

OCTOBER 2019

BRAKES ON.....

THROTTLE SET.....



CONTACT!

THIS MONTH :

CHAPTER CHATTER

SPECIAL FEATURES

AS A MATTER OF FACT....

LASTWORD



CHAPTER CHATTER

KARLJENSEN CHAPTER 322 JOHANNESBURG

OCTOBER MEETING

The meeting was well attended at Dickie Fritz MOTH Hall in Edenvale. There were 59 persons who signed the registration. It was a pleasure to welcome many visitors as well as a brace of new members - Dr Robert Clark, Milan Daniz, Richard Jones, Caroline Koll, Peter Steyn and Willem van Biljon.

Congratulations to Neil Fenton and Dr Frank Persson whose daughters both were married in September. We wished Mark Clulow, our tireless Treasurer, well with his participation in the New York Marathon, a bucket list item for any serious runner. Our Secretary Ronéll Myburgh has happily returned to Cemair.

Athol Franz produced a fine video recording of the inaugural Legend Talk Show after the recent refurbishment of the EAA Auditorium at Rand Airport – many thanks to Marie Reddy for driving this project with Eugene Couzyn who also contributed a new paved entrance and desert garden to the project.

The place has been raised to the next level and included private input from Eugene Couzyn, for the entrance and EAA sign on the roof, additional signage on the wall and free standing frame by Archie Kemp and Sean Cronin's great self-designed sign on the road-facing wall.

There have been indiscrete items and comments posted on social media that could cause long term damage to our fraternity. I received apologies but please be mindful of what you post, whether it be intentional

or even by accident – once posted and is read, it is there forever.

The internet is very useful as we know, but oh man, can you get into trouble by a slip of the typing fingers. Alan Evan-Hanes warned that owners or admins of groups can be held liable for any offensive content published on groups by members.

We were able to display on our new big screen at Dickie Fritz, the progress of some of our members' build projects. This is a regular challenge for me as our members are rather taciturn in sending me pics which I'm sure you'd all like to see.

I was however able to show Sean Cronin's Bearhawk progress as well as the latest from Wayne Giles who is building two of these planes. We also saw Patrick Watson's VP-1 1st flight and Ryan Beckley's restored Tri-Pacer in the air.

Mike Brown featured with his newly acquired Fly Baby on its way to Cape Town (2 ½ day trip).

Although Apie Koetzee is not an EAA Member yet, we featured his Douglas Skyraider restoration, a mammoth task which will take years to complete – a worthwhile wait for us to have this the largest ever single engine attack aircraft (8,000Kg) in our skies.

We could happily report on many events in September, including Felix Gosher's Flight for Children – quite an event to witness.

CHAPTER CHATTER

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The Kitty Hawk RV Fly- in had massive attendance with some stunning aerobatics by The Raptors RV team as well as the Puma Flying Lions.

Our major EAA event reported on was the Legends Talk Show with Scully as guest star being interviewed by Mike Brown. The entire interview was recorded by Athol Franz and this delightful recording is available at <https://youtu.be/OOxTayofWwA> with a feature report in the November African Pilot. Altogether a faultless evening with the great and intriguing Scully Levin.

Bruce Harrison Charmain for RAFOC nominated Scully to be recognised by the Guild of Air Pilots and Navigators for exceptional service to aviation.

Rick Peacock--Edwards, Chairman of RAFOC in London confirmed the award by a unanimous decision. Scully will be awarded this at the Guild Hall by the Patron, Prince Andrew, later in October. Although Scully has retired, he still plans to be very active in aviation. Thanks to Bruce and RAFOC for making the effort to nominate Scully for this prestigious award.



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Other events reported on with pics were the Barnstormers Scale Warbird airshow, the Puma Energy Rhino Park Fly-in, Heidelberg Fly-in in conjunction with



Reef Steamers and the old Heidelberg Station Museum/farmers market/brewery. The old station and micro-brewery are well worth a visit.



Karl with Susan the 12 AR Reef Steamers Loco at Heidelberg



Participants at Heidelberg Fly In



Ronell Myburgh handling entry to the Scully show



Gordon Dyne interviewed recently retired flying legend Seymore Lugg (Sluggo) at the Benoni/Brakpan FC Clubhouse.

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The EAA 322 Year End Awards Dinner takes place at the German Country Club in Paulshof, Sandton on Saturday evening 2 November when we honour those members who have made significant contributions to our Chapter in the past year. Members and spouses are encouraged to attend the buffet dinner, 10

Beers on tap and safe overnight parking for those who wish to Uber home.

The Annual General Meeting on 6 November is a serious matter and nominations are needed for Chairman, Vice Chairman, Treasurer and Secretary.

I will not be available for nomination.

A few days after this, we hold our EAA of SA Sun n Fun weekend at Brits. The programme includes Ian Reeds' Griffon Engine, Rob Jonkers Fun Rally, Spot Landing competition, braais, Saturday evening music and karaoke etc. All are encouraged to attend from 08 – 10 November.

Groblerdsdal FC has asked for a fly-in breakfast and a request that Sun n Fun 2020 be held at their airfield – not a bad plot!

The JLPC Centenary Dinner on 15 November at The Wanderers will be worth attending with guest speakers John Illsley and Courtney Watson

CHAPTER CHATTER

KARL JENSEN EAA CHAPTER 322 JOHANNESBURG



John Illsley's Auster at
Heidelberg Fly-In



Models draped all over Derek
Hopkins' RV8 at Heidelberg Fly-In.



RV Fly-In Kittyhawk

The speaker for the 322 gathering was Edzard Verseput who took part in Essie Esterhuizen's recent flying safari to Zanzibar in his Sling 4. Edzard's presentation, compiled by his wife Cecile was excellent.

Marie Reddy informed us that the EAA Convention next year will take place from 01 – 03 May at Middelburg in collaboration with the Aero Club of South Africa's Centenary Air Fest. All AeCSA affiliates will hopefully support the event and we endeavour to make it biggest fly-in in SA.

General Thackwray, Sean Thackwray's dad, who was a pupil pilot in 1958 – informed Karl of the 80th celebration of the first arrival of Harvards in SA, 14 March 2020, with a function in hangars at Swartkops.

Thack has asked EAA to support this event.

The gathering ended with a video of the Italian Frece Tricolori aerobatic team

Karl

22 October 2019

AS A MATTER OF FACT

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

JOHN ILLSLEY

THE BARNSTORMERS AND THEIR KITES

Part Two: The DH6 enterprises



A Ron Belling depiction of the two Solomon brothers DH6 aircraft over Algoa Bay. The aircraft were named Hermes and Hercules. [Ron Belling Gallery, Port Elizabeth].

After **The Avro 504K**, the other aircraft type which became synonymous with the first flying companies in the period immediately after World War One was the **Airco DH6**, utilized by several small enterprises in South Africa. First flown in 1916, the DH6 was intended as a primary trainer that could be easily constructed, hence the straight lines throughout the design. It had a two seat tandem and communal cockpit and was powered by a 90hp RAF 1A vee-

eight engine.

The crude construction and stolid performance earned it nicknames like the "Clutching Hand" and the "Sky Hangar". Around 2200 were built during World War One and over 1000 were still on RAF strength on return of peace to be sold off cheaply, some for as little as £60 each. In post-war civil use, these machines flew in several countries, including Britain, the USA, Sweden, Australia and South Africa.

AS A MATTER OF FACT

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

A flying operation that had Cape Town and its hinterland as an area of operations was one operated by the brothers Frank and Shirley Solomon. The brothers were both "Miller Boys" and served in the RFC and RAF. On demobilization in 1919 they bought two military surplus DH6 aircraft in Britain for £250 each along with £400 worth of spares.

So many military aircraft were being cut up for firewood at the time, that they were able to secure further spares for their planes at firewood rates!

The two brothers obtained Air Ministry civilian pilots certificates and had the hardware shipped to Cape Town.

After hiring a piece of land adjacent to Muizenberg beach and the services of two ex-RAF ground crew, they commenced flying on 22nd November 1919 by taking up members of the press so as to generate publicity for the joy riding operation.

Even seeing aircraft from close quarters could be used to make money and so access to the airfield cost one shilling.

The first season at Muizenberg soon estab-

lished a *modus operandi* for the Solomon's company which traded as Aviation Limited.

Short flights of ten minutes cost £3 3s and remained in the vicinity of the airfield; longer flights of 20 minutes went slightly further afield and cost £5 5s, while Cape peninsular sightseeing flights took passengers on a flight of around 40 minutes for an aerial tour that included Table Mountain, the city, Table Bay and the coast of the peninsular, all for £10 10s.

The brothers were careful to confine their flying to the straight and level so as to not alarm passengers and put off future customers. Their conservative approach must have worked as men, women and children of all ages went up as passengers.

On a few occasions a Solomon aircraft was hired to do a specific cross country flight.

A Mr J Versveld flew to Darling for his sixty-fifth birthday on 10th December 1919 and a Dr Hugo was flown to Hermanus on the 24th December, with Shirley Solomon carrying out a few joy rides from the beach before returning to Muizenberg.

The Solomon brothers, Frank and Shirley, started operating from Muizenberg. This is probably in the vicinity of the present-day Marina da Gama.



AS A MATTER OF FACT

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION



One of the Solomon DH6 aircraft became the first aircraft to land in Worcester in January 1920. They were hired by two local wine companies for publicity stunts.

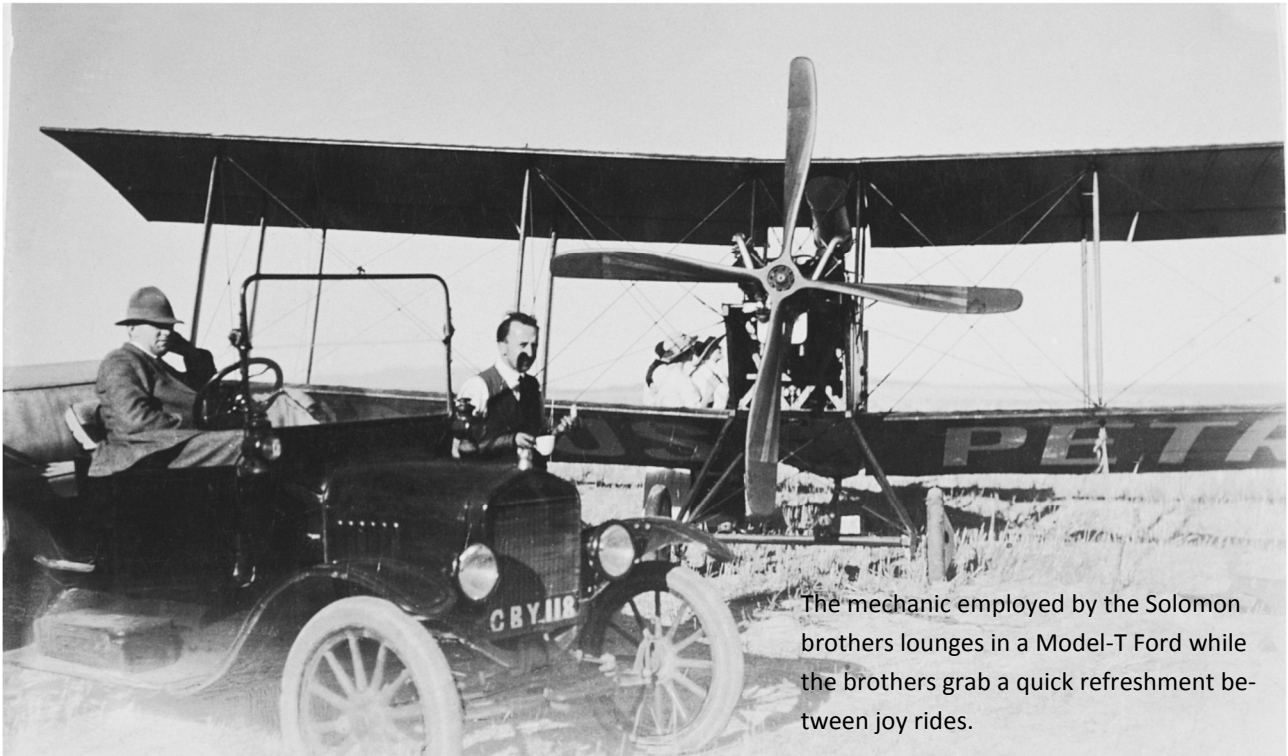
Almost from the outset, the Solomons gained additional revenue from advertising products. The aircraft were covered in adverts for Shell petrol and this was possible because no aviation regulations yet existed in the country which required them to have aircraft registered and the registration letters displayed. Further advertising revenue came from two Worcester wine companies (Myburgh & De Kock and Krone & Co) which hired them to fly an aircraft to Worcester in January 1920 to publicise their products. This was partly done through an advertising campaign in newspapers which informed residents of Cape Town, Stellenbosch, Paarl, Wellington and Worcester, that vouchers for their products, to the value of £5, would be dropped in each place.

Such was the success of this advertising ven-

ture, that the distilling companies (which had in the interim amalgamated into Myburg, Krone & Co) hired the Solomons to fly both aircraft to Port Elizabeth and to overfly various towns *en route* as part of a competition in which correctly judging the altitude over the town could win contestants products such as brandy and dried fruit. The flight to Port Elizabeth was undertaken on the 25th and 26th January 1920. The sojourn in Port Elizabeth was the first away from Cape Town for the Solomon's operation and it illustrated what could be achieved in the larger cities. Frank estimated that 20 000 people from the city and surrounding districts were at the landing ground to meet them. They were able to spend a week doing joy rides, being inundated with requests to fly, before returning to Cape Town.

AS A MATTER OF FACT

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION



The mechanic employed by the Solomon brothers lounges in a Model-T Ford while the brothers grab a quick refreshment between joy rides.

After their second season at Muizenberg in January 1920 and a third advertising charter flight on behalf of Myburg and Krone, this time to Mossel Bay, the Solomons decided to again take their operation further afield and settled on Port Elizabeth as the starting point, although Shirley spent a few days at Oudtshoorn en route. Predictably, the return visit to Port Elizabeth in March 1920 did not yield as much success as the first, the novelty of seeing and flying in an aircraft no doubt having started to diminish. Although there was talk in the local press of setting up a regular passenger service between Port Elizabeth and Cape Town using bigger aircraft, the Solomons needed to make a living from their current fleet. Despite such attention-seeking stunts as flying over the show

grounds and the race course and doing some aerial photography, it was apparent that business was slow. This helped to prompt a decision to use the aircraft (named "Hermes" and "Hercules") separately in the interior of the Cape Province and for the next six months the brothers operated independently of each other.

No comprehensive itinerary of the barnstorming during these months exists, although a reasonably good picture of Frank's movements can be pieced together from his writings and the Solomon scrapbook of newspaper cuttings. What this shows is how far afield (albeit within the Cape Province) he flew in order to tap into the market of rural folks willing to part with money for the thrill of a brief flight.

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A good image of the angular DH6 design. The WW1 trainer was one of the two types most commonly used for joy rides in SA after the war.

This nomadic existence presented many challenges to the brothers and these must have been typical of those experienced by similar companies in the country. Among these problems were high winds; frequent engine failures; a lack of reliable maps; punctures due to devils' thorns; some very obese passengers and in at least one case (at Britstown), a *dominee* who forbade his flock from taking to the air because he deemed it an "ungodly act"!

After leaving Port Elizabeth in April 1920, Frank undertook joy rides at Middelberg, Graaf Reinett, Cradock, Somerset East, Tarkastad, Queenstown, Hopetown, De Aar, Britstown, Prieska, Marydale, Kenhardt, Uptington, Calvinia and Murraysburg. There were other towns which he failed to name. Shirley's movements, probably limited to the western Cape, are not known apart from being at Knysna and Beaufort West.

He almost certainly did not cover as much ground nor carry as many passengers, in part due to illness and his aircraft being damaged by wind at Beaufort West

Keeping in mind that almost none of the places the Solomons intended visiting had an airfield (the exceptions being the few towns where the RAF survey parties had prepared one) it might be assumed that this lack of infrastructure would have been a major hindrance. In fact this was not the case as a letter or telegram to most town councils asking for land to be cleared for the purpose of a landing ground, almost invariably resulted in a positive response, although the Solomons did sometimes pay for the work to be done. In the case of the first visit to Port Elizabeth, the council spent £600 on a landing ground, a not inconsiderable sum at the time. In most cases towns were so flattered to be hosting their first aircraft visit that they were only too happy to oblige.

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IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

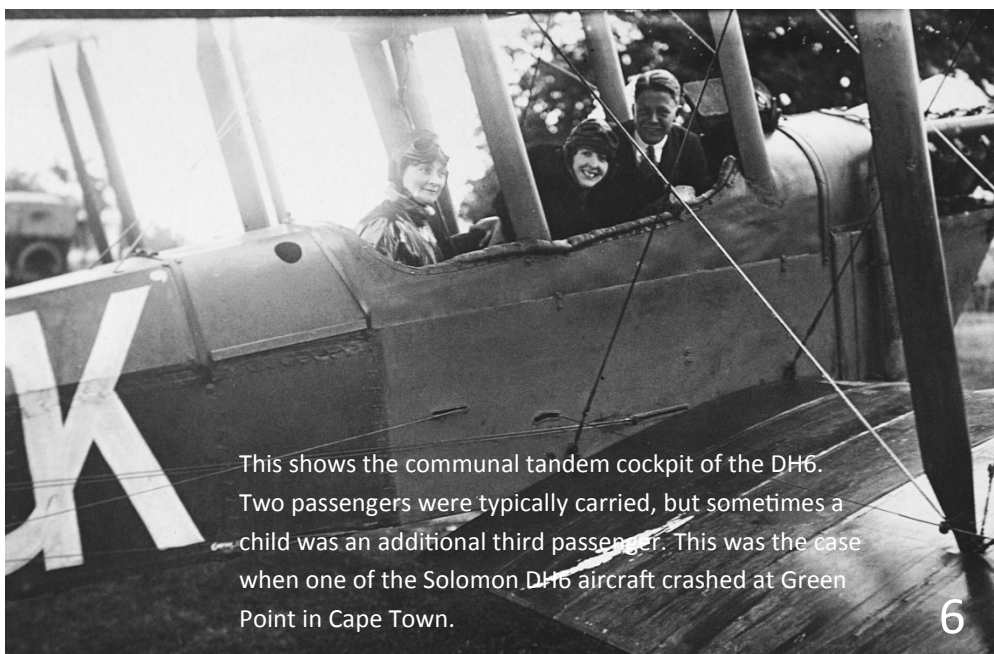
Because the preparation of landing grounds could cause delays, Frank did eventually take to landing at unprepared fields outside of settlements. In some places show grounds and race courses also doubled as makeshift airfields.

Another problem that arose out of flying across a country whose infrastructure was not yet geared to supporting aircraft, was that of obtaining fuel supplies. There were relatively few cars in South Africa at the time and hence garages were few and far between. Most of the time, the Solomons had to rail fuel to the places where they intended to give joy rides. Only once did they benefit from an unexpected windfall. At De Aar, Frank came across the substantial fuel cache of a failed aviation enterprise (the Handley Page Company, described below) and was able to not only refuel his own aircraft but also sell the balance to the local garage owner at a substantial profit.

After they had both returned to Cape Town in September 1920, the Solomon brothers

converted their by now well- travelled aircraft into three seat planes and carried on giving joy rides. The penultimate tour took them to areas north of Cape Town and into Namaqualand. Settlements visited included Caledon, Wellington, Paarl, Mooresburg, Picquetberg, Van Rhynsdorp, Clanwilliam, Ceres, Tulbach, Porterville, Darling, Vredeenburg and Hopefield. The last barnstorming tour of country districts using both aircraft was in October 1920 and included Stellenbosch, Ceres, Worcester, Bredasdorp, Napier, Swellendam, Villiersdorp and Caledon.

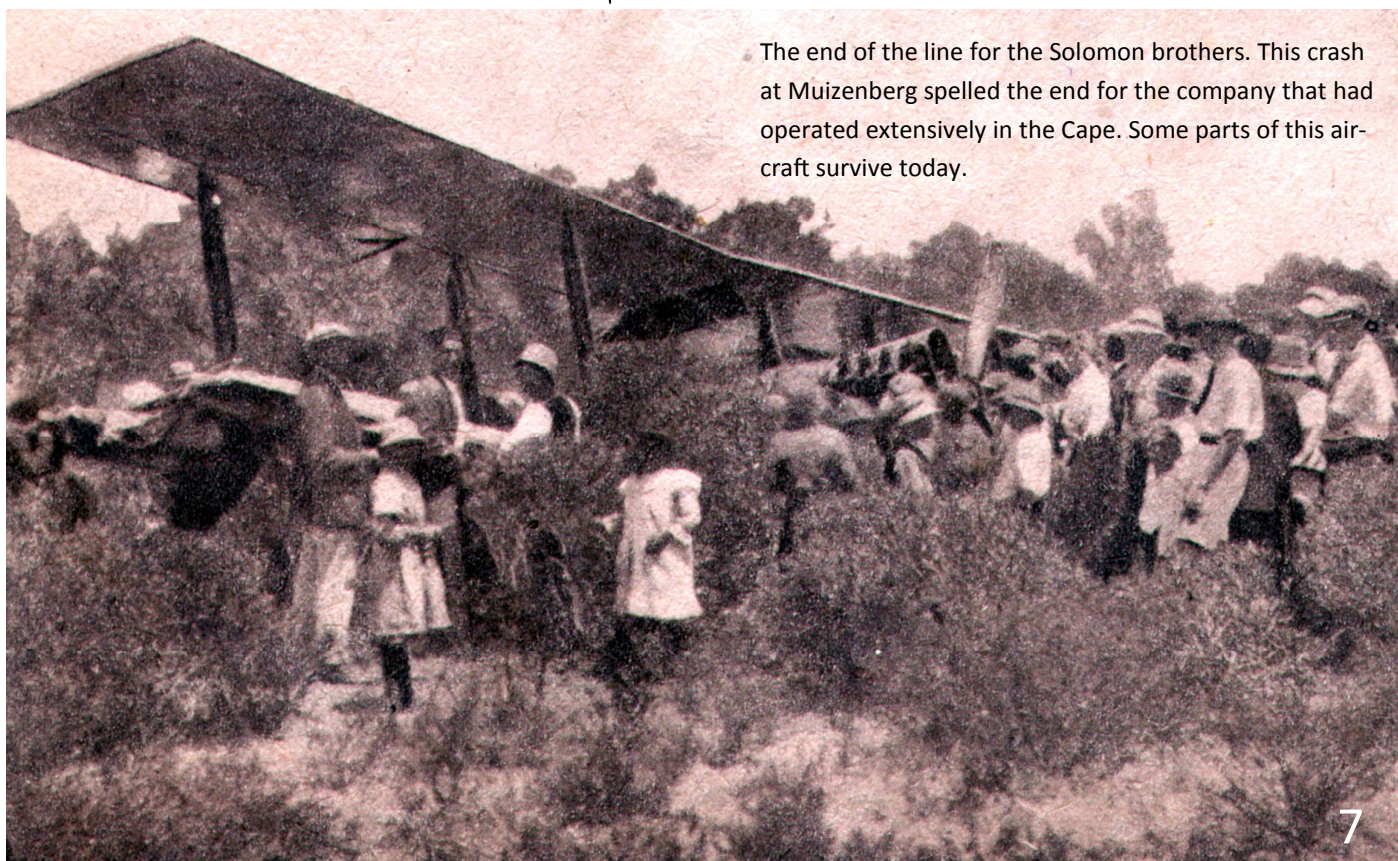
In November another commercial opportunity presented itself. The Solomons were approached by the fishing and whaling company, Irvin & Johnson, to evaluate the feasibility of undertaking whale spotting for their fleet. Experiments were carried out at Saldhana, but although proving that the idea had some merit, no contract was forthcoming and in the absence of guaranteed employment, the brothers were forced to return to joy rides to make a living.



This shows the communal tandem cockpit of the DH6. Two passengers were typically carried, but sometimes a child was an additional third passenger. This was the case when one of the Solomon DH6 aircraft crashed at Green Point in Cape Town.

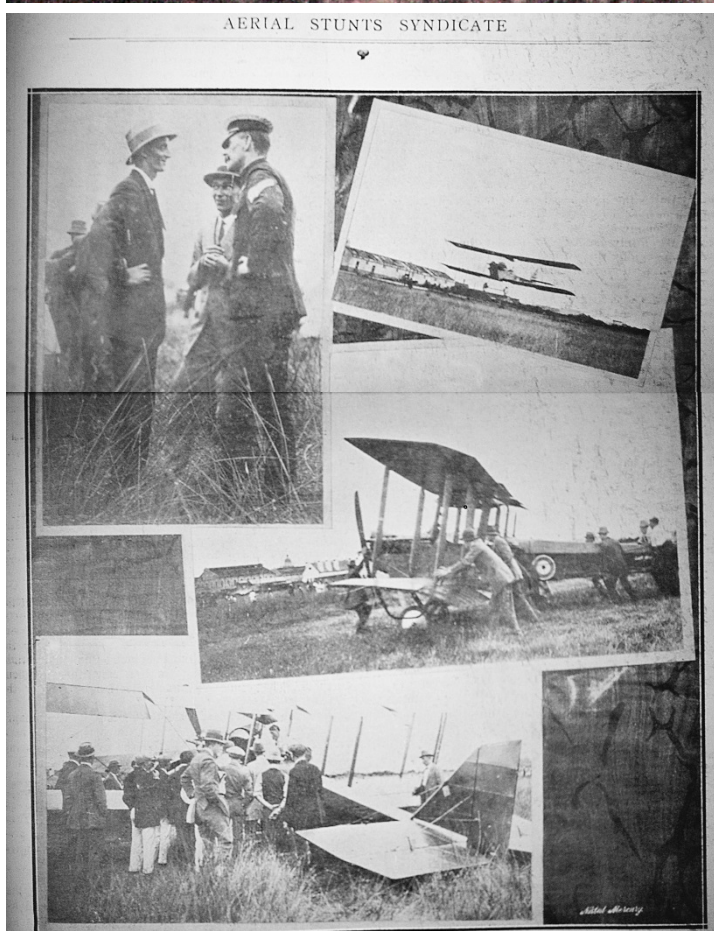
AS A MATTER OF FACT

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The end of the line for the Solomon brothers. This crash at Muizenberg spelled the end for the company that had operated extensively in the Cape. Some parts of this aircraft survive today.

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AERIAL STUNTS SYNDICATE

Back in Cape Town, the diminishing returns from the Muizenberg site led them to move to Green Point. They also started to use one of their employees (previously the company secretary and employed to survey landing fields for the joy riding in country districts) to assist while they were doing a feasibility study for an investor seeking to start a large aviation concern in the country.

The new pilot was Captain AS Hemming DFC, who, true to form, was an ex-RAF officer. A little over a week after starting to fly from the new venue, tragedy struck when, with three passengers aboard, Hemming accidentally flew into a tall smokestack at Green Point Common on Boxing Day 1920 and all four aboard "Hercules" perished.

Douglas Mail used a DH6 in Natal to do joy rides. This photo article was published when he started flying in Durban from the area where the city's airfield would later be laid out.

AS A MATTER OF FACT

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION



Douglas Mail (second from left) with two of his passengers somewhere in Natal. In Pietermaritzburg another operation also used a DH6 for joy rides.

Public confidence in flying, so carefully built up over the preceding years, was dealt a cruel blow. Although the Solomon brothers attempted to soldier on from Muizenberg, (having been banned from Green Point Common) starting a third season of flying in early 1921, they could not make a living from one aircraft and few customers.

Desperate for an alternative source of income from flying, they turned to aerial photography. Canvassing business from farmers, estate agents and Cape Town businesses they managed to keep the Company going for a few more months by selling aerial photographs of homes, factories and parts of Cape Town. In July 1921 they did the first flight to Robben Island, then a leper settlement, and gave rides to the warders and

their wives.

The Solomons' flying came to an end when the remaining aircraft was crash landed into a sand dune after engine failure on take-off in April 1922.

This ended a flying enterprise whose activities had spanned two years and four months, somewhat longer than most of the other companies in the field. Contemporary sources credit the Solomon brothers with having flown between 2500 and 3000 passengers during these years. Frank Solomon quoted their turnover as having been £13 000, but the cost of fuel, landing grounds, repairs and hotels meant that at the time of the fatal air accident, they had a mere £100 in hand.

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IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

The end of "Duggie" Mail's flying in SA: the DH6 wrecked at Cradock. The much patched wings and the advert for Indian motorcycles are noteworthy. Amazingly he still went on to set up another enterprise in Rhodesia using this aircraft.



In the province of Natal, there were two attempts at using War surplus aircraft commercially. Based in Durban, South African born ex-RFC and -RAF pilot Douglas "Duggie" Mail, AFC, set up the Aerial Stunts Syndicate around April 1920 using a single DH6 aircraft. The operation lived up to its name by offering the choice of both a "normal" short flight (for 30 shillings) and a "stunt" flight of twenty minutes (for £3 3s). Many passengers on the more daring of these two options begged to be returned to earth after only a few minutes, so it represented easy money for Mail until the police banned him from doing stunt flying over the city because of the alarm that it was causing. Although Mail was able to do a lucrative trade for a month or so, the market began to dry up and he was forced to look at other options. In June it was announced that the company would be offering a tri-weekly service from Durban to Kokstad and from Kokstad to Umtata.

There is no evidence that a regular service became a reality although Mail started another company in 1921. Named the Natal Aviation Company it survived until 1924, probably on a combination of charter flights and joy rides.

It is known that he made at least one foray into the Transvaal in February 1921 which saw him visit some towns in the eastern part of that province on a tour which was intended to continue to the Reef and then into the Orange Free State.

Remarkably, given how obsolete his aircraft had become by then, Douglas Mail took the DH6 to Bulawayo in August 1927 and set up yet another venture. The Rhodesian Aviation syndicate was very short lived. On the first cross country charter flight with a local notable, Duc de Nemours, as passenger the aircraft had to do a forced landing and never flew again.

AS A MATTER OF FACT

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION



A photograph allegedly showing a BE2e over Benoni in 1921. This would seem to support the idea that Hattersley and Sarigny bought one of the Miller aircraft and used it for a short time as a joy riding aircraft.

AS A MATTER OF FACT

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

The other enterprise based in Natal was that of the Maritzburg Aviation Company set up in Pietermaritzburg in early 1920 by Holmes and Simpson who had, like Mail, imported a pair of DH6 aircraft for the purpose of operating local charter flights and joy rides. The first test flight was supposed to take place on 19th March 1920 and was to be conducted by Harrison but he refused when the engine seemed to malfunction.

The next day, Major Walter Stockdale, an ex-RAF pilot teaching at Maritzburg College was persuaded to take on the task. He crashed on take-off from Scottsville after the elevator control cables were reversed! The aircraft was a write off, but Stockdale went on to carry out joy rides in the area in the second of the DH6 aircraft.

The Department of Defence summary of all civil aviation in the country up to mid-1921 makes mention of "Hattersley and Sarigny" as an outfit that was carrying out passenger flights in Pretoria and the surrounding area using a DH6 initially and later a BE2e. This author was originally inclined to believe that the report was inaccurate in the absence of any other supporting evidence. However, a recent re-examination of rare photographs in an album held by the SAAF Museum in Port Elizabeth has provided intriguing clues that might substantiate the use of both aircraft. One image shows a DH6 with what appears to be the name "Pretoria" on the front cowl. It is possible that this might have been one of the aircraft from Pietermaritzburg that changed hands.



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AS A MATTER OF FACT

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

Another photo shows a BE2e airborne and the caption "Benoni 1921". The two wartime Miller BE2e recruiting aircraft [see an earlier article in this series] may have been sold by the SAAF as the air force never operated the type. What is known is that a Mr Hattersley in partnership with a Mr F Booth started the Central Aircraft Company in September 1921. They bought one of the Avro 504K aircraft when the Ross-Thompson operation stopped. Taking off from Baragwanath the following month the aircraft was crashed causing serious injuries to Hattersley and his two passengers. This was probably the end of this enterprise.

Amazingly, there are some relics of one of the barnstorming DH6 aircraft to be seen in a SA aviation museum.

The last of the Solomon brother's DH6 air-

craft to fly was dismantled after its final accident and the flying surfaces were stored in the rafters of a garage in Muizenburg. These were found by Louis Vosloo in the roof of what had by then become an upholstering shop in the 1980s. The wings and tail surfaces were handed to the SAAF Museum and were stored in its Lanseria hangar for some years, then in a shipping container and finally in one of the display hangars. Unfortunately all these moves have meant that the wooden parts and the fabric covering has not fared well. As the second oldest aircraft parts surviving in the country and the only DH6 parts anywhere in the world, it is hoped that they might be better displayed one day as a tribute to the band of aviators who tried hard to make a living from flying after the end of World War One.



The Solomon brothers with one of the two DH6 aircraft which they owned and flew in the Cape Province. The "MK is OK" slogan advertised the wines of Myburgh, Krone & Co.

SPECIAL FEATURES

TWENTY-EIGHT DAYS, TWO CONTINENTS, NINE AIRSHOWS AND THE MACH LOOP IN WALES

BY WILLIE BODENSTEIN

On Thursday the 4th of July at 22h00 I boarded a SAA flight from O.R. Tambo to Heathrow in the UK on what was to be my first visit ever to UK.

Why SAA you may ask? Well because SAA is part of the Star Alliance and code share with Delta and others and since my trip eventually will also eventually take me to Chicago in the USA it made sense to use them. I have flown with a lot of airlines and SAA's service is not as bad as most will make out. Trust me, I have flown on worse!

The reason for my journey was to join Juri Keyter, my business partner and the founder of Pilot's Post in the UK for our Pilot's Post July 2019 International Aviation Month. Our itinerary included visits to Shuttleworth and Duxford airshows before spending two days in Wales at the Mach Loop and then do RIAT before flying to Chicago for the three-hour drive in a rented car to Wisconsin and AirVenture, the EAA's 50th Convention at Wittman Regional Airport at Oshkosh.

The staff at immigration ORT might not be the friendliest people in the world but they sure are not as arrogant as some of the others that I have encountered on my travels. Being early and having reserved my seat and having got my boarding pass on line I cleared customs without a problem.

I arrived at Heathrow, joined the queue for customs and got to fourth from the front when four of the five customs officials that were serving for some reason all at the same time closed and left.

For the next fifteen minutes we all faced the one official who frankly took forever with each person. Eventually four new officials sauntered up and at last started to serve the by then, fairly irritated lot in the remainder of the long queue.

I was booked on a national transport bus for my journey to Suffolk where Juri, now lives. After some help from some reasonably helpful staff, I found the right terminal for my bus which left on time for the three-hour journey via Stanstead Airport (More about Stanstead later) to Ipswich where Juri collected me.

Visiting Old Warden has always been a dream of mine primarily because it is only one of only two museums whose collection of very early aircraft are still displayed in flying condition. In fact, some of its aircraft go back to more than 100 years.

My grandson Kyle, who had been by my side since age four at airshows in SAA at age seven visited Old Warden before me when twenty-three years ago my daughter and son-in-law and kids emigrated to the UK. It only lasted seven months before they returned but while there, Kyle's UK grandfather took him to Old Warden.

I'll never forget when they returned to SA Kyle said to me, "Oupa in the UK they have this really strange old aircraft that flies so very slowly, not like our Mirages!"

SPECIAL FEATURES

TWENTY-EIGHT DAYS, TWO CONTINENTS, NINE AIRSHOWS AND THE MACH LOOP IN WALES



Old Warden is approximately two hours from Suffolk where Juri now lives. We left at 0700 and were one of the first cars to arrive. We applied for and were granted media accreditation for all the airshows and were directed to our parking spot yards away from the flight line where we were to spend most of

the day photographing the acts which all ran like clockwork. Shuttleworth was all I had imagined it to be and more. Laid back with vintage aircraft flying that I never thought I would ever see. It was truly a dream come true.



SPECIAL FEATURES

TWENTY-EIGHT DAYS, TWO CONTINENTS, NINE AIRSHOWS AND THE MACH LOOP IN WALES



SPECIAL FEATURES

TWENTY-EIGHT DAYS, TWO CONTINENTS, NINE AIRSHOWS AND THE MACH LOOP IN WALES

On the Monday we left for Wales and the Mach Loop. The Loop is a series of valleys nestled between the Welsh towns of Dolgel-lau to the north and Machynlleth to the south. We had booked into a B & B only about five miles from Machynlleth. The name Mach loop is short for Machynlleth and does not refer to, as originally thought, to Mach as in the speed of sound. The valley is part of the Royal Air Force's fast jet Low Flying training Area (LFA) covering most of Wales.

However, propeller aircraft like the C-130J, Short Tucano, Airbus A400M, V-22 Osprey, Chinook and Pilatus PC-7 are also regular visitors.

There is no program or schedule on aircraft movements through the loop, so what you see (or don't see) depends on the luck of the draw. We had researched the Loop on the web and had planned our visit according to what we thought would be the prime positions and were lucky on both days with visits.



SPECIAL FEATURES

TWENTY-EIGHT DAYS, TWO CONTINENTS, NINE AIRSHOWS AND THE MACH LOOP IN WALES

On Thursday we went to Crowfield Airfield in Suffolk, a private grass strip that looks more like a golf putting green on an operational farm and met up with one of the instructors that did his licence at Rand! Juri now flies a hired Robin from there until he makes up his

mind if he is going to build his own again.

We also visited another grass strip field at Monewdone close by and I again was gob smacked by the closely cropped grass runways.



On Thursday and Friday, we explored the area around Ipswich before departing for Duxford and Flying Legends on Saturday.

SPECIAL FEATURES

TWENTY-EIGHT DAYS, TWO CONTINENTS, NINE AIRSHOWS AND THE MACH LOOP IN WALES

Now I must apologize to all those who have always told me that the UK shows are something really special and who frankly I have always doubted. You, I humbly admit, were right! Firstly, although packed to capacity, it was a pleasure getting in and parking, admittedly we had media accreditation that made things easier. Secondly it ran like clockwork. Thirdly it was filled with sequences of formation upon formation of well..... flying legends and fourthly, because there are two world class museums on the field as well display hangars that house even more legendary aircraft. Lastly, we met with almost fifteen Safricans at the show!

I unfortunately had to leave the show early, having to catch a bus to Royston where my son-in-law who works in London, picked me up to take me to Middleswich where they were then living. (Yes, they emigrated again about twelve months ago and this time for good).

I spent Sunday, Monday and Tuesday with them catching a train on Wednesday to Crew

and then London where I ended up in the underground and eventually got to Liverpool Station and caught a train to Stanstead Airport that I thought would, because of my original bus trip having stopped at the airport, take me to Suffolk. Unfortunately, that was not so.

The train did not go further than Stanstead. Upon inquiring I was advised to return to Liverpool and take a train to Ipswich. Fortunately, I was able to get hold of Juri who advised me to catch a bus from Stanstead to Ipswich which I did arriving at 19.20 instead of 16.00 as originally planned.

On Thursday we relaxed, explored the country side and on Friday said goodbye to Liezel, Juri's wife and Minette his daughter and drove to Fairford in our rented Hertz VW Caddy on our way to RIAT. We overnighted at this fantastic English country manor where one could sit in the conservatory and watch the English gentry on their ponies playing polo on its private field.



SPECIAL FEATURES

TWENTY-EIGHT DAYS, TWO CONTINENTS, NINE AIRSHOWS AND THE MACH LOOP IN WALES



Leaving early on Saturday morning in overcast and rainy weather for the thirty-mile drive to Fairford, things did not look too promising. We were nearly two hours early and there were already thousands of cars there. Again, we almost drove straight in, being stopped only twice by friendly and helpful staff who told us where to go. Five queues in three entrances meant we were through the gates in half an hour after having had our bags searched and our body's scanned.

We left for London and Heathrow after the show, having booked accommodation about five miles from the airport in a roadside hotel and after doing some work on our report, we, completely exhausted, fell asleep.

Up early for our flight to Chicago we left, returned the Caddy with which we had fallen in love and at 0800 were on our way to the US. We finished our report during the flight and because of the time difference arrived in Chicago at 12.00 on the same day after having traveled almost eleven hours.

For once we were through customs in about 45 minutes. It apparently took some of the other arrivals on the Saturday as much as three hours to clear. However, we were held up because they lost some of our luggage which they found while we waited and they also damaged my case beyond repair. Luckily, they didn't lose it like they did a few years ago.

We eventually picked up our rental and arrived at Osh at 1730 to find all the entrances blocked and visiting campers parked everywhere.

Because of the previous week's storms, the camp grounds were water logged and no vehicles were allowed in.

Fortunately, it was my 8th and Juri's 7th visit so by then we knew our way around and got into the camp grounds via another route and got to Camp Scholler and Plakkersfontien, Neil Bowden's campsite, without any problems.

SPECIAL FEATURES

TWENTY-EIGHT DAYS, TWO CONTINENTS, NINE AIRSHOWS AND THE MACH LOOP IN WALES

We were on the last leg of our exhausting journey. After three weeks of almost constant traveling and climbing mountains in Wales and two airshows in two continents in 36 hours, we were, to say the least, bushed.

We published RIAT and went to bed to wake up early on Monday for the first installment of our six daily reports at AirVenture, the world's greatest aviation event.



SPECIAL FEATURES

TWENTY-EIGHT DAYS, TWO CONTINENTS, NINE AIRSHOWS AND THE MACH LOOP IN WALES



How does Oshkosh compare to the UK shows you may ask? It is my opinion the UK shows are specialty shows that almost exclusively feature historical military aviation assets and in the case of RIAT, current military aircraft with a sprinkling of historicals. AirVenture, the Annual National Convention of the Experimental Aircraft Association on the other

hand, is not an airshow.

It is a huge fly-in hosted for the experimental and general aviation aircraft fraternity. The afternoon shows that comprise of a mixture of civilian aviation aerobatic acts and military hardware are an add-on to satisfy the general paying public.



SPECIAL FEATURES

TWENTY-EIGHT DAYS, TWO CONTINENTS, NINE AIRSHOWS AND THE MACH LOOP IN WALES



However, RIAT, I must admit, is without a doubt the best airshow I have ever been to. It absolutely ticked all boxes for me. Everything worked. There was never a dull moment. The sky was always filled with aircraft. Nowhere will one see almost all of the world's current fighter jets and aerobatic display teams performing at one airshow.

Which you would prefer depends on what your interest is. If it is strictly historical military aviation, then the UK with Shuttleworth, Duxford and to a certain extent RIAT wins

hands down. If it is general aviation in all its forms with a lot of mainly US military aviation thrown in, then it is definitely Oshkosh. I must admit though that for the sheer mind-boggling size and spectacle, Oshkosh would be my first choice if it is my first visit to an airshow abroad.

However, that said after nine visits, eight of which were in a row we will definitely be back in the UK in 2020. That doesn't mean that we may not again make the journey to the aviator's Mecca, Oshkosh in 2020.

SPECIAL FEATURES

A DAY OUT... FLYING AEROBATICS!

BY CAROLINE KOLL



Going inverted, doing barrel rolls and loops, is something I have been prepared to sell a kidney for, since my early flying days. Aerobatic flight is nothing short of poetic to watch, but what is most intriguing, and inspiring, is the level of skill required to make it all seem effortless – much like the gymnastics of the skies. This week, I had the good fortune, no, let me say a real privilege, to go on a sortie with a master pilot who knows his aerobatics!

Leading up to this very special day, the closest that I have come to aerobatic flight is probably the same as many of you – visits to air shows, and many YouTubes later. The first thing that I realised, and I hope that you do too, is that this is not some game that you play on a screen, it requires proper flying skills, and should never be attempted by someone without serious training, an appropriately rated aircraft, and countless hours of practice. I must confess that despite being a huge fan of watching aerobatics, and having a serious inner desire to be able to do some of that myself, I have always wondered if keeping my breakfast down would be my biggest challenge?

I do horribly on boats (I remember wrenching into an expanse of Mexican ocean off the coast of Cancun), fun fair rides are no better, and I

would rather count grains of sand than find myself on that spinning tea cup ride, so essentially all predictions would say my foray into aerobatics was not likely to be successful. Needless to say, I was not going to pass up on this opportunity, and decided to refrain from mentioning this to my pilot, who was wiping the last microscopic spec of nature off his gleaming RV...

So the first thing that is quite evident to me, is that most aerobatic aircraft, apart from being gob-smackingly beautiful, are tail draggers. Getting a tail-wheel rating would be the place to start, and if you can get that right on a fairly well behaved model, you may just have a chance at taxiing reasonably straight. The shorter the distance from the hangar to the holding point, the less chance you have of embarrassing yourself. The RV, when compared to something like a Pitts, does offer better ground view, but you are still going to find yourself swinging your head left to right, while your feet jiggle continuously on the rudder pedals just to keep it straight. The take-off, is of course a bit more challenging than a tricycle gear, with the stick needing to be brought full forward until the tail end decides to lift, and then deftly eased backwards to prevent a nose plant and subsequent prop strike. Yes, here is already a skill I would love to master!

A DAY OUT... FLYING AEROBATICS!

Once airborne (a very quick affair in this RV), I quickly realised how important a powerful engine is, especially when you want to have fun at high altitudes, and at 180HP, this one had plenty under the hood. I was already grinning from ear to ear merely sitting in this marvellous aircraft, when my pilot asked 'If I would like to do a little aerobatics. While I admire the great manners and airmanship, I think he already knew the answer! We started with a gentle roll, after which he asked me how I was doing. Given this was new territory for me, I was really surprised, and thankful, that I felt absolutely fine, and instead of thinking about the possibility of being sick, I concentrated on the manoeuvre and the sheer delight of it! Next up was a loop (or so I thought in my inexperience), with a pull up to the vertical, before going inverted with the canopy to the inside. This was by far my favourite moment, where everything goes quiet and you see the world upside down. From there, my orientation got a bit fuzzy, but that is where we actually rolled out of the manoeuvre, and back to straight and level on the original heading – amazing! I will confess to holding on to the seat rail in front of me, not white-knuckle stuff, but rather a sort of involuntary reassurance as to which way was up. My pilot, as cool as a cucumber, decided we should have a beverage stop at a nearby airfield (Yay! Another take-off and landing!). He ordered a strawberry milkshake, while my more modest choice was governed by the thought of the immaculate new interior of his aircraft – I did not want to be the one who messed that up!

After the second departure, we flew to the appropriate area (you cannot do aerobatics in just any airspace), where the second round of fun began. By now, I started to anticipate the manoeuvres and I wanted more – I got it. This time I started to feel it a bit more in a physical sense, with positive G's your body feels heavy, and even though I am fit and athletic, I found myself feeling quite out of breath, as if my lungs were being compressed involuntarily.

This got me thinking about the physical conditioning that air show and competition pilots require. G-force is essentially the force that you feel on your body when gravity is accelerated.

The force exerted on you is basically your weight multiplied by the g number. As my pilot has a convenient G-counter, I asked him what the number was – a paltry 2.9g. For the sake of slight exaggeration I am going to say that it was 3g, if my body weighs 56kg this means I became the equivalent of 168kg! This is not much when you compare it to Red Bull Air Racers who can sometimes reach 10g's in a turn – this would make me the equivalent of 560kg. The human body can generally handle 3 – 4 g's without any sort of action on your part to counter it, however, above this, the forces restrict blood flow to the brain, and it will likely cause you to black out. I am honestly glad that I wasn't the person who was used to test these effects!

The remedy is something called 'anti-g straining' which involves tensing the upper body and legs to constrict the blood vessels – this keeps the blood in your head. In terms of fitness, professionals need to work on cardio, endurance and strength exercises, but thankfully for me, it seems big muscles do not help, it is more a question of body weight strength.

My flight ended with a smile that lasted for days, and memories that will last for ever. Despite the total flying time being less than an hour, I could not keep my eyes open at 8pm that evening, so if you suffer from insomnia, I can highly recommend it! Aerobic manoeuvres have been around since 1914, many were invented, and perfected by military pilots who flew fighter aeroplanes in World War One and Two. These manoeuvres meant life or death in combat. In modern times, however, the demand for aerobic skill is no longer a necessity, but I can't help wondering how unusual attitude training would improve skills and safety in general aviation? In a world that is pushing for airline pilots, it seems sad that we are not promoting skilled aviators. I for one, have been motivated to become a better pilot, maybe starting with that tail wheel rating...

I must apologise to all the millennials for not actually taking a video, or photos of this, but sometimes you just need to pack away the electronics, and savour the experience. Thanks to my incredible pilot, you know who you are.

SPECIAL FEATURES

GORDON DYNE'S F1 MIRAGE PARTY 13 OCTOBER 2019



Welcome. Baie welkom. Ladies and Gentlemen Dames en Here. Thank you all for joining us. Please eat, drink and be merry. Those of you who have not seen my aviation museum behind me are welcome to come and see it.

Welcome to the unveiling of my Dassault Mirage F1 AZ. Model,
She is being towed on to my apron to the tune of "The Dam Busters March."

Doesn't she look brilliant??

Susan and I incidentally celebrate our 40th wedding anniversary today. That's Ruby I believe. Oh! No! More jewellery??

Susan and I came to this beautiful country in 1980 on a three-year contract and we are still here. We love it here and are proud naturalised South Africans.

My main passion in life is and always has been military history and in particular aviation, as you may realise!

A little history on this model. In the 1980s during the border war in Angola the South African Air Force (SAAF) was flying this Mirage as its primary fighter. To fool the Russian and American spy planes which were flying over our land, a number of identical 'dummy' aircraft were built to look like the real thing and to fool our enemies into thinking that we had more Mirages than we actually did have. Nobody, nor Google, can tell me exactly how many were built. I would defy anyone to distinguish between mine and the real McCoy.

I heard about these model Mirages many years ago and even now only know of two. Mine and another on a pole in Nigel. I was unable to buy the latter. My Mirage, which you see before you, has been sitting on the roof of the WEG Transformers factory in Heidelberg for many years and I have driven past her hundreds of times on my way to the Vaal Dam. I yearned to own her.

Alas, again I was unable to buy her, despite many attempts.

About five months ago, on a Saturday evening my good friend Warren Eva rang me to tell me that the Mirage at Heidelberg was no longer on the roof and he believed she was for sale.

Quick as a rat up a drainpipe, I was on the phone to WEG's M.D. Jan Frederik Viljoen, whose Dad is with us today, made him an offer he could not refuse and very early the next day Monty le Roux and I drove to Heidelberg, met Jan Frederik and concluded the deal. Thanks a million Jan Frederik for your cooperation. I was delighted to get my hands on my Mirage at last

GORDON DYNE'S F1 MIRAGE

The next problem was getting her to Brakpan airfield. Jan wanted it off his premises as soon as possible.

Into the picture came Gary Freeman of Smart Machines who after much hassle, permits and a police escort managed to transport the whole plane on a flat-bed and a lorry to my hangar here at Brakpan. The wings and the elevator had to be detached and all road bridges had to be gone around and not under! If you need something heavy moved, then contact Gary. Thank you Gary for a brilliant job.

The plane sat here for a month or so, but believe me she did not look like she looks now. She was in a terrible state after 30 or 40 years in the African sun. In short, she looked AWFUL.

Two large aircraft rebuilders and spray painters at OR. Tambo International Airport were not interested in the rebuild, so I mentioned it to my good friend Neil Fenton of Techneil who jumped at the chance to renovate my plane. This was Neil's first attempt working on an aircraft. What a brilliant job Techneil did! If you want any building work, steel fabrication similar please contact Neil Fenton. Over the past four months Neil and his team of merry men led by Derek Watson have performed an incredible restoration on my beautiful baby. They have created a miracle which you see before you.

The work was all carried out in a large hangar at this airfield. Thank you Apie Kotzee and son Frederik who loaned me a hangar. Unfortunately, the Mirage's tail is higher than the hangar door, but to Neil's team no problem was insurmountable and once again this problem was overcome. So sorry about the hangar roof Apie!

The finished product stands before you and isn't she magnificent in all her finery? I must give special mention and huge thanks to Wayne van Rooyen from VR Diesels of Middelburg. Wayne incredibly generously donated the ceramic coating to the plane so as she will be sitting outside over there she will never fade or rot. Wayne was actually here this morning putting the final touches to his wonderful work. Hartlike dank Wayne. Jy is 'n ster.

We have with us today a number of former SAAF pilots who flew the Mirage F1AZ in action during the border war.

They are Major-General Des Barker an icon in the SAAF, Lt. Colonel Mike Weingartz, Captain Arthur Piercy and Captain Mark Clulow.

Arthur's and Mark's names appear on either side of the cockpit. My small way of paying tribute to all those brave young pilots who were prepared to make the ultimate sacrifice to protect their country. Otherwise we could be speaking Russian or Spanish today!

It is 32 years ago last Friday 27 September that Arthur's Mirage F1 was badly damaged by a missile fired from a Cuban MiG 23 fighter over Angola and after flying his valuable Mirage back to his base at Ondangwa in Northern Namibia, Arthur crashed, with neither brakes nor hydraulics, on landing and the result of his ejector seat firing inadvertently, put Arthur in a wheel chair for the remainder of, we hope, a long and fruitful life. For more of Arthur's incredible story of survival do Google 'Arthur Piercy.'

Arthur my dear friend I salute you and your colleagues and all of us present here today thank you for your service to our country.

I must also pay tribute to the SAAF ground crews some of whom are here today such as my longstanding flying friend Monty le Roux, for their sterling work in keeping these planes and others in the air.

I would also like to welcome here today other SAAF pilots who are recently retired SAA pilots.

Captains Karl Jensen, John Houghton, Dave Tayler and Lex Erasmus.

SPECIAL FEATURES

GORDON DYNE'S F1 MIRAGE

Also recently retired SAA pilots Captain Brian Stableford and Captain Geoff Fish who both served in The Royal Air Force (RAF). Geoff is one of the few pilots to have ejected from an English Electric Lightning fighter. Geoff is here with son Steve also an airline Captain based in Taiwan. May I also welcome Colonel Jeff Earle who flew Impala jets during the conflict in Angola.

IF PERCHANCE I HAVE FORGOTTEN SOMEBODY, PLEASE FORGIVE MY OVERSIGHT.

I have almost finished, but I would like to mention Derek Hopkins, father of SAA Captain Nigel a world aerobatic Champion and Neil Fenton. Both these men served with distinction with our Special Forces otherwise known as the Recces in the war in Angola.

I should also like to welcome Marc Daniel whose father Alf Daniel was the engineering officer on the SAA Helderberg who was killed when the aircraft crashed off Mauritius in 1987. Welcome Marc.

Also, a warm welcome to young pilot Greg Clegg who has just this week has been accepted into the ranks of Cathay Pacific. Congratulations Gregg.

Finally, a fantastic welcome to my very special guest 96-year-old Lt. John Henry Joseph Martin who flew 508 hours in Supermarine Spitfires in World War II with the SAAF in Italy.

John - MY HERO. I have photos of John here if anybody would like his autograph. That autograph and picture are already worth millions!

So, in conclusion thank you all for coming here today. A huge thank you to my younger daughter Philippa whose company Fresh Creative and Catering Events has organised everything here today. If you need to organise a function you need look no further than Philippa and Fresh.

I am also delighted to announce that my young commercial pilot friend Conre Swart and his delightful wife Chantal are expecting their first child. I have followed Conre's career for many years and he is now a contracted pilot to Giant, Africa. Many congratulations Conre and Chantal. May your child, the first of many I hope and regardless of sex, grow into a fine pilot. Congratulations Coen and Astrid Swart on soon becoming Grandparents.!

Finally, huge thanks to my dearly beloved wife Susan and elder daughter Victoria, home from New York, for assisting today and standing by me for all these years of my aviation antics. Old fools and their toys and 'he who dies with the most toys wins!'

"Though I walk through the Valley of the Shadow of Death I will fear no evil, for I am at 50,000 ft at Mach 2 and am still accelerating!"

Thank you.

Gordon Philip Dyne 13 Oct 2019.

SPECIAL FEATURES

WHAT'S THAT WOBBLE.....?

BY DR ROBERT CLARK

I was flying back from Springs airfield the other day in my trusted Jabiru 430. These engines really do run like clockwork, if you have them maintained to the manufacturer's specifications. On route to Witbank, I noticed a small vibration in the cockpit. I normally place my fingernails on the windshield to determine the degree of vibration. Although it was nothing to get my full attention, it was annoying and not there before the service. Something had changed.

The weekend flying included a beautiful flight to Nylstroom for the annual EAA tail draggers event. In perfectly calm conditions, the vibration persisted. As no engine work was done during the annual inspection besides the plugs, oil, blow-by's etc, the vibration must be coming from the spinner area. The propeller bolts were torqued as part of the annual inspection. After a brief inspection in this area, it was determined that the spinner was running marginally off-centre. This was the cause of the vibration.

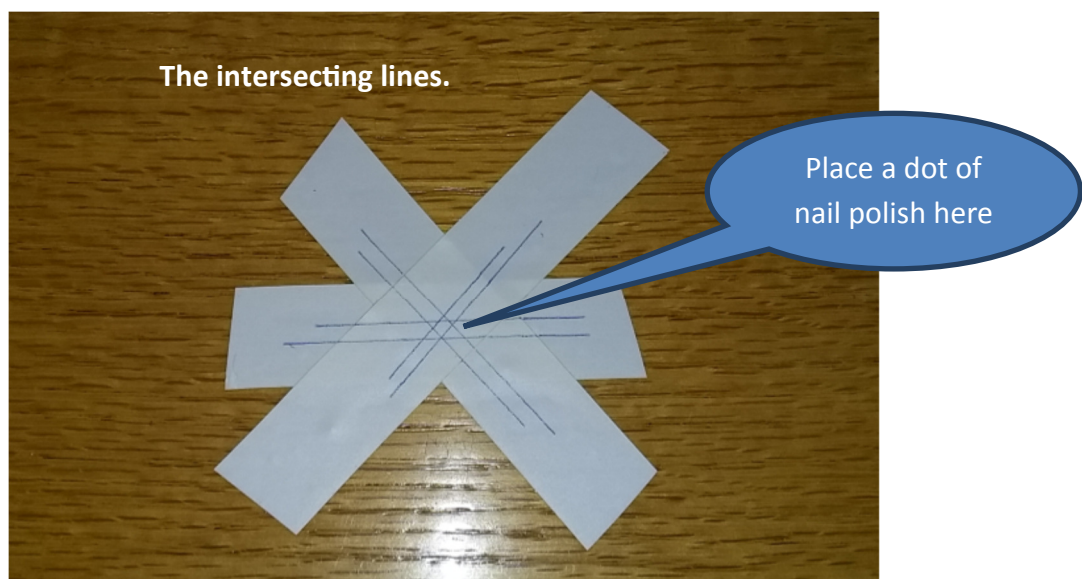
The remedy was rather simple:

Ensure the mags are off, fuel off, brakes on and keys out of the ignition and stored in a safe place.

I started off by removing the spinner and placing some masking tape over the tip area where I thought the center of the spinner should be.

With some of my wife's knitting wool, I looped the wool through the first locating hole of the spinner, over the top of the spinner and through the corresponding hole on the adjacent side of the spinner (180 degrees apart). When you pull the wool tight, it seems to move towards the center of the spinner. With a permanent marker, draw lines either side of the wool on the top of the spinner.

By repeating the process on all the spinner locating holes (six holes for the Jabiru), you end up with intersecting lines on top of the spinner that should indicate the centre. This process is not to be rushed as it is vital to obtain the centre of the spinner. If possible, get someone to check your assessment. The closer you can get to the centre of the spinner, the less the vibration will be once the spinner is correctly positioned on the aircraft.



SPECIAL FEATURES

WHAT'S THAT WOBBLE.....?

Once the centre was determined, I took my wife's red nail polish and placed a drop at the center point of the spinner.

The following day after performing the safety checks again on the aircraft, the spinner was fitted with the six locating screws and lightly tightened.

Using a flexible measuring tape and placing your foot on one end of the tape, you can measure the height from the ground to the red dot on the spinner.

Keeping the tape in place with your foot and rotating the propeller through half a revolution, re-measure the height to the red dot. The difference is the degree of run out.

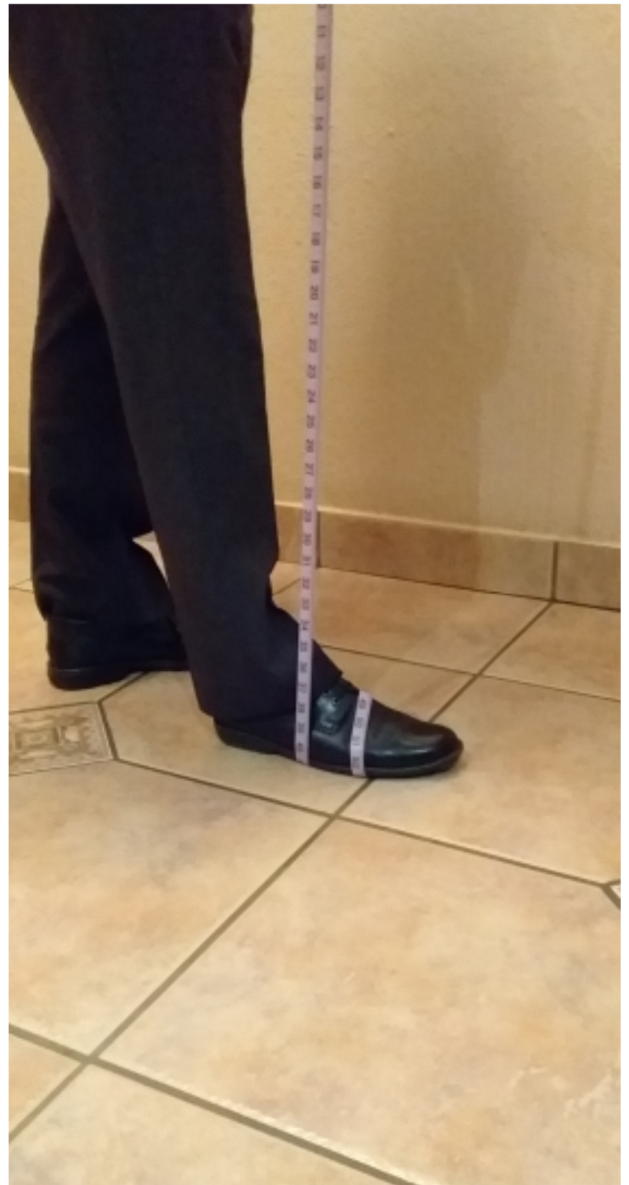
As an example, let's say the first reading was 1520 mm and the second reading was 1524 mm. The spinner needs to be moved by 2 mm so both readings will read 1522 mm. In this hypothetical example, 1522 mm would be the magical number.

Once the process is complete in the horizontal propeller position, repeat the exercise with the propeller in the vertical plane until all the readings in the propeller horizontal and vertical position are as close as possible to 1522 mm.

After all the spinner locating bolts are tightened, remove the masking tape and polish the spinner.

By doing the aforementioned process, the spinner should be as close as possible to the centre position and the vibration should be something of the past. In the case of my Jabiru 430, it was "Mission accomplished". Some research from the internet suggests that removing a plug from each cylinder before rotating the propeller eases the rotation process, as you are not fighting the engines compression stroke.

There is also the method of rotating the propeller with the plugs removed. By using a pencil, one can determine the high spot on the spinner. Moving the high spot towards the centre should centralize the spinner. This is an iterative process, as you never know how much the spinner should move.



Some people also start the engine and mark the spinner whilst it is rotating. I cannot promote this idea and would avoid doing it, at all costs. There are safer, more accurate ways of achieving a centralized spinner.

SPECIAL FEATURES

WHAT'S THAT WOBBLE.....?

Is it really worth the effort, considering that, it is just a small vibration? We know that vibrations are as a result of an out-of-balance mass, and the generated force could range from a minor irritation, to something that is destructive of nature. Aircraft engines are designed to operate smoothly, rather than producing vibrations. Vibrations can accelerate wear, cause looseness of parts and result in fatigue failures if the vibrations are not corrected and allowed to increase in magnitude. We know as pilots that the securing bolts on an aircraft engine are rather small in diameter. If the spinner fails and causes damage to the propeller, the forces generated could rip the engine out of the mounting brackets. Should that happen, the centre of gravity moves backwards, and no amount of elevator authority is going to help you recover the aircraft. Besides the extreme cases of losing an engine, who wants to fly in an aircraft that is vibrating? Vibrations are causing fatigue damage in areas that you may not be aware of, until, a failure takes place. Such failures are normally of a catastrophic nature.

As a safety precaution, investigate any unexplained vibration, regardless of the intensity or frequency.

The next time you are flying, lightly touch the windshield with your fingernails. You may be surprised at the degree of vibration being generated by the rotating parts. These forces pass through your aircraft engine to the fuselage. With some professional help or, a bit of tender loving care, you can reduce the vibrations to negligible amounts that should never cause any damage to your aircraft. Always remember that the propeller is a very dangerous piece of equipment, and should be treated with due respect.

On a closing note, never use the spinner to move an aircraft on the ground. They are at best, very flimsy, and you could end up introducing an unwanted vibration to your aircraft should the spinner move.

Fly safely.....

Rob

SPECIAL FEATURES

A BIT OF TRIVIA

BY JAN MARAIS



A bit of trivia....A while back, whilst we were running a series on SAAF aircraft, the question arose as to how the Hercules C130 got the nickname 'Flossie'. Well, here we have it courtesy of Jan Marais from Who's Who in the SAAF. Here is the story of where the name "FLOSSIE" came from. Not many years after the arrival of the C130B's onto the SAAF register, South Africa became embroiled in a Border War along the South West African/Angolan border. There has been much good and bad written about that conflict and I am not going to add further to that issue, other than to point out that the C130's were used on a daily basis to convey troops and material to and from the border, and in later years SAFAIR, operating L100's, were contracted to assist in the air transport effort. To the casual observer the C130 and L100 look so much alike that one could be forgiven for thinking they were the same. Having said the above I can now get on with my story. At 28 Squadron, the operators of the SAAF C130's, was a Flight Engineer named Phil or "Flippie". He was a most dedicated man who ate, slept and dreamed C130. In his private life he was a most disciplined man (real old school, soldier), who never did a half job of anything. You all know the type, "if its worth doing, do it properly or don't do it at all" Phil was married to a lady with the real old English name of Florence. In her family she

was called Flo, and among her siblings she was called Flossie. (by now you can see where this is going) Being the consummate professional Phil would ALWAYS walk out, long before the rest of the crew, to the aircraft he was scheduled to fly in and do a proper pre-flight inspection. A few of his fellow flight engineers would pull his leg and tell him the aircraft was only due for a major technical inspection at a future date. His standard reply was "Chaps, if you treat and look after your aircraft like you look after your wife, she will never let you down" This comment always gave all of his Squadron mates a smile. Over the months, whenever his crew were due to walk out to the aircraft they would ask "where is Flippie, is he at Flossie? or Come guys we shouldn't keep Flossie waiting" or comments along those lines. In time the reference to Flossie was made more often at the movement control section at Air Force Base Waterkloof and more and more people became attuned to this reference and this then morphed into all troop transport, becoming known as "FLOSSIE"

You may ask how I know this bit of history. The simple answer is that Phil was my Father and "FLOSSIE: was my Mother.

Editors note : A great story and thanks to the author for penning it.

ADVOCACY

PAUL LASTRUCCI

ADVOCACY ARTICLE CONTACT OCT 2019

Progress made on the Approved Persons Scheme with the SACAA and the Aviation Recreational Organisation position at the moment.

As per the previous articles, the EAA as part of the Recreational Aviation environment within the Aero Club and its AROs and Sections have had Stakeholder meetings with the CAA to gain an understanding of the Recreational Sector, which was held early in the year.

The last engagement was held on the 27th-May, where discussion revolved around restructuring of Training ATO's and exam centres, discussion on Part 61/62, Part 141 & Part 149, where Part 149 which governs ARO's will be receiving significant attention given the problems seen in the past.

Since this engagement the AP workshop was held in late June, and communication on this was shared with the APs, in summary some progress has been made where an AP Panel has been constituted represented by key members of AROs, however the 4 day workshop that was planned to review the most elements of the AP scheme Part 66 sub part 4 has not yet materialised to re-align the many anomalies of Part 66.4, validate the APs in terms of their active status and their ratings, and further define the terms of reference of this panel.

In further discussion with the CAA there have been delays which remain concerning.

There has been an instance where an AP certificate of an AP has lapsed only by a few days and given the system problems the SA CAA and the recent transition by RAASA into the SA CAA the directive is to have the AP rewrite Air Law was requested for the reissuance.

This is typical of the SA CAA folk summarily deciding outside of their mandate.

The AP has been doing this for many years and all of a sudden wham! Comply or you don't get your certificate.

Ironically a certified AME certificate can lapse for 36 months prior to any rewrite of air law

is required, and this is the disparity that is causing the problems.

There was an extensive ARO discussion in October at Ambrosia Hall in Midrand convened by General Aviation department within the SA CAA and it that dealt with Part 149 which is the part that deals with the governing of the ARO within the SA CAA regulations.

It was a lengthy 4 day discussion of which a consensus was agreed that a large part of these regulatory requirements would be now handled by the respective ARO's as they all have unique requirements within the aviation environment here in South Africa.

The EAA ARO Manual of procedure that was completed in 2011 to comply with PART 149 was reviewed by RAASA at the time and for almost seven years sufficed without any major updates. EAA members, in their going about of their daily business does not require us having to assume any regulatory role we simply comply to the aviation regulations and we fly and build our aircraft and there is a huge social aspect to promote recreational aviation.

During RAASA's final tenure further detail on how we operate needed to be documented so that if there was any transgression to what was documented, we would be audited against same and where there are disparities we either suspended as an ARO which happened or taken to task which I believed was wrong and utterly heavy handed. Nevertheless our EAA exec ironed out the requirements and through the help of SAPFA we reverted membership through this section to remain compliant with this draconian requirement and the EAA ARO is in its final stages of compliance. Many thanks to Marie Reddy, Marc Clulow and Rob Jonkers for the many hours they put in.

ADVOCACY

CONTINUED

In 2018 an extensive detailed position paper with recommendations and a way forward was submitted by the Aero Club put together by the AeCSA exco on behalf of all the sections with considerations and inputs detailing the way forward from an Aero Club perspective on ARO's.

It was sent again as reference material for the Oct 2019 conference. Frustratingly a new set of faces take us back to square one.

This is where the one step forward two step back waltz with the CAA folk seem to roll and for the volunteer folk that take 4 days out of their places of employ to endorse rather than rewrite of these issues is not acceptable.

The position paper dealt with Inputs going forward including, Rewrite of elements of Part 149 and alignment of Part 149 for all sections EAA included, to be commensurate with the ethos of Recreational Aviation and take into account:

- Self-Governance – established via a discipline specific MOP
- Establish a peer review system that is set up and agreed to by the various stakehold-

ers

- Embody limited policing
- Establish simplicity in paperwork, forms, licencing - to be completed in the various disciplines and actively limit levels of bureaucracy
- Establish cost effective fee system, and vital with the transition to ensure costs are contained and kept to a minimum, which will be different for each ARO.
- Discipline based ARO's, with no similarities allowed between them to ensure parity of regulations and MOPs

Issues such as licensing would be best served by the regulator; however, agreements must be in place to structures any requirements per section.

We will continue to ensure the common sense type of requirements find a place in the regulations, and we continually challenge any tea time rule in order to create a workable plan going forward. Not so easy!!

Fly Safe
Paul

LAST WORD

As usual, John Illsley's article featuring Important Aircraft Types in South African Aviation is a fascinating tribute to the pioneering Airmen and Women who made Aviation History in South Africa.

Without the ground breaking energy of these early aviators, none of us would be flying today and our lives would no doubt be poorer as a result.

Thank you John for your amazing insight and the years you have devoted to the pursuit of Aviation History in our country. Thank you too, for sharing your work with us. Really appreciated.

The fact that you are reading this page confirms the passion we share in flying and aviation as a whole, but sadly, we are in crisis and recreational aviation is facing extinction because of over regulation.

I am sure you join me in wishing our Team strength, wisdom, tenacity and success in their negotiations with our Regulators and look forward to retaining our "Freedom of the Skies"

Thank you Team, for representing us in this trying and difficult arena.

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

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

The gathering of timeous information for this publication remains a challenge, and I appeal to everyone again to send me your news , 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.

Send to : contact.eaasa@gmail.com

In my first attempt at CONTACT! I threatened to bombard you with helicopter content, hence this month's cover pic.

Isn't she beautiful?

Fly safe.

Eugene Couzyn

