

...CONTACT!

March 2024



EAA National Convention 2024

Middelburg Airfield Mpumalanga
8 - 10 March



In conjunction with

8 - 10 MARCH 2024 - MIDDELBURG AIRFIELD

AEROCLUB AIRWEEK

Aviation For the Aviation Enthusiast



SA's BIGGEST General Aviation Event!

...CONTACT!

PRESIDENT'S COLUMN



Greetings!

Here we are galloping toward Easter and with the EAA Convention just around the corner. We are all setting heading on Middelburg to spend a few days rubbing shoulders and networking with the Recreational Aviation Community of South Africa. We are looking forward to an aviation packed few days and look forward again to hosting our EAA fraternity here in South Africa and showcasing a number of newly built aircraft, restorations and some classic and vintage aircraft that grace our sunny skies.

We have confirmations from our members throughout the country who will make the journey to Middleburg to enjoy what we have to offer. Please register through the WhatsApp process where all the pertinent info in terms of flying in to Middelburg as well as accommodation or camping is taken care. We really urge our members to attend this pinnacle event in the EAA calendar. A monumental amount of work has been done and special thanks to Neil Bowden and team, that have been working for some time now leading up to what is going to be great this year.

Be sure not to miss the Rotax Forum discussion should you fly behind one of these great power plants. If you don't, be sure not to miss it as you will gain a good insight into these great engines. Also not to miss is the Fuel vapour discussion that is fascinating, the brains trust that we have in the EAA is simply amazing. These types of presentations all contribute to safety and are presented in a very relaxed environment which is superb and young and old can learn a lot from them.

Please take part in the judging, nav rally and the STOL landing, and if you just want to shoot the breeze with long time and or new pals, that's also fine, just be there. You need to register your Mach Number at this event and all the others held during the year, you could be the lucky 2025 recipient of a trip to the World's biggest Aviation event, EAA AirVenture at Oshkosh that will be drawn later this year.

The Young Aviators has gained great momentum with a number of new members coming on board, Tyla Puzey and her support team that include her dad Mike and mom Kerry and a few more capable folk have really put a fresh spin on creating enthusiasm for aviation within the youth and is an ideal platform for networking for young pilots that are busy realising the dream of flight. There is great content being shared and it is setting up refreshing camaraderie amongst the Young Aviators. This is a much needed catalyst to ensure the younger folk share the power of aviation networking right on their doorstep.

We are on track to renew the EAA ARO for another year; our audit takes place in the second week of March so we should be good to go. Thank you to our team that ensures the required compliance is forthcoming.

I have really enjoyed flying to the meetings and the breakfasts so far this year which are well supported and provide great enthusiasm and the level of work and detail that is provided by our volunteers is world class.

Hoping to see everyone at Middelburg 8 -10 March 2024. Don't forget the Chapter 322 meeting and Young Aviators presentations on the 2nd March 2024 at the EAA Auditorium. See You there!

Fly Safe !

Paul



EAA National Convention 2024

**Middelburg Airfield Mpumalanga
8th to 10th March**

- **Camping on the airfield, book a tent or bring your own**
- **In town accommodation**
- **Aircraft and Flying Competitions**
- **Catering on the airfield**
- **Forums & Talks**

**Held in conjunction with Aero Club's Airweek – this is
Africa's BIGGEST General Aviation event!**

[REGISTER HERE](#)

Chapter 322

February 2024 Gathering



By Laura McDermid

The first meeting of 2024 at the Rand Auditorium got off to a great start. The weather played along for a quick flight into Rand Airport on the morning of the 7th February.

Dean had done a super job of getting the lawns mown and the weeds pulled and Coen and Ronnie were building up coals in anticipation of the morning braai.

People arrived by land and air and caught up with one another over a cup of coffee. By 08h30 the delicious hamburgers were ready for devouring before the start of the morning's proceedings.



A quick catch-up over coffee

EAA Chapter 322 chairman Neil Bowden welcomed everyone, before handing the mic over to Graham Richardson, the designated 'MC' for the morning.

Mark Clulow was first up with a quick recap of the financials.

2023 turned out to be a good year and the EAA Chapter 322 bank balance was looking robust.



Stuart, Laura and Jeff Earle with Seamus the Flying Dog

A whopping 63 young aviators signed up in January, giving the 2024 bank balance a wonderful boost.

Mike Puzey reported on the resounding success of the Young Aviators' first ever gathering at Eagle's Creek which had been organised by his dynamic daughter Tyla.

There is no doubt in anyone's mind that this initiative is the future of EAA in South Africa, and we are all proud of everyone involved.



Mike Puzey reports back on the Young Aviators

Jeff Earle was next in line to deliver a high level overview of the EAA Chapter 322's first workshop for the year, which will be on formation flying.

For those of you who don't know, Jeff was a colonel in the South African Air Force and flew Harvard's, Impala's and the SAAF Museum's P51 Mustang. He has operation flying experience and is a display authorizing examiner.

The workshop is to be held on the 20th and 21st of April at Airspan Executive Aerodrome in Rustenburg.

Please keep your eyes peeled for more detail on learning this critical skill in the coming month.



Santjie White talks about Pilot Fatigue

Our guest speaker, Santjie White, gave a superb presentation on Pilot Fatigue. Having been the Aeronautical Search and Rescue Chief and spending 40 years in search and rescue throughout Africa, Santjie is an expert on the topic.

Whether an airline captain or a fair-weather pilot, her extensive knowledge is relevant to all, and the audience was riveted by her talk.

The meeting would not be complete without Kaptein Karl regaling us with his wonderful stories and lively photo's featuring a variety of aeries interspersed with a perving giraffe and a flying pooch.



Kaptein Karl with Kykweer

The Cessna tail wheel impromptu gathering at Kitty Hawk was the highlight of the presentation showcasing Mike Puzey's great photography of the grand old dames in flight.

All too soon the meeting came to a close. During the course of the morning, the wind had turned westerly, thanks to Jeff Earle's intervention, runway 29 had finally been re-opened which meant a perfect take-off into the wind for a flight back to Eagle's Creek.

For the next 15 minutes we listened to our friend's voices over the airwaves as they departed to their various locations; we took comfort in the knowledge that we will hear them once again at the next EAA 322 meeting on the 2nd March.



The burgers are notorious

ZU BTT HAS A NEW OWNER!



Sequoia F8L Falco s/n820 built by ex EAA SA Chairman and ex Chapter 322 member Brian Nelson has a new owner, me!

By Alan Evan-Hanes

As a long time *Falconologist* who previously started building s/n1425 which was started by another EAA 322 member Coen Plantinga until divorce left me without a workshop, etc. When Ian and I sold our Super Cub, I started looking around for a replacement. I enquired about the whereabouts of Brian's Falco. Brian had sold the Falco to a low time pilot who hardly used it and found it in a rather sorry state in Potchefstroom, South Africa.



ZU BTT found in rather a sorry state in Potchefstroom

A detailed inspection was performed and all the critical items were in acceptable order apart from

a pesky oil leak. Once all the paperwork was sorted, it was delivered to me at the very same hangar it first flew from at Baragwanath airfield south west of Johannesburg in 2006!

I was a regular visitor to Brian's house during its build and always admired it, never for a moment ever thinking that I would ever be lucky enough to actually own it one day.

Owning it was one thing. Getting rated on the plane was a true nightmare. The CAA demanded that only an instructor be allowed to issue a rating and kept providing the names of 2 instructors – one of whom was deceased and the other instructor's rating had lapsed. I pointed this out to them. After a month of emails back and forth, I eventually got a reply from them with the exact same idiotic information!

I enquired if by exception whether the lapsed instructor could issue the rating. Apparently instructors forget absolutely everything they have ever learned the second their instructors rating lapses and my proposal would not be allowed. The lapsed instructor happened to be my younger handsome charming only brother, Ian; who was a B738 Captain, had thousands of hours of instruction and also happened to do nearly all of the development test flying on this very Falco between the first flight and the issue of its Permit

to Fly. A way forward was finally agreed, Ian would rate another instructor (who had never seen a Falco in his life before) and this instructor would rate me. You cannot make this shit up.

Luckily for an amateur built aircraft, the Falco comes with tons of good reading material, all sorts of documentation and many pilots reports. All these were provided to David Toma, who absorbed them like a sponge. The Falco then had to be put onto an approved flight school's training fleet just for the issue of this rating, along with fees, insurance and various contracts. Ian flew with David and David then flew with me, all done within less than 3 hours of flying and a not inconsiderable amount of unnecessary costs and bureaucracy.

Annoyingly, Ian had actually offered to rate me on the plane when we flew the Falco together in 2006 and we did the full PPL renewal syllabus as it was right at the end of the development test flying. If only I had taken him up on his offer!

Falco ZU-BTT had a landing issue on its very first flight with Brian Nelson on board in 2006 when a weld failed on the nose gear (the welder just forgot to complete this bit). This did remarkably little damage and it was flying again within a month. In 2012 Brian was taking it cross country when it lost the propellor in cruise flight. Brian did a superb job of landing it on a desolate tar road sans any damage except missing a prop and spinner. The engine was checked and rebuilt following this due to over speeding.

The official accident investigator attributed the propeller departure to over-tightened bolts. What absolute rubbish! Anyone who knows Brian, knows just how fastidious he is about things like that. And the fact that he was not only a qualified metallurgist but also Technical Director for one of South Africa's leading firms of steel rope manufactures for the mining industry. It was due to under tightened bolts which will allow chatter and then fail. He had torqued them exactly to the propellor manufacturers recommendations a couple hours before the accident flight.

Anyway two major events followed the accident. The propeller manufacturer issued a service note

which doubled the torque of the bolts and Brian elected to give up flying mostly due to the personality clash with the misinformed accident investigator.

Brian sold the Falco and the hangar it was in, to a pilot who sadly hardly flew it. It languished there until I was lucky enough to buy it.

Unusually it sports a carburetted 160hp Lycoming O-320-B3A with a fixed pitch propeller, whereas every examples except the very first few all had fuel injected motors and constant speed propellers. Whilst the performance is not bad at all, it really would benefit from a constant speed propeller. My airfield elevation is 4520ft amsl and the average summer density altitude easily exceeds 8,000ft in summer. This Falco is fitted with the 14 sec gearbox for the main landing gear which means an anal sphincter challenging take-off to accelerate from rotation speed of around 65 KIAS to 90KIAS where it will fly happily. I am only getting 2250rpm at the start of the take-off roll – not enough of the available horses are being put to work when needed most.

It has two tiny Volkswagen Beetle oil coolers which do an adequate job but allow twice as much air into the lower cowling than necessary.

It is easy to criticise, but remember Brian built this Falco before the advent of the internet, the fall of apartheid and among the most severe foreign currency restrictions ever. It was however, built exactly according to plans and he concentrated on a lightweight aircraft which he achieved - this has a remarkable empty weight of 1187lbs. He elected not to install any gear doors whatsoever, yet the cruise speed is still a respectable 150KTAS+, although with the fixed pitch prop the RPM is near 2650+ and as a result consumes a lot of fuel.

The aircraft was finished with household acrylic paint without any underlying fibreglass aimed to protect the wooden structure and act as a surface for the paint to adhere to. The colour scheme itself was definitely one of individual choice, that not only does definitely not reflect my desires nor in my opinion give the best lines of the Falco. The metalwork was painted in battleship grey which

makes it look twice as heavy as it actually is. The fuselage paintwork does not match the wingtips. But more importantly it flies straight and true.



Alan Evan-Hanes with Kathy Burke

Kathy and I flew it for around 25 hours and competed in some air navigation rally's with a handicap speed of 144.79 knots. We did pretty well seeing we were newbies and the competition is really fierce with less than 3% differentiation between the first 5 competitors. Having the very best spousal navigator we came in at 10th spot with a combined handicap (speed and accuracy) of only -5.38%.



Old panel with odd gear selector switch

It was fitted with old Chinese instruments made in the 1980s, most of which were either not working or unreliable. The Garmin 196 GPS was great but not easily readable in sunlight. Despite promises made during the sale negotiations, the fuel gauges were only accurate for that one millisecond when they went from empty to full when I pressed the PTT. Unfortunately, I did not know which millisecond it was. My feet were constantly covered in oil which seeped through the firewall and pooled in the footwell. It was time to do some serious maintenance.



Alan taking son Stephen Burke for a flip

I experienced a bout of exceptionally good luck and purchased a 2 screen Garmin G3X system (non-touch screen) to replace all these old items and have been building a new replacement panel at home in anticipation of a quick upgrade. Well I have not even got near repainting it and the one month project has only taken 13 to get it airworthy again! **Stay tuned more coming!**



The new panel



Ian Hanes on wing with David Toma



My Point of View

by Karl Jensen EAA Chapter 322

Our February Chapter 322 meeting or 'Gathering' as our Chapter President/Chairman calls it, was an enjoyable Saturday morning at our EAA Auditorium with the grounds looking like a park – beautifully maintained. Pre-meeting catering, regalia smousing, cleaning of the Auditorium etc is all carried out by the same volunteers, month in month out.



The beautifully maintained grounds at the auditorium – thanks to volunteers!

Have you thought of climbing in to help or at least to volunteer to do so? Even EAA at the Mothership in Oshkosh is run and operated essentially by volunteers. Vice Chairman/President Chapter 322, Graham Richardson, he of Orion Gyrocopter renown, and with a lovely weekend home at Fly Inn Airpark, conducted the meeting.

To Neil and the contributors to the February CONTACT Newsletter, many thanks for the interesting and entertaining content. Do any of you readers acknowledge Neil's efforts? It is a big job

putting CONTACT together, and an even bigger job to get our members to contribute with articles for the newsletter. You don't have to be a luminary to write something – we are all interested in your flying, building, visiting, adventures, history etc relating to EAA and other flying activities.

Our Chapter 322 financial situation is satisfactory, and being a former Chapter Chairman/President, it is most gratifying to note the meticulous manner that our elected Treasurer has for so many years kept a beady eye on our finances. Mark Clulow has just been a star in this department for so many years. In the distant past, we had Chapter monies mismanaged, maybe through ineptitude, but possibly through dishonesty. When Chapter money of any magnitude needs to be spent, it is done so with committee approval. Well done Mark and a big thanks from us all.

During the meeting, the list of members having birthdays in February was displayed, as is the norm every month. It saddens me, but this is an ongoing issue, that not a single individual on that list was present at the meeting.

On the 16th, we had a Chapter 322 breakfast fly-in to Kitty Hawk. This was well supported with about 50 airplanes visiting and many more of our members driving in for the morning. It is worthy of comment the generosity of members that we have. Graham Richardson had camped overnight at Groblersdal on the Saturday and had a mechanical



Kitty Hawk Trustees and Karl

issue with his Gyrocopter that prevented him from attending the Kitty Hawk function. He decided to trailer his Gyrocopter home for repairs. How was he to get back from Groblersdal – no issue for Derek Hopkins who quickly flew to collect Graham in his RV8 back to Kitty Hawk where Belinda and Graham’s wife Venessa were visiting by road. Logistic nightmare sorted. Graham took a trailer and drove back later to collect his Orion. Proud of your generosity Derek!



Derek Hopkins moving off to collect Graham Richardson at Groblersdal

The aviation media were present at Kitty Hawk in numbers. Thank you guys from African Pilot, Pilots Post and Flightline Weekly and the appreciated publicity that followed from your efforts.

On the 24th, our Chapter was invited for a free breakfast boerie roll at Tedderfield, instigated by Alan Stewart. Those people at the Tedderfield Flying Club are kind and friendly. Pity only a handful of members pitched up. It was none the less, an enjoyable visit. I carried 2 EAA Young Aviators in my half-painted ZS-VAL. These guys



300hp uncowled for this Kitfox at Kitty Hawk – can’t need much runway for take-off!

Tatenda Maruma and Aidan Kennedy certainly expressed their appreciation for the experience.



Alan Stewart flying his B-52 scooter at Tedderfield

On delivering Aidan and Tatenda safely - what do you expect? - back to Fly Inn Airpark where my airplane lives, I floated off to Tranquility later to join a group of friends in what they called the ‘Moses and the Dragon’s Gala’.



Tatenda Karuwa and Aidan Kennedy flying to Tedderfield in my 170

There were 8 airplanes involved. Now another exemplary EAA Chapter 322 member, Brian Appleton had put this flying safari together and lent airplanes to some who did not have access to their own planes. This included a visitor from Israel who was a former El Al 747-400 Captain, Brian lent him his Chipmunk, which our Israeli friend has flown before and holds a SA licence. Brian Stableford, although no longer licensed, flew with him as shepherd. Brian Appleton also lent his Piper Colt to Rodney Chinn and Ryan. Brian flew himself in his Luscombe Silhouette. The safari started off from Rand to Krugersdorp, to Airspan and then overnight at Tranquility before all going home after Breako on Sunday morning.

decent accommodation, is an unreal experience – total tranquil silence, broken by bush sounds in the night, lions roaring in the distance, the occasional hyena call, jackals wailing and other calls - a real recharge for the soul.



Gala Participants at Tranqs



My 170 trussed up for the night at Tranqs

I really like Tranquility – it is close by, aviators are always welcome, the food is excellent and inexpensive. An evening there in inexpensive and



Sunset at Tranqs

Photos from Karl's Album



Louwtjie Vosloo's Pietenpol Air Camper from Rhino park at Kitty Hawk



Rudi Marx's immaculate Allouette Lama at Kitty Hawk

Photos from Karl's Album



A swarm of gyros at Kitty Hawk



Anthony Cohen, former importer of Ela Gyrocopters at Kitty Hawk



Coen Swart and Jeff Earle at Kitty Hawk



Formerly Willie van der Walt from Phalaborwa's Thorp at Kitty Haw



Greg Clegg and Maritza Boswell at Kitty Hawk



Ian Beaton and Theo Arrenbrecht's newly completed RV10 at Kitty Hawk

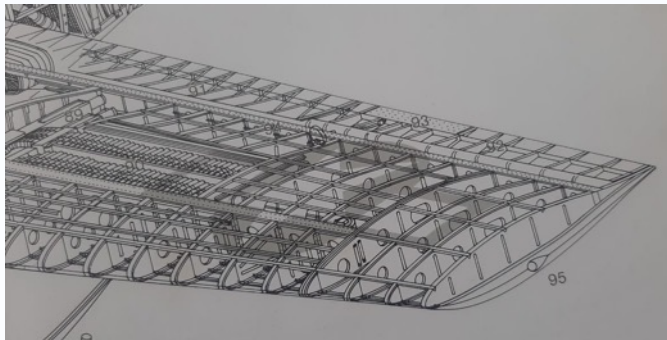
SAAF Mustang to fly again?



Mustang wing structure

By Alan Evan-Hanes

The SAAF Museum's North American P-51D Mustang was damaged when one of the main landing gear legs refused to extend. The resulting landing damaged the propeller and right wingtip. It was considered not flyable but that is being reconsidered. In January experts with incredible new scientific equipment have mapped each wing using minute data points to within .05mm to determine how the right wing's profile is different to that of the left undamaged wing.



Mapping the wing

The process involved sticking reflective points either in the form of magnetic "dice" or stickers to get a reference. Then an expert waved a "torch" which recorded the feedback into a computer which produced a 3D map of each wing.

The results are not yet known but my amateur opinion is that the damage is limited to the very outboard of the right wing where the main spar is discontinued. This should be easily repaired at minimal cost.



Col (ret) Tony Smit helping as always

Far more worrying is the massive expense of a new propeller (the one in situ at the moment is a dummy for aesthetic display purposes only). It is believed that when the engine was opened for inspection some critical components such as the camshafts went missing. These would be much more expensive to replace than the wing to get it airworthy.

But we live in hope. I would like to see it flying again and raise funds for the Museum to be able to continue with many other projects.





EAA CHAPTER 322 CALENDAR 2024

JANUARY

Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Sat 13 Jan 322 Monthly Gathering
Tedderfield Airfield

FEBRUARY

Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	18	20	21	22	23	24
25	26	27	28	29		

Sat 3 Feb 322 Monthly Gathering FAGM
Sat 17 Feb 322 Breakfast Fly-in Kitty Hawk

MARCH

Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Sat 2 Mar 322 Monthly Gathering FAGM
Fri 8 to 10 Mar Aero Club Airweek FAMG
Sat 16 Mar 322 Breakfast Fly-in FABS

APRIL

Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

Sat 6 Apr 322 Monthly Gathering FAGM
Sat 20 April Breakfast Fly-in at Airspan &
Formation Workshop

MAY

Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Sat 4 May 322 Monthly Gathering FAGM
Fri 17 to Sun 19 May Pyramid Fly-in

JUNE

Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

Sat 1 June 322 Monthly Gathering FAGM
Sat 8 June International Young Eagles Day
Fri 28 to Sun 30 June Taildraggers FAWB

JULY

Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Sat 6 July 322 Monthly Gathering FAGM
Sat 13 July Breakfast Fly-in FAKR
Mon 22 to Sun 28 July Oshkosh AirVenture

AUGUST

Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

Sat 3 Aug 322 Monthly Gathering FAGM
Sat 17 July Breakfast Fly-in Fly Inn Estate

SEPTEMBER

Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Sat 7 Sept RV Day Kitty Hawk
Sat 14 Sept 322 Monthly Gathering FAGM
Fri 20 to Sat 21 Sept Silver Creek Campover
Pancake Breakfast

OCTOBER

Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Sat 5 Oct 322 Monthly Gathering FAGM
Fri 11 to Sun 13 Oct EAA Sun 'n Fun FATP

NOVEMBER

Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

Sat 2 Nov 322 Monthly Gathering /AGM
Sat 16 Nov Breakfast Fly-in Airspan
Sat 16 Nov 322 Awards Dinner

DECEMBER

Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Sat 7 Dec 322 Monthly Gathering /AGM

Pyramid Airfield Fly-in

17th to 19th May 2024

**BOOKINGS
NOW OPEN**



Join Chapter 322 to one of South Africa's most scenic airfields, Pyramid Airfield, Mpumalanga, from Friday 17th to Sunday 19th May 2024

- Numbers will be limited so get your bookings in early!
- Accommodation in chalets
- Or bring your own tent, camping facilities available!

Runway Info: Grass 30/12 709m

Elevation: 2 700"

Frequency: 124,80

Coordinates: S 254000 E 0305710

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10th - 11th May

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Fun Fair
Catapiller Express
Jumping Castle



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Mark 0829212872

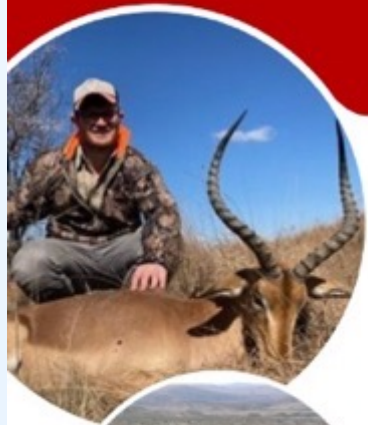
Queenstown Airfield

3 - 5 MAY 2024


EAA
Chapter 1262



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Project For Sale

Auster J1 with new 170hp engine



This aircraft is available and is currently stored in a house in Glenvista, Johannesburg, dismantled as per the photographs.

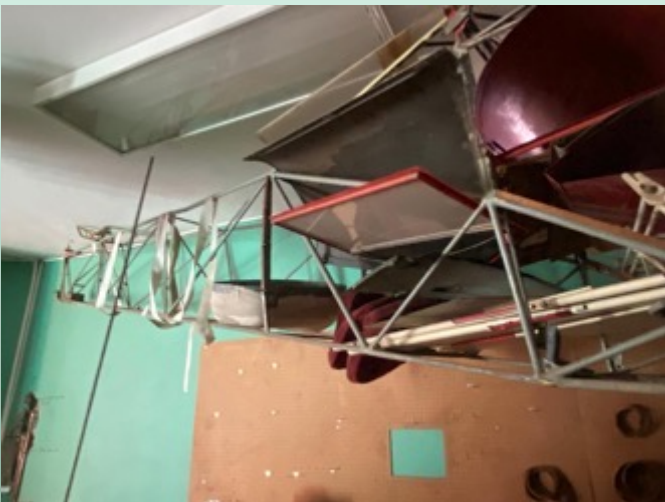
It belonged to the late David Carser and the family would like it to go to a good home.

It is an Auster J1 and its previous identities are G-AJIF and ZS-BWK with its current registration being ZS-VTR.

Dave purchased a Micron 332 170Hp for it years ago, and this unused and still inhibited engine looks factory fresh.

There doesn't seem to be any usable instruments or propeller, but it appears that most of the fuselage, wings, cowlings, seats etc are there.

It has been suggested that a fair price for this unique airframe and new engine is R 350 000.00, VAT not applicable



Please do post any pictures you have of her, and anything you know of her history. It is known she suffered an out landing on the way to Margate for an EAA fly-in due to engine trouble.. what stories do you have on her incident and recovery.

It would be wonderful to see this historic aircraft grace our skies again.

If you are interested in purchasing the aircraft, I can put you in touch with a neighbour who has access.

Best to WhatsApp me on 065 127-9015 or send me a PM.

Nico Brandt



This photo for type reference only



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