

JULY 2019



**BRAKES ON.....
THROTTLE SET.....**

CONTACT!



THIS MONTH

FROM THE COCKPIT

CHAPTER CHATTER

SPECIAL FEATURES

AS A MATTER OF FACT....

TECH TALK

ADVOCACY

UPCOMING EVENTS

PILOTS TOY BOX

LAST WORD

FROM THE COCKPIT

SEAN CRONIN



The paper work blues

If I can offer a little advice to our EAA members. Get your paperwork in your aircraft in order. CAA are actively carrying out ramp inspections at various airfields.

Whether privately owned or otherwise, a fly in or a show, they are around.

I recently purchased a folder at The Pilot Shop. This is labelled from ATF to Radio licence, Weight and Balance, POH amongst other important information.

First aid kit must be checked and all expired items replaced. My Mercurochrome had expired in 2017...so I threw the bottle away. Figured that won't save a life.

Make sure your licence has a copy of your medical in it.

We just need to comply. Sure it is an irritation but when all your documents are in order it just makes you fly so much better.

Remember live fast but land slow.

As the days steadily grow longer allowing us more daylight hours to enjoy our passion, my thoughts go out to the aviators in the Western Cape where I find myself wondering..... How many hours must be spent on the ground wishing Mother Nature would give them a few more hours to enjoy their passion too.

Here is hoping despite the recent cyber security breach we can get to enjoy more time flying..... and not have Mother Nature hidden in an office somewhere upsetting the paperwork.

Taildraggers fly in held in Nylstroom was once again very well organized event thanks to Richard and his team. Incredible flying weather was enjoyed by all who attended. Sad that after 10 safe years they have to relocate to Bela Bela. (Warmbaths).

The 50th EAA "OSHKOSH" Airventure has just wrapped up with great success as usual. South Africa fared well coming in 3rd for number of people representing the country. Aviation is still very much alive and well in South Africa. Pilots Post and African pilot gave us a daily report on the event. This was very well done thanks to Willie and Athol.

"To get to fly is a privilege.

To fly it yourself is twice the privilege"

Sean Cronin

PRESIDENT EAASA

CHAPTER CHATTER

KARL JENSEN CHAPTER 322 JOHANNESBURG

Chapter 322 July Meeting

Prior to the meeting we screened the EAA USA June Chapter Video with some terrific views and home building tips. These videos are sent to me a day or two before the meetings and are HD with great sound. We had a good attendance and 60 or so members signed the register. It is our good fortune that we have regular visits by serious heavys in our flying world as well as twelve visitors. Nine new members and others who have renewed are on our membership list. We had 13 apologies. It is gratifying to see ever increasing numbers at our gatherings and long may this continue. The CAA poor performance is a reason why we need to grow our numbers to enable us to have credibility via our mouthpiece, namely the Aero Club of SA. Our accumulated funds will hopefully enable us to employ professional legal services to fight for our cause which at present is to overcome the inefficiencies, problems and threats emanating from the aviation regulator. I have always liked the olive branch approach in dealing with conflict, but this doesn't work with the regulator and a tougher stance must be considered.

We made many announcements and congratulations. Hans Schwebel – Chief Judge at FAI World Precision Rally Championships at Castellon in Spain in June 2019. Keaton Perkins passed his Comm Licence 27 June at CFA Rand – tested by Nigel Hopkins. Unsung Members who have dedicated much time voluntarily in June to liaise on behalf of EAA and Aero Club of SA with CAA on ARO's and Approved Person Scheme – Paul Lastrucci, Rob Jonkers, Sean Cronin, Jeff Earle, Peter Lastrucci, Andy Lawrence. Eugene Couzyn – very well received 1st and 2nd attempts at CONTACT! – thanks to contributors and please keep the copy flowing in.

A Progress Report on EAA Auditorium refurbishment given with thanks to Marie Reddy and Eugene Couzyn for driving the project

which is estimated to be complete by end September 2019.



CHAPTER CHATTER

EAA CHAPTER 322 JULY 2019 MEETING CONTINUED

UDream Global to which 322 donated R10k - progress report and thanks to Archie Kemp and Signco for making an EAA logo sticker for the aircraft.

We showed their route since departure and their current position which was Entebbe in Uganda.

The June 5 monthly meeting Minutes, Financial Report, Birthdays of paid up members was posted on the Notice Board for perusal despite these being emailed to all members. This method saves at least a quarter hour at each meeting

The BUILDING PROJECTS UPDATE item featured pics and videos of Derek Hopkins RV8 ZU-NDH, Kevin Hopper's progress on ex 322 Teddy build, Trevor Davids' Bearhawk Patrol build by Coenraad Underhay, Patrick Watson's VP1, Mike Brown's re-engined Globe Swift, Wayne Giles 2 X Bearhawk Patrol build, Pierre vd Walt's PCAD 700 (Raven development) and Arjan Schaap's PZL Wilga 1st flight after refurbishment. Derek Hopkins gave some background on the aircraft

We were treated to an illustrated talk by Ricardo De Bonis on his USA West Coast to East Coast adventure in an AirCam.

Jordin Jordaan did a delightful talk on flying a Bathawk in the Masai Mara

which was followed by Sean Cronin in a Tech Talk on making disc brakes.



There were many forthcoming events, fly-aways and visits aired. Sadly, we had to postpone the Pilot Proficiency Programme (Boot Camp) which will not be done as weekend fly-away, rather a one-day event at different airfields. We extended commiserations for Derek Frasca's Radial Rocket mishap. Members were urged to support the fly-in to Aero SA at Wonderboom where ATC, landing and parking fees would be waived.

Several of our members attended the Kroon fly-in followed by a stop at Aviators Paradise. My Cessna 170 was ramp-inspected by CAA inspectors at Kroon. My advice to members if this should happen to you, do not give the inspectors hassles as there seem to be challenges in their experience levels. Let's help them where they allegedly make incorrect statements about aircraft equipment. The inspectors, some of whom were in training

suggested that you list the expiry date of the 1st Aid kit's contents and highlight the 1st item that is due to expire. This will avoid the inspectors emptying the contents to check these dates. Oh well, this is not my requirement but by complying you will save yourself major hassles. Niren Chitoki's Comet Aviation sells First Aid Kit compliant with Cats & Cars at R897 and it includes signal strips.



CHAPTER CHATTER

EAA CHAPTER 322 JULY 2019 MEETING CONTINUED

The Nylstroom Vliegklub/EAA Taildraggers annual fly in was promoted, especially as this was to be the 10th and final event at Nylstroom due to the random incursion of people and animals from the adjacent settlement, making the airfield safety unacceptable. The event will move to Warmbaths (Bele Bela) in 2020.



We were given a short talk by Dean Bryce from TRIG Avionics on ADS-B.

The gliding course arranged for our members at Kranskop had to be cancelled due to issues

between the CAA and the Soaring Society which prevents dual instruction being given by the Kranskop Gliding Club – something to do with the SSSA ARO

Sadly, the restrictive rules are being enforced by CAA on the requirement to file flight plans when flying from controlled airfields to controlled airfields, even around Gauteng where previously this requirement was not applied.

It was announced that the CAA mainframe was infested with a ransom-ware attack which was likely to cause even greater prolonged delays in the issuing of licences, ATF's etc.

Horace Blok, long-time EAA 322 member living in Mossel Bay mentioned that 13 July would be the 30th anniversary of the Pelican 16 Shackleton crash landing in the Mauritanian Dessert. Horace sold DVD's that recorded the event at the meeting and raised R1340 (sounds like a Pratt & Whitney Harvard engine) which will be donated to CAUSE4PAWS. Deon Jordaan who won the Lucky Draw, also donated his winnings to CAUSE4PAWS. It is very pleasing to see our members displaying a social conscience and generosity.

The August 7 Chapter 322 meeting will feature guest speaker Cobus Toerien presenting an illustrated talk on 'The Normalisation of Deviance' I have experienced Cobus' evocative presentation which is not to be missed. Cobus Toerien had a 16-year service in the SAAF with in excess of 2,000 hours on Mirage F1's, a 5-year term as OC of 2 Squadron and 20 years as SAA Safety Officer and pilot on A340 aircraft. You don't get much better qualifications. He is an excellent speaker and a likeable guy too!

Karl Jensen

CHAIRMAN CHAPTER 322

CHAPTER CHATTER

Gerald Maddams and Neil Upfold Chapter 1502 East Coast

Hi Everyone.

I am sure that you are all aware that EAA Ch1502 is in the process of relocating to the historic little village of Baynesfield.

We now have the clubhouse on site, and it is wonderful.

The first hangar is under construction, and may even be complete by the time you read this.

Baynesfield Trust hold two Open Days a year, one in December and the recent one in July.

It is a whole day event with steam engines, woodworking, crafts, and NOW AEROPLANES.

The Fly in to Baynesfield on 28th July 2019 was a great success with a good number of aeries taking part.

Please diarise December 2019 to see the wonderful facilities that the guys at EAA Chapter 1502 are putting together.

Tea/coffee will be available, and bring your own meat and veg to use the braai facilities that are in place.

and curing while we prepare the steelwork. We are hoping to have the hangar complete within 4 weeks which will enable the big move from Grass Roots.

While I have been working on the hangar at Baynesfield, every day a few aircraft do a fly-past to say hi and check out the progress, really great.

The few breakfasts that we have hosted and our special meeting to confirm the move from Grass Roots, seems to indicate that we will have many more aircraft flying in than the Grass Roots events, the longer runway is probably the draw card. The Baynesfield club is under new Chairmanship and very keen to bring chapter 1502 into their activities. They are investigating the option of providing a breakfast 7 days a week for pilots, family, runners, cyclists and other club users. There are camping facilities at Big-Dam at Baynesfield as well as a lodge so a fly-in holiday could be possible. More hangar space will surely become available as general interest sets in, some people are already talking about building hangars.



Here are some pics of our progress at Baynesfield. The Clubhouse is sited and operational (MProjects Donation) The Hangar slab is cast



Regards

Gerald Maddams and Neil Upfold

EAA CHAPTER 1502

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CHAPTER CHATTER

Gerald Maddams and Neil Upfold Chapter 1502 East Coast



CHAPTER CHATTER

CHAPTER REPORTS JULY 2019

- Chapter 1500 Bethlehem
No activity reported
- Chapter 1502 East Coast
Included by Gerald Maddams and Neil Upfold
- Chapter 322 Johannesburg
Included by Karl Jensen
- 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

AS A MATTER OF FACT

JOHN ILLSLEY

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

The Curtiss F flying boat

The subject of this article has a rather limited connection to early South African aviation, but it did become part of a celebrated wartime naval drama that played out elsewhere on the continent. This makes the aircraft type one that it is difficult to resist featuring in this series. There is also a more recent silver screen connection that warrants mention.

Just before the outbreak of World War One, Gerald Hudson brought two Curtiss F flying boats to South Africa and based them at Durban for giving local pleasure flights. The aircraft were the first flying boats seen in this part of the world, Pater-son's floatplane flown some time earlier in Cape Town, having been a simple adaptation of his one biplane.

The Curtiss F type was derived from the experimental Flying Boat No.2 which had

pioneered the stepped hull that became central to successful flying boat designs as it facilitates take off. The F went into production from 1912, intended as a flying boat trainer which featured side-by-side seating in the forward hull. It was a bi-plane with a pusher layout, powered by the heavy Curtiss O-X-X vee-layout engine which put out 100hp on a good day. The engine power meant that the hull construction had to be kept very light, something which detracted from its usefulness and durability when having to operate off rough water. Nonetheless, the Curtiss F was one of the first flying boats put into production, with 154 being built between 1912 and 1918. Some served in the US Navy while others were sold into civilian use.

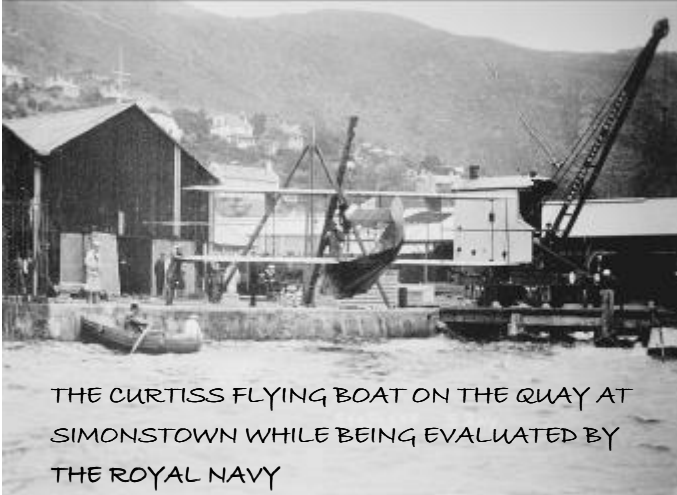


ONE OF THE CURTISS TYPE F FLYING BOATS USED BY GERALD HUDSON TO GIVE JOY RIDES FROM DURBAN HARBOUR IN 1914, FLOWN BY DENIS CUTLER

AS A MATTER OF FACT

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

CURTISS FLYING BOAT continued...



THE CURTISS FLYING BOAT ON THE QUAY AT SIMONSTOWN WHILE BEING EVALUATED BY THE ROYAL NAVY



ANOTHER IMAGE OF THE CURTISS IN THE BAY AT SIMONSTOWN SHOWS HOW THE SMALL AIRCRAFT WAS ILL-SUITED TO ANYTHING BUT CALM WATER.

Hudson's two Curtiss F aircraft were only in operation for a few months at Durban before the outbreak of World War One created a situation that demanded their use in a far more serious role than taking holiday makers for flights. The opening phase of the war saw the German Imperial Navy utilizing a number of battle cruisers to attack Allied merchant ships as so-called "surface raiders" and several of these created havoc by sinking unarmed ships plying their trade in the expanses of the Pacific and Indian oceans. Two German warships in particular became infamous, namely the *Emden* and the *Konigsberg*.

Emden met her fate at the hands of the Royal Australian Navy while the *Konigsberg* ended up taking refuge in the Rufiji river delta of German East Africa (today Tanzania). The British placed several Royal Navy vessels and a block ship at the mouth of the delta and was adamant that the enemy vessel had to be sunk. What followed was months of cat and mouse in the delta as the *Konigsberg* moved to different channels in the complex maze of waterways in the delta and the Royal Navy found itself trying to pinpoint its position so as to bring the guns of its own warships to bear on the target.

AN IMPRESSION OF WHAT THE CURTISS MAY HAVE LOOKED LIKE IN ITS SEARCH FOR THE GERMAN CRUISER, THE KONIGSBERG



AS A MATTER OF FACT

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

Curtiss flying boat continued....

The dense jungle that made up the shoreline and islands of the delta added to the German commander's ability to conceal his ship and added to the British frustration. The logical solution was to carry out an aerial reconnaissance of the delta, but the Royal Navy had no aircraft at its disposal in East Africa. Enquiries from the Admiralty to the South African government led to Hudson's flying boats at Durban. The British commander at the Cape, Admiral King-Hall arranged to have one of the Curtiss flying boats and its pilot, one Denis Cutler, brought to Simonstown, where, after a demonstration as to the airworthiness of the aircraft, it was purchased by the Admiralty and Cutler was made a temporary officer in the Royal Navy. The ease with which the world's most powerful navy could rapidly effect such arrangements in time of war seems mind-boggling today! A requisitioned Union Castle liner, the *Kinfauns Castle* transported the Curtiss and Cutler to the Rufiji delta in November 1914. On the 19th of that month, Cutler undertook his first flight using the lee side of Niororo Island as his take off point. The Curtiss had a marginal performance in the tropics and Cutler could not take an observer. His first flight over the delta resulted in him becoming disorientated in cloud and he landed at Okusa island believing that he was back at his starting point. The navy, believing that he had crashed sent out vessels and tracked him down after several hours of searching the coastline.

One of several problems facing Cutler was a leaking radiator which curtailed his flying to about fifty minutes per sortie.

No spares were available, but someone suggested a car radiator and a Ford car in Mombasa lost its radiator to the cause and a Royal Navy vessel brought it down the coast. With this fitted to the Curtiss and some repair work carried out on the hull, Cutler was ready to venture out a second time on the 22nd November. This time he found the *Konigsberg* moored several miles from its original position. Unfortunately on his return to the tender ship, the frail hull of the of flying boat was damaged beyond repair. With the value of aerial spotting now proven, another aircraft was needed and so the *Kinfauns Castle* was dispatched a second time and fetched the second Curtiss from Durban together with some locally-fashioned bombs.



ONE OF THE CRUDE BOMBS MADE AT KYNOCH IN DURBAN FOR DROPPING BY THE SECOND CURTISS SENT TO EAST AFRICA.

THE BOMBS WERE NEVER USED. THIS RELIC IS PRESERVED IN THE WARRIORS' GATE MUSEUM IN DURBAN AND CARRIES THE INCORRECT DATE OF 1916

AS A MATTER OF FACT

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

Curtiss flying boat continued....

The second Curtiss must have had a better engine as the next few flights undertaken by Cutler, from the 3rd to 9th December 1914, saw him accompanied on some flights by RN officers. These flights showed that the *Konigsberg* had now moved even deeper into the delta. The frequent flights must have been most disconcerting to the German crew who could not hide from the eyes in the sky. Placing themselves at a maximum distance from the coast was their only chance of survival.

A deterioration in the condition of the flying boat meant that by the 10th December, Cutler had to fly alone on that day and this proved to be the last flight he undertook. In the vicinity of the German ship which was the subject of his flying, the engine began to fail and he was forced down in a channel directly opposite German ground forces who opened up with machine guns and holed the fuel tank of the Curtiss. Cutler was captured although the aircraft was towed out by a RN motor boat before it could be destroyed or fall into enemy hands.

Cutler remained a POW until early in the following year and the remains of the Curtiss were sent to a museum in Durban. Sadly none of it seems to have survived to the present, although it is possible that one of the propellers in the Old Fort museum in that city are from the flying boat.

Ultimately the fate of the *Konigsberg* was sealed with the assistance of aerial observation platforms. After unsuccessful attempts at using Sopwith aircraft, a Short aircraft flown by a RN pilot, Flight Lieutenant JT Cull, did the spotting for the two monitors (large naval guns on shallow draft hulls) that had been towed all the way from Malta. The German ship was finally sunk by these vessels in July 1915. Its hulk lay in the river for more than five decades before being cut up for scrap. Some of the ship's guns continued to be used on land, mounted on carriages, and were amongst those captured by South African forces in the ensuing campaign in German East Africa.

A PRESERVED CURTISS F IN THE
OMAKA AVIATION HERITAGE MUSEUM
IN NEW ZEALAND



AS A MATTER OF FACT

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

Curtiss flying boat continued....



AN ARTIST'S DEPICTION OF THE FINAL SINKING OF THE KONIGSBERG USING A SHORT FLOATPLANE AS THE SPOTTER AIRCRAFT FOR ROYAL NAVY MONITORS



A PHOTOGRAPH OF THE KONIGSBERG IN THE RUFJI DELTA TAKEN BY FLIGHT LIEUTENANT CULL FROM 300 FT

AS A MATTER OF FACT

IMPORTANT AIRCRAFT TYPES IN SOUTH

Curtiss flying boat continued....

However, the South African connection to the *Konigsberg* story does not end quite there. In 1975, a film was produced based on an early Wilbur Smith novel, *Shout at the Devil* which, in turn, was loosely based on the saga of the *Konigsberg* and the involvement of a South African officer who had masqueraded as an ivory hunter in order to try and track the ship. The film was shot in the vicinity of Port St Johns in the Transkei and starred Roger Moore and Lee Marvin. A mock up of the warship (which became the *Blücher* in the film) was constructed in the Mzimvubu river mouth, as a dramatic but unrealistic representation of the Rufiji delta.

One of the few accurate connections to the original saga, as outlined above, was that an aircraft did feature in the film, as one of the means of finding the elusive German ship.

In the film fiction it is borrowed from the Portuguese and it is a Vickers Gun Bus, a type which was not used at all in the search for the *Konigsberg*. As most aviation-minded readers will know, Hollywood has seldom paid much attention to histori-

cal accuracy when it comes to aircraft, believing, probably correctly, that few cinema goers will know one biplane from another.

So it was that two replica Vickers FB.5 Gunbus replicas were built by IEC Products in Britain for use in the production. The choice of aircraft may have been influenced by the fact that a flying replica had been built in the UK (today on display in the RAF Museum at Hendon) and so drawings may have been available, although the fuselage nacelle was from welded steel. The two film Gunbus aircraft were shipped to South Africa and one was assembled at Margate airport. The aircraft utilized Lotus Cortina car engines and these were found to be developing insufficient power to lift the aircraft out of ground effect. The 1800 feet of steel bracing wire and 160 turn buckles must have created a huge amount of drag. A local racing car enthusiast, Syd van der Vyver helped Aero Natal to increase the revs on the engine which was geared down via eight car fan belts.



A REPLICA GUNBUS BUILT FOR THE 1976 FILM

SHOUT AT THE DEVIL,

BASED LOOSELY ON THE KONIGSBERG DRAMA, SEEN ON THE BEACH NEAR PORT SAINT JOHNS DURING FILMING



THE BATTERED HULK OF KONIGSBERG LIES IN THE DELTA AFTER ITS SINKING BY ROYAL NAVY GUNFIRE UNDER THE GUIDANCE OF AN AIRCRAFT.

AS A MATTER OF FACT

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

Curtiss flying boat continued...

This modification and the replacement of all the bracing wires with aerofoil section wires obtained from a Durban scrapyards, finally allowed the film aircraft to fly, although the roughly 40 knot cruise speed was deemed too slow to allow the Gunbus to transit down the wild coast under its own power. Instead, it was towed behind an Agcat to the film location, the Gunbus sitting at VNE and the tug being just above the stall! The test and film flying was all done by Nick Turvey, a well known South African pilot at the time, who was a partner in Avex Air and a champion aerobatic pilot.

Shout at the Devil, released in 1976, is a rather forgettable film which doesn't really do justice to the story behind the *Konigsberg*. The flying sequences only make up a few minutes, although they do constitute some of the best action in the film, even if some of it was clearly Roger Moore seated in a Gunbus on the ground and with the background inserted via blue screen technology.

That said, one can only admire the efforts that went into building the aircraft



ANOTHER STILL FROM THE FILM SHOWING ONE OF THE TWO GUNBUS REPLICAS USED.

and then flying one off a Wild Coast beach up and down river valleys and over deep gorges in those pre-CGI days.

As a child I remember seeing holiday photos taken by a school friend of the two Gunbus aircraft in the incongruous setting of the Wild Coast and having had a life-long interest in World War One aviation, I was enthralled by the sight and very envious of my school mate. The setting aside, even at that tender age, I knew that the roundels looked all wrong!

It is unlikely that the two replicas survived filming. At least one is seen being wrecked in the film action when it crashes on the beach, in a very realistic accident scene and it is possible that both were treated as expendable props and used to get those shots. For all its faults, the film serves as some kind of reminder of the gallant efforts of those men who participated in a now largely forgotten episode of war in a remote part of Africa over a century ago, among which was young Denis Cutler in his Curtiss F flying boat.



MUCH OF THE FLYING SEQUENCE IN THE FILM SHOWS THE VICKERS GUNBUS REPLICA FLYING IN THE MZIMVUBU RIVER VALLEY. NICK TURVEY WAS THE PILOT.

AS A MATTER OF FACT

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

Curtiss flying boat continued...



MOMENT OF TRIUMPH AS THE GUNBUS CREW COMES ACROSS THE GERMAN SHIP, WHICH IN THE FILM IS NAMED THE BLÜCHER.



THE SAD END FOR THE VICKERS GUNBUS REPLCAS AS ONE (AND POSSIBLY BOTH) WERE REDUCED TO A BLAZING WRECK FOR THE CONCLUSION OF A CRASH LANDING SEQUENCE.

Postscript: the author would be interested to know if any readers have access to photos of the replica film aircraft used in the film "Shout at the Devil". Responses via the editor.

SPECIAL FEATURES

DESERT AND DELTA JUNE 2019

RICHARD NICHOLSON JNR



The morning of the 17th June had us arrive at Nylstroom airfield at the crack of dawn to what was a beautiful day. An essence of excitement was droning over me as we were about to embark on what has been the highlight of my flying career. A long awaited trip to Botswana.

A flight of seven ready for the adventure and challenges of Botswana's airspace. The fastest being a 182 RG and the slowest a Calidus Gyro.

We departed Nylstroom airfield at 07:45 and headed for Polokwane International where we were to clear customs and for the slower aircraft to top up for the 194nm flight to Francistown international.

Three of the seven aircraft headed for Limpopo valley as they did not have the endurance to make it to Francistown safely. We were greeted by the friendly smiles and greetings of the locals that were to help us clear customs and refuel. After what felt like 5 minutes we found ourselves taxiing down runway 13 to the old apron where the Avgas bowzers are located.

With the fleet of 7 charging down on the 1 man operated fuel bay we sat under the wings patiently waiting for everyone to get fuelled up and to file the necessary flight plans. After a good 20 minute break from the 27 degree Celsius Botswana sun we all saddled up for the third and final leg for the day.

SPECIAL FEATURES

DESERT AND DELTA CTD.....



We got airborne one after the other and routed for Gweta, which was another 200nm or so. This leg had us fly past the famous Kgalagadi pans as well as over Sua pan which has become known for hosting the annual Race for Rhinos event. With the faster aircraft arriving first we unpacked and tied the planes down for the night. It was finally time to crack open a cold one and enjoy some local delicacies. We were welcomed to Planet Baob which is 2km from the runway and were appointed our campsites and chalets, some of the guys opted to camp whereas the rest preferred the comfort of a feathered duvet.

Tuesday morning started early as we all lined up to take a shower for the day to begin. At 07:00 we were welcomed to the dining area where there was a Buffet table with a variety of cereals and a choice of "Fatcakes" with a steaming cup of "Moer Koffie". After breakfast those that camped were off to pack up the tents while the others stood around sharing camping stories and misfortunes. We were dropped off at Gweta airport by the friendly Planet Baob driver as he wished us well on our adventure. During the course of the previous night one of the pilots fell very ill to what we concluded a spider bite. With a very heavy heart he decided to get back to South Africa as soon as possible. Without spoiling the trip for his passengers he booked an Air-link ticket and was casavacked to Maun airport in his 182.

SPECIAL FEATURES

DESERT AND DELTA CTD.....



I was then left to fly our Siai Marchetti S205 (which I will refer to as the "Spaghetti" for the purpose of the exercise) the rest of the way along with my brother. Among the 7 aircraft 1 was racing to Maun to catch a flight that would be departing 5 minutes after they arrived there, 2 (myself and friend of ours) were headed Northbound towards Shakawe while the other 4 decided to have a lunch break at a runway called "Kwara". Being the first to arrive at Shakawe I informed the airport manager of the other 6 aircraft inbound.

The first to land 10 minutes after us and the last another hour. During the long wait for the others we had lunch under the wing of "Aquafresh", the jabbie that is used in the flying school. After tying down all the planes we were faced with a transport dilemma as the slower aircraft needed to refuel with Mogas while the rest of us used Avgas. After 10 minutes of brainstorming the decision was made that they will arrange for a taxi to take them into town to get fuel from the petrol station.



SPECIAL FEATURES

DESERT AND DELTA CTD.....



We were escorted to the Okavango river where there were 2 boats waiting to take us to the Lodge. A treat for us South African “tourists”, a trip to the lodge via boat. As the last of the guys arrived we jumped onto the boats for a 20 minute ride to Shakawe River Lodge where we were to stay for 2 nights. We spent the rest of the afternoon setting up camp and taking it easy as the African Bushveld came to a standstill as the sun set below the horizon. We were welcomed to the dining area where the air was filled with the aroma of traditional Botswana food. We were treated to a three course meal with lovely dessert to conclude the night.

After dinner everyone disappeared into their tents and rooms for a well-deserved rest.

Wednesday morning started at 6 as everyone got up and prepared for breakfast. We were treated to a lovely breakfast with a buffet table and lots of coffee. The plan for the day was to take 2 tender boats out for the day as we tried our luck with rods and reels. After spending the majority of the day on the wild waters of the Okavango we were drawn to shore not by the heat or our luck but rather by the fact that the cooler boxes were empty.

SPECIAL FEATURES

DESERT AND DELTA CTD.....



Seeing as we missed lunch we all gathered at the fireplace and exchanged stories while waiting for the sun to set. We were then treated to a sunset cruise on the river. Those that weren't so lucky with their attempts at fishing tried again as they concluded that the fish may be hungry thus the chances of actually catching something is higher, albeit no luck. We were brought back to the lodge well after sunset where we prepared for a long awaited meal. After a lovely three course meal we all settled down at the campfire with a couple of cold ones and yet again exchanged stories and past adventures.



SPECIAL FEATURES

DESERT AND DELTA CTD.....



SPECIAL FEATURES

DESERT AND DELTA CONTINUED...



Thursday morning was kicked off early as we started packing up the tents and prepared for breakfast. We were treated to another quality breakfast that was filling to say the least. After breakfast we packed our bags and chucked them on top of the Cruiser that was to take us to the airfield. Upon our arrival we started packing and those that still needed fuel went into town to get fuel. We discussed our flight plans as the bigger aircraft (Cessna 182, 182 RG, Spaghetti and Jab 4) needed Avgas which was available at Maun airport while the smaller aircraft that used Mogas set off for Ghanzi then Kang. Approaching Maun at rush hour is an experience to behold. With at least 7 aircraft in the pattern trying to get a turn to speak to the

lady in the tower without breaking any laws becomes interesting. We arrived one after the other and were cleared to land with another 4 planes chasing behind you. Turning off the first taxiway I looked back to notice an Airvan rolling in behind me with another one on its tail. The lady in the tower calmly asking me to expedite or I might just get eaten by one of these Mahindra's. After filing flight plans and paying landing fees we grabbed a bite to eat at the Jiko Café in the terminal building. On our way to the ramp I noticed something strange for an airport of that calibre. Silence. There might have been 2 planes in the circuit with 1 waiting to depart. It was like the honey was done and the bees had all gone back to their hives.

SPECIAL FEATURES

DESERT AND DELTA CONTINUED...



After refuelling we set off for Kang. This would be the leg that takes us over the Central Kalahari where I have never experienced so much nothingness. With myself in the Spaghetti and my dad in the 182 we cruised along at 1500 ft agl. After several miles we decided to descend to 150 agl. We cruised along to Kang and tightened up about 10 miles inbound. With a lovely formation break overhead the field we set up and landed just as the African sun started to set. We were welcomed to the Kang Ultra Stop BnB where we spent the night. The night prevailed as we settled into our rooms and went to the restaurant where we enjoyed a couple of drinks and a lovely dinner.

After dinner we settled to our rooms and

tapped out for the night.

Friday morning was bittersweet. Although having had the time of our lives thus far this marked the last and final day of this adventure. We all gathered in the dining room where we were treated to a lovely buffet breakfast. Arriving at the airfield we all did our own thing preparing for the flight to Sir Seretse Khama international airport. Once again we let the slow aircraft off first while the rest of us did the final preflight and flight plans. As we got airborne out of Kang we battled against a tight quartering crosswind that had us showing 100kts across the ground. After what seemed like forever we were cleared onto the left base of runway 08 at Khama international.

SPECIAL FEATURES

DESERT AND DELTA CONTINUED...



We all lined up like a row of ducklings at the fuel bay. After refuelling we went to the Terminal to do customs. Being a South African the Mug n Bean was much to our appeal. After getting through customs we paid landing fees and saddled up for the leg back to the republic.

We got airborne and set course for FAPN. After a short while we called FAPN and were cleared onto a left base for runway 05, right over Sun City. Getting out of the plane I could feel that we were home. South Africa.



SPECIAL FEATURES

DESERT AND DELTA CONTINUED...



SPECIAL FEATURES

DESERT AND DELTA CONTINUED...



We cleared customs with a heavy heart and payed our R75 landing fees. We greeted each other as we all set course for home. Some of the guys going to Groblersdal, others to their farm strips and us to FANY. Coming into the Nylstroom circuit as a flight of three our journey was concluded.

After 15 hours of flying and 5 days spent in the country of Botswana I can say that this has been the highlight of my flying career. An adventure that will be hard to forget and friends that will always be remembered.

Richard Nicholson jwr

SPECIAL FEATURES

FLYING A MIRAGE F1 SIMULATOR ON A CHAPTER VISIT

KARL JENSEN.

PICS STEPHEN THERON

Rob Jonkers, EAA Chapter 322, invited any and all EAA 322 members to visit his home on Saturday 20 July to fly an operational Mirage F1 simulator. Rob and a team of young engineers built this simulator for a client in the USA for F1 conversion and operational training for the 'Aggressor Squadron'. The sim is almost ready for acceptance testing and will depart for foreign shores shortly.



About 17 of us were given the opportunity of flying this magic machine which has an actual F1 cockpit fuselage section. The visual system was made by the engineers from millions of Google Earth layers which gives alarming 3D reality as good or better than what those of us who flew airliners in SAA have ever experienced.



First up to fly was Phillie Nicholson (son of Richard and Mariette from Nylstroom). Phillie at 14 is understandably only learning to fly and managed after a few start hiccups and then get airborne and fly around Cape Town at Mach 2 plus and land the plane safely again.



For myself, it was a most exhilarating experience. The realism is frightening.

Mark Clulow who flew F1's extensively in actual operations, arrived on the scene and showed us how it should be done and helped many of our crowd to fly the plane as best a PPL could be expected to in the short time available.



SPECIAL FEATURES

FLYING A MIRAGE F1 SIMULATOR ON A CHAPTER VISIT CONTINUED...



It was terrific fun and we were able to enjoy a braai with all trimmings afterwards with the compliments of Vera and Jenny Jonkers.

This EAA outing once again demonstrated what an amazing fraternity our EAA is and of course the more involved one is and more input results in more enjoyment.



We publicised this outing widely and I was rather surprised at the relatively few members who took advantage. This played in the participants favour as for some more than one flight was possible.

Karl Jensen

SPECIAL FEATURES

ORANGE TAIL MAN CAVE

FANIE BEZUIDENHOUT

Many Orange Tail'ers have seen my Boeing 727 man cave and wondered aloud how it came about that I have a fully kitted slice of aviation history right in my house. Here's my explanation how this special personal space which I choose to share with my friends and family, fits into the nostalgia of my life experience.

I grew up next to Wonderboom airfield long before it became an airport. Needless to say, we were fortunate to play in and amongst the aircraft, which comprised mostly Tigers and Pipers because Wonderboom was the hub for Piper sales in those days.

We (the kids living in the village) often got a hiding from "oom" Piet van der Woude or Jim Davis, who lived in a small flat behind RAP, for damaging the mielie fields where runway 11/29 is today. In those days there was only a shop, or café, owned by a "Hollander", and a large carport where the guys used to fly model aircraft on Sundays. Of course, there was also the hangar with the huge *PIPER* sign in red letters on the roof, and a few other buildings and hangars.

We moved away from the village when Won-

derboom was converted into a military base, and the sound of Tiger engines became a memory for me as I moved into the wider world. After high school and military service, I joined the Pretoria fire brigade and worked my way to becoming an officer. Aviation was never far from my thoughts, however.

Later I joined SAA (when it was still SAA) as a cabin attendant. I walked my way to London and back a few times serving coffee and drinks to gentlemen passengers dressed in a jacket and tie, and ladies with fur coats and hats. Sometimes, as a bit of a variation, it was the Lisbon (Lisboa) route on the Boeing 747 SP.

I also spent many hours in the aisles of Boeing 727's and 737-200's (one engine was always smoking) on domestic routes or shorter hops to neighbouring countries. The most famous (or infamous) were the three-day coastal flights. Starting in Johannesburg they went to Cape Town via Bloemfontein. After over-nighting in Cape Town, we would fly to PE, East London and Durban, return. Another night in Cape Town and it was back to Johannesburg, tired after a lot of work, but uplifted after enjoying good times with our colleagues.



SPECIAL FEATURES

ORANGE TAIL MAN CAVE CONTINUED....

We had a great pastime called the “nose wheel game” for which we’d divide the nose wheels into seven or eight equal-numbered segments with chalk or a bar soap from the lavatory. The crew would then chip R2 each into a kitty and draw numbers one to seven or eight. After landing, a crew member, usually the senior cabin attendant or flight engineer, would check which numbered segment on the wheel was closest to the tarmac. The participant with the lucky number would win R14 or R16 beer money for the evening to add to their R10.50 daily meal voucher.

Hey, and then there was the eight-hour flight to Windhoek in a Hawker “Suddenly” 748. The name stuck because you seemed to fly forever, and then suddenly you are there . . . in the meantime you were taking the drinks orders before take-off and serving passengers from a tray.

We had to learn all the pre take-off and landing passenger announcements in English and Afrikaans. I can still do both to this day — in my man cave after a little liquid inducement. We had a good trick where a female “hostie” would sometimes stand upfront where the passengers could see her appearing to make the announcements, but instead the instructions would come via a strong male voice from one of us standing at the back. You should have seen the passenger’s faces!

We had great of fun working as crew on the flights. Needless to say, during service time we worked hard. To complete a full bar service, followed by a hot meal, tea and coffee, to 161 passengers, and then clean the cabin on a 45-minute flight on an A300 Airbus was not a joke!

I was privileged to sit in the cockpit for many hours on numerous aircraft watching the men with the “dik strepe” control the flying machines. One never dared address the pilot or commander by his given name. He was called Captain. The men seated next to him, for some reason, all had the same name, no matter which aircraft or flight you were on. They were all addressed as “And You”. The reason was that you would ask the pilot if he would want anything to eat or drink, and then ask the co-pilot sitting in the right seat “. . . and you?” Later, when they become pilots, their names would change to Captain.

After nearly six years at SAA I returned to the fire and emergency services, but promised myself that I would obtain my PPL, which I did under the instruction of Cedric Mew in 1983. In my time I have flown numerous types of aircraft, and completed or restored 17 home build and classic projects. In terms of time at the controls, I have accumulated close to 3 000 hours.



SPECIAL FEATURES

ORANGE TAIL MAN CAVE CONTINUED....

SAA or Orange tail has remained a part of my life. Being involved in sport aviation, I often get to rub shoulders with SAA pilots and crew from back in the day. We have a chat or good laugh about the days spent with SAA. Over time the seed of an idea of having my own Boeing 727 grew in the back of my mind. It was one of the most popular aircraft among the cabin crew to work and fly, especially on those unforgettable three-day coastal flights or Windhoek night stops.

I enquired about parts to build my 727, and first got hold of an engine cowling, followed by seats (now replaced by newer ones), side panels and a galley. With the help of a very good friend, the Boeing began to take shape, the cowl was converted into a bar counter,

side panels were installed, and a table built to match our planes.

For added atmosphere a radio tuned to the air-traffic controller frequency was placed inside to follow inbound traffic into ORT. I was fortunate to get a full set of crockery, glasses and other memorabilia from friends who had them tucked away in boxes for years. To round out the aviation theme, I collected and included a full set of model aircraft flown by SAA over the years.

At last I'm back walking the isle of my own Boeing 727, or shall I say serving and entertaining my friends and family, in the real SAA style of years gone by and creating more memories as I go.



SPECIAL FEATURES

TEDDY PROJECT

MARIE REDDY



SPECIAL FEATURES

TEDDY PROJECT CONTINUED....



TECH TALK

Pete Lastrucci

Testing the pitot and static system for leaks

Part of the annual check of your aircraft whether it be certified or NTCA would include a simple check for leaks of both the pitot and static systems which affect the airspeed indicator, altimeter and vertical speed indicator.

I have noted many discussions on the topic and most of the time folk are trying to apply rocket science to a task that should be simple and effective, especially for the basic VFR / NTCA type aircraft that are most common to our EAA members.

The Approved Person (AP) on NTCA would typically do this test in accordance with the SACAA regulations (part 44) and if specified, the procedure in the accepted maintenance manual for that particular aircraft. Should there be no specifics in the maintenance manual, a test standard such as the Acceptable Methods, Techniques and Practices (AC43.13-1B) should be followed. Most maintenance manuals over the years refer to the 43.13 anyway, take a look at any single engine Cessna, Piper or Beechcraft and it is virtually a cut and paste of the standard procedures.

In brief the test for leaks on a **pitot system** as follows:-

Apply pressure to cause the airspeed indicator to indicate 150 knots, hold at this point and clamp off the source of pressure. After 1 minute, the leakage should not exceed 10 knots.

Cessna in their maintenance manual keeps it very simple and calls for doing this by means of connecting a plastic or rubber tube to the pitot and rolling it up until the ASI reads in the cruise range and then observing no leaks within 1 minute!

A test for the altimeter and **static system** for leaks would be to **reduce** pressure (beware pressurising the static system could damage the ASI) Apply a vacuum equivalent to 1,000 feet altitude, and hold. After 1 minute, check to see that the leak has not exceeded the equivalent of 100 feet of altitude.

Should you wish to glean more detail on the subject a read of AC43.13-1B section 4 paragraphs 12-51 to 12-63, PITOT/STATIC SYSTEMS https://www.faa.gov/documentlibrary/media/advisory_circular/ac_43.13-1b_w-chg1.pdf that provide for some simple, practical test procedures.

Until next month keep it safe!

Pete Lastrucci

TECH TIPS

KARL JENSEN

Aircraft Wiring Nightmare Help

I think it was Nardus vd Berg, a very bright and helpful avionics specialist showed me this trick. Probably old hat to those of you who have built aircraft or been in the business for a while.

Buy regular clear heat-shrink tubing – cost approx. R10/m. When adding a new electronic device like an ammeter/voltmeter, as an example, to your NTC aircraft, identify the wiring harness colouring from the manual and simply type the names/destinations of wires from your gauge in a simple font like Calibri or Arial in 8 point size. Title the line eg RED for a red wire (duh!)

and make 2 or 3 copies of the destination in each line with wide vertical spacing. Print them on regular paper. Cut the title strips close to the print.

Cut the little labels and insert into appropriate lengths of the clear heat-shrink tubing and then pass the wire through the tube and heat shrink the label in place. Providing you take appropriate care, you then can with confidence connect the device as per the manual. You will get a fine sense of satisfaction when you power up the device and it works 1st time. Please do this only under supervision of an AME or an A/P and have the folio and log-book appropriately filled in.



CLEAR SHRINK TUBING MAKES FOR EASY MARKING OF WIRES IN A HARNESS



SAFETY MATTERS

NIGEL MUSGRAVE EAA NATIONAL SAFETY OFFICER

The Importance of Correct Frequency selection.

The recent PTAR at Saldanha Bay was a reminder of the importance of correct frequency selection.

A tragedy was narrowly averted when pilots took evasive action which prevented a mid-air collision.

The situation arose following a misunderstanding about the frequencies to be used during the different phases of each participant's flight.

The Pilots' briefing specified the frequency to be used on the ground until the aircraft entered the runway, at which point the pilot was to change to the ATC on the frequency specified for the event (or as in this case, the Area frequency).

The handicap system being used required that aircraft take off in close order, sometimes with as little as 6 seconds between departing aircraft.

In the event under discussion, two aircraft were lined up on the runway and commenced their respective rolls on the given signals. The aircraft in the front was on the area frequency and therefore in contact with the ATC, but the pilot at the rear was still on the ground frequency at the commencement of his roll and therefore unable to hear what the pilot in front of him was doing.

The ATC fortunately guessed what was happening and rapidly advised the pilot at the rear to change frequency to that which was being used for aircraft in the air and he was able to turn away from the potential danger.

Another potentially dangerous situation is encountered when an aircraft approaches an unmanned airfield, listening out and broadcasting intentions on the incorrect frequency. The pilot is therefore oblivious to other traffic in the circuit, which in turn does not know of his proximity either.

Neglect to establish the correct frequency for a specific airspace or airfield prior to entering that airspace or zone, is clearly irresponsible and can easily result in tragedy, but frequency selection does not stop at setting the correct numbers in your radio either. One is frequently reminded of this when the pilot of an aeroplane broadcasts on either the correct or incorrect frequency for an airfield or area without stating where he is. Particularly in the case where an area frequency is appropriate for all airfields on that frequency, just broadcasting on that frequency does not tell other traffic which airfield the pilot is targeting.

For example, a pilot broadcasting on 124.8 : "ZS - XXX, right downwind 21" without naming the airfield at which he is operating, could theoretically be in the circuit for Bokfontein, Aviators Paradise or Airspan, amongst others, all in close proximity to each other.

One frequently hears pilots broadcasting in the circuit without naming the airfield where they are operating and this is both confusing and dangerous.

Please take frequency selection and your radio broadcasts seriously.

Nigel Musgrave

NATIONAL SAFETY OFFICER

MORE ON SAFETY

DR ROBERT CLARK

Do you still shout "Clear Prop"?

In my short time in aviation (circa 8 years), I have noticed an alarming number of students, pilots and flight instructors who fail to shout "*Clear Prop*" before starting an aircraft engine. Is this purely due to complacency, or a sign of poor airmanship? As part of your checks as the Pilot-in-command of an aircraft, you should always make sure that nobody is near the propeller before turning the ignition key. The non-compliance in this regard will simply cascade if this very important safety aspect is ignored by flight instructors.

I know some people feel it is "outdated" to utter these words, and they are entitled to their opinion. There is also the debate that pilots are fully aware of the dangers of a propeller. The very people who are at risk are the general public. Will they understand what "*Clear Prop*" actually means?

The fact of the matter is that you are in charge of a high powered "slicer and dicer", and you have the very real possibility of inflicting injuries with serious health consequences if someone is near the aircraft that you are starting, or operating.

As an example, a security guard in Pongola was fatally injured on the 4th July 2019 when he came into contact with a propeller. What exacerbates matters is that most people who perform routine tasks are listening to music to pass time, and they could easily walk into an aircraft propeller. You will never, ever see

such a dangerous piece of equipment in industry without huge safety guards and warning signs.

Don't fall into the trap of being complacent, and don't worry about what other pilots may think of you. Shouting "*Clear Prop*" before starting an engine is good airmanship. You may also save a life by doing this simple task.



Dr Rob Clark

ADVOCACY

PAUL LASTRUCCI

Further Progress on the Approved Persons scheme.

In the previous articles I took you through the events leading up to the requirement to clarify roles and responsibilities within the regulatory component of the AP scheme, following the incorporation of RAASA into the SA CAA post 1 April 2019.

To do this, a Panel has been set up and tasked with the review of the AP scheme in its entirety.

We have good representation on the Panel in the persons of two members from the EAA, namely Andy Lawrence and Peter Lastrucci, who have been actively involved in the evaluation process of what is currently in place, and what is in need of overhaul.

I have been designated as an observer, along with Rob Jonkers, and Mary Stephens has been elected as the AP Panel Chairperson for the duration of the Panel's time in leading the scheme.

We see the creation of this panel as a positive development, and look forward to improvements in the function and role of the AP Scheme in General Aviation.

Historically, EAA members operated amateur, experimental aircraft, and the AP scheme was originally designed to support these aircraft.

However, with the huge growth in the NTCA LSA segment of the market, the need has developed for support for these aircraft without the unaffordable associated expense of maintaining Type Certified aircraft.

This is clearly beyond the scope of an AP working for no reward and the need for some form of commercially based maintenance service has resulted in AP's offering their services for a fee.

A large proportion of the members of the AP Panel are in some way commercially active and the AP Scheme has been adapted to provide for this segment.

This obviously requires considerably more oversight which the SA CAA, previously RAA-SA, has to provide.

From comments at the Panel meetings, I have a view that in the longer term, the CAA are going to attempt to disentangle the Commercial / Amateur aspect, however if this is possible I am not sure.

AeCSA's role on this Panel, going forward is that of an observer (myself and Rob Jonkers) and is unlikely to change.

As the administration of the scheme moves into the SA CAA, the data base of APs is lost to the AeCSA, largely due to the POPI act.

However the EAA is well positioned to ensure that the Amateur / Commercial aspect is separated when required, and by our participation in every Panel Workshop going forward, we will remain fully engaged.

Rob Jonkers in his capacity as Vice Chairman of the Aero Club and EAA member, and AP Peter Lastrucci, attended the first AP Panel meeting on Thursday 18th July. It started around 09h00 and was only concluded at 21h30. It was a long meeting and it started with initial discussions around the terms of reference and a review of the regulations in Part 64 sub part 4, which is the regulation that pertains to AP's. Essentially all ARO's present, mostly with their two delegates, then worked through these amendments.

ADVOCACY

CONTINUED

Mary Stephens (SA CAA) was the elected chairperson for the day, and ensured that all applications and their supporting evidence were considered with objective review. Each of the applications resulted in significant debate around the interpretation of the information provided.

This was a big task and it took some time to get through. The amendments were easier to deliberate over and finalise than the Initial AP applications, and it became evident that the Application Forms with their completion requirements, do not provide sufficient information on which to base decisions.

In particular, the document used for Amendment Applications is the same as that used for Initial Applications and it is not easy to establish what the exact amendment applied for is.

Furthermore, the summary of evidence needs to be standardised.

Given these issues, it became clear that a lot of work has to be done by the CAA and the Panel to ensure clarity going forward.

Leading up to this and as previously mentioned in earlier articles, the AeCSA has done a considerable amount of work to update the AP database and as a way forward, it was agreed at the meeting that the AeCSA data base should be synchronised with the AP data base held by the SA CAA.

The way to do this and remain compliant with the POPI Act is for AeCSA to send the AP's on their data base an email, advising that they should contact the CAA to update their records.

This way, the current information on the AeCSA data base will find its way to the CAA, and conversely the SA CAA will request all AP's on their data base to send their information to the AeCSA for publication on their website, so that members requiring the services of an AP would know who to contact .

So there you have it, it takes considerable effort to ensure the advocacy is crisp where the element of trust has been diluted for whatever reason.

I would like to thank our representatives for their efforts and assistance in embarking on this process of deliberation and input, for what is essentially an overhaul of the scheme to ensure its success going forward.

Mary Stephens did a fine job of facilitating the discussions which are extremely complex, given the multitude of requirements that are evident between the different ARO's and commercial entities that operate in this environment.

Fly Safe

Paul

UPCOMING EVENTS

AUGUST:

24th: Bethlehem Airshow. Contact Stephan Fourie e-

31st: Spring Breakfast Aloe Bush Game Lodge

SEPTEMBER:

7th: SAAF Museum Airshow AFB Zwartkop. For more information Mark Kelbrick Cell 082 413 7577 or e-mail: markkelbrick@yahoo.com

7th: SAPFA Grand Central Fun Rally - Grand Central Airport. Contact Rob Jonkers cell: 082 804 7032 e-mail: rob@aerosud.co.za

14th: Vans RV Fly-in to Kitty Hawk.
Contact Frank van Heerden
e-mail: frankvh@sandown.co.za.
Website: www.fakt.co.za

21st-22nd: PMS South Africa is proud to present the South African Nationals 2019, hosted by IPMS Cape Peninsula. This is the premier event on the South African scale modelling calendar and promises to attract the cream of the crop in scale plastic modelling.

28th: Wings and Wheels at Mathjibeng (Welkom) Contact Dirk Smit 082 558 3914

**If you want your event publicised, please send the information to:
contact.eaasa@gmail.com**

PILOTS' TOYBOX



Bell 407 formo with RV's

Pic courtesy Kevin McCormack

Caution! Chairmen at play.

Wayne Giles' Bearhawk LSA
with Mike Brown and Karl
Jensen



Children at play.

Formo at Taildraggers

LAST WORD

A huge "Thank you" to all those good folk who have contributed to this edition of CONTACT!

Your efforts to bring EAA news to the attention of our members is much appreciated.

The gathering of information for this publication is, however, akin to herding cats, and I appeal to everyone to send your news to : contact.eaasa@gmail.com , to reach me by the 15th of the month following publication of each edition. This will help me no end to bring CONTACT! to you on time.

With the refurbishment of the Auditorium nearing completion, your Committee have great plans to make this venue a home for our Organisation and you can expect exciting news in this regard in the near future.

Watch this space!

Fly safe.

Eugene Couzyn



MARKET PLACE

For Sale:

2 X SOFTCOM PHOENIX C-20 HEADSETS NEW, IN ORIGINAL PACKAGING.

R4000 for the pair. Reasonable offers will be considered.

Contact: drcjcooper@gmail.com

