Drone as a prize and umbrellas
- Xtreme Productions - Thanks for the assistance with equipment

- Wings 'n Things - Colin & Magda, we are thankful that you guys are such keen aviation enthusiasts. Thanks for the goodie bag mugs and the great Bose Headset.
- Special THANKS to Tokkie and SV Aviation Fuel (Avgas and Jet A1) and Craig Cox (Mogas) for keeping us flying with their fuel provisions

Also present at the Airfield or assisted with the set up of the Airfield, were:

- Wimpy Vryheid - The first event they have assisted with outside of their stores. Thanks for helping with the breakfasts.
- Vryheid Ski Boat Club - Thanks for the bar service and fantastic fish and chips available for lunch.
- NG Kerk Ladies - The event would not have been complete without having pancakes available.

Thanks to Abaqulusi Municipality for granting us permission to utilise their Airfield, welcoming us to Vryheid and providing emergency services.

Big thanks to Morne Strauss and the Vryheid Vlieg Klub for hosting the EAA 2019 Convention



## LADIES ACTIVITY

Some of our lovely ladies were busy at work all of Saturday making beautiful Jewellery and doggie blankets. Thanks to Vera Jonkers for running the Jewellery making class and to the ladies who made the dog blankets for Vryheid SPCA. Thanks to Rene, Anthea and Vera for hosting this day and to all the ladies who participated !



## SAFETY

It is always with relief that we say a BIG thanks to all those involved with the Safety at our events.

Special mention to :

Nigel Musgrave for being our Safety Officer and assisting wherever it was required

The lady and gentlemen from ATNS for manning the tower

Kyle Baytopp for Marshalling

Morné Strauss, Dirk (for moving the lawn) and assisting with everything required including Marshalling

Thanks to Deon of Aero Weather for the constant weather updates.

**SPCA Vryheid**

Hello, I don't want to interrupt your scrolling but I just wanted to say, I think you're beautiful.



How can you say no to a face like this!

### SPOUSES PROGRAM

The Ladies will be collecting donations for Vryheid SPCA. If you are able to bring along any dog or cat food or animal blankets, it would be greatly appreciated.

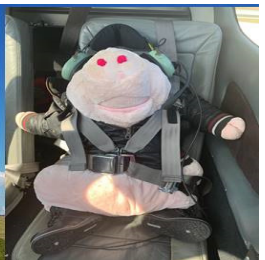
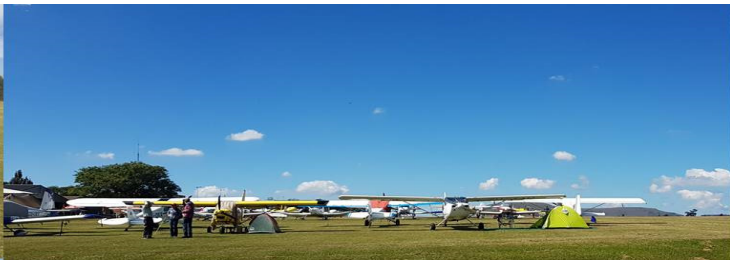
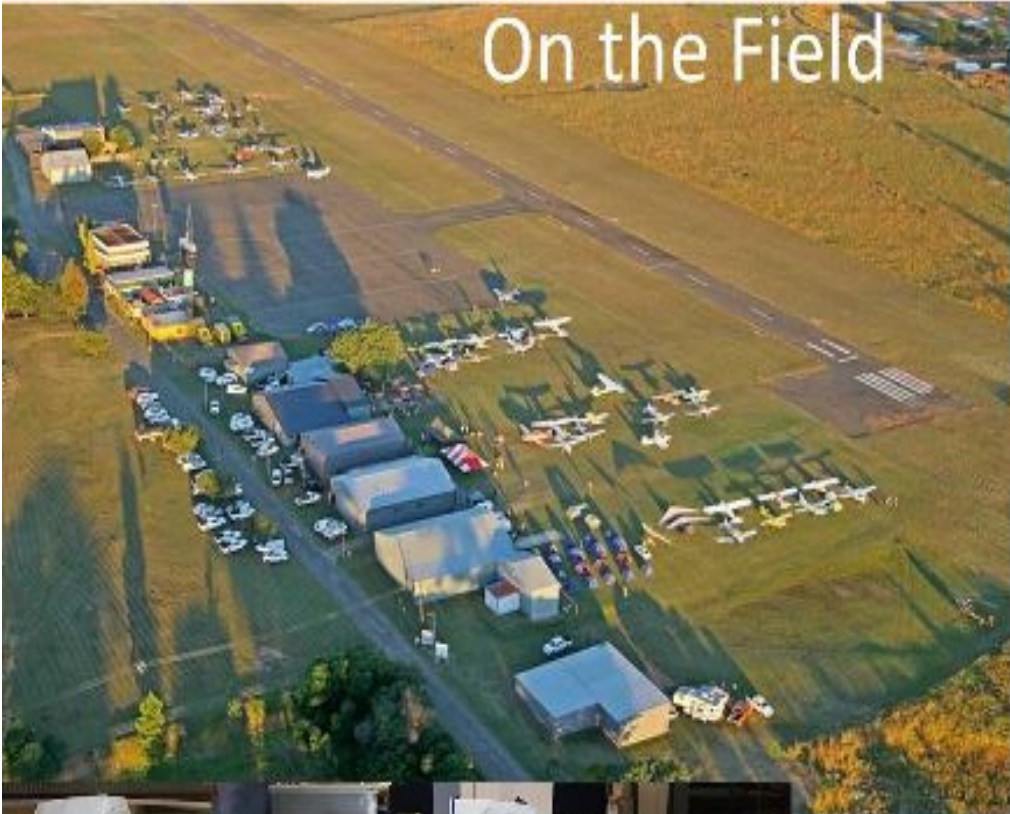


## AT THE AIRFIELD

The atmosphere at the airfield was relaxing and jovial. Thanks to Neil Bowden, his family and team - camping was made easy. Many chose to camp under their aircraft's wing, but for those who were not able to carry a tent, Neil provided all the









## EAA NATIONAL COMMITTEE

### as voted in at AGM

A BIG thanks to the Committee that has served us over the last year and CONGRATS to the incoming Committee for 2019/2020 as follows :

EAA of South Africa National Committee:

- President - Sean Cronin
- Vice President - Paul Lastrucci
- Treasurer - Mark Clulow
- Secretary - Keaton Perkins
- Young Eagles - Greg Clegg & Keaton Perkins
- Merchandise - Trixie Heron
- PR - Karl Jensen
- Safety Officer - Nigel Musgrave
- AP Representative/Technical Officer - To be appointed

Thank you all for making yourselves available to serve on the EAA National Committee.

Thanks to everyone who assisted with this event. There are a few people that deserve a special mention as they were available to assist whenever required and they took on tasks that it was not possible to do alone while planning for the Convention.

Sean Cronin, Karl Jensen, Gerald Maddams, Neil Bowden, Mark Clulow, Morne Strauss, Rob Jonkers, Nigel Musgrave & Marie Reddy. Without their guidance and support, this event would not have been possible!

Best regards

Paul Lastrucci

on behalf of the EAA National Committee

[rsvp@eaa.org.za](mailto:rsvp@eaa.org.za)

## ARTICLES IN THE PRESS

You may have seen the articles in the media, if not, please visit any of the following for great articles and photos:

- [African Pilot](#)
- [Aviation Central](#)
- [FlightlineWeekly](#)
- [Pilot's Post](#)

Thanks to the above for their wonderful Aviation support, promotion, prizes and permission to use their photos

## MEMBERSHIP

If you have not yet joined the EAA, please join us as a member so that we can share more of these wonderful experiences with you and strengthen our hand with the Regulators in General Aviation Matters. Please contact Mark Clulow [eaasouthafrica@gmail.com](mailto:eaasouthafrica@gmail.com)

**AviMap** 



**African Pilot** Serious about flying

**S** Skeerpoort  
Verspreiders  
(PTY) LTD

**PILOT'S POST**

**GOODYEAR**  
AVIATION

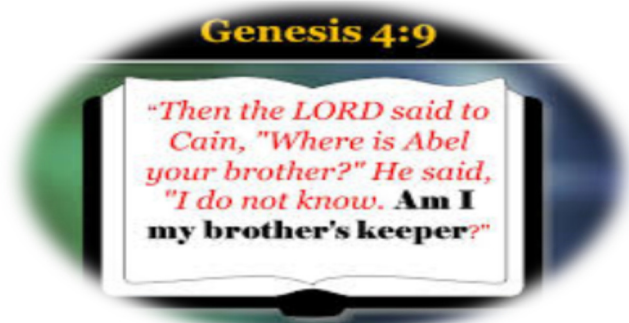
**Aviation Direct**





## Genesis 4:9.....by Dr Robert Clark

I was reading this Bible verse the other day and it got me thinking about the sport we all love.....Aviation. Genesis 4:9 states and I quote "The Lord said to Cain, "Where is your brother Abel?". He said, "I do not know; am I my brother's keeper?" The principle of this scriptural verse is that we need to look after one another and if you see a fellow person erring, you have the obligation to act.



I just love a good South African braai. The wood fire, the smoke when you are cooking the boerewors, the cheese and tomato toasted sandwiches, the beautiful African sunset, all complimented with a lovely glass of South African wine. We surely make the best wine in the world. Added to this striking conglomeration of fire, food and fluid are friends and family.

This normally leads to "Braai advice." How many times have you been told what shares to buy, what is the next property investment, what crypto-currencies to buy and of course, how to maintain your aircraft. A braai at the airfield would not be complete without some aviation advice.

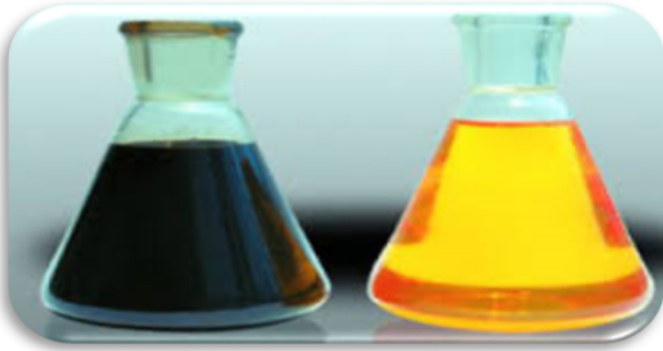
The problem with "Braai Advice," is that it is normally influenced by copious amounts of alcohol that dull our judgement. .



Wrong information can unintentionally be passed on to the uninformed. When you are a newly qualified pilot, you get attracted to these braais like a moth to a fire. In the aviation industry, our engines produce significantly more byproducts in the combustion process when compared to our automotive counterparts.

Products like dihydrogen monoxide, NOx and carbon are common in the combustion process. An example of this braai advice is the frequency of oil changes on aircraft, particularly those that have a Jabiru engine. Car engines can operate for 20 000 km without an oil change. At an average speed of 120 km/hour, that is circa 166 hours before you need to change the oil. If that is the case, why is it that aviation engines have oil changes on a more frequent basis?

Oil is there to reduce friction to the moving parts and help cool the engine. Oils also act as a transportation medium to convey dirt to the filter. It is common knowledge that regular doses of clean oil are the least expensive maintenance intervention you can ever give an engine. I have never seen clean oil causing damage to an engine. In addition to these contaminants, unburnt fuel leaks past the rings on the piston and contaminates the oil in the crankcase.



## Dirty and clean engine oil.

The concoction of corrosive contaminants and oil, with the addition of water vapour can lead to pre-mature engine damage if not managed correctly. The use of Avgas increases this propensity to form a corrosive mixture as Avgas has an octane improver called Tetraethyl Lead (TEL). Aviation oil manufacturers are aware of the acidic contamination taking place and henceforth, place acid neutralizing agents in the oil. These neutralizing agents in the oil break down due to the continued acidic exposure within the crankcase. Replacing the oil as per the engine manufacturer's requirements is the responsible thing to do. In the case of a Jabiru six cylinder engine, the oil change and filter will set you back R400. That is all it is, R400. R400 once every six months (assuming 50 flight hours per annum) will ensure that you are compliant with the Manufacturer's requirements. If you consciously select the alternative and push the boundaries, you run the risk of having a compromised engine. Always remember that you are free to choose, but you are not free from the consequences of your choice.

So what is the frequency of oil changes on a Jabiru engine? "Braai advice" would suggest 50 or 100 hours and this is sad

and is promoted by many aviators in the industry. The danger of this advice is that the uninformed are wrongly influenced and you inadvertently place them and their passengers at risk.

The danger of the internet is that you will get many conflicting websites that will suggest oil service frequencies of 50 or 100 hours. My advice to you is simple. When in doubt, ask! The best person to ask in this regard is the Manufacturer. A phone call to the Jabiru factory in George will tell you that the oil service interval for Jabiru engines is 25 hours. Anything to the contrary is simply "Braai advice".

As the pilot in command of the aircraft, you have the responsibility to ensure that your aircraft is safe and maintained to the correct standards. You are responsible to think about the consequences of every choice you make. The problem with being human is that we don't want to upset our colleagues and choose to turn a blind eye to non-compliance, even though we know it is wrong. Sadly when we are drinking tea and eating cakes at the funeral, we are also the first person to say that it was only a matter of time before something went badly wrong.

So are you your brother's keeper as suggested by Genesis 4.9, or are you going to condone the erroneous chatter around the braai and hope that nothing goes wrong.

The choice is yours.



# AS A MATTER OF FACT

JOHN ILLSLEY

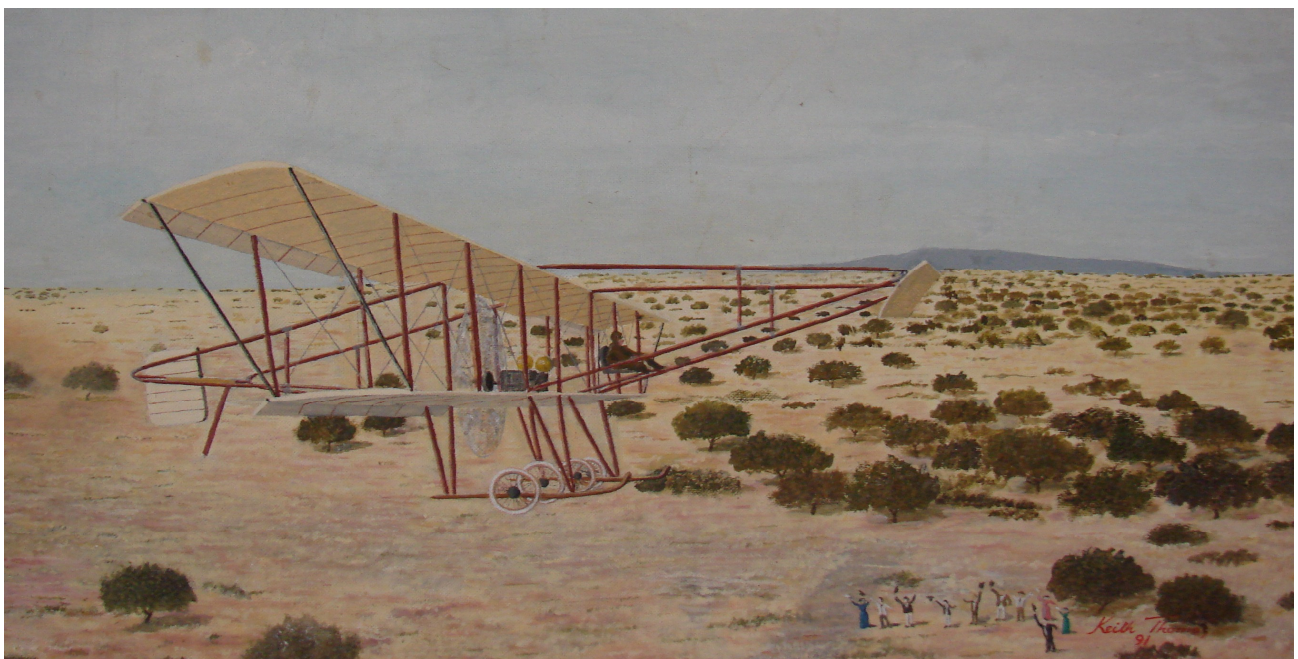
## IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

*At the invitation of the editor, I have written this article as the first in what will become a regular series which will examine, in a not overly serious way, some of the most significant aircraft types to have featured in South Africa's aviation past. The series will be roughly chronological and apart from providing some historical background, will also give an indication of what relics exist in*

### Part One: The Paterson Biplanes

If you visit Hangar One at Air Force Base Zwartkops SAAF Museum you will find two aircraft facing each other in the confines of one of the air force's very first hangars. The one is a replica of a pre-World War One aircraft, the Paterson Biplane and the other is a Mirage III interceptor. Difficult to believe, but only about fifty years sepa-

rate these two designs and yet they are just about as far removed in terms of technology as it is possible to find. A wood and fabric biplane capable of about 40mph powered by a rotary engine compared to an all metal supersonic jet interceptor. What connects the two, apart from the principles of flight that allow both to fly, is the place each has in the annals of SA military aviation, beyond its



*An artist's impression of Paterson Biplane Number 2 airborne over the Karoo*

# AS A MATTER OF FACT



Paterson and some of his pupils at the flying school in Kimberley, including Miss Bociarelli who was the first woman to receive flying instruction in SA.



The Paterson Biplane on floats while being used in Cape Town for flying demonstrations.



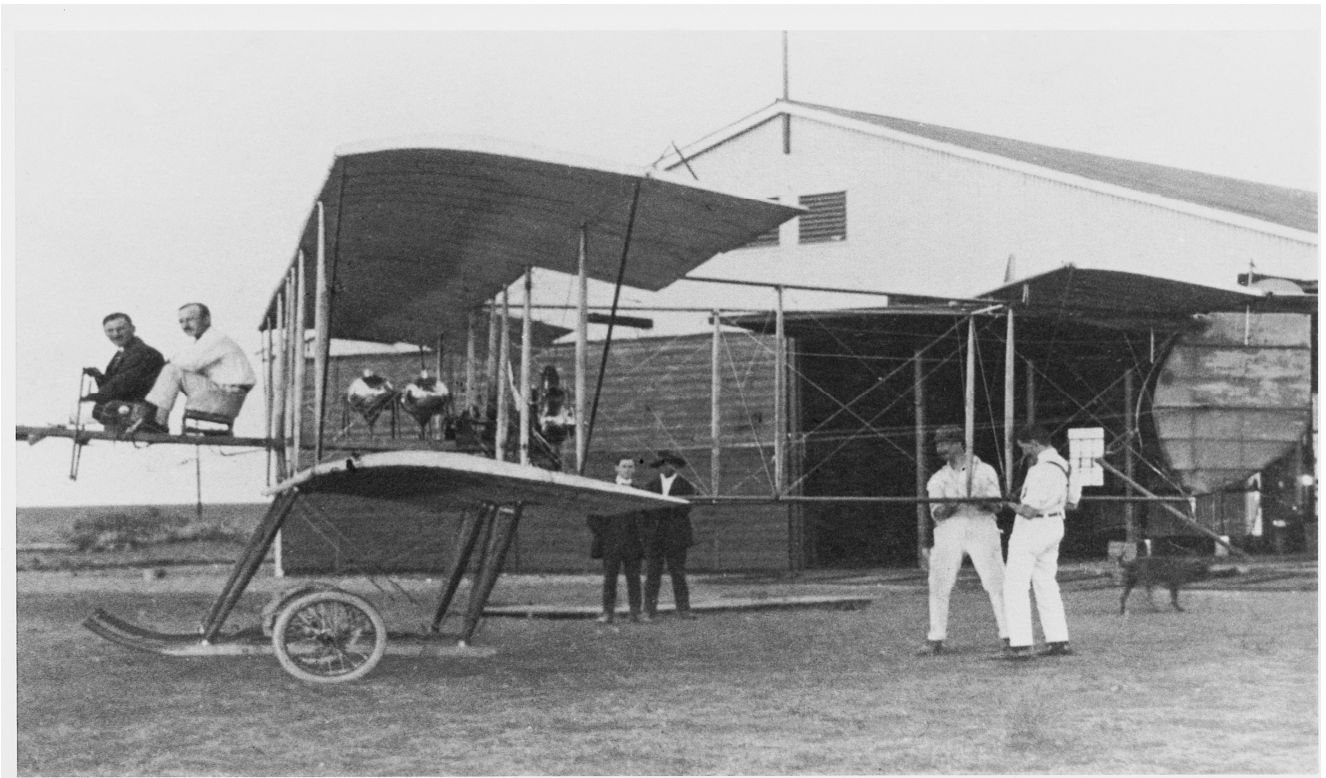
Paterson and one of his students on the second of the biplanes that he used at Kimberley. The spinning Gnome rotary can be seen behind the fuel and castor oil tanks.



# AS A MATTER OF FACT

Cecil Compton Paterson was one of the earliest British aviators and held aviator's certificate #38 as issued by the British Royal Aero Club. Paterson's second biplane design was built by the Liverpool Motor House and was based very closely on the Henri Farman layout which in Britain was imitated by the Bristol company with its Boxkite aircraft.

The Paterson Number 2 was thus very typical of the earliest biplanes and was not far removed from the Wright brothers, with the one major difference being that it used ailerons in place of wing warping. Because the elevator was mounted on booms forward of the pilot, it can be defined as a canard design.



A photo which clearly shows the layout used on the biplane built at Kimberley with the instructor and pupil seated on the exposed seating ahead of the wings. In all other respects, the aircraft was the same as Paterson's first biplane.

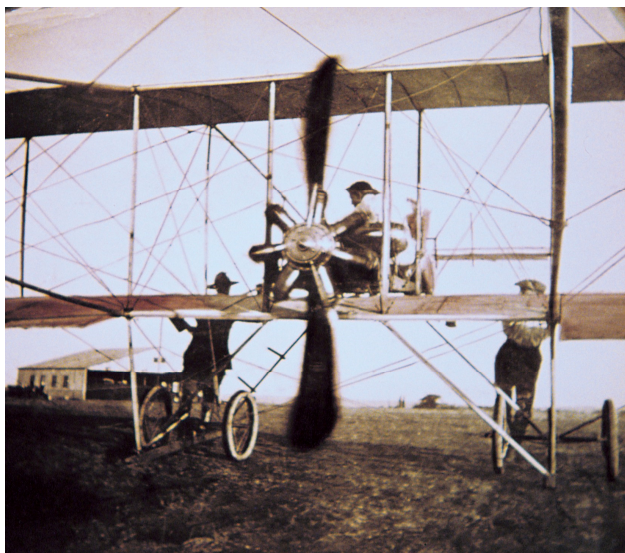
The rudder was in the conventional place on another set of booms. The pilot and his passenger sat on a crude bench on the lower wing and immediately behind this was the rear-facing Gnome rotary engine producing

50 horsepower, hence making it a "pusher" design. The layout meant that there was no fuselage, with the pilot (and his passenger or pupil if one was carried) completely exposed to the elements.

# AS A MATTER OF FACT

Apart from the flying surfaces and control surfaces, the biplane is a maze of struts and booms braced by wires and turnbuckles. The layout is completed by two sets of wheels and further booms to prevent the craft tipping on its nose. The Gnome rotary was a popular French-designed engine which provided a very good power-to-weight ratio achieved through a variety of features that were far from ideal. Among these was

the fact that the entire engine spun on the crankshaft at the same speed as the propeller. The lubrication was castor oil and used a total loss system, being blown out the engine as a fine mist after lubricating the cylinders. Finally, the engine type did not allow idling, which could only be achieved by cutting out the magneto intermittently for landing, a practice known as "blipping".



An early morning photograph taken from an unusual angle which shows how the Gnome rotary was behind the propeller in this pusher design. The shutter has managed to freeze the engine which rotated at the same speed as the propeller

This description should give some idea of the technical attributes of the biplane which Paterson had shipped to Cape Town in late 1911 as part of the "African Aviation Syndicate". His business partner was Evelyn "Bok" Driver who brought with him a Bleriot monoplane.

In December of that year, an "Aviation Fortnight" was held in the mother city, with both pilots demonstrating their aircraft. Driver famously flew the first air mail in the country with flights between Kenil-

worth race track and Muizenburg carrying souvenir post cards. Both pilots were of course trying to make money from flying in a country that was barely a year old and which had seen very few aircraft. Trading on the novelty of flying machines, they staged public exhibitions in Cape Town, Johannesburg (where they flew from Turffontein Race Course), Durban and finally Kimberley, where a flying school was established.



# AS A MATTER OF FACT

After a falling out between the partners (resulting in probably the first aviation litigation in this country), Paterson set up his own company, the Paterson Aviation Syn-

dicate, based at an aerodrome set up at Alexanderfontein on the outskirts of Kimberley on land provided by De Beers.



The pioneers of Aviation Museum at Alexanderfontein outside of Kimberley. The monument is to the left of the replica hangar. This is on the exact site of Paterson's original flying school from 1912-13.

Paterson was desperate to make a living from his flying school and one possibility that he pursued was to train military pilots for the government. The progressive thinking of General Jan Smuts, then the Minister of Defence, made provision for a SA Aviation Corps in the 1912 Defence Act. When Smuts sent Commandant General CF Beyers to Europe in mid-1912 to study developments in military aviation in various European countries, Paterson was able to show off his biplane on the return of the General to Cape Town. Paterson was doing a series of flights in Table Bay using a biplane modified with floats and extended upper wing surfaces, the

latter no doubt needed to generate more lift to offset the drag incurred by the floats. In October 1912 he was able to take Beyers for a flight and this helped Paterson to get a foot in the door when it came to a possible contract to train military pilots.

Paterson secured the government contract after his competitor, John Weston lost his aircraft in a fire at Brandfort. Paterson's training of the ten officers selected as the first members of the new SAAC was carried out on two aircraft and with two instructors: himself and Edward Cheeseman, who had previously flown with the Grahame-White school at Hendon.



# AS A MATTER OF FACT

The second Paterson biplane used appears to have been a modified version in which the elevator was mounted on the tail, thus dispensing with the forward booms and canard-style elevator. To correct the centre of gravity, the pilot and pupil sat in seats on booms that projected forward of the lower wing. It was built by one of Paterson's pupils, a Mr H Carpenter, probably using some of Paterson's spares and under his supervision. The flying instruction that Paterson provided for the military aviators was extremely rudimentary and was limited to being able to take off, do some turns and land, all with the instructor offering guidance and intervening if necessary.

No student was sent solo. The "hot and high" conditions limited the number of

hours each day when flying could be carried out and anything but calm conditions were used as an excuse by Paterson to only do ground instruction on certain days. Given the limitations of the aircraft used, one can probably not blame him for his caution. After Cheeseman crashed with one of the government pupils in October 1913, Paterson carried on alone until December 1913 when he wound up the flying school and sold the remaining aircraft to the government. The limited skills he had passed on to the military pilots of the SA Aviation Corps were all too evident when five were sent to Britain to complete their training with the Royal Flying Corps at Upavon.



A close up of the centre section of the Paterson Biplane replica at Kimberley. Visible are the tandem seats; the fuel and castor oil tanks and the seven cylinder Gnome rotary engine. The closest items to instruments are the bulbs next to the seat to indicate the flow of oil and petrol.



# AS A MATTER OF FACT

In terms of technology, the Paterson Bi-plane, represents one of the first generation of aircraft as flown by the early pioneers of powered flight, a completely new science at the start of the twentieth century. There were others who took to the sky in South Africa in this period, including Albert Kimmeling (the first powered flight in SA at East London in 1909); Josef Christiaens and John Weston. Nevertheless, as a result of Cecil Compton Paterson trying to make aviation pay, the two variants of his aircraft have a number of "firsts" associated with them within the context of South African aviation history:

the first type used to operate a flying school  
the aircraft used to carry out the ab initio training of South Africa's first military aviators

the first training of a woman, a Miss AM Bocciarelli (although this was not completed due to the demise of the flying school)

the first aircraft to have carried out a cross country flight in SA: a 336 km flight from Kimberley to Klerksdorp and back over two days

the first flight of an aircraft on floats in South Africa

the first aircraft purchased by the SA government for military use

the dubious distinction of having been the aircraft type that resulted in the first fatality in an accident.

Two replicas have been constructed in South Africa of the Paterson biplane. These were

both based on a set of plans drawn up by the SAAF Museum based on the Bristol Boxkite replica held by the Shuttleworth Collection in Britain. The first replica, which was a static display item, was built for display at Alexanderfontein outside Kimberley. The McGregor Museum in the diamond city initiated an ambitious project in the early 1980s which saw the construction of a replica of the hangar used by Patterson for his flying school and this was used to house the reproduction aircraft. The replica was built by Atlas Aircraft technicians and the SAAF museum at Lanseria. This did undertake one "flight": after being presented to the mayor of Kimberley at the 1981 Lanseria air show, it was flown to Kimberley in the hold of a SAAF C130 Hercules! One of our EAA members, Roy Watson then towed the biplane through the streets of Kimberley and out to the museum site behind one of his vintage cars. Remarkably, one of Paterson's military pupils, namely Major-General Kenneth van der Spuy, was still alive and attended the opening of the Pioneers of Aviation Museum. The museum includes a modern monument adjacent to the hangar in which are interred the remains of Edward Wallace Cheeseman. If you are in Kimberley, it is worth taking a drive out to the site, which is close to the modern airport. The area around the museum is undeveloped and with the karoo stretching off to the horizon, it is easy to imagine Paterson taking up his frail aircraft from the circular aerodrome that had been cleared on this flat landscape.

# AS A MATTER OF FACT



The replica Paterson Biplane in the Pioneers of Aviation Museum at Alexanderfontein.



The other Paterson Biplane replica, which is housed at the SAAF Museum. It is currently fitted with a modern Continental engine which was originally intended to allow it to fly.



# AS A MATTER OF FACT

The second replica, alluded to in the introduction, was built for the SAAF Museum at Zwartkops and this was meant to be a flying aircraft, albeit using a modern Continental engine as the power plant. The hope was that it could have at least carried out hops down the runway at Zwartkops during air shows. Unfortunately various changes in the museum, have resulted in it remaining a static exhibit, with an engine that is not representative of the original, although a Gnome rotary is on display close by.

There was talk of a third replica of the Paterson

son biplane being built in Cape Town for display at that branch of the SAAF Museum. It would be interesting to know what the status of this project is at present.

Paterson's papers, including many fascinating photos, are preserved by the McGregor Museum. Apart from a few small artefacts recovered from the ground when the replica hangar at Alexanderfontein was being built, no other relics are known to exist. But who knows, perhaps the Paterson biplane sold to the Union of SA Department of Defence in 1913 is lying dismantled somewhere awaiting discovery.....



John Illsley's Aeronca C3

Photo copyright Willie Bodenstein

The Aeronca C3 rebuilt by me in Pretoria was built in late 1935 at the factory in Middletown, Ohio. It was one of 439 built between 1931 and 1936, making it one of the most successful light aircraft of the Great Depression when most aeroplane builders in the USA were failing. Its economy and ease of operation were big factors in its favour. This Aeronca C3 is now unique in South Africa, although there were originally five.

# SAFETY MATTERS

NIGEL MUSGRAVE

A recent high profile Aviation Event was the scene of a highly dangerous occurrence which fortunately did not result in serious consequences.

A participant in the Event had completely filled both tanks of his C172 with Avgas in preparation for his flight and was hand pushing the aircraft to the starting point for his place in the line-up.

In spite of careful inspection of the terrain prior to moving the aircraft, the wheel of the left main undercarriage rolled into a hole not previously seen and the entire aircraft tipped sharply to the left. Fuel leaked out of the tanks, soaking the ground surrounding the aeroplane.

Some 20 - 25 gapers assembled around the plane, taking pictures with their phones and posting to various social media platforms, all the while offering "advice" while a solution was being discussed.

Throughout all of this, fuel from the full wing tanks continued to leak out of the aeroplane onto the ground. The fire Tender was called and drove to about 10m away from the aircraft, standing with the water pump petrol engine running, well inside the ICAO regulated 30m from the potential hazard, while contemplating the best course of action.

Approximately 8 or 9 people stood around the plane using their hand-held radios to discuss the problem whilst one sensationalist tried to call the CAA to report "an incident".

This was a seriously dangerous scenario and clearly, the situation was set for the possibility of a disastrous fire.

Several actions should have been put in place whilst the situation was brought under control:

- The area should have been cleared of all but essential personnel

- The Fire Tender should not have approached the aeroplane closer than the regulated 30m

- The Fire Tender should not have stood with pump engine running

- The area should have been sprayed with fire retardant foam

- No cell phones or radios should have been used in proximity to the fuel

It is difficult to prepare for every eventuality, but we should be mindful of how easily an event like this can take place and what the safest course of action should be when something goes wrong.



# TECH TALK

PETE LASTRUCCI

## LET'S START SOMETHING

This brief technical tidbit is rather about magneto wiring than starters, but the two work in close harmony to ensure we have an engine that starts easily.

One of the more common reasons for hard starting as well as starter kickback failures, has to do with how the magnetos are most likely incorrectly wired in your aeroplane.

The two most common magneto systems on Lycomings and Continentals are impulse coupling and retard breaker, both do the same thing whilst cranking for start by providing a hot spark, at or around top dead centre, which is substantially retarded from the normal 25-30 degrees of advance for normal running.

The most common problems are caused by the following:-

P-Leads (the wires going from the switch to the mag) that are swapped between left and right on the magnetos. (Very common)

Symptoms will be hard starting and kickbacks (where the engine fires backwards that normally ends in your starter being returned to kit form).

The impulse coupling mag would not be doing its job and would now be grounded whilst cranking (the advanced non impulse magneto is the one that should be grounded when cranking) so you will not be getting a hot retarded spark and to boot if it happens to fire will most likely try to make the engine turn backwards.

Another tell-tale of this situation is as you release the start switch the engine fires and runs.

On both single impulse coupling and retard breaker systems, the direct drive advanced magneto is earthed thus preventing kickbacks. This is done by means of a jumper wire on the start switch. The omission of this jumper normally occurs on a newly constructed aircraft (seen it on a few RV's) or where a start switch has been replaced without adhering to the installation instructions.

We have touched on the basics here and in most instances these

systems are very reliable and perform well ensuring we are not left missing out on that \$100 hamburger, whilst our buddies head off into the sun!

A detailed article for those interested can be viewed here:

<http://www.aeroelectric.com/articles/MagnetoSwitchOptions.pdf>

Cheers

Pete Lastrucci



# ADVOCACY

PAUL LASTRUCCI

## Progress on the Approved Persons Scheme

Much has been ablaze on various e mails and chat groups and also within the corridors of the regulator, regarding the positioning of recreational aviation within the SACAA structures, now that RAASA has been on board from the 1<sup>st</sup> April 2019. This is evermore reason that the folk that have been involved in recreational aviation for many years, take a keener stance to keep abreast of the changes and ensure they are fair and just toward all the participants in recreational aviation in South Africa.

For the EAA, a very important aspect for the continuation of all the good work that has been done in the past 50 years here in South Africa, is the health of the Approved Person's (AP) scheme. This has essentially contributed largely to the expertise pool that has ensured that the wisdom of building and flying aeroplanes is continued and not compromised by any over-regulation that stifles recreational flying.

We have become familiar with seemingly hastily interpreted understandings of the regulations, largely mirrored off the Type Certified requirements and which are summarily enforced. These have caused far reaching compliance implications, delays in the issuance of ATF's and often end in huge amounts of energy and time justifying their applicability. Not to mention the monetary costs that mount whilst the deliberation is taking place. Typically there are always two sides to the story and there are documented cases where NTCA aircraft have been signed out where they should not have been and hence present all kinds of impending risks for the regulator should any liability be

sought. At a meeting on the 16<sup>th</sup> May 2019 it was agreed that the SACAA would initiate a meeting with the SA CAA senior managers currently involved and which each of the recreational aviation sections within the Aero Club, together with their nominated AP representatives, should attend. This to ensure that the process is revisited and better understood and to ensure that we can all proceed with a workable model going forward. This will provide the opportunity for each section to present their specific requirements within their AP requirement and ensure that it is understood equally by all parties. The Aero club through its sections will facilitate this and a meeting date will be announced soon by the SA CAA.

For experimental and amateur built aircraft, the operation of these aircraft falls within the Part 94 regulation of the Civil Aviation Regulations for Non-type Certificated aircraft and aircraft operated in terms of this Part are prohibited from providing a commercial air transport operation. Part 96 caters for the operation of Non type certified aircraft that provide a commercial transport operation.

We have a huge technical expertise pool within the EAA, whose members will avail themselves to engage with the SA CAA on this matter. The Aero Club will coordinate the process and the desired outcome and provide an admin / ombudsman oversight to the AP scheme. This to ensure that recreational aviation in all its forms can flourish again for another century. It's certainly a challenge however not insurmountable.

Fly Safe

Paul Lastrucci



# UPCOMING EVENTS

22 June Grasslands Breakfast Fly -in

29 June Rustenburg FC Breakfast Fly-in

4-6 July Aero exhibition and fly in wonderboom

12-14 July Nylstroom Vliegklub/EAA Taildraggers Weekend Fly-in

13 July Spot landing competition FAKR

18 - 21 July Kranskop Intensive Gliding Training Course - Brits



# LAST WORD

GREETINGS FELLOW AVIATORS,

I have been conned into collating the Monthly CONTACT! Newsletter and need your help.

As you know, CONTACT! is the Newsletter for EAA National and in order to retain our recently regained EAA USA recognition, we need to meet certain criteria including what is happening in the various Chapters around the country.

More importantly than that, however, is the pleasure we derive from belonging to an organisation such as EAA SA, which strives to make our Aviation Passion something we can share with each other and keep alive.

As you are aware, the freedom of the skies which we hold so dear is under threat and the bureaucracy which is enveloping our country is spreading into our skies.

As MEMBERS of your respective Chapters, you can make the difference between a fragmented, unstructured group of individuals, each one blundering around on his or her own mission, and a cohesive organisation which is respected and carries clout in the halls of the Regulator, The SA CAA.

In order to bind us closer together, we need to communicate with each-other and this is where you can help.

Regular monthly information from members, detailing events past and future, progress with build projects, interesting technical features, exciting happenings in your Chapter or even just some people and aerie pics etc are all things which will keep us a

united family with a common goal – namely to keep our aeroplanes flying.

Just a couple of lines or a pic or two is all it will take and anything humorous will always go down well.

In order to keep CONTACT current and relevant, it needs to be available by the end of each month and to achieve this, I need all the material for each edition no later than 10 days before the end of the month.

I do hope I can count on your support as I believe that our Newsletter can be the life blood of our organisation if we take it seriously but keep it fun.

A HUGE thank you to everyone who contributed to this edition of CONTACT! Your participation in our cherished AVIATION is much appreciated.

To all our members who will make the effort in the future, thank you in advance for your support.

Kind Regards,

Eugene Couzyn

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