

AUGUST 2019



BRAKES ON.....

THROTTLE SET.....

# CONTACT!

THIS MONTH

FROM THE COCKPIT

COMPETITION

CHAPTER CHATTER

AS A MATTER OF FACT....

SAFETY MATTERS

SPECIAL FEATURES

UPCOMING EVENTS

LAST WORD

# FROM THE COCKPIT

SEAN CRONIN



Winter almost done, we can remove our second pair of shorts and enjoy some fine flying weather, until the CB show up again anyhow.

The next 5 years are certainly going to be interesting when it comes to drones and my personal interest, electric aircraft. Pipistrel manufactures a two seat high wing aircraft capable of an hour of flight. This may not seem like much, but when you have no warm up time, it is plenty. From start up to airborne in two minutes.

An Israeli company has recently launched the first all electric 9 seat passenger aircraft. Alice can fly at 10 000 ft 275 MPH and cover around 1000km.

That is impressive. Due to be in service by 2022.

Work continues on the AP scheme behind the scenes with loads of time being given up by the team. Working close with Mary Stephens from CAA, it seems that a lot has been achieved so far.

A four day head bashing session is coming up shortly where I am sure lots will get sorted out however, it is going to still be a long haul.

Once again please send your stories, lies, tales, pictures and adventures to the Editor for publishing. Even a one paragraph true, false or exaggerated story will make fellow flyers smile.

Passenger:           How often do airplanes crash?

Stewardess:           Only once !!!

Keep it safe.

*Sean Cronin*

PRESIDENT EAASA



# COMPETITION

## AUDITORIUM REVAMP

## INAUGURAL TALK SHOW

### EAA Legend Talk Show

19 September 2019

SCULLY LEVIN



### YOU CAN STILL ATTEND THE TALK SHOW

In our continuous effort to gather input and articles from our members, CONTACT! has secured 1 exclusive front row seat at the Talk Show. All you need to do is to submit a self written article that is original and of interest to General Aviation, hopefully with a photo or two. We will be accepting articles from contributors until 17h00 on 14 September for the next issue of CONTACT!

We welcome all articles and they will all make print in the next few issues, however, only 1 person can **win the prize – the last available seat for the Talk Show.** Judges decision final. No correspondence will be entered into.

**EAA Auditorium Legend Talk Show with Scully Levin, interviewed by Dr Mike Brown at our newly renovated EAA Auditorium @ Rand Airport**

**DATE :** 19 September 2019

**TIME :** 18h30-19h30 arrival.

**Talk Show starts at 19h30 sharp**

**MEALS :** The BRAAI MASTERS will be preparing their usual delicious boerie rolls, etc from 18h30

**BAR :** Gordon will be at the BAR, helping to quench your thirst

**FEE :** **R80.00 per person & R60.00 per** fully paid-up EAA **member**

**BOOKINGS :** We are thrilled to have SOLD out in 4 hours of opening bookings.

ENTRIES FOR THE COMPETITION SHOULD REACH THE EDITOR AT:

[contact.eaasa@gmail.com](mailto:contact.eaasa@gmail.com) BEFORE 17:00 ON 14 SEPTEMBER 2019

# CHAPTER CHATTER

KARLJENSEN CHAPTER 322 JOHANNESBURG

## Chapter 322 August Meeting

The Chapter 322 monthly meeting order makes the official proceedings almost tolerable for the members who enjoy the entertainment side of the monthly gatherings. Minutes, finances, latest new members or those who have renewed their membership and the birthday list of paid up members are circulated by email ahead of the meeting. These are displayed in hard copy on a notice board at the venue. This doesn't happen automatically, and kudos must go to our secretary Ronel Myburgh, Marie Reddy and ever efficient treasurer Mark Clulow.



The new members are always welcomed as are our visitors. New/renewed members in July are Harold Coetzee, Richard Nicholson, Deon Jordaan, Josh Jordaan, Andy Keil, Chris Nikitov and Coen van Roon. We had to bid farewell to long time member Jonty Caplan who emigrated with his family to Canada in mid-August

We paid homage to Des Werner and Werner Froneman who died in an aircraft accident in Tanzania. Both Des and Werner were the directors of UDream Global Chapter 322 sponsored the project in part for the young pilots who built a Sling 4 to fly successfully Cape Town to Cairo and back. Des Werner's teenage daughter Megan was the leader of the expedition.

A regular feature of our meetings is the report with pictures of our members' build projects and aircraft acquisitions.

This month we featured Wayne van Rooyen's Rainbow Cheetah, Brian Appleton's Citabria and Wayne Giles and Trevor David's Bearhawk builds. Our members love to see what's cooking on that front, but I can only show what you send to me or what I find snooping around. We also showed snippets of technical information from EAA Oshkosh and a brief display of pics from 2019 EAA Airventure. Athol Franz will be showing video material from OSH at the September meeting followed by a presentation by Rob Jonkers on detail of his Mirage F1 operational simulator build. Rob will be assisted by the brilliant young engineers Conraad and Johan who work with him – don't miss this talk. Seventeen of us were given rides in the simulator at our 322 visit to Rob and Vera's home in July

Our main presentation was Cobus Toerien's discourse on 'Normalisation of Deviance'. Cobus is a consummate presenter with an in-depth aviation record including in excess of 2,000 hours on supersonic jet fighters, as OC of 2 Squadron SAAF and 16 years a pilot and safety officer in SAA.



It did surprise me somewhat that only about 20% of our Chapter membership attended the meeting and talk with the programme widely advertised.



# CHAPTER CHATTER

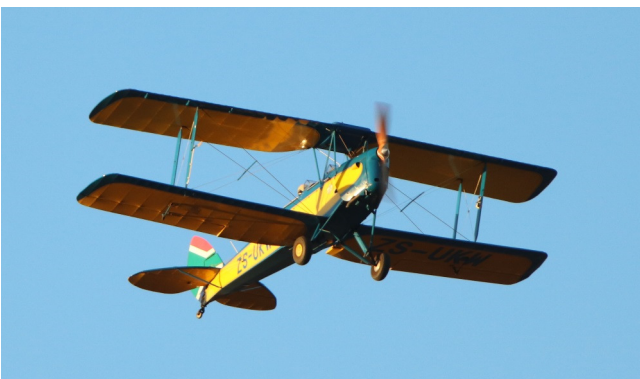
EAA CHAPTER 322 AUGUST 2019 MEETING CONTINUED

During July the most successful Aero SA event was held at Wonderboom. Many of our 322 members were participants in an aviation exhibition of world class. Our congratulations to Christian Maiorama of Villa San Giovanni Restaurant and Hotel who was the driving force for the show.



The annual Nylstroom Vliegklub/EAA Taildraggers weekend was as usual a great success with a big thanks to the Nicholsons and their team. About 150 aircraft visited. The event is moving to Bela Bela (Warmbaths) in 2020. Many of our members were fortunate to attend Oshkosh, RIAT at Fairford and Duxford as well as Biggleswade where the Shuttleworth Collection lives.

The Bathawk Swarm and others attended the Lydenburg FC fly-in. We had an impromptu fly-in to Silver Creek where Jeremy and Ann-Louise Woods gave us a fine tea at their home there. The following weekend featured a breakfast fly-in to Rustenburg - thanks you guys at RFC. Our Chapter cannot be accused of not organising activities where there is plenty flying activity and great camaraderie.



The more you involve yourself, the more fun there is.

The EAA Auditorium at Rand Airport is undergoing a long overdue upgrade under the baton of Marie Reddy and Eugene Couzyn. Chapter 322 is funding an upgrade of the interior to the tune of R28,000. EAA is hoping to market the Auditorium as a conference venue to help defray the enormous cost that the upgrade incurred. We are hoping to hold a high-profile talk show to re-launch our smart facility. Negotiations are in hand to have Scully Levin, probably the best known pilot in the country and possibly with son Ellis and daughter Sally as our first guests – watch this space.

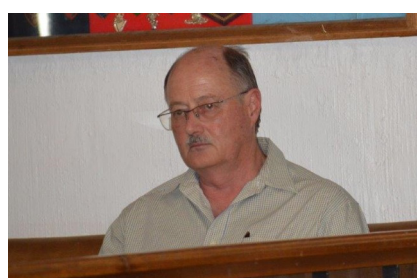
Unauthorised use of the Chapter322 projection screen at the Dickie Fritz MOTH Hall resulted in damage that required the screen to be replaced. I was advised of the problem at midday 2 days prior to the August meeting. The screen was replaced and installed by Superior Vision within 24 hours – great service! The cost of the replacement was repaid by the people responsible for the damage.

The EAA Young Eagles initiative has been on hold for some while and Keaton Perkins is taking up the reins with innovative revitalisation plans including mini navigation rallies and exercises. The 2020 EAA SA Convention was originally planned to be held at Pietermaritzburg, but this decision has been changed for the Convention to be held at Middelburg in conjunction but separate to the Aero Club Centenary in April next year. Subsequent to the August meeting, Eugene Couzyn published another blockbuster CONTACT! newsletter. Every kudos to Eugene and all those who contributed the interesting copy and pics contained in the jam-packed publication. Please continue supporting Eugene's efforts by giving him copy on what cooks regarding EAA from your perspective – it doesn't have to be a tome like War and Peace, a few lines with pics is all that's required.

# CHAPTER CHATTER

EAA CHAPTER 322 AUGUST 2019 MEETING CONTINUED.....

PICS BY STEPHEN THERON



SOME VERY WELCOME FACES WITH APOLOGIES FOR THOSE MISSED



# CHAPTER CHATTER

EAA CHAPTER 322 AUGUST 2019 MEETING CONTINUED.....



A survey will be sent out to gauge whether or not to hold our traditional End of Year Dinner which should take place on 16 November.

This is after all, the 50<sup>th</sup> Anniversary of the formation of our EAA Chapter 322 and a celebratory function is required.

November is also time for our AGM and Members are asked to seriously consider who should be nominated to take the Chapter forward into 2020. An election with several candidates is most desirable.

I have held the position of Chairman on and off for many years and it is appropriate that I be standing down to allow others with fresh ideas to take the lead.

I hope to see you all at the next Chapter 322 meeting on Wednesday 4 September, preferably bringing friends along for an entertaining aviation evening. Until then, safe flying and remember that FUN is a good maxim.



Karl Jensen

CHAIRMAN CHAPTER 322

# CHAPTER CHATTER

GERALD MADDAMS CHAPTER 1502 EAST COAST

Hi Everyone.

Last weekend was the official start of SPRING !

Because the Baynesfield Recreational Club (BRC) had organized an event, EAA Ch1502 did not offer a breakfast this month. As EAA Ch1502 are members of the BRC, we thought it best to participate in the BRC event.

The runway at Baynesfield is improving all the time and we have filled depressions and removed humps over the 400m section from the windsock towards the clubhouse.

We continue to work on it and I am happy to use the runway as-is in my Bantam, and if I had a Foxbat, Savannah, etc, I would be perfectly happy as well.

Tiger Moths, Chipmunks, Cessna 170/180/185s, any bush plane, and 172/182s would find the full 800m a doddle.

Give us 6 months and I would land a CriCri on it.

In order to rejoice in the occasion of Spring, Baynesfield Recreational Club had a wonder-

ful kick-off day. (see picture).

The event started at 07.30 am onwards and carried a R40 entrance fee.

For future visits, please note that the BSC bar (which has ridiculously low prices) is always open so DO NOT BRING ALCOHOL to Baynesfield, (Pilots - REMEMBER !)

Week-ends are always open for a Bring and Braai, so come and have fun, see what EAA 1502 have achieved to date, and be proud of the fact that we are a lightstand to other EAA folk out there. We get up and DO things, while others sit around and watch.

Should you pay us a visit, bring the entire family so that everyone becomes aware of the great strides being made towards a permanent home for EAA KZN.

I look forward to seeing you at our new home in the future

Regards  
Gerald Maddams





# CHAPTER CHATTER

## CHAPTER REPORTS AUGUST 2019

- Chapter 1500 Bethlehem  
No activity reported
- Chapter 1502 East Coast  
Included by Gerald Maddams
- 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



Major Miller and his RFC mechanic landing at Port Elizabeth golf course as depicted by renowned aviation artist, Ron Belling.

### Allister Miller's BE2e

If any single aircraft in South African aviation history can be credited with having had an influence over the lives of thousands, it would have to be the BE 2e biplane flown around the country during World War One by Major Allister Miller, DSO as part of a recruiting drive for the Royal Flying Corps.

The BE2e design was one of a series of BE types built by the Royal Aircraft Factory in Britain, primarily as reconnaissance aircraft for the Royal Flying Corps.

The BE prefix was originally derived from "Bleriot Experimental", one of the designations used for tractor configuration designs, although this became a misnomer beyond the first variants.

The biplane had a large 40 foot span and was powered by a 90hp Royal Aircraft Factory 1a engine which gave it a top speed of around 90mph.

Because of its intended role it was designed to be a slow and stable aerial observation platform rather than a fast and manoeuvrable war plane.

Flown from the rear cockpit, the single Lewis gun that was carried as defensive armament had a restricted arc of fire from the observer's front seat.

These attributes became a major liability when, on the Western Front, the type began to face the so-called "Fokker Scourge" of 1915-16 (against the Fokker Eindekker) and the later aerial massacre of "Bloody April" in 1917 (against German Albatros fighters).

Baron Manfred von Richthofen shot down twenty-two BE types as part of his eighty victories.

Nevertheless, a total of 3200 of the BE variants were built and as they became vulnerable on the Western Front they were relegated to training roles in Britain.



# AS A MATTER OF FACT

## IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION



*Major Allister Miller, DSO, seated in the cockpit of the BE2c in Cape Town before starting out on his 1917 recruiting drive through the country.*

Allister Macintosh Miller was a South African born officer who was studying engineering in London at the outbreak of World War One and because he was a reservist with one of the British cavalry units, joined up as a cavalry officer in 1914 and saw service on the Western Front.

As the conflict on that front became bogged down in trench warfare he volunteered for service in the Royal Flying Corps, a relatively new branch of the British army. In 1916 he was awarded the Distinguished Service Order for his bravery in drawing enemy fire away from a British army unit by flying low and strafing the enemy.

Although the Union of South Africa entered the war as a British Dominion after Britain's declaration of war on Germany, the politically sensitive situation in the country meant that conscription

was not introduced.

This meant that South Africa's military contribution would be made up entirely of professional soldiers and volunteers, the vast majority of whom served in SA army units. Britain hoped to recruit some South Africans directly into its own forces. Hence in October 1916 the then Captain Miller was sent to the country to try and find thirty volunteers for the RFC. He ended up receiving permission for some 450 men, selected from thousands of applicants to join up.

Miller undertook his first recruiting drive for young men by visiting and lecturing at schools across the land on the wartime flying of the RFC. His success was such that a year later he was sent out to carry out a second recruiting drive, but this time with an aircraft at his disposal to assist in the inspiring of young men to become pilots.

# AS A MATTER OF FACT

## IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION



A poor quality photo, but of interest as it probably shows Miller's departure from Cape Town on his flight to Port Elizabeth, the first leg of his recruiting campaign.

The two BE2e's that were allocated to Major Miller for use in the recruiting drive were named *Rio de Janeiro Britons Number 1* and 2 and were a gift aircraft from the British expatriot community in Argentina.

These were shipped to Cape Town with RFC ground crew in October 1917. It was Number 2 (serial number A-3110) that he used for his flight around the country.

Miller's second recruiting drive began in November 1917 in Cape Town. From there he flew to Port Elizabeth in a time of five hours and twenty-two minutes, the longest cross-country flight yet undertaken in the country. The fact that he was able to cover this distance in one leg showed just how much the war had helped to push aviation technology.

Most flying prior to the war had been confined to the proximity of whatever piece of ground was being used as a temporary airfield.

Unfortunately Miller's landing at Port Elizabeth ended with a mishap.

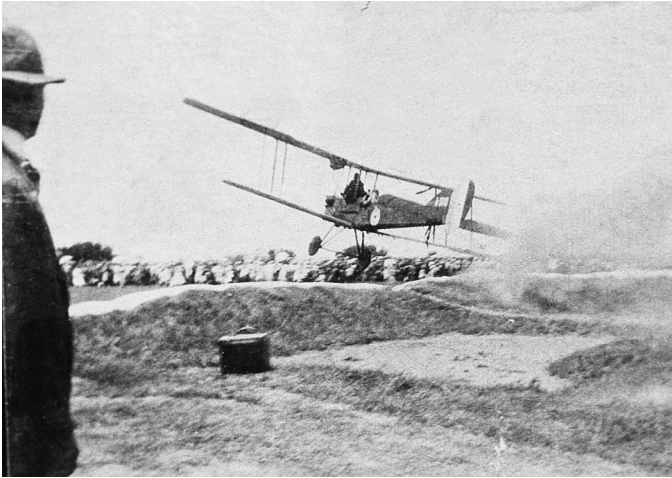
A large crowd had gathered at the golf course which was to be used as a landing ground and as he touched down, the enthusiastic folk who were there, surged forward into the path of the aircraft.

Miller applied power to avoid disaster but the wheels clipped the edge of a sand bunker and tipped the BE2e into the sand trap, smashing the four-bladed wooden propeller.



# AS A MATTER OF FACT

## IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION



Miller's BE2e clips the edge of a sand bunker on the golf course, which helped tip the aircraft on its nose. His mechanic was already standing up in the cockpit, probably assuming that the landing was over!

From the Eastern Cape, Miller flew through the Orange Free State, Northern Cape, Transvaal, Swaziland and Natal.

The tour would eventually take four months as he traversed the country using the BE2e aircraft.

It is easy to understand how the novelty of seeing an aircraft flying into a town and then being afforded the opportunity to view it up close would be a powerful tool in inspiring young men to join the RFC.

Because there had been no flying taking place in the country since before the War, and then, with the exception of Patterson at Kimberley, limited to a few short demonstration flights, the vast majority of people would quite simply have never before seen an aircraft.

No doubt Miller's charisma; his being in uniform; and the influence of wartime patriotism



The BE2e in its temporary resting place on the Port Elizabeth golf course after its landing mishap caused by the enthusiastic welcoming crowd

among English-speaking white South Africans (who viewed themselves as essentially British) also played a role.

By the end of the recruiting drive, Miller had over 8000 applications of which a quarter were selected for training.

By the time Miller returned to active service on the Western Front in 1918, the world's first independent air force had been created in the form of Britain's Royal Air Force (RAF).

This was largely due to the efforts of another South African, General Jan Smuts, then serving on the Imperial War Cabinet in London, largely in response to the aerial bombing threat facing British cities.

# AS A MATTER OF FACT



*A publicity photograph taken at Pietersburg (now Polokwane) during the detour Miller took up north. The RFC mechanic is seen at the tail while Miller is shown as an inset.*

The significance of Miller's recruiting of young South Africans as wartime pilots, went beyond the obvious contribution that they made to the air war in Europe (several as highly decorated fighter aces).

A significant number of the men who belonged to the two groups of "Miller's boys" would return to the country of their birth, after the return of peace, to play a role in both military and civil aviation.

A significant number of those pilots who were part of the first SAAF pilot corps and others who tried to start up commercial flying operations after World War One were recruited by Miller.

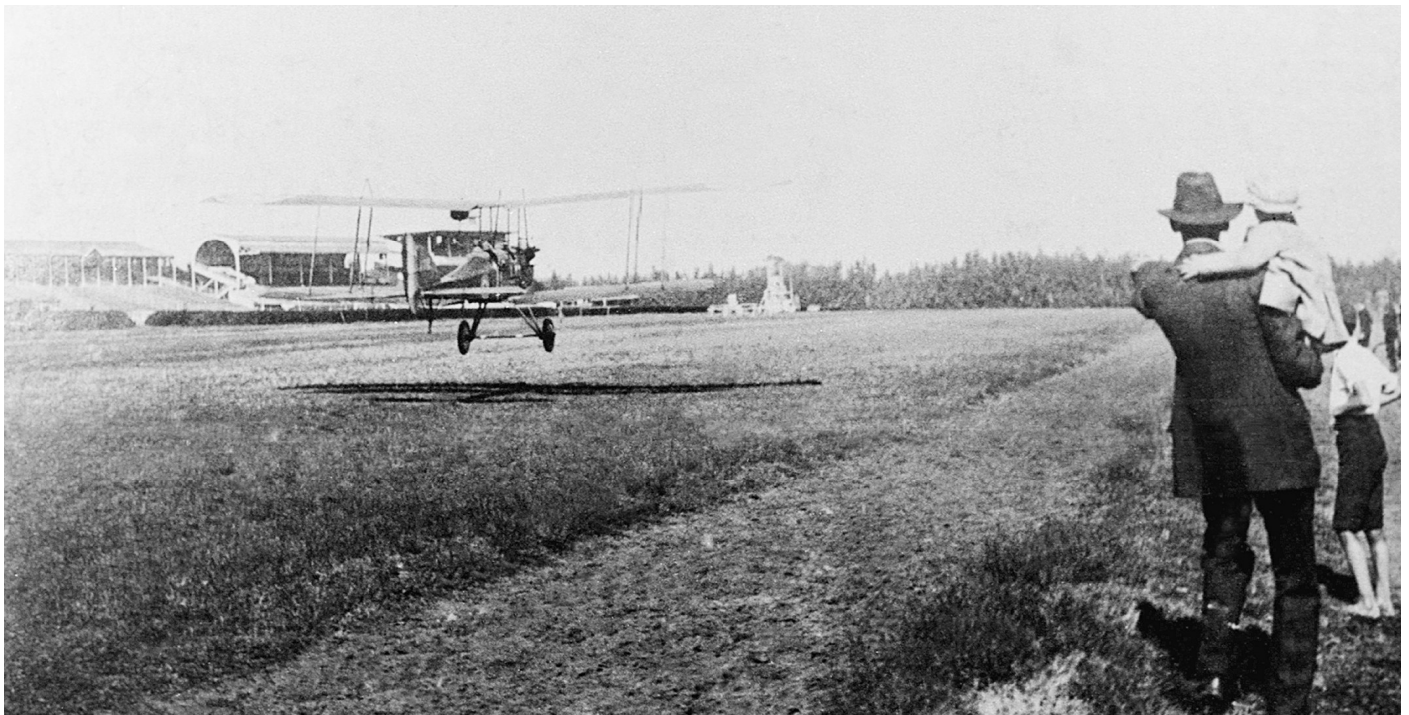
Some of the others, who stayed in Britain, would rise to high rank in the Royal Air Force.

If the British military saw Miller's role in South Africa purely in terms of recruiting, the intimidating effect that an aircraft could have on rural black communities was put to effective use several times during his aerial tour by local native commissioners.

In the case of a flight to Pietersburg, this was in direct response to restlessness among communities in the Northern Transvaal while flights in Swaziland and Zululand were more a case of showing off the "white man's noisy giant bird". It is interesting to consider the effect that this one aircraft had on South Africans of two distinct racial groups as a result of being viewed in a different context by each: the one as an exciting extension of an overseas war and the other as a symbol of white domination.

# AS A MATTER OF FACT

## IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION



*Miller lands at Turffontein Race Course when visiting the Reef. This was one of several makeshift landing grounds used during his tour and was reminiscent of its use for the same purpose prior to the war. Several towns owe the location of their airfields to the open ground that Miller used in 1917 which were later turned into municipal aerodromes.*

The role of pacifying restless locals would also be true of at least one task assigned to Lieutenant AH Gearing, a South African RAF officer sent to South Africa after Miller returned to England. In November 1918 he was sent up to Johannesburg from Cape Town by rail with one of the BE2e aircraft to deal with impending native restlessness on the Reef.

However, all of the other flying carried out by Gearing in 1918 was related to the war effort by way of carrying aerial post cards on short local flights as a fund raising venture in support of the SA Red Cross. The aircraft was used to carry special souvenir advertised under the slogan of "make your sixpence fly".

Gearing did three flights in Cape Town in October and November before being sent to the Witwatersrand.

Here he undertook several flights over Johannesburg, East Rand towns and Pretoria as part of fund raising before returning to Cape Town.

In Cape Town he carried out the last flights over the festive season, some of which coincided with the Naval and Military Tournament at Rosebank, which was an event also intended to raise funds for the Red Cross.

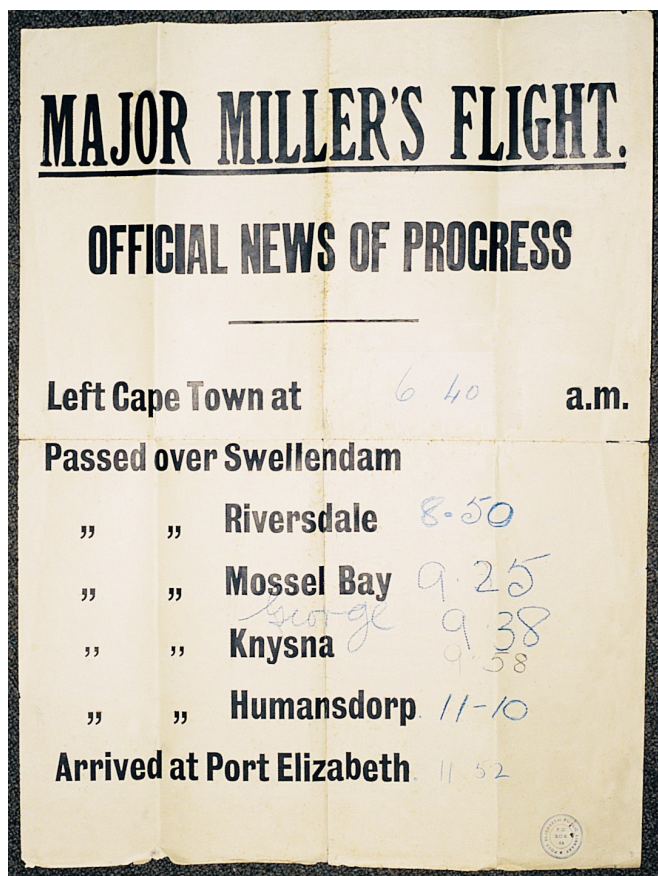
Although Cape Town had seen a similar novelty air mail flown in 1911, the flights by Gearing in that city raised £300 from about 12000 cards sold.

The flying done by Gearing, some of it in the month after the Armistice, was the last of any description within South Africa during the war years.



# AS A MATTER OF FACT

## IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION



One of the posters displayed in Port Elizabeth and updated as word of Miller's progress from Cape Town was relayed from reporting points en-route. The flight took over five hours.

The BE2e has one other little known claim to fame. It was in fact the first aircraft type taken on strength by the newly-formed SAAF. Britain made the formation of South Africa's original air wing possible through the granting of the fabled one hundred aircraft that made up the "Imperial Gift". Often ignored is that the two BE2e aircraft, rather than being repatriated or scrapped were also donated to the Union of SA government and when one of these was flown to Pretoria, it became, the SAAF's very first aircraft. For reasons unknown, but probably because it wanted some measure of standardization of types, the BE2e was never operated by the SAAF.



The prop hub of Miller's BE2e as displayed for over a century in the club house of PE Golf Club. Replicas of this relic have recently been made in resin.

There is some evidence that the state meteorologist put in a bid to buy one of the BE2e aircraft, but nothing has come to light which would confirm that the deal went ahead and the aircraft flew in civilian hands. More than likely they were declared obsolete at some point and "reduced to parts".

Today there are almost no relics of Miller's second recruiting drive in the country. One artefact that has survived is the hub of the propeller that was smashed when Miller crashed into a bunker on the golf course at Port Elizabeth. This had a plaque mounted and has been displayed in the golf clubhouse for most of century since the accident.

# AS A MATTER OF FACT

## IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION



Miller with local dignitaries, probably also at Pietersburg. While large crowds greeted all of Miller's visits, it was of course young men that he was trying to recruit to the Royal Flying Corps.

More recently resin replicas have been made for the SAAF Museum in Port Elizabeth and for the Queenstown Flying Club as part of commemorating the centenary of Miller's recruiting flight.

A model of Miller's aircraft is displayed in the Port Elizabeth museum and the Victoria Library in that city has some printed items relating to his 1917 stop in the city.

Only one original BE2e aircraft has survived in a museum collection and that is in the Armed Forces Museum of Norway in Oslo.

No flying example exists, but in recent years, a company based in Masterton, New Zealand, The Vintage Aviator Limited (TVAL) has been building exact copies of several World War



A secondary role of Miller's national tour was to impress local tribal groups with the power of the white man's technology. This was probably taken in Swaziland.

One aircraft types including in some cases modern reproductions of the original engines.

Factory plans, reverse-engineering and the use of CNC technology have all helped to ensure that a number of aircraft that have been "extinct" since the end of that war, have reappeared, and not simply as static exhibits, but as flying reproductions.

Much of the driving force behind this company has been Peter Jackson, a film director best known for the *Lord of the Rings* films, who has a real passion for this era of aircraft.

He has invested heavily in the TVAL but also an aviation museum at Omasaka and a model aircraft company producing high quality plastic kits of WW1 types.



# AS A MATTER OF FACT

## IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION



*A replica BE2f built by TVAL in New Zealand and seen at Old Warden aerodrome in England. The type is very similar to that used by Miller in South Africa.*

The quality of the products coming out of the TVAL workshops has meant that there has been a small but steady sale of orders forthcoming from museums and private collectors in the UK and USA, with the balance of the output making up a growing collection at Masterton.

A few years ago I happened to be at the Shuttleworth Collection in England on a press day and got to see up close two flying BE2f replicas that has just been imported for a UK collection. The BE2f was a very similar aircraft to the BE2e flown by Miller in South Africa, differing only with regard to some struts and metal fittings.

One has to marvel at the workmanship and authenticity of these reproductions.

The very basic technology that went into these early war planes was also an eye opener, especially looking into the Spartan cockpits with their brass fittings and handful of instruments.

But I also couldn't help but be reminded of how significant this aircraft type had been in South Africa's contribution to military aviation in World War One.

How fitting it would be if some wealthy benefactor commissioned a flying replica of Allister Miller's BE2e for display in this country.

It certainly deserves to be remembered as one of the most important aircraft in our aviation history, primarily because of its role in Miller's recruiting of military pilots.



# AS A MATTER OF FACT

## IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION



This view of a BE2f replica shows the single Lewis Gun in the front cockpit which provided very limited protection from enemy fighters.



The rear cockpit of the BE2f replica. The paucity of instruments and the extensive use of brass is striking. The standard of workmanship in this replica is also noteworthy.

# SAFETY MATTERS

NIGEL MUSGRAVE EAA NATIONAL SAFETY OFFICER



## THE IMPORTANCE OF DECLARING A PROBLEM IN TIME.

In any field of human endeavour, competition brings out the best and worst of the human psyche.

There is no question that competition enhances performance, and were it not for this fact, man's achievements would not have progressed beyond our Cave Man ancestors.

However, it is not in this arena that my article is focused this month, but on one of the negative aspects of competitive activities which can have severe consequences for those involved, both deliberately and inadvertently through being in the wrong place at the wrong time.

The scene is again the PTAR in Saldanha.

The handicaps for the Race are set based on full throttle, max performance of each individual aircraft, but it is all too easy for pilots who are accustomed to the fuel consumption of their aircraft at cruise power settings, to neglect to take the increased fuel consumption into account when planning their re-

quired fuel for the race.

In one such case, the pilot had realised part way through the course that his fuel was marginal and he had abandoned the race in the interests of getting back to the base safely.

However, a second pilot had decided to press on, even though he knew that his fuel was on the limit.

He made no mention of his fuel situation until he was overhead the field and finish line, at which point he called an emergency and requested immediate landing.

There were however already 15 aircraft in the circuit, and to try to rearrange these to accommodate the pilot overhead was an impossibility.

The ATC advised him accordingly and the pilot elected to take his chances, forcing his way into the queue of aircraft on final.



# SAFETY MATTERS

THE IMPORTANCE OF DECLARING A PROBLEM IN TIME CONTINUED.....

He decided to execute a flapless landing so as to keep his speed up and flew over the top of another aircraft in the process of touching down, landing in front of him, fortunately without collision.

Once on the ground, he was taken to task by the safety officials, but remained intransigent, insisting that he knew exactly what he was doing and refusing to acknowledge that he had put his wife, who was in the aircraft with him, as well as everyone else in the circuit, at risk.

Apart from the severely poor airmanship displayed by this pilot, the very real possibility of a tragic accident could very easily have been avoided if the pilot had communicated his situation to the ATC when he was still 10 or 15 NM away from the field.

This way, ATC may have been able to make provision for the pilot concerned to get onto the ground safely without endangering the lives of the other pilots in the circuit.

Sadly however, fear and embarrassment of admitting his error, coupled to his arrogance and wish to win, prevented him from making the best call for the situation.

The solution is: COMMUNICATE.

ATC is there to help you and keep the air-space safe.

As always,

Keep it safe.

*Nigel Musgrave.*

**EAA National Safety Officer**





# SPECIAL FEATURES

## DAYTIME BATS IN MOZ

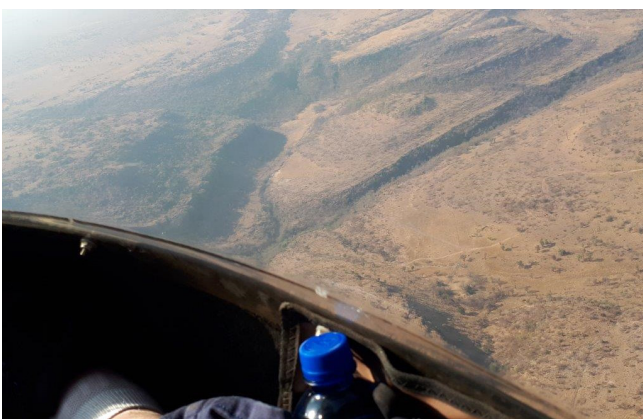
SEAN CRONIN

I was asked to ferry a Bat Hawk, a young field guide and a whole lot of parts to a reserve in the middle of Mozambique recently. With the August winds building up, do I pack for two days or two weeks?



On Thursday 15 August we departed Silver creek for Middleburg. A 25kt headwind made some slow going but this started to calm down after Cullinan. In-flight service included biltong, some fruit and nuts and freshly squeezed mineral water. We were given the all clear on weather from Andrew Pappas in Nelspruit and set sail for the last 80nm.

Sinking down into the lowveld from 8000ft to 1800 ft at a low power setting is such a pleasant part of the trip and one I have done often. We buzzed a mate or two just before touchdown at Bat Hawk City Nelspruit.



Flying time 3hr20 for 184nm.

On Friday 16 August we departed Bat Hawk City to Kruger for the normal passport control etc. This was such a doddle with friendly helpful people at every counter.



Fascinates me how we have to x-ray our goodies in our pockets in case we hijack ourselves..

Flight plan done we departed for Maputo at 09.00h in the most beautiful weather. In-flight entertainment live and some fresh breakfast rolls was provided by the crew. This prior to the difficulties in understanding English as spoken by a Maputo ATC with a Portuguese accent. Zulu Uniform Tongo Chaaarli Eko (ZU-TCE) was eventually cleared runway gwan zero touching down at 10.12h.



# SPECIAL FEATURES

## DAYTIME BATS IN MOZ

SEAN CRONIN

The long walk to customs is always nice, looking at all the latest fashions in the shop windows and seeing all the people who never seem to be busy looking after all the travellers at Maputo International. After being relieved of lots of cash we headed for coffee and some WI FI to let people know we were safe on the ground and also advise Karingani our expected ETD at 12noon and ETA of 14.00h.

After leaving the WI FI area we were now on our own. Headed to now offload some more cash for approach and landing fees the fun began. The card machines refused to work, this after an hour became a joke. We then had to try and draw cash to pay the 600Mets. Back to the main terminal, wait in a mile long queue as the ATM was not working either. Draw the cash eventually and head back to pay landing fees. Get x-rayed again in case of Hijack. Pay the fees, get receipt and order fuel bowser only to be told that the Aeroporto is closed for 1hr 30min because Al Presidente needs to fly somewhere. Eventually we get released to the apron just in time to see the fuel bowser with Jet A1 drive past our aerie on route to refuel a Turkish airlines Boeing 777. What were you thinking Mr driver. The airliner takes tons of fuel.



We only need 32lit....PLEEESE. Another hour and 20 mins goes by before the bowser arrives for our measly 32lit fuel top up. I needed the tank full as the GPS coordinates given to us show bush and only bush. We have daylight running out and we are looking for a 400m strip in the middle of all this bush. Alternate airstrip was in Massingir some distance away.



Depart Maputo at 15h20 into a 20kt headwind for the last leg rooting (for you Karl) coastline 800ft and below to a VFR reporting point just before Beline then heading North West. No in-flight snacks, no entertainment just a few mutters. After turning west and as the cultivated fields give way to the Mozambique bush I start to get so excited. The thought of spending three days flying over the reserve gets me going.





# SPECIAL FEATURES

DAYTIME BATS IN MOZ

SEAN CRONIN



With 4nm miles to go there is just nothing. Not a road, factory, house or any reference point and pancake flat. At 1.7nm I spot a small silver roof and finally the short grass strip. Touch-down at 17h00. We hangar the aircraft and head to our accommodation for some liquid malt refreshment.



The following day was spent installing a VHF and a UHF antennae into the Bat Hawk.

One fitted inside behind the pilots to upload data and the other under the belly, this for directional tracking. Off to now test with the cockpit looking like a radio station, we get airborne to test the effectiveness on some wild dogs. This worked well but is challenging as once you have the direction the second unit then brings up the collar number. You then need to do a really tight turn while scrolling thru the device menu in order to upload all the data. This must be done for every collar in the group.



The following two days was spent orientating myself to the reserve boundaries and taking in some great views.

Loads of elephant, buffalo and the rest with the bush looking healthy and the water holes all full from last season's rains.

Oh well ....detail complete I headed off back to the city but sure miss bush flying.

*Sean Cronin*



# SPECIAL FEATURES

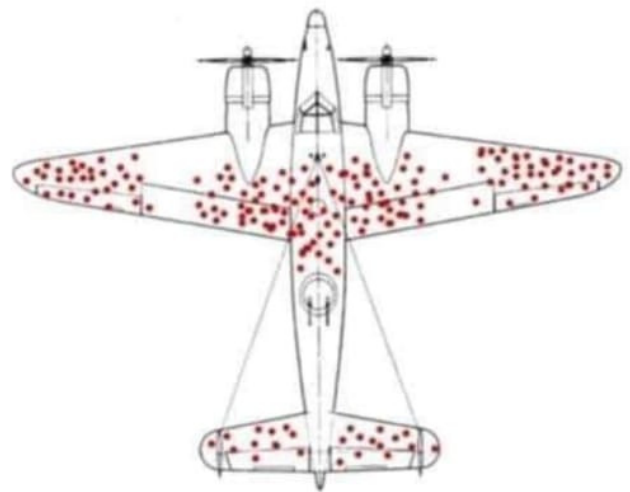
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19:06 DT

22%

This is a picture tracking bullet holes on Allied planes that encountered Nazi anti-aircraft fire in WW2.



At first, the military wanted to reinforce those areas, because obviously that's where the ground crews observed the most damage on returning planes. Until Hungarian-born Jewish mathematician Abraham Wald pointed out that this was the damage on the planes that *made it home*, and the Allies should armor the areas where there are no dots at all, because those are the places where the planes won't survive when hit. This phenomenon is called survivorship bias, a logic error where you focus on things that survived when you should really be looking at things that didn't.

# SPECIAL FEATURES

## ROLLS ROYCE GRIFFON ENGINE RUN FAKR

*EAA 322 Chapter Fly/Drive-in to Krugersdorp - Saturday 24 August*

Ricardo De Bonis has a braai facility adjacent to his hangar. A friend of his, Ian Reeds purchased one of the engines off a Shackleton that used to be part of the Howick Transport Museum. The engine was very badly corroded but complete with its contra-rotating propeller. Ian brought this massive engine to his home in Randburg and restored the Rolls Royce Griffon over a period of 3 years consuming a sack full of money in the process and expending about 2,500 hours of labour. He mounted the engine on a 4-wheel trailer along with oil and fuel tanks. The prop blades had to be trimmed nearly a half metre off each blade to enable the trailer with mounted engine to be towed on public roads and to give the props adequate ground clearance. The shortened props reduce the thrust out-

One can no doubt not run the engine in suburbia as this massive V-12 does not have silencers. The supercharged engine of 36.7lt/2240 cubic inch displacement produces 1960hp or 1460kw. Ian asked Ricardo if he could bring the engine to Krugersdorp airfield to run it where it would not cause an annoyance to his neighbours. We decided to make this a Chapter visit with a Bring n Braai to follow and advertised the happening widely. About 70 people pitched up and watched the preparations to secure and then start the engine.

Ian Reeds built a throttle quadrant at the rear of the engine with the necessary gauges and controls as well as a master dead man's switch on a long lead should things go awry, and the engine could be stopped instantly.



put and act as paddles that move enough air across the radiators to keep the engine and oil temperatures at acceptable levels. Ian's sole purpose in restoring the engine was to be able to display it for people who might be interested in seeing it run.



Following much tinkering, the "prop clear!" call was made and after a few rotations, the engine roared into life, much to the delight of the appreciative audience. The spectators made the scene look like a teenagers' cell phone derby with all the pics and videos that were taken.



# SPECIAL FEATURES

After shut-down, there was much appreciative cheering!

Ian then took questions from the audience.



I asked Ian if he would bring the Griffon to our Aero Club Airweek Centenary which will coincide with the EAA of SA Annual Convention at Middelburg at the beginning of May 2020 – ‘sure thing!’ Ian cried. It will be great to see the engine run at night with the 12 stub exhausts spouting flames.

Thanks Ian and Ricardo – a stout effort and the kind of event that is not worth missing!

*Karl Jensen*





# SPECIAL FEATURES



## WHAT3WORDS

### **What3words** – a Mapping Service and Locating App

*There are many free position reporting or detecting Apps such as Google Earth, WhatsApp, Pin drop, Glimpse, TTLivetrack 24 etc. What3words is a more understandable position for laymen who are not versed in Lat and Long position permutations*

This revolutionary facility will probably become the norm for future search and rescue whether for aircraft or even personal use due to its simplicity. It is however partially limited by my understanding by communication signals

What3words divides the entire world into 3x3 metre squares, and describes each with three random words

The **What3words** website allows you to view the world using familiar maps to find your grid reference. You can search for your physical address using street names and numbers or navigate using nearby landmarks and scroll until you find the right spot.

You can even insert GPS coordinates for a translation.

The website will also automatically determine your location, assuming your computer or phone knows where you are, and you give the website permission to access that location data.

The App is free but service providers are charged a micro-charge of R0.07 – R0.15 per ping according to a Business Day report.

*Karl Jensen*

# SPECIAL FEATURES

THE POST FLIGHT INSPECTION.....

by Dr Robert Clark

It is a beautiful summer's day over the Highveld region in South Africa with the typical thunderstorms building in the distance. After an enjoyable lunch at Parys airport with family and friends in five different aircraft, you approach Witbank's Runway 04 faced with a typical cross wind landing. You add a few more knots to your approach speed in the hope that it will give you more responsive controls on final approach.

You put the aircraft down on one wheel, then the next and finally the nose wheel before hitting the brakes to avoid a long taxi from the bottom of the runway. You surely don't want to "embarrass" yourself in front of your friends by not being able to stop in 600 meters at the runway intersection point. You inadvertently lock up the right hand wheel, resulting in an impressive cloud of smoke and noise from the newly purchased tyre.

Six days later you have some friends meet you at the airfield with their kids. The kids will be doing their first flight. They are armed with camera's, all the pilot clothing and the typical pilot glasses. The excitement is tangible. Everyone is happy and a nervous energy fills the hangar as the kids prepare for their first flight in an aircraft. You perform your safety talk to all the kids, with the parents listening in case the kids do not understand. You then approach the aircraft to perform your pre-flight inspection.

You perform your pre-flight test as a diligent pilot and notice the flat spot on the tyre, thanks to your hard application of the brakes six days ago. The canvas is exposed but you also know that aircraft tyres only do about 2 kilometers during the take-off and landing sequence. You cannot possibly disappoint the kids in your hangar, so you end up compromising on your standards. You pull out the aircraft, declare the aircraft as safe to your passengers and load the kids in the plane.



All goes well during the take-off and landing sequence, and you congratulate yourself internally for making a risk decision that paid off.

Now let's look at exactly the same scenario that started six days ago with the cross wind landing and the hard application of the brakes.

As a diligent pilot, you perform a post flight inspection once the aircraft has been pulled into the hangar. During the post flight inspection, you notice the flat spot on the tyre and you know it is unacceptable to fly an aircraft in this condition. Having the benefit of time on your side, you ask your AMO to replace the tyre before the next flight which is in six days time with your friends and their kids. Whilst every pilot is compelled to perform a pre-flight inspection before taking to the skies, the post-flight inspection may be of more value to you and your passengers. You have time on your side to fix items before the next flight, and you are not pressurized by kids and their families in your hangar who want to go flying.

Try getting into the habit of doing a post-flight inspection after a flight. It takes two minutes of your time, and it could save your life. It does not in any way whatsoever replace a pre-flight inspection but it does give you the luxury of time should something be faulty on your aircraft.



# SPECIAL FEATURES

MIRACLE IN THE MEALIES

By Simon Hradecky, created Thursday, Aug 15th 2019 06:44Z,

Last updated Thursday, Aug 15th 2019 09:34Z

Report provided by Karl Jensen

ACCIDENT: URAL A321 AT MOSCOW ON AUG 15TH 2019,

BIRD STRIKE INTO BOTH ENGINES FORCES LANDING IN CORN FIELD

An Ural Airlines Airbus A321-100, registration VQ-BOZ performing flight U6-178 from Moscow Zhukovsky (Russia) to Simferopol (Ukraine) with 226 passengers and 7 crew, was in the initial climb through 750 feet out of Zhukovsky's runway 12 at about 06:15L (03:15Z) when the aircraft flew through a flock of birds and ingested birds into both engines (CFM56). Both engines failed, one emitting noises as if the engine spools up and down, forcing the crew to stop the climb at 750 feet and land the aircraft in a corn field about 2.77nm past the runway with gear retracted (Approximate position N55.512 E38.252). The occupants of the aircraft evacuated via slides, there were 10 injuries (including three children). The aircraft sustained substantial damage.

The airline reported the aircraft received a large bird hit when departing Zhukovsky and made a forced landing. Passengers and crew were not injured.

Russia's Emergency Ministry reported 226 passengers including 6 children and 7 crew were on board, all evacuated. 10 passengers including 3 children needed medical attention. The aircraft was found outside the airport, the right hand engine was smoking but no fires, no fuel leaking, the cabin was inspected for people inside, the engines were sprayed for cooling. Eight buses were deployed to the accident site to return the passengers to Zhukovsky Airport. Russia's Ministry of Transport reported the aircraft suffered a bird strike into both engines

while flying through a flock of sea gulls and landed in a field more than 1km from the airport. The aircraft landed gear up, the crew shut both engines down just prior to landing. A special commission was set up to investigate the accident. The cause of the forced landing was the failure of the right hand engine, that caught fire following a bird strike.

Rosaviatsia reported right after becoming airborne the aircraft collided with a flock of sea gulls, their entry into the engines caused significant interruptions in their work. The crew decided to land straight ahead. The forced landing took place in a corn field between middle and outer marker (of the ILS landing system opposite direction). The aircraft landed with the gear retracted, both engines were shut down just prior to touch down. All 226 passengers and 7 crew were evacuated via slides. Affected passengers were promptly taken to a medical facility in Zhukovsky, the other passengers were taken back to Zhukovsky Airport.

States Prosecution have opened a criminal investigation.

The flight crew told Russian media the problem began right after takeoff when a bird hit the left hand engine causing it to fail completely, shortly followed by another bird strike into the right hand engine which subsequently provided insufficient thrust to remain airborne. The captain took control and landed the aircraft in an open field.

# SPECIAL FEATURES

MIRACLE IN THE MEALIES.... *Continued*

Metars:

UUBW 150500Z 14004MPS CAVOK 20/17 Q1007 R30/010060 NOSIG=

UUBW 150430Z 12003MPS CAVOK 18/16 Q1008 R30/210250 NOSIG=

UUBW 150400Z 12003MPS 9999 FEW009 17/15 Q1008 R30/210250 NOSIG=

COR UUBW 150330Z 11004MPS 9000 FEW009 16/15 Q1008 R30/210250 NOSIG=

UUBW 150300Z 11004MPS CAVOK 15/14 Q1008 R30/210250 NOSIG=

UUBW 150230Z 11004MPS CAVOK 15/14 Q1009 R30/210250 NOSIG=

UUBW 150200Z 10004MPS CAVOK 16/14 Q1009 R30/210250 NOSIG=

UUBW 150130Z 11005MPS 9999 SCT040CB 16/14 Q1009 R30/210250 NOSIG=

UUBW 150100Z 11006MPS 7000 -TSRA SCT014CB 16/15 Q1009 R30/010060 NOSIG=

UUBW 150030Z 11005MPS 090V200 9999 TS BKN057CB 15/13 Q1010 R30/010060 TEMPO 2500 -TSRA BKN015CB=





# SPECIAL FEATURES

MIRACLE IN THE MEALIES...continued



Drone video of accident site (Video: BAZA/Telegram):

[https://www.youtube.com/watch?v=bB-1HyE\\_x28](https://www.youtube.com/watch?v=bB-1HyE_x28)

Aftermath after landing:

<https://www.youtube.com/watch?v=D5GITLNLCC8>

Passenger video of takeoff and bird strike:

<https://www.youtube.com/watch?v=MXoBc5Swov8>

Passenger video of forced landing:

<https://www.youtube.com/watch?v=mkDXwUFRsBY>



# SPECIAL FEATURES

THE JOINT AIR TRAINING SCHEME

(SEE ALSO EDITORS NOTE IN LAST WORD)

Bruce Harrison

*In memory of the members of the Royal Air Force, the South African Air Force and other Air Forces who paid the ultimate price while serving in South Africa under the Joint Air Training Scheme in the name of freedom for all.*

The British Air Council in October 1938 approved a scheme to locate flying training schools overseas. In September 1939, South Africa was invited to join talks being held in Canada at the time to flesh out the scheme. After initial hesitation due to the Italian threat in East Africa, General Smuts decided South Africa could offer facilities for training of both RAF and SAAF personnel.

The British Commonwealth Air Training Plan, also known as the Empire Air Training Scheme, Empire Air Training Plan, Joint Air Training Scheme or simply, The Plan, involved the countries and resources of Canada, Australia, New Zealand, South Africa and Southern Rhodesia during World War II.

On 11<sup>th</sup> April 1940 an agreement for the Joint Air Training Scheme was signed by Air Chief Marshal Sir Robert Brooke-Popham and Sir Pierre van Ryneveld. It was immediately dubbed the “Van Brookham Agreement”, the official title being “Memorandum on the Expansion of Air Training Facilities in South Africa”

By October 1940 the Scheme was operational. A Training Command under Lieutenant Colonel W T B Tasker supervised the SAAF’s overall training programme. New flying schools were established at Pretoria, Germiston, Bloemfontein and Baragwanath. With the implementation of JATS under the command of the UATG (Union Air Training Group), ultimately 38 South African Air Schools were established to train RAF, SAAF, and other Allied air and ground crew.

Aircraft and all necessary equipment required for the training schools were provided to South Africa free of charge by the United Kingdom. Under the scheme the SAAF increased its number of aircraft to a total of 1709, whilst personnel on strength grew to 31 204, including 956 pilots. During its five year existence, the JATS turned out a total of 33 347 aircrew including 12 221 SAAF personnel. This was second only to Canada which ultimately trained 131 500 aircrew. There is no doubt that the “Battle of Training” as it came to be called, had been well and truly won.

The impact that these Air Schools had on small towns such as Witbank, Queenstown, Oudtshoorn and Kroonstad was phenomenal. For most this was the biggest development in their history, Business flourished as first contractors and then staff and pupils arrived and boosted each community’s economy. Many staff and pupils, both SAAF and RAF, found their soul-mates in these towns and some returned to make their homes here after the war.

The British Commonwealth Air Training Plan, which in 2019 celebrated its 80th anniversary, and of which JATS was a major part, has been described as one of the most significant contributions to the Allied victory in World War II. The plan turned out to be more of a war-winner than any visionary could have predicted. We commemorate it in April each year and honour those who gave their lives to carry it out.

JBH

August 2019



# UPCOMING EVENTS

## SEPTEMBER:

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

14th: SAPFA Grand Central Fun Rally - Grand Central Airport. Contact Rob Jonkers cell: 082 804 7032 e-mail: [rob@aerosud.co.za](mailto:rob@aerosud.co.za)

14th: Vans RV Fly-in to Kitty Hawk. Contact Frank van Heerden e-mail: [frankvh@sandown.co.za](mailto:frankvh@sandown.co.za). Website: [www.fakt.co.za](http://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

28th: WAA Spring Bash Fly In Contact Marga 082 892 5954

## NOVEMBER:

8th-10th: EAA Sun n Fun BRITS

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

# LAST WORD

The article by Bruce Harrison on The Joint Air Training Scheme has particular significance for we EAA'ers.

One of the airfields established in terms of the signing of the Joint Air Training Scheme by Air Chief Marshal Sir Robert Brooke-Popham and Sir Pierre van Ryneveld in April 1940, was in Germiston—and you guessed it, the airfield we now call Rand Airport. It was operational from October 1940 and played a significant role in the training of RAF and SAAF personnel during the second World War.

The trainees were based on the Rand Airport site, and our Auditorium was built as a squash court for their recreation.

The building where the Museum stands was also a part of the Training Complex, although the Editor does not know the specific function of this building.

Both the Museum and our Auditorium are Heritage sites with significant reference to Aviation in South Africa.

In the process of the recent upgrade of the Auditorium, we established that the brickwork of the building was erected in a style not used in modern building construction and the roof sheeting still bears a stamp indicating that it was produced in the UK and imported before our own ISCOR was producing Corrugated Iron Roof Sheetting.

At some 79 years of age, our Auditorium is therefore a truly historic building, worthy of restoring and totally appropriate as a home for The Experimental Aircraft Association of South Africa.

As I promised in the last edition of CONTACT!, we have an exciting event scheduled to celebrate the completion of our Revamp project.

The legendary SCULLY LEVIN, interviewed by our own Mike Brown, will be our first Guest since the upgrade.

It promises to be a crackerjack show and was completely sold out within 4 hours of bookings opening. Completely sold out that is, with the exception of ONE single seat which will go to the person who submits the best article for CONTACT! September, to reach me by 17:00 on Saturday 14 September 2019.

And finally, a HUGE thank you to everyone who contributed to this edition of CONTACT!

Without your contributions we wouldn't have a newsletter at all.

I must however express my disappointment at the lack of contributions from many of the Chapters around the country. It would be great to know what is happening in EAA circles elsewhere in SA.

Keep it Safe.

*Eugene Couzyn*

