

...Contact!

October 2020



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EAA's Taildraggers Fly-in to Warmbaths (Bela Bela) 18-20 September

By Athol Franz

What a fantastic turnout! Altogether 114 aircraft counted of all types attended this year's delayed EAA Taildraggers annual fly-in, staged for the first time at the Bela Bela Falcons' Flying Club, which has only ten members, at Warmbaths Airfield.



Vans RV 8 - ZU FSM

Since its inception, this event was always staged by Richard Nicholson and his wonderful family at Nylstroom airfield, but due to the rapid encroachment of the adjacent township, this airfield is no longer safe for General Aviation. Richard advised me that he would be moving his entire operation from Nylstroom to Bela Bela airfield and that construction on his new hangar complex would soon start. What a tragedy that yet another valuable asset, in the form of a licensed runway and airfield, is being overrun by squatters who are deliberately invading the Nylstroom airfield. However, the local authority and the SACAA simply stand by and allow this intrusion to happen.

Probably the most terrific aspect for me at this wonderful day in the sun, was the opportunity to meet up with so many EAA friends after the COVID-19 lockdown, which has frozen General

Aviation for most of this year. This event was sponsored by PilotInsure and it was great to meet up with the team. Horace Blok won his next medical check up sponsored by PilotInsure and the raffle winner was Courtney Taylor won two hours in a flight simulator also sponsored by PilotInsure.



The African Pilot team consisting of Charlie and Fiona Hugo, Christine Brits and I, were well accommodated by the Flying Club to allow us access to the flight line, the control tower and the vast aircraft parking area. Although we arrived early, the temperature rapidly soared through 35 degrees Celsius, but around lunchtime some welcome clouds started building. When we drove home, we could see the



Dornier Do 67

weather worsening and although there were threats of rain, none fell in the region of Warmbaths.

Despite the heat, many pilots took to the air to enjoy flying with their friends and colleagues in the region. This was not an



ZS VXA McDonald Fly Baby

airshow, therefore all flying activity was restricted to straight and level flights along the runway. However, the Puma Energy Flying Lions made an appearance with the four Harvards. After spending some time meeting fellow aviators the team took off and



ZS WCA Pa 12 125 Super Cruiser

presented its usual well-practised routine, to the delight of the crowd on the ground. After its performance, the Flying Lions team returned to Rand Airport.



Event Safety Officer Nigel Musgrave

A big thank you to Nigel Musgrave and Bo Burger for manning the advisory air traffic control at the top of the steel structure that had been relocated from Nylstroom. Nigel was also the safety officer on the day and he was responsible for preparing all the documents required for the event to be legal. Judged by Nigel and Tony Smit the winner of the airmanship competition was Rudi Greyling who flew in from The Coves. Sean Cronin donated a set of the personalised chocks that his company Gluteck manufactures to the winner.

I counted about 20 tents that probably accommodated in the region of 40 people who



Puma Flying Lions Harvard Display



Ivan van der Schaar's Boeing Stearman



Frank van Heerden's beautiful newly acquired Super Cub

spent Friday night under the stars camping in a secure area. Richard told me that at least the same number camped overnight on the Saturday. Thanks, must also go to the members of the Falcons' Flying club for their excellent catering arrangements. Captain Karl Jensen waxed lyrical on the microphone, as only he can, all day Saturday entertaining the pilots, their families and friends. A quote from Karl: "This fly-in certainly satisfied an appetite for aviation." Thank you, EAA Chapter 322 President Neil Bowden, for your initiative in encouraging EAA members to attend these functions with the MACH incentive programme.

This year, African Pilot has prepared a substantial gallery of photographs which can be downloaded from their digital magazine



Piper L21 A - ZU JAK



ZS WZO Atlas AL-60C – 4M Kudu, Mark and Erika Bagdahn



Covid Compliant!



ZU IMX Zlin Savage Cub



Braai time



Camping on the airfield



The Puma Flying Lions Team – Ellis Levin, Arnie Meneghelli, Scully Levin & Sean Thackwray

Reminder! EAA Chapter 322's monthly gathering Wednesday 7th October 18h30 Face to Face at Dickie Fritz and ZOOM



Taildraggers Photo Gallery – Photos Athol Franz and Christine Brits





Some “Take-outs” from Paul’s Presentation

- Safe & successful missions – it doesn’t do anyone any good to kill people
- Understand your real risks. eg 25% of fatalities in experimental aircraft are caused by engine failure on take off.
- Always have a back up plan. Even if it’s not particularly good, at least you have thought about it
- Think about and understand your redundancy
- Keep things Simple. Perfection in design comes when there is nothing left to be taken away, not when there’s nothing more to be added
- Always provide margin, not only structural but also in your operations
- Make data based decisions
- Testing is better than analysis
- Develop your flight rules. Flight rules are decisions you make in advance. It’s important to write them down and it’s important to follow them
- Write down your requirements and build your plane according to that – watch out for “mission creep”
- Details count – most aircraft crashes are due to something small that gets compounded

EAA Chapter 322 September Zoom Gathering

With Covid-19 Level 2 restrictions still in place meant that we were once again restricted to the “Virtual Gathering” format.

The gathering kicked off with the usual chapter business, finances, approval of previous minutes and birthdays, lots of birthdays for September, so many that we had to redesign the Power Point slide! Twenty two members in all!!

Rob Jonkers once again updated us on what we can and cannot do flying wise under Covid restrictions – could that be the last update? Let’s hope, unless we go back to Level 2! Thanks Rob for all your efforts in this regard.

By this time it was decided that the Taildraggers Fly-in to Bela Bela would go ahead and Richard Nicholson briefed us on the event and rules we should follow.

Presenter for the evening was Paul Dye, NASA’s longest serving mission control leader. Editor at large for Kit Planes magazine and a keen EAA homebuilder. Paul serves on EAA’s Technical Council, is an avid homebuilder, flies an RV 8 and a Subsonix Jet and has published many books including his latest ***“Shuttle, Houston – Life in the center seat of Mission Control”***. His wife flies an RV 3 and happened to have done her PHD research in geology here in South Africa!

Paul’s presentation titled “Experimental Aircraft – Lessons from Mission Control” proved to be extremely riveting – I noticed not one attendee dropped off during the talk! For those that could not join, the gathering was recorded. Click on the link below to catch up on Paul’s presentation.

Paul’s book is available on Amazon.

[Click here to view the EAA Chapter 322 September Gathering and Paul Dye’s fascinating presentation](#)





EAA National President's Column

David Toma

After a wait of a "mere" 24 working days I finally got my licence back from my most recent renewal application. This meant that I was one of the unfortunate ones who ended up on the ground for just over three weeks, even after being declared "competent" during my renewal and paid up my annual currency fees! I didn't let this stop me from enjoying what can only be described as a successful first Warmbaths Tail draggers Airmanship Competition as I hitched a ride in a beautiful RV-10, ZU-MTB. The nose wheel didn't help things but thanks to the RV's speed we went via FAQR (Potgietersrus or Mokopane) to get the juices flowing first for

what turned out to be an amazing day out. The atmosphere created by the Warmbaths Flying Club was amazing! This was definitely the sort of gathering that was truly missed during the last few months and I look forward to many more Warmbaths / Bela Bela Tail Dragger Fly-ins! Congratulations and very well done to the Warmbaths Flying Club for hosting such a fantastic event.

Furthermore and without letting my lack of licence slow me down, I also hitched a ride in the same RV to both Heidelberg and Groblersdal fly ins during the following week. Both of these events were well supported but it would have been that much nicer if we had more of us out there as was the case at Warmbaths!

With regards to the ATF's and pilot licences, we have been promised that the current system is back "up and running" again so that we can expect the "normal" turnaround times. However I can assure you that the process of finding a fix for this problem of ours has already been initiated. I would kindly like to request that you keep a look out for our online surveys as we try to get the information to the powers that be to assist you with your applications.

Having said this let us all do our best to not let the current state of affairs ruin our love for aviation! Let us keep the projects going and if you need assistance with the build numbers give me a shout and let us make that dream plane of yours a reality! Let's get out to as many events as we can. Not only is it good for the soul but it allows us to help one another during these trying times. In a perfect world we would have all our members at all of our events and then a sea of new visitors as well. From experience the reality is vastly different with many a form of "adulthood" type responsibilities keeping us away, or fear of weather now that the storms are around the corner. I would like to urge you to click on that zoom meeting link, even if it is just for an hour. Drive through to your next chapter meeting, even if it is just for a drink. Fly through to the next fly in, even if it is just for breakfast. Go out to your hangar, even if it is just to visit your project/aircraft. We all just need to get back out there to our normal and soon you will realise what you have been missing out on and you will hang around for longer and longer where we will see those camping sites overflowing. Just keep in mind when making promises about the time when you will be back at home, that an hour at an airport is at least three hours in real life! This conversion factor avoids many an argument/misunderstanding with your loved ones with regards to this topic.

Fly Safe, Fly for the love of Flying and keep those projects going!

David B. S. Toma



This month a kind donation of books, owned by flying legend Bill Lees-Smith, was made to the EAA Library by Bill's daughter Trish Walton – thank you Trish, much appreciated!

Bill Lees-Smith

Raymond Lees-Smith, better known as Bill, was born in 1921 in Johannesburg. Bill's dad was a military man who fought in the First World War. He remained in the military which meant the family spent most of their foundation years moving around the country. Bill did most of his schooling at Dale College before settling in Natal for a period. During his school years he participated in any activity available. He had a love for water sports and represented his province playing water polo, diving and swimming. He also had a passion for boxing. Bill's school



Always the joker, on a SAAF Association flight, Bill plays air hostess!

reports all stated that he was boisterous, lively and mischievous. This reputation lived on with his larger than life personality which often resulted in him being in trouble.

Bill joined the Air Force at an early age just as World War 2



Bill loved flying Harvards

broke out. Bill flew Catalina's and was based in North Africa. His 21st birthday was celebrated under the wing of his Catalina. When the war ended, he was employed at Durban airport where he worked his way up to manager. In 1965 he was offered a position as flight simulator instructor at Jan Smuts airport. He officially retired in 1981 due to retirement rules but remained at SAA as a consultant for a further period.

Just after he retired, the family flew to Hong Kong on holiday. Bill had to prove to himself and his family that he still had it in him when it came to flying and proceeded to land the Boeing 747 at Hong Kong's airport!

Bill's passion was the military and the Air Force. He was an active member of 40 Squadron, he joined the military at Benoni Commando before moving on to the Edenvale Commando. During this period he climbed the ranks and one stage was a Captain and was well respected. The family teased him each weekend as he went off to "to play soldiers".



40 Squadron – 2/Lt J A Earle second from left back row, Cpt R D Lees-Smith fourth from right front row and Lt R A N Turvey second from right front row



Ann and Bill

He then went on to join the SAAF association and played an integral part of the Organisation. He was a mentor to many and respected by all.



Bill's flying career came to an abrupt end when his mischievous side got him

caught flying below ground level, dipping into the Kimberley Hole. On that particular day there was a military parade in Kimberley and certain military personal where on the observation deck. Problem was that Bill could not refuse a dare which resulted in a couple of wild moments. A few of them were

- flying into the Big Hole at Kimberley
- flying under power lines at Crown Mines
- knocking all the long drop ablutions over at Heidelberg Kloof.

Bill loved to socialize but his family was always important to him!



1998 - Colin Trader, William and Moira van den Bos receive their Order of the SAAF Association from Jeff Earle and Bill Lees-Smith



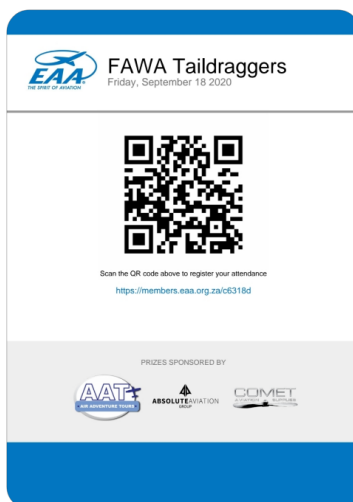
Scan the QR Code

... and you could be heading to Oshkosh!

EAA's MACH Program is a reward scheme designed to encourage member's participation in EAA activities. By scanning the code your participation at this event will be recorded and you will earn MACH points. The more points you have, the greater your chances will be of winning at our prize giving draw!

How do you earn MACH points?

- Join EAA
- Attend EAA events
- Volunteer for EAA duties



- Scan the QR code with your phone
- It will take you to the MACH site
- Enter your EAA Membership No. (eg BWD/N2)
- Your attendance will automatically be registered and your Mach Points will be allocated

Not an EAA member? Join today and be in-line to win great prizes, including a trip to Oshkosh!

Contact eaasouthafrica@gmail.com

MACH Update

"Member Awards for Chapter Help"

Taildraggers to FAWA was our first live event where we could put in place our MACH program. QR Codes were displayed around the clubhouse on posters shown above, and attendees were encouraged to scan and register their attendance and thereby be awarded with points. Members who helped in organising or running the event were also awarded points. It was great to see on the admin site that many members did scan the code and earned their MACH points!

Our next live event will be the 322 monthly gathering at Dickie Fritz – make sure you are there and scan the code!

For those that are not sure how to do it, assistance will be available to walk you through the process.

Top 10 scores as of 25 September 2020 were as follows

Sean Cronin	Mach 2,5	David Toma	Mach 1,9
Karl Jensen	Mach 2,5	Paul Lastrucci	Mach 1,9
Mr R	Mach 2,5	Mark Clulow	Mach 1,8
Andy Lawrence	Mach 2,0	Rob Jonkers	Mach 1,8
Athol Franz	Mach 2,0	Nigel Musgrave	Mach 1,8

Please remember! Everyone has a chance of winning in the final draw, but, the higher your score, the greater your chances!

[Click here to Check your Score](#)

Events Gallery – Photos Karl Jensen



Several weight-shifts also attended the fly-in to Groblersdal



Corvette, beautiful cars and airplanes at Heidelberg



Flight line at Groblersdal



Visitors to the Groblersdal Vliegklub



Neil Fenton & Gerhard Potgieter



Groblersdal Fly-in Saturday 26th September 2020



Swarm of Gyros - Groblersdal



Bugatti, Bentley "Blower" and



Bi-planes Heidelberg Thursday 24th September 2020

Rarely seen Stinson 108 ZS JVL

EAA Chapter 322

Johannesburg

Meets 1st Wednesday at Dickie

Fritz Hall, Edenvale

Committee Members

President

Neil Bowden

neil1@telkomsa.net

Vice-President

Sean Cronin

Treasurer

Mark Clulow

Secretary

Ronell Myburgh

EAA National

Exco Members

President

David Toma

Vice President

Paul Lastrucci

Treasurer

Mark Clulow

Secretary

Marie Reddy

Committee Members

Membership

Mark Clulow

Young Eagles

Keaton Perkins

PRO

Karl Jensen

Website

Dean Fernandez

Newsletter

Neil Bowden

Safety Officer

Nigel Musgrave

Finance Assistance

Brad Stephenson

AP Representative/Technical Officer

Peter Lastrucci & Andy Lawrence

Auditorium

Marie Reddy

September Gathering's Mystery Aircraft



RV 5 N5RV is the only example of this small metal single-seat aircraft that was originally flown with a half-Volkswagen engine and then with a two-stroke Rotax 447 engine

The photo, taken at Oshkosh 2019, was of the restored aircraft, designed by Richard van Grunsven and originally built in the mid-1970's by members of the community and EAA Chapter 105 members. It was an investigatory and conceptual design intended to, amongst other things, address the fuel crisis at the time.

The RV-5 is extremely light, weighing just 315 pounds including the engine, and is unique compared to Van's commercial line of aircraft due to its mid-wing configuration

Office Bearers needed for 322 Committee

"You may be thinking, "Wow! I would give anything to be an officer on the world renowned EAA Chapter 932 board!" Well dear reader, this is your chance! We are open for nominations."

These were the words of Kaylin Hart, Chapter 932 Galt Illinois in their September Newsletter and quite applicable to our own 322 situation! November also sees our election for new Committee Members and we urge members to nominate candidates or volunteer. Positions that have to be filled are;

- President
- Vice President
- Treasurer
- Secretary

Bear in mind that as a committee we work closely together and there is always great support amongst committee members. If you have your chapter's best interest at heart and feel you have something to contribute, please contact anyone of our 322 Committee, details in column on the left!

Punching Holes in the Sky



Scully signing Richard Nicholson's copy at Taildraggers



Punching Holes in the Sky, the long awaited collection of flying anecdotes from South Africa's pioneering aviator Scully Levin, is now on sale. This publication includes highlights from his 56 years of flying! Contact Karl Jensen to order one of only 1 000 limited edition autographed copies. Books cost R300 and include postage or R250 collect in Randburg

Karl's contact details Cell 082 331 4652 e mail karlpix@icon.co.za

Flying Legends Talk Show

Click here for the the recording of
Karl Jensen interviewed by

Scully Levin

Now available for all to
view on the

EAA of SA YouTube channel.

EAA Chapter 1502

Durban

Committee Members

President

Alan Lorimer

Vice President

Russell Smith

Treasurer

Robbie Els

Secretary

Mike Korck



Chapter 788 President Brett Williams and Russell Phillips

Good news from the Eastern Cape!

EAA Chapter 788 is in the process of being re-established after a few years of dormancy. Four local members met on the 29th September 2020. The Chapter would like to forge a relationship with other Chapters and serve the whole Eastern Cape not only Port Elizabeth. Deon Swanepoel was chosen as Treasurer and Brett Williams as Chairman. We would like to encourage all EAA members to spread the word among the aviation community that there is a home for them in the Eastern Cape.

Missing Man Formation

for Wayne Giles and his wife Janique

By Karl Jensen



In the previous CONTACT! I wrote about the dreadful tragedy that happened to Wayne Giles (EAA 322 Member) and his wife Janique in their home on 4 August 2020 at Fly Inn Estate. Their daughter Rachel was also hurt, and her upper femur seriously injured. This required intensive treatment and thankfully, a month after the attack, Rachel had sufficiently recovered so she could attend the memorial service. The service took place at the Chez Charlene venue east of Pretoria on 5 September. The service could only be attended by 50 people and this prevented many of our EAA members attending.



I was asked to arrange a 'Missing Man' formation in deference to Wayne and Janique, which I was very happy and honoured to do. I sent out a few WhatsApp messages and received a good number of volunteers from pilots who were most probably not versed in formation flying. It is easy enough to fly in a loose 2 ship flat formation, but more aircraft than that becomes hazardous for untrained participants. The initial solution was to ask for volunteer experienced formation pilots to fly along as safety pilots. I approached several friends who were former military

pilots who were all willing to assist. This would have been difficult enough with the different aircraft types on offer and would involve expensive practice.

Then, like manna from heaven, I was contacted by Nigel Hopkins, who offered 4 of the Raptor RV team to take part - this was a real blessing that would eliminate any uncertainty and risk in doing this wonderful aviator tribute. The family asked if I could arrange for the first aircraft that Wayne built, Jeremy Woods' Bearhawk Patrol, to be part of the formo. Without hesitation Jeremy made the Bearhawk available and we agreed that I would fly it in the formation. This aviation fraternity that I find so inspiring, once again showed their spontaneous generosity and caring.

The plan was to all meet at Kitty Hawk, a short distance from Fly Inn Estate an hour prior to the fly-past for a briefing. A few days prior, I mapped out a plan for the track to be followed that would have maximum visual effect and not encroach on the ORT CTR. I flew the proposed track in my 170 the day prior to confirm the co-ords of the entry points and turn radii. These were to fly direct to Microland near Bapsfontein and then cross the threshold of the Fly Inn runway where the spectators could gather and

maintain the COVID protocols. We would then continue straight ahead for 1nm to avoid a large cattle feedlot before turning downwind for the 2nd pass and the missing man break away.



I had expected that Nigel Hopkins would lead the formation in his Dad Derick's RV8, but he insisted, rightfully that the Bearhawk leads to set the speed so there would be plenty of latitude in performance for the 4 RV's to keep station. The RV's were skilfully flown in the choppy air by Trevor Warner, Stoney Steenkamp, Nigel Hopkins and Ryan Beaton.

The flypast was a great success and very well received by the emotional friends and family on the ground. The 'smoke on' call was made 1 mile prior to the spectator point and 'off' a mile after. After turning downwind on the first pass, I managed to glimpse the smoke carpet that seemed to hang over the spectators despite the afternoon turbulence. That choked me up with emotion - it was an amazing site. On the second pass, the Bearhawk climbed away, steeply passing overhead the crowd while the 4 RVs kept station with billows of smoke straight ahead. By 'smoke off', all aircraft had disappeared from view, returning to Kitty Hawk.



The Bearhawk was landed at Fly Inn a few minutes after the formation had vanished so that Jeremy Woods could give Wayne's brother Lance a ride in the plane. Another amazing scene on the ground among the emotional spectators was a brilliant white flagpole with a SA flag fluttering at half-mast with Wayne Giles Cessna 185 and Bearhawk LSA standing on either side. Jeremy flew me back to Kitty Hawk to collect my car and then flew off to his home at Silver Creek near Rustenburg.

This sad event and wonderful tribute to dear friends will live with me for ever.

Karl Jensen



The Whisper X350

By Dr Brett Williams, EAA 778 Port Elizabeth, South Africa EAA # 1307762

The Whisper X350 is a two seat fully composite aircraft. It was designed by Dr Russell Phillips, who also designed the Whisper Motor Glider, of which 30 plus are flying. Russell is a Mechanical Engineer and heads up a department at our local university in Port Elizabeth South Africa.



The Whisper X350 is a low-cost to build, low wing aircraft. I went for a South African design as the cost of importing kits is prohibitive due to our poor currency against the dollar.

The basic fuselage was supplied but the wings were of mouldless construction that I did myself. The latest Generation 2 aircraft comes with moulded wings supplied (see <http://www.whisperaircraft.com> for details on the second generation). I also constructed the tail feathers.

I received Fuselage Kit Number 3 (before the prototype flew, that's how much confidence I had in the designer's abilities!!). I had a helper, Andrias Ramape, who assisted with all the fibreglass layup and sanding up until the painting and polishing stage. The rest of the build numerous friends assisted at various stages and I also had Russell constantly guiding me.

I started building my aircraft (ZU-TCC) in late 2013. It took 4 years to build and unfortunately many very significant life events in between, when no building activity took place. My first flight was the 5th June 2017. I have completed a number of long cross-country flights, the latest to Cape Town which I did in 2.8 hours (394 Nm at 6500ft alt with an average 15knt headwind the whole way). I have 42 gallons of fuel on board, I had a TAS of 155 kts burning 7.9 gallons/hr.

The critical control surfaces are all statically balanced. I chose to have carbon-fibre ailerons as the weight saving with the balance weight was substantial. The control forces are light and crisp and elevator control is excellent throughout the speed range (note I am not a test pilot but that is what I believe). The Vne is 200

knots and Russell and I have been very "close" to this in his Whisper X350. I fitted a second hand 180HP Lycoming F1A6 engine from one of the scrapped Club C172RG aircraft. It was a casualty of corrosion in the tail. The engine still had about 100 hours to TBO. The engine turns a 72" Whirlwind composite and ground adjustable propeller. I flew the aircraft until July 2019 when I overhauled the engine. I brought back all the parts from Oshkosh (three suitcases shared among fellow travelers) and then redid the engine. The new engine now has 30 hours flying time and is purring along nicely. I opted to fit one electronic magneto (Surefly Magneto) which is performing very well. I note that Lycoming



Andries and Brett working on the spar

is now offering this magneto as well (it is black and mine is blue). The fact that Lycoming is endorsing this magneto gives me added confidence as I have an inordinately strong sense of self preservation.

The wings as mentioned are a mouldless construction. A shear web is constructed in two halves, then bonded together and a spar cap laid on the top and bottom. A spar box is separately constructed, and the wings are custom fitted into this. The spar box is then fitted inside the airframe.

I spent a lot of time designing the interior as I wanted the aircraft instrument panel to be visually appealing and "balanced". A good friend, David Michie, who helped with the electrics, is also a very accomplished wood worker and turned my grip, throttle knobs and canopy latch knobs out of a tree called "Hard Pear" or "Hardepeer" in Afrikaans. David, a pensioner, also doubles up as a hangar slave and general factotum as he is not paid. We joke about this often, although the jokes are weak, as David has an awful sense of humour.

The aircraft electrics were a real challenge for me, knowing zero at the start. I obtained a copy of "The Aeroelectric Connection - 12th Edition" by Mr Bob Nuckolls. I based everything on what I learnt in the book and layout Z13 which is in the book as well. David, being an Electrical Engineer, was obviously invaluable in this regard. He drew all the modified wiring diagrams and systems in CAD so that I could follow it during the build.



Clean cockpit layout and local Hard Pear control grip

The folks at B&C Electrical in the US supplied all the parts I needed. The avionics is basic as I do not intend to fly at night or in IMC. I fitted an MGL 7.5" iEfi and my iPad in a dedicated holder. This combination with a trusted paper map works for me. I have not fitted an autopilot, but I am thinking about this option.

The aircraft airframe is virtually maintenance free as it is composite. This was a major attraction for me as I live at the coast and we have nasty salt laden prevailing east and west winds.

I was flying an Algoa Flying Club C152 before I could afford to build my own plane. I had no tailwheel rating, so first did this on a Rotax 912 powered Savannah. The transition to the tailwheel was a challenge, as I had to constantly stab my legs with a sharp object to wake them up, as they are not used that much in the C152. Anyway, I have semi- transitioned well enough



Engine parts packed for flight back to South Africa

to a high-performance tailwheel aircraft. I now have about 120 hours total tailwheel time and am not constantly trying to kill myself, although there is still the odd landing that results in abject terror (for myself and the hapless passenger).

In summary, I really like my airplane. It is roomy across the shoulders (cabin width is 46.85"). The design is visually appealing, it is aerodynamically sleek and is a great tourer. In the air she is very smooth and responsive and is great value for money in my opinion.

My thanks to Russell for designing such a lovely aircraft. South Africa can be well proud of this design and designer, as we are of the "other" South African and his extraordinary vision (Elon Musk of Space X went to the same high school as Russell!!).

ZS SAN B 747 Lebombo

Submitted by Gordon Dyne

Brian Stableford has put together a comprehensive spreadsheet on SAA's ZS SAN B747 – dates she was flown, who the crew was etc. Too big to include in this newsletter, if anyone wants a copy please e mail Neil neil1@telkomsa.net to request. Below is a very short summary. Lebombo now sits at the SAA Museum at Rand Airport

SAA - LEBOMBO

First SAA Flight - 10 December 1971 (JNB-Luanda-London)
Special Flight - 24 June 1995 (Flypast over Ellis Park)
Last Flight - Lebombo landed at Rand Airport 5 March 2004

Years in Service - 31 years, 11 months, 14 days
Hours flown - 107 689 and 56 minutes (12 1/2 years airborne)
Landings - 20 304
Distance flown - 91,6 Million kilometers
Fuel consumed - 962,3 Million kilograms Jet A1

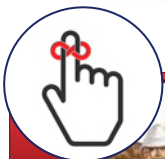
Tyres used - 3 385 tyres at R10 000 each - R30,4 Million - nearly double the purchase price of the aircraft.

Passengers carried - Six Million



Some of the titles donated by Trish Walton, Bill Lees-Smith's daughter

- Warriors of the Sky
Peter Bagshaw
- Master of Battle
John Wilcox
- See you in November
Peter Stiff
- Flying Cheetahs in Korea
D Moore & P Bagshaw
- Jetlag
Denis Becket
- Open Cockpit Flying
Victor Smith
- Cross of Honour
Ian Uys
- Out of the Blue
Laddie Lucas
- Bob Rogers
Roger Williams
- Roll of Honour
South African Airforce
- Way up, way out
Harold Strachan
- First Light
Geoffrey Wellum
- Beyond the Edge of the Sky
Crow Stannard
- Dancing the Skies
Carel Birkby
- Coastal Strike
Colonel John Clements DFC
- Wings of War
Laddie Lucas
- Buffoon in Flight
Peter Atkins
- Contact II
Paul Moorcraft
- Passion for Flight
Peter Bagshaw
- The SAAF at War 1940 – 1984
J Bouwer & M Louw
- Military Aviation in South Africa
Ron Belling



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Families and local enthusiasts

SATURDAY:

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Leisure flying
19:00 Brit Fish & Chips, Calamari &
Mussel surprise @ R220
Fines & "Gemsbok" initiation

SUNDAY:

Leisure flying and snooping around
beautiful Mossel Bay

ATTENDANCE ENQUIRIES:

nan@battlefieldslodge.co.za
082 446 9916 or 082 875 5419

TRANSPORT

Shuttlebus available or Car Hire

13 – 16 Nov 2020



FLY-IN ACCOMMODATION:

DIRECT BOOKING ESSENTIAL

* Albatros @ Hartenbos – Sleeps 4 @ R650
071 864 7506

* Diaz Hotel – 044 692 8400

* ATKV Various – 044 601 7200/
ATKVhartenbos.co.za



COORDINATES:

S 340925 – E 0220341
ELEVATION 526FT/14°C
1200m Runway 01/28
Tel: 044 6954025

MZY



For Sale & Wanted

Please send your ads to
contact.eaasa@gmail.com
No "commercial ads" please!

For Sale

Hangars for Sale at FAVV:
2 adjacent T-hangars facing
onto Duke and Citation
streets/taxiways respectively
at Aeroval Township,
Vereeniging airfield.
Remaining Extent of Erf 117,
Aeroval Township,
measuring 702 square metres.
Internal doorway between
hangars. End hangar has a
small store room. Water and
electricity in both
hangars. Sold as a single
property. Asking price is
R325,000.

Contact: Mike Brown
Cell: 0825537792
vintageflyer1@gmail.com

Hangar Space Available

Circus Airfield for 1 aircraft
R1 200 pm
Please contact Mark Clulow
Cell 082 447 8872
e mail mclulow@gmail.com



EAA Chapter 322 October Virtual / Face to Face Gathering

Dickie Fritz Hall Edenvale 18h30 – Wear mask and
please observe Covid-19 Protocols! 60 attendees
maximum

7th October 2020 18h30

