

...CONTACT!

April 2024



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...CONTACT!

PRESIDENT'S COLUMN



Greetings!

EAA Convention/Aero Club air week done and dusted for 2024 and a superb (as always) great effort from the Chapter 322 team that also included many members that made this year's Convention a great success. It's great to be part of this dynamic team.

Members and friends, flying and driving in from all regions of SA came to share the spirit of aviation in good weather that was superbly hosted by the Middelburg Flying Club.

This is made possible by our members that avail their time and efforts to put together a great week end of fun, to ensure flying and camaraderie amongst peers is greatly enjoyed by all during the convention.

In keeping with the EAA USA theme for Airventure 2024 "Inspiring the Future of Aviation" the EAA Young Aviators initiative, the brainchild of Tyla Puzey has taken off with a great success and a surge of interest and enthusiasm amongst many the youthful flyers in South Africa and its increasing month by month more so than has been experienced in the past. Topic discussion and presentations and organised talks by leading and experienced pilots and aviation folk to inspire the young pilots or those wanting to join in on the wonderful world of flying. The EAA is proud to be associated and to help assist with this refreshing and youthful program.

I have attended the Young Aviators meeting where the energy and enthusiasm is absolutely fantastic. This is a perfect example of improving the offerings for our youthful and new up and coming aviators in South Africa. Not only is this a clear indication that our world is getting back and surpassing the prior to Covid years and these type of gatherings, will continue to promote all kinds of positive and enthusiasm generating stuff, not only for the youth but the grey going white haired guys n' gals that have been around the sun many, many times in their lives.

We are also very fortunate that we have a few EAA'ers at large always behind the scenes that assist with the monthly Chapter Meeting at the EAA Auditorium at Rand; we'd be remiss in not recognising their efforts. These monthly gatherings are highly successful largely due to the volunteers that ensure the meetings are well attended. Our volunteers put in hundreds of hours each year to make our EAA mission possible, we are extremely fortunate to have these guys and gals around.

From a regulatory perspective I mentioned that in my last report we had the ARO renewal coming up for

the 2024 25 year. Glad to report that it was done and we aced the report with no findings that require any further attention in terms of compliance from the SA CAA team who undertake this yearly audit. This is tantamount to as I mentioned earlier the sterling work done by the EAA National Exco ensuring regulatory compliance as well as assistance from the SACAA team that provide guidance material and assistance when required. Extremely happy to report we are good to go for another year.

On the Safety front there was a terrible accident late last year of a Cessna 182 and a Crop Sprayer colliding after some photo work during a formation flight. This prompted Chapter 322 to set up a formation flying presentation by Col (ret) Jeff Earle that will be hosted at Airspan airfield (near Rustenburg) in April. Members are urged to overnight (camping and guesthouse accom available) as a great program is envisaged, with some learning, interaction and fun at the same time. This is not a formation Flying workshop, it's a presentation by Jeff an ex air force and current pilot of many years taking the gathering through some of the lurking perils of formation flying that will happen if not undertaken with due care.

Folks its AGM time again for EAA National, so on the 28th May 2024 it's a Zoom meeting and we will be distributing the necessary notices etc. as per the timing of this meeting, so keep your eyes peeled and we need to have an excellent turnout.

It's really great to have done quite a bit of flying this year in our perfectly pristine Piper PA 12 Super Cruiser, to breakfast meetings and having fun in the late afternoon weather here in "Cruisersdorp" in GoldTeng . It's also lots of fun to also hitch a ride and take in the beautiful vistas from above en route to Sat morning Fly INS with friends in their great aeroplanes.

Winter is almost upon us and the flying weather will be clear skies, so looking forward to seeing y'all out there. **Stay Safe! Paul**

EAA Members making a difference at the 2024 Convention



Ronell Myburgh – tireless duty at the EAA stand



Karl Jensen – filling the air with informative banter



Nigel Musgrave – ensuring the safety of our aviators



Dr Mike Brown – flight all the way from Cape Town!

REGISTER NOW FOR EAA'S FORMATION FLYING WORKSHOP!



[REGISTER HERE](#)



CHAPTER 322 PRESENTS:

FORMATION FLYING WORKSHOP

Whether you're an aspiring pilot or a seasoned aviator, flying ace Jeff Earle will impart his wealth of knowledge on formation flying, unlocking the secrets to seamless aerial synchronization.

WORKSHOP HIGHLIGHTS:


- Understand the importance of the basic principles of Formation Flying in South Africa.
- Be taught the correct standard operating procedures & skills by a professional.
- Enjoy a unique opportunity to refine your flying abilities, enhance safety awareness and foster camaraderie.

DATE: 20-21 APRIL 2024

PLACE: Airspan Aerodrome Rustenburg
Camping at airfield or stay in Guest House

PRICE: Workshop Free for EAA Members
R250 for non Members
Meals at own cost

SPACE IS LIMITED!!

 Laura 083 604 0582



Co-ordinates 25°45'46"S 27°19'22"E (south of Rustenburg)
Runway 21/03 Tar 900 m Elev 3 900' Frequency 124,80

Chapter 322

March 2024 Gathering



African Pilot
© 2024

By Athol Franz

Saturday morning, 2 March, I attended the EAA Chapter 322 gathering held at the EAA Auditorium, Rand Airport which was well attended. Due to a new food arrangement with an outside vendor providing the delicious breakfast the meeting started slightly late. However, Neil Bowden (chairman) started the meeting with the usual recognition of the members birthdays during the month of March. This was followed by Karen Mathews Air Traffic Controller from Wonderboom National Airport who delivered a very interesting, illustrated talk on ATC "Friend of Foe?" Her talk was followed by Karl Jensen's 'Kykweer' (watch again) illustrated talk on EAA and other happenings over the previous month.

Gauteng. This amazing project of creating a platform where the next generation of young pilots can share common ground has been devised by the Puzey family with Tyla at the helm and I was impressed at the diversity of the youngsters all of whom share a common desire to learn as much about aviation. I have never seen the EAA Auditorium filled to capacity with several people sitting on the stairs and on plastic chairs in the front of the auditorium.



Laura McDermid introduces Karen Matthews

Tyla Puzey opened the Young Aviators meeting which attracted somewhere in the region of 85 Young Aviators, mostly students in flying schools from all over



Megan Stevenson

The first speaker was Megan Stevenson who is an aviation safety and education specialist. Previously a commercial pilot and grade two flight instructor, today Megan owns and lectures at her business Infinite Aviation based at Grand Central airport.



George Tonking

The next speaker was George Tonking who is a commercial helicopter pilot with many hours working within the surveillance and security industry. He provided an interesting talk about how he became a pilot and also provided interesting statistics about the urgent world-wide need for pilots in all disciplines.



Sean Cronin

EAA Chapter 322 member Sean Cronin presented a delightful talk on the nimble little BatHawk light sport aircraft and its use within nature conservation. Sean's

illustrated talk covered the training requirements for bush pilots and how rewarding this calling is to anyone wanting to build hours for their commercial pilot's licence. Craig Poultney (ATC) from OR Tambo International Airport tower was the final speaker and delivered a great talk on some of the complexities of Air Traffic Control within a highly regulated environment.



Craig Poultney

As Craig spoke, he had a slide and video show on the screen above that showed some of the scenes he and his fellow air traffic controllers have filmed from their elevated positions at the top of the ATC tower in the centre of South Africa's busiest airfield and also one of the busiest ATC towers on the African continent.

At the conclusion of the first official EAA Young Aviators meeting Cirrus South Africa had a 'lucky draw' for an introduction flight in a Cirrus SR20 at the flight school based at Lanseria International Airport. Before everyone departed, I managed to get nearly all the attendees together for a group photograph and some video footage of the entire group with the four speakers. Thanks to EAA Chapter 322 members and especially the committee who worked very hard to make this exciting day in aviation happen at a great venue.

IN MY VIEW



A Brief Look at Chapter 322 Activities in March 2024 – Karl Jensen

March has been a rather quiet month after the 2024 Aero Club Airweek and EAA Annual Convention at Middleburg on 8-10 March. But oh boy, Airweek was most enjoyable and a commendable effort by the handful of organisers.

The month kicked off with a well-attended monthly EAA Chapter 322 with more than 60 members and friends filling the EAA Auditorium at Rand Airport – not a bad turnout, but bear in mind we have more than 350 paid up members and those present, represent only about 18% of membership. Understandably, a few of our members live far away and their absence is excusable. Why do so many stay away? My monthly bleat is ‘Are you a member in name only or are you a participant too?’



EAA Young Aviators first formal gathering

The interesting normal 322 monthly meeting was followed by the EAA Young Aviators inaugural fun gathering. This filled the Auditorium to capacity despite many 322 members having departed. It certainly is pleasing to see this new extension of EAA being so active. Kudos to Tyla Puzey’s team for the organisation, publicity and sponsorship of food and refreshments for all who were present. Our aviation media are revelling in the success that EAA Young Aviators is becoming and providing much appreciated and hopefully ongoing publicity.



The EAA Auditorium filled with Young Aviators

Airweek was a pleasure to attend with Nigel Musgrave, backed by ATNS officials ensuring orderly and safe aircraft movements on the Friday and Saturday. There have been many comments, suggestions, and pleas for some



Nigel Musgrave ensured orderly and safe aircraft movements during the convention (Photo Airline Weekly)

form of ATC to be available on all 3 days including the day of departure. ATC or AFIS minimum, is certainly a major safety belt when there is increased air traffic. I'm sure I can speak on behalf of all participants in events of heavy air traffic, that the unfortunate situation where fully qualified ATCs are not considered competent as AFIS (Airfield Information Service) without what to me seems unrealistic requirements. Among others, requirements for AFIS qualification are 100 hours of official AFIS duties under supervision with a draconian currency requirement to hold an AFIS Licence, is in my view, not at all practical.



Theo Arrenbrecht and Ian Beaton's award winning RV10 ZU ITT (Photo Flightline Weekly)

African Pilot, Pilots Post, Flightline Weekly and SA Flyer all reported favourably on Airweek and the EAA Convention, and with great images. All

those publications are available free of charge, and we need them as much as they need us. I was asked (I did not volunteer) to do PA announcing and some MC tasks. Although the job was taxing, it was quite enjoyable, although at times it seemed very few took note of anything I broadcast.

The Airweek layout this year with 17 vendor and section stalls arranged closest to the Lovett's hangar, made for easy access for everyone. Campers were mainly close to the vendor stalls, but with many participants camping next to their airplanes. The grounds were gratefully in immaculate condition and the weather too played along. The Lovetts were as pleased with the changed layout compared to previous years, as we were. Richardt Lovett said that should we continue to hold our Airweek and EAA Convention at Middleburg, they were prepared to continue developing the airfield with this in mind – very generous and a wonderful prospect.



Dale De Klerk winning the spot landing competition in the Orion Cub (Photo Flightline Weekly)

There was plenty of activity on Friday afternoon and evening and of course all day and evening on Saturday. The talks, organised activities such as the short 'Nav Rally' and the STOL competition were well supported. The model aircraft and aerobatic mentoring as well as the Puma Energy Flying Lions display drew oohs and aahs from all who were witness. Aircraft entered for judging were scrutineered by our EAA experts who had a tough time determining the various class awards due to the high standard of the entries. There is always a rush after the day's



KFA Safari flown by Stefan Coetzee won the STOL competition (Photo Flightline Weekly)

activities to print certificates and awards before the Saturday Evening Awards Dinner. Near disaster struck when no printers would function, and new ones were acquired at the last moment. This delayed the start of the dinner which traditionally takes place after the awards and speeches by the senior office bearers. This all commenced more than an hour later than scheduled. Consequently, many present got up during the awards ceremony and attacked the buffet-style dinner. As MC, I was confronted by some distraught folk about the time the awards presentations took and was asked why we didn't do starters first (there were no starters) and that the planning should've been better. I put them straight on the reasons for the delay and suggested they get involved and not just sit and criticize. The awards are the highlight of the evening, especially for the recipients, and the inconvenience of dining a little later should be tolerated.

The weekend was a great success with more than 150 airplanes present as well as the model airplanes and hot air balloons. More than 200 movements were recorded by Nigel Musgrave on the Saturday. Congratulations to Rob Jonkers, Aero Club of SA Chairman and his team as well as to all the Aero Club Sections who took part.

On Saturday 16 March, we had a breakfast fly-in to Brits. The function was well attended. and I believe about 45 airplanes and fling-wings floated in. The Brits Flying Club is always so



Paul Lastrucci, Nigel Musgrave on the way to the Brits fly-in Brekkie

welcoming. I had intentions of getting there early and, despite departing home at 05h30 for my hangar at Fly Inn. Due to heavy fog and mist, I could only get airborne with Paul Lastrucci after 08h45 to collect Nigel Musgrave at Kitty hawk before heading for Brits. Of course, by the time we landed there and taxied in, most of my friends pointed anxiously at their watches indicating that I was unacceptably late. Some of the flyers had already gone home. We socialised big time and enjoyed a delicious breakfast. Ricardo De Bonis had flown in a crate of lubricants, cleaners, polishes and useful stuff in his AirCam for any tinkerer or airplane owner. Ricardo insisted it was an EAA gift for Nigel Musgrave for his devotion to our safety at Airweek. Generous and kind gesture Ricardo.



Paul Lastrucci hands over Nigel Musgrave's gift from Ricardo De Bonis



Ricardo de Bonis and Andre Venter arriving at Airweek

We were forced to depart by about 11h45 as the outside air temp was already at 32°C and increasing. The heat for most of the month has been horrendous with very little rain.

We had all missed Marie Reddy who had been away for 4 months in Saudi, involved in logistics and organisation of facets of the Saudi F1 Grand Prix. Despite her remote location, she chirped now and again and ably assisted Paul Lastrucci, our EAA National President. with the successful renewal of our ARO (Aviation Recreation Organisation) registration. ALL OPERATORS of NTCA (Non-type Certified Aircraft) are required by law, to belong to an ARO. While most of us diligently comply with CAA Regulations, there are many who do not and disregard this regulation. The non-enforcement is unfair to those of us who do comply by taking the trouble and paying the fees to fly legally.



Marie Reddy, friend and Karl Jensen on the way to Tranquility

Welcome back Marie. It was great flying Marie and a friend for a brekkie at Tranquility Day Spa and Lodge on Saturday 23 March. As most of you know, this is a regular destination for me, a mere 20-minute flight from Fly Inn Airpark. Fly

Inn is where my pilot cave is situated that houses my ZU-VAL Cessna 170. A new arrival at Fly Inn is an Aeronca Champ that used to belong to Rodney Chinn. Rodney is probably the most experienced pilot with a current licence in South Africa with about 35,500 hours in his logbook including about 230 Atlantic crossings in light aircraft, a Senior Instructor Captain in SAA and a current Designated Examiner on most types of aircraft on the SA Register. The Champ now belongs to Francois Strydom and Dr Bjorn Buchner. Both guys are SAFAIR B737-800 Captains. Bjorn was a founder member of John Illsley's Aeronautical Society at Pretoria Boys High 31 years ago and enjoyed a Young Eagles experience with EAA as a schoolboy. Dr Buchner is now a registered AME. Bjorn flew the newly acquired Champ to Tranquility at the same time as we flew there – his first soiree to an airfield he has never been to before. It is a matter of time before I hopefully convince Bjorn and Francois to become EAA Chapter 322 members.

Karl Jensen



Brits Breakfast - as usual, Yollie made sure a sumptuous breakfast was served

Photos from Karl's Album



Ronell Myburgh (EAA 322 Secretary) astounded at Marion Booyesen's phone methinks



Rob McFie's Mustang under rebuild project at Airweek



Tyla Puzey addressing the EAA Young Aviators



The packed to capacity EAA Auditorium during the 1st EAA Young Aviators formal event in March



Bjorn Buchner homebound from Tranquility



Sean Cronin fly his Jabiru to Rand from Silver Creek Aero Estate



Rob Jonkers AeCSA Chairman addresses EAA 322 audience



Alan Stewart spreading the flying bug



Rare single seat KR2 at the March EAA



Ramtin Rouzbahani won the introduction flight with Cirrus



Eugene Couzyn's Piper Pacer under restoration



Laura McDermid & Seamus the famous flying pooch



Paul Lastrucci proudly showing our flag at Brits



Award winning Piper Vagabond at Airweek

EAA National Convention 2024

Middelburg Airfield, Mpumalanga



By Laura McDermid

It had been a frantic few months leading up to Airweek 2024, with Rob Jonkers, chairman of the Aeroclub, spearheading this gargantuan task. This year saw the EAA, SAPFA and the Aeroclub join forces with EAA holding their Annual National Convention at the event. As the 8th March drew closer, EAA Chapter 322 chairman Neil Bowden was frantically sorting out promotional materials and other paraphernalia that Ronell would be selling at the EAA gazebo.



The EAA stretch-tent stand

On Friday afternoon, Nigel Musgrave's familiar voice guided ZU-MJB safely onto runway 32. Marshals on quad bikes were on hand to show us where to park, and we

got straight to the task of locating the tent provided by Camp Tent Hire, which was to be our home for the weekend.



Stuart exiting our "home for the weekend"

As the sun slid below the horizon, it bathed 50 aircraft of various shapes and sizes and a handful of cars a soft orange glow. Neil and his family had set up their laager at the rear of Richard Lovett's hangar, with their trailer serving as a pit stop for a quick cup of tea or coffee.

Smoke wafted through the campsite, reminding everyone that it was time to braai. The time spent waiting for a gap to 'gooi' the steak and chops on, provided friends with the opportunity to catch up over ice-cold beers. The meat and salads were delicious and we went to bed with full tummies.

The following morning, I was awakened by the angry buzzing of wasps. I looked around the tent, Seamus the Flying Dog was still sleeping peacefully at the foot of the stretcher. It took me a moment to work out that the noise I was hearing was coming from outside. I peered through the tent flap and saw half a dozen powered paraglider's and a couple of hot-air balloons taking advantage of the perfect early-morning conditions.



The Rotax stand

Next I helped Niren Chitoki from Comet Aviation set up for the first of the morning's talks. The topic was on Rotax engines, a subject that Niren was very familiar with. Being an owner of a plane that has a 912ULS, I often had more questions than answers.



Karl at the "Radio Jensen" studio

Aircraft began to arrive and the dozen exhibitors began dressing their stands. Neil was setting up the microphone and speakers on the upstairs deck which would serve as the makeshift 'studio' for our oracle, Karl Jensen.

As is often the case with electronic equipment, not a sound emanated from the speakers despite Neil having checked and verified that they were working the previous day. Stuart stepped in to lend a hand, and after randomly tweaking knobs on the mixer, the speakers screeched to life, setting the adrenalin coursing through my veins for the second time that morning.



Niren Chitoki at the Rotax Forum

We have a vast array of South African designed and built planes that make use of these capable engines, and the thought struck me that it would be great if the representative for Rotax SA would deliver a talk at Airweek.

I had expected a dozen or so people to attend, but was blown away when 50 people arrived. Niren's presentation hit the spot and the questions from the audience were intelligent and thought-provoking.

Incidentally, Neil, Rob Jonkers and I had a very productive meeting with Niren about the possibility of involving Rotax on a more strategic basis next year, which will hopefully attract a broader representation from affiliate AME's.



Warren Eva in the Yak 55

At mid-day the skies came alive with aerobatics featuring the mean green machine, Rihn DR-107 One Design, together with Jason Beamish in the Pitts Special and Warren Eva in the Yak 55M. These energetic displays were followed by the perfectly synchronized display of the North American T-6 Harvard Puma Flying Lions.

During the course of the day, an Air Nav Rally hosted by SAPFA saw 11 teams tackle the 30NM route, which was won by all-girl team Adrienne Visser and Tarryn Myburgh.

That afternoon, Ian Beaton and Theo Arrenbrecht delivered their talk on fuel vaporization, keeping the audience engaged with a practical demonstration of how, depending on the fuel flow configuration and design in various aircraft, fuel could evaporate before it reached the fuel pump.

As the heat of the day began to dissipate, the Short TakeOff and Landing (STOL) and spot landing events got under way. First and second place for the STOL went to the KFA Safari's, ZU-IZU and ZU-IUJ flown by Stefan Coetzee and Regardt Coetzee respectively.



The STOL competition

The winner of the spot landing was won by Dale de Klerk in the Orion Cub ZU-IVS, with Regardt Coetzee in his KFA Safari taking second place, highlighting the amazing capabilities of these proudly South African designs.

That evening, Karl presented the EAA highlights of the previous year which was followed by an informal 'awards' ceremony.

Earlier that afternoon, Neil had a terrible time trying to print the certificates, spending hours attempting to get various pieces of equipment to cooperate with one another. Thanks to his tireless dedication, certificates were issued in the following categories: The Kenyan delegation were acknowledged for traveling the longest distance



The Kenyan delegation – longest distance travelled

The day proved too long for many folk who attacked the buffet before the last of the certificates were handed out. Frank Persson swapped his stethoscope for his guitar, enlivening the mood and providing entertainment for the rest of the evening.

A total of 150 aircraft had flown in to FAMB over the two days, and Nigel and his assistants had recorded in excess of 200 movements on Saturday, a very encouraging number.



Rob McFie's Titan T51 Mustang ZU FWT

There were comments about the lack of ATC on Sunday. Besides the fact that the CAA have unrealistic expectations of what is required of ATC at 'unregistered' airfields, it's important to note that most folk assisting at these events are volunteers and provide their valued services at no cost.

This holds true not only for ATC, but also for people at the Aeroclub, the EAA and SAPFA, together with the locals at FAMB, who generously offer up their time, resources and their hangars.

Despite having undergone surgery earlier that week, Richardt Lovett made an appearance on Saturday, a testament to his and wife Irene's dedication to the event.

There is enormous scope for this event. Combining the various organisations and clubs is definitely the way to go. Securing broader involvement within the aviation sector and its



Richardt Lovette's immaculate hangar, our convention HQ!

affiliates are crucial to growing this event and I can't wait to see Airweek blossom into its full potential.

A 5-year old's convention fun - Jesse Jeffrey



Me and my dad got to fly in the Sling!



This is cool - putting the wings on the Mustang!



One day I'm going to fly one of these!

EAA 2024 AWARDS

We congratulate the following award winning members at the 2024 EAA National Convention



Convention 2024 Grand Champion - Ian Beaton & Theo Arrenbrecht ZU-ITT RV10

Best Kit Built Aircraft - Ian Beaton & Theo Arrenbrecht ZU-ITT RV 10

Runner-Up Best Kit Built Aircraft - Gavin Hill ZU-RVR RV8

Best Restoration Aircraft - Johan Loubser Pitts S1S ZS-MEL

Runner-Up Best Restoration Aircraft - Christo Erasmus ERCOUCPE ZS-VCE

Best Rotax Powered Aircraft - Kevin Hopper Orion Cub ZU-IVS

Runner-Up Best Rotax Powered – Stuart, Laura & Seamus McDermid Pioneer 300 ZU-MJB

Longest flight to convention - Dr Mike Brown Globe Fury ZS-BCE (Cape Town)

Best Vintage Aircraft - Dr Mike Brown Globe Fury ZS-BCE

Runner-Up Best Vintage Aircraft - Grant Timms Piper PA20 ZS-VYL

Best Warbird Aircraft - Reyno Coetzer Ryan Navion ZS-ROB

Runner-up Best Warbird Aircraft -Steve George Ryan Navion ZS-WUK

Best Light Sport Aircraft - Kevin Hopper Orion Cub ZU-IVS

Runner-Up Best Light Sport Aircraft - Scott Williams Bearhawk LSA ZU-IS

Jabiru 430

machined wheel rims



by Dr Robert Clark

My Jabiru 430 is a fantastic aircraft in the air. It's economical to operate, smooth running, comfortable, has exceptional performance statistics for a 120-horsepower aircraft and an absolute joy to fly. Ground operations, however, are not that pleasant. The aircraft has a constant wheel vibration on take-off and landing. No amount of balancing will ever solve the problem, as the cast rims on the main wheels rotate in an eccentric plain. Eccentricity is the offset between the axis of rotation and the axis of symmetry. I have gone to the expense of putting on aviation tyres, replaced the brakes and discs, had the wheels professionally balanced but the problem persists, as the tyre merely accentuates the out-of-roundness of the rim. As there is no shock absorber on the very rigid undercarriage system, any vibration gets transferred to the aircraft's fuselage.

I enquired on the Experimental Aircraft Association (EAA) WhatsApp group if there are machined rims for Jabiru main wheels, as the vibration on take-off and landing is most unpleasant and it cannot auger well for the long-term health of the aircraft. Sean Cronin from Glutek Engineering makes some rather impressive components for a host of aircraft types. I ordered a set of machined rims from Sean Cronin, and the delivery was within two weeks. The rims are very competitively priced.

On the 21 March 2024, the rims were fitted to the aircraft and the test flight was on the 22 March 2024. It is the first time in 11 years of owning my aircraft that I experienced absolutely no vibration on take-off and landing.

To contact Sean regarding his vast array of aircraft products including the machined rims, drop him an e-mail on address Sean@glutek.co.za or Seancro@gmail.com, or cell number 083 447 9895.

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Chapter 575 Springs

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7 CRASHES in 7 DAYS



Article submitted by Alan Evan-Hanes

Reproduced from

<http://www.kathrynsreport.com/>

The pilot reported that he was in cruise flight at 5,500 ft in his amphibious airplane with the landing gear down over a lake on the last leg of an 8-day cross-country trip to his home airport, when the engine “sputtered” several times and then stopped operating. The pilot reported that at the same time the engine lost power, a “burnt” smell also entered the cockpit. The pilot conducted a forced landing to the lake. During the landing flare the landing gear caught in the water and the airplane nosed forward into the lake. The airplane came to a stop on the surface upright but began to fill with water. The pilot was rescued before the airplane sank.

The pilot had recently purchased the airplane and was flying it back to his home airport. The pilot reported several issues with the airplane that resulted in several mishaps during the 8-day trip. During the forced landing, the pilot was unable to put down flaps, or retract the landing gear, because the airplane had no hydraulic pressure. In a conversation with the FAA, and because of a previous issue with the landing gear, the pilot agreed to fly with the landing gear down to ensure a good landing at his destination.

The airplane was not recovered; therefore, the engine could not be examined, and the reason for the loss of engine power could not be determined. Additionally, based on the pilot’s flight, it’s likely the airplane was not airworthy before the pilot’s initial departure.

CHARLEVOIX — A small amphibious airplane is on the bottom of Lake Michigan after crashing during the Fourth of July weekend — but fasten your seatbelts because the pilot says how it got there is one barnstormer of a story.

Dennis Collier, a licensed Traverse City pilot, paid \$110,000 for the 2010 Seawind on a Saturday, ended up in the drink a week later, and on the way crashed — by his own account — seven times, in seven days in four states.

“Oh yeah, it’s a hell of a story,” Collier said, of his plan to fly solo from the west coast to Boyne City. “From California to the U.P., everyone kept telling me I was lucky to be alive.”

Collier wanted to capture the experience while it was fresh in his mind so he wrote a first-person account, in case it had any motion picture potential.

The Federal Aviation Administration, the U.S. Coast Guard and the Michigan State Police all performed various response and investigative functions at his crashes, too, so their information adds to the narrative.

Then there's the 88-year-old pilot who built the airplane and sold it to Collier, the inhospitable sage grasses of New Mexico, the airport manager who once worked for Virgin Galactic and the Michigan State Police troopers who helped with hydraulics.

With that baggage packed, let's prepare for departure.

On June 25, Collier flew commercial, landing at Los Angeles' LAX where Lynn Swann, the retired pilot, airplane builder and self-described "grumpy old man" who'd advertised the Seawind 3000 for sale, was there to meet him. The two aviators drove east from Los Angeles to the foothills of the San Gabriel Mountains and Bracket Field Airport — coincidentally, the filming location of "Airport '74," where Charlton Heston saved the passengers. It's also the filming location for the sequel to "Airport."

It was here where Collier got his first gander at his new-used Seawind.

At the time he was just excited about the purchase, though later said he didn't think the condition of the plane had been properly conveyed to him.

Collier said in his diary he did notice instrument and other repairs were needed, and surmised Swann used Collier's \$4,000 deposit to make some, but not all, of these.

Swann says that while the plane hadn't been flown for two years, a pilot friend had taken it for a test flight and the aircraft was ship-shape, with only 20 hours of flying time on the engine.

"I went to get some supplies and told him he could wait for me or take off," Swann said. "I came back and he was already lined up to take off. And I figured, OK, cool."

Collier said nope, it wasn't. Not for him, not cool at all.

Crash #1

"I radioed to the tower for a test flight over the airport," Collier wrote. "Climbing to 500 feet above pattern altitude doing left hand turns staying within the airport's landing pattern. After the first turn I noticed the nose up without inputs ... I set up for landing after the third time around."

FAA records show Collier landed "gear up" and while he escaped injury, the Seawind got pretty banged up.

Swann said it would have been worse if he hadn't installed a block of wood under the front of the plane, and that two inches of solid oak took the brunt of the impact. Collier said Swann and his "hanger buddies" helped make repairs after which, Collier said, he felt abandoned.

"Having a sinking feeling that this was it, I had to go," Collier said.

Next stop — a layover in New Mexico and Collier's first night landing in 20 years.

It was 3:22 a.m. and the descent did not go well.

Crashes #2 and #3

"The airplane stalled and came down hard and to the left of the runway and into the weeds and bumpy sage grasses," Collier said.

Dawn broke the next morning on an ugly view.

Collier, who had again escaped injury, learned he'd wiped out a sign and some runway lights and did a number on the Seawind's tail. Plus, staff with Four Corners Airport in San Juan County had called the FAA.

A test flight ended in another runway incident, said Mike Lewis, airport manager.

"We're square," Lewis said. "We called the FAA and filed a report. From what I understand, the damage wasn't anything that would make the airplane unflyable."



Crashes #4 and #5

“My plan was to go north along the western slope of the Rockies to avoid the approaching front from Taos, New Mexico to Chicago and east was not the way to get over the mountains,” Collier said.

He ran into a rain squall but the plane performed well enough for Collier to engage the auto pilot, using rivers and highways as navigational aids, turning east after about two hours in the air.

Slicing through the sky over America’s breadbasket, however, Collier again encountered trouble.

The left wing’s servo (hinged tab) was stuck, he said, and the nose of the plane kept pitching up. When it got worse, Collier put a rag between his knee and the yoke (steering wheel) and pushed as hard as he could toward Nebraska.

There was stalling, there was skipping through the rough and there was crisscrossing the runway but after four attempts, Collier said he landed at O’Neill Municipal Airport in Holt County.

“I forced it to the ground and off into the grasses and eventually back onto the runway and taxied to an awaiting golf cart, and an airport manager and wife team that got me to calm down from shaking,” Collier said.

That team was Al and Natalie Sibi — who both said they suggested Collier to separate himself from his purchase — he on a commercial flight, the Seawind on a flatbed but both bound for Michigan.

When that idea didn’t fly, the Sibis put Collier up, fed him, found a hanger for him to use and loaned him a jack and some tools.

A test flight ended in another crash, Collier said, but he went back to work on the plane and found and fixed some crossed wires.

By July 3 at 7 a.m., Collier was more than ready to put Nebraska below and behind him.

FAA spokesperson Tony Molinaro said the agency does not comment on ongoing investigations, though Collier said he did talk with an investigator.

“After a lengthy explanation of landing in the dark without a landing light the FAA was satisfied with my explanation,” Collier said. The investigator said at least he hadn’t been “busting any airspace parameters,” Collier added.

FAA records show there is restricted airspace between California and New Mexico, including over Disneyland, the White Sands Missile range and the Nevada Test and Training Range at Edwards Air Force Base — more popularly known as “Area 51.”

Collier said he didn’t see any UFOs but did spend a few days in New Mexico.

Which, come to think of it, sounds like a movie title, though if Hollywood comes calling Collier said he prefers, “7 Days, 7 Crashes” and has his heart set on Tom Hanks in the lead role.

Collier recorded in his diary how a local airplane mechanic found him an empty hanger where he could park the Seawind, then loaned him some tools and gave him a ride to a hardware store to fetch supplies.

Collier, who said he’d flown regularly years ago, previously built his own plane.

“I’m a mechanic” he told himself, “I can do this.”

On July 2, Collier was airborne again.

"I opened the hanger door and attempted to push the Seawind out," Collier said. "Getting a few feet, I decided to just fire it up and get going. Taxied out to the runway and with full power lifted eastward into the morning sun."

Sibi said he's known many pilots with "get-home-itus" and Collier was one of those.

Takeoff, the climb and the autopilot cruise over South Dakota and Minnesota at 7500 feet went fine. Five hours out of Nebraska, he passed Escanaba and saw Schoolcraft County Airport in Manistique, about 5 miles off.

Then, something went "clunk."

Crash #6

The hydraulic pressure gauge was registering zero, Collier said, and the fuel gauge showed an uneven supply.

He radioed the airport to ask whether there was a spotter on the ground who could look up as he passed and let him know if the landing gear was down — no response.

The engine sputtered, the gauge showed less than four gallons of fuel and Collier said he was pretty sure the landing gear under the nose wasn't down.

"I landed it with both mains and held it off as long as I could and then the nose hit and the plane skidded down the runway a few hundred yards to a stop at the edge of the pavement but well before the end of the runway," Collier said.

No injuries, the damage was repairable and while Collier didn't see anyone around — no golf cart reception this time — the terminal was within walking distance and the doors were unlocked. Collier said he went in, sat down and considered his lot.

His plane was dinged and out of fuel, his cellphone was shut off and he hadn't seen a soul.

Cue the angel choir — because there, across the



street and gleaming in the sunshine, was a welcoming log-themed motel.

Holiday Motel Manistique co-owner, Pat Mead, let Collier use his phone, knew a store that sold hydraulic oil and drove Collier there.

"A lot of pilots stay here," said Kara Mead, who, in March, bought the motel with her husband. "He did take him to get the hydraulic oil. Owning a motel, you get requests sometimes that don't have to do with booking a room."

Collier arrived back at Schoolcraft Municipal about the same time as the Michigan State Police. He on foot, MSP in a cruiser with lights and sirens.

Lt. Mark Giannunzio, an assistant MSP post commander, said troopers were dispatched to the airport to check out a report that someone's landing gear wasn't working properly. At the scene, MSP turned the incident over to the FAA, Giannunzio said.

Collier writes in his diary that troopers interviewed him and loaned him a phone to call the FAA — "once again I was on the phone talking to them explaining what had occurred."

FAA spokesperson Molinaro said the agency couldn't comment on this investigation, either.

The troopers drove Collier out to the Seawind and held up the nose so he could add a quart of hydraulic oil.

Later, when reflecting on his journey, the faces of the two troopers would be added to those of all the people who'd helped him along the way.

"Everyone cares," Collier said, of the general aviation community. "They take you under their wing and into their hanger."

After a week of bumps, clunks and official inquiries from air and land authorities, Collier was finally near his goal — landing his plane in Boyne City.



Boyne City, Michigan

He checked the fuel gauge and looked inside the tanks and realized the gauge was flipped. The tank that read empty was full, the tank that read full was nearly empty. Perhaps the pump failed, Collier thought, maybe that was the source of the "clunk."

He called a relative who offered the use of a credit card, Collier refueled and taxied to the runway.

Crash #7

The plan was to head south, over Lake Michigan, Beaver Island, Charlevoix and land at the Boyne City Municipal Airport. Per his promise to the FAA, Collier wrote in his diary he'd leave the landing gear down for the 25-minute flight.

It was July 3.

As luck would have it, President Joe Biden was visiting and Collier had to wait for the TFR, or temporary flight restriction, to be lifted before he could depart.

Back in Nebraska, Al Sibi said he was still thinking about what aircraft accident investigators call the "Swiss Cheese Model": Every airplane mishap puts a hole in the slice until the plane is more holes than cheese.

At 7:22 p.m., Flight Aware, an air travel database, shows the Seawind over Manistique. At 7:49 p.m. the plane disappears from radar.

That was about the time Collier said the engine sputtered and he smelled something burning.

He'd just passed Beaver Island, was out over open water and turned back, hoping to land at the island's airport.



Beaver Island, Lake Michigan

But the wing flaps weren't responding and the hydraulic pressure gauge read nil. Collier said he had no choice but to attempt his first water landing.

"I glanced back over the water and realized I could judge my altitude with the glittering of the sun over the small ripple of the water," Collier said. "Time seemed to slow and I was transfixed on the beauty of the sun over the water ... I could see it coming and it was really close."

But, per his promise to the FAA, the landing gear was still down.

"The gear caught the water and the plane went forward and with a big splash went nose down vertically and into the water."

For a few seconds, Collier said he was staring straight down into the deep. Then the plane popped up, Collier sent out a distress call, checked himself for injuries — again, none —and tried to focus.

The plane was built like boat. It would float, right? He'd wait for rescue, get the plane towed to shore and fix it again.



Grounded

Collier isn't sure how much time passed before he saw a U.S. Coast Guard rescue boat headed his way. By then, the cockpit was full of water, the plane was sinking, his shoes, hat, landing light and new headset were floating away reminiscent of a scene from "Titanic."

"I was holding on, all alone, thinking about my family," Collier said. "It was terrifying. It was a time of realizing I might not make it."

A Coast Guard helicopter circled overhead. Collier by now was perilously perched on the tail. He lifted his head from his hands and gave them a wave. Minutes, later he was aboard a rescue boat.

When news the plane had crashed and sunk reached New Mexico, Lewis shared a theory: the hull of the plane had likely been breached during one of the crashes.

Collier gave a statement to MSP, was checked by a Charlevoix Hospital emergency room physician and released in the wee hours of the Fourth of July.

He said he was happy to be alive.

From the front desk of the motel, Kara Mead said she was happy for him.

"We didn't know about Nebraska, but he told us the rest and I'm just glad he's okay," she said.

If this were a movie, a director might be tempted to employ poetic license and have Collier somehow, some way, fly off into the wild blue yonder as the credits roll.

But Collier said the Seawind wasn't insured. And the experience was so traumatic, he doesn't see himself piloting an airplane again.

John Masson, U.S. Coast Guard spokesperson, said they've seen no evidence of pollution in Lake Michigan and the fuel was low so the plane, which is in about 300 feet of water, is unlikely to ever be raised.

Whether Collier incurs fines or faces legal action is up to the FAA, Masson said.

The FAA's investigation is ongoing and is expected to take several weeks to complete, Molinaro said.

Collier recorded his version of an ending in his diary. He's standing outside the hospital in Charlevoix, and the final lines read like this:

"I wondered about the day. Flying all the way from a disaster in O'Neill NB and a nose landing at Schoolcraft and almost dying. Let alone the episodes in NM and CA. It was over. I'm alive. And I'm home."

Pilot Information

Certificate: Private

Age: 60

Airplane Rating(s): Single-engine land

Seat Occupied: Unknown

Other Aircraft Rating(s): None

Restraint Used:

Instrument Rating(s): None

Second Pilot Present:

Instructor Rating(s): None

LOAD SHEDDING

and what you need to know as a pilot!

by Dr Robert Clark

Load shedding is a controlled procedure used within Eskom to protect and stabilize the national grid during periods of peak demand. It is a balancing act between demand, and available supply. If the demand in the winter period is circa 32 000 MW and the available supply is limited to 30 000 MW, load shedding must be implemented. The system frequency should always be maintained at 50 Hz. Load shedding is a last resort to prevent a major low frequency incident from shutting down large sections of the national network. Mention the word “Load shedding” to South Africans and the thought of extended black-outs, traffic jams and a stagnant economy comes to mind. It is undoubtedly a hotly debated topic at most social gatherings, most business forums and a very contentious topic within the realms of political parties, especially during the run-up to the elections on the 29th May 2024. Heaven forbid if an Eskom employee, regardless of their competency, is identified at such a social gathering.

There is another type of loadshedding that pilots should be aware of, and that is called cognitive loadshedding. In simplistic terms, cognitive load shedding refers to the process of reducing the mental workload or cognitive demands placed on an individual's working memory. This can be done to improve cognitive performance, focus and ensure correct decision-making in all phases of flight. It is known that when our working memory reaches full capacity, our brain automatically starts “load shedding.” Unlike Eskom load shedding that

is always implemented in a controlled manner, cognitive loadshedding could be involuntary. In an ideal situation, the long-term memory takes some of the burden, storing important information for later retrieval, whilst we reduce the amount of incoming information, making the load easier to manage. Cognitive load shedding, however, is not always controlled, especially when our working memory is overburdened. In these situations, we could forget, or, overlook important pieces of the puzzle without realising it. Missing small but important data during the critical phases of flight could quickly escalate to an in-flight emergency.

To help the pilot reduce errors in the cockpit, some of the techniques to reduce cognitive load shedding can, in no order of importance, include the following:

- **Prioritizing information.** We are taught in our pilot training that it is always aviate, navigate and communicate, in that order. As an example, when your stall warning is sounding on base leg, reporting your position is of little concern to the safety of the aircraft and its crew. Taking immediate evasive action to get some much-needed airspeed over the wings would be a better option to ensure your survival. If you are flying at cruise power and the aircraft is not performing as expected, maybe check the flap position, or see if your retractable undercarriage is inadvertently hanging out.

- **Minimizing distractions.** Have you ever been going down the runway, or, on final approach and you have passengers chatting away. In my aircraft, I apply the sterile cockpit rule, where passengers keep quiet during the critical phases of flight, like take-off and landings. They may only talk if it is safety related, like a bird crossing our flight path or, a dog on the runway. I do this where mental clarity and efficiency are crucial to ensure a safe flight, as you always need two of the following three factors, (airspeed, altitude and brains) for a safe flight. Once we are in the cruise, we all talk and enjoy the absolute beauty of aviation.
- **Complex problem-solving or decision-making processes.** As part of my passenger briefing, I hand the pilot check sheet folder to the passenger and show them all the check sheets that I have in place. The check sheet folder is A5 in size, laminated sheets with a plastic ring-binder, as you don't want bulky files in the cockpit. Too much information in check sheets with too much to read can obscure decision-making, as the extra information floods the working memory and makes it hard to focus. The check sheets I need in my Jabiru 430, includes the starting of the aircraft (Too Many Pilots Go Fly In Heaven Early), my taxi checks, the engine run-up checks, runway checks, EFATO (Engine Failure After Take off), engine failure in flight, landing checks, final approach checks etc. I know these checks should be known by all pilots all the time, but the brain can get a bit fuzzy when the engine starts puffing 400 foot after take-off. Having a passenger reading the EFATO checks if you have an engine failure after take-off can only help the situation, and hopefully restore the situation to normal flight.
- **Try to simplify tasks.** They say the missing sock in your washing machines comes back as a Tupperware lid,....that does not fit any of the containers in the cupboard. Whilst I support the Tupperware brand, the cupboard with Tupperware lids and containers can often lead to much frustration and cognitive overload. It is for this reason that a well-organized cockpit layout, with well organised check sheets, maps and flight plans can reduce extraneous load on the brain, allowing the pilot to execute his tasks in a professional manner. Always remember that the clearer the roadmap, the easier the journey.

The Electronic Flight Information system (EFIS) screen can often be viewed as a complex interface. EFIS screens that are too cluttered with irrelevant information can overwhelm working memory. Pilots may struggle to process what they see and find what they need, which leads to frustration and errors. The goal with an EFIS screen is to make these screens helpful, and enjoyable. Yet, in the quest to add features and information, it's common to clutter the space like the Tupperware cupboard, leading to what's known as cognitive overload. Placing related items on EFIS screens in related clusters is a good way to avoid split attention.

Inconsistent cockpit design patterns between aircraft types, where they place the buttons and even inconsistencies in the labelling can add to an overload of the brain, and could result in involuntary load shedding.

Intentionally applying some of the techniques mentioned above can reduce the mental workload or cognitive demands placed on an individual's working memory and help improve flight safety. Proper planning, having a neat cockpit, understanding your instrumentation and EFIS panel, applying strict discipline during the critical phases of flight and prioritizing information can help reduce the cognitive load on your brain, and lead to many years of happiness as a pilot-in-command of an aircraft.

3 AMAZING AVIATION EXPERIENCES



By Bryan Berkeljon, EAA Chapter 1502

In the last few weeks I have been fortunate enough to have 3 amazing aviation experiences, all of which validates what we all know already, the aviation community is a fantastic group of people with shared interest and a camaraderie that you're unlikely to find anywhere else. The first thing to happen was pure chance, on Friday 1st of March, I saw 3 gyrocopters in the circuit for Himeville airfield, they looked very sleek & as left downwind for runway 22 is straight over the top of my workshop to the east of the town, I get a good look at inbound traffic for the field. A couple hours later I got a call from Scott Williams to ask if I could help one of the pilots with tools to remove broken studs from this brake caliper carrier, as they had discovered a problem on landing at Himeville & needed a repair before heading off again the following morning. Scott happened to be on the field tinkering with his plane & offered to take the guys, 4 in total to the Himeville Arms as they had no arrangements for sleeping the night. The group was made up of two Czechoslovakian pilots, Pavel & Mathew, a German pilot Ludtz, and their cameraman, Jaroslav. The guys were on a flying tour of Southern Africa, beginning in the Western Cape, through the EC, KZN then Northbound to Victoria Falls & Mozambique.

Pavel Brezina was heavily involved in the development of the Auto Gyro, a beautiful closed cockpit gyrocopter with Rotax 915 power. The 3 gyro's had European registrations and cruise of 200kph, but their party trick was electric wheel motors capable of 40kph road speed. They have small LED lights & are road legal, this means that they can be driven to town from whichever field landed at under electric power, no spinning propeller, to the fuel station, supermarket, overnight accommodation etc!!!

I collected Pavel & Mathew from the "Arms" at 7 am on Saturday morning & went to my tractor workshop for tools for the necessary repairs to Mathew's machine, work however had other ideas for me, and I left them at my hangar, armed with drills & taps & went to attend to a berg resort with a broken standby generator, the guests were not happy about not being able to have their morning coffee while Eskom decided the southern berg didn't need power for a few hours. When I returned a few hours later, Mathew was just finishing up re-fitting the Gyro's "wheel pants" and had successfully remove & re-threaded 2 small high tensile capscrews from the brake assembly, so clearly a very capable set of hands with the spanners.



Saturday evening was an absolute pearler, and the guys offered to take myself & kids for a flight, naturally my children didn't need any convincing and we were treated to a 30 minute flight as all 3 gyro's had place for 1 pax each. The unrestricted view from the full plexi canopy is what you get from a glider, but without even a wing below you to interrupt the scenery. While I have flown in a gyrocopter before, you never really get used to the sensation of being able to "hover" even if it's not sustained like helicopter flying, it's not a natural feeling for a fixed wing pilot to come to an almost dead stop without the urge to bump the stick forward to regain flying AOA. From a "hover" which is about 25kph I think, it takes 30M vertical decent to re-energise the rotor & very soon flying speed is recovered. The gents took us out to dinner & we wished them well on their onward journey, they departed on the Sunday morning for Tugela Falls in the Northern Drakensberg. A brilliant bunch of guys, you can follow their story on Gyromotiontour.com



A few days after the gyrocopter visit, it was my turn for a small cross country, EAA Middleburg the destination, with an overnight stop at Springs. On Thursday 7th March, I departed from Himeville in my Zenair Raven, ZU-DRL, with Aero Farm set on the GPS and back-up planning on my kneeboard & map. 1H20 saw me at Aero Farm Harrismith for a quick fuel stop & leg stretch, the forecast winds were not friendly, and I droned along at 75Mph from there all the way to Springs, where I was met by my host, Chris Kambouris & Rodney Chinn at FASI in time for a pizza lunch in the Classis Collection maintenance hangar with the lads.



DRL tucked up for the night, I was shown around Chris' factory as he is a supplier of mine in the agricultural equipment business, we then had an opportunity to have a guided "tour" of DENEL on OR Tambo, an incredible look at what SA's capability once was. We were shown the mothballed machine shops & tooling for the rooivalk helicopter, Makila engine rebuild centre & the holy grail with about 20 Atlas Cheetah jet airframes. All of which had arrived as serviceable aircraft, and had been semi-dismantled with the colossal engines removed & wings detached. These airframes are amazing, with the engine unit out, they are essentially just tubes, a thin fuselage and small cockpit on top of 11 000 pounds of thrust!!

In the early 2000's, DENEL had over 10 000 staff, and an apprentice programme with an intake of 400 learners per year to be trained in every trade imaginable. Today there are less than 90 staff of the massive complex, and the great halls stand empty. A crying shame, and a metaphor for all state entities, as the money was looted, skills vacuum and management incompetence hollowed out another once powerhouse of the country. A visit of mixed emotions, as you can't help despair for the future when you seen what remains of



The Classic Collection's Chipmunk

something that was once our Nation's pride with weeds growing through the holes in the roof.

Luckily, we didn't have too much time to dwell on that sad topic, as Friday morning was gin clear, Chris, now the owner of Jonty Low's beautiful OneX and myself were joined by others from Classic Collection in an Auster, Helio Courier, Tiger Moth & Chipmunk set off for Middleburg, a short 45 minute hop from Springs - for some... Scott & Simon having made the trip from direct from Himeville, arrived soon after & we set up camp, with the Helio providing shade, temps were around 35C for the weekend.



Jonty Low's OneX

I recall Karl Jensen saying there were 155 arrivals and over 200 ATC movements for the Saturday alone, so there was always something to see. The highlight for us was our own Scott taking runner up for his stunning Bearhawk LSA build, ZU-ISP. This was particularly special, as ISP had been build by Coenrad Underhay at Krugersdorp Jack Taylor Aerodrome, who has subsequently passed away, and no longer with us to receive the accolades for his craftsmanship on this fine aircraft.

We were wheels up at 6;55 on Sunday morning for the trip south, with a stop at Aero Farm for blue Juice, and a stop at El Mirrador to feed the humans.

Total miles covered 609. A Massive congratulations and thanks must go toa all involved for the efforts to pull off such a successful & well supported event.



Scott Williams accepting the award for Best Runner-up LSA – Bearhawk ZU ISP

My third Av'enture for the month was a jump seat flight from King Shaka to OR Tambo / return in a SAFAIR 737-800 with Simon, and Captain Brydon Orsmond. While I have flown literally 100's of hours with Simon in YAK52's, RV's, Tiger Moth's, Chipmunks, Robin's, Raven's and even a Harvard, the opportunity to fly with him in an airliner has never presented itself, as most of his career has been in Europe, with the odd African contract job in the mix.



My brother Simon and myself

I booked a Jo'burg / return from FALE, and arrived an hour or so ahead of the flight. I was allowed to jump seat both ways and sat amazed by the



My

business of a scheduled commercial flight from the flight deck. The preparation starts well in advance, looking at forecast weather, NOTAMS, pax numbers and a crew briefing. Start & push-back clearance obtained, we were soon on our way to Jhb. I was listening in on the intercom, and following all the frequency changes & instructions. A quick climb to 36 000' then short 3 or 4 minute cruise before TOD for FAOR. Our flying time to Johannesburg was 42 minutes, a quick disembark of pax, next load on board, fuel taken on, more cockpit mathematics and instructions and the process was repeated for the return journey. Our Durban departure had been at about 22 degrees centigrade, and 200ft AMSL, FAOR is 5558 AMSL, and 32 degrees OAT, I haven't done the calc for the

density altitude, but needless to say, our ground roll in JHB was a lot longer as the heat & elevation rob lots of performance, even with two CFM 56's at take off thrust.

The standout for me was the operational discipline of the crew, as every checklist / flight level change / frequency change etc is crosschecked between captain & FO, nothing is assumed or taken as heard without confirmation that the instruction given by ATC is understood & executed correctly.

As most of us operate "single crew" the onus is on ourselves to have this discipline every time we fly, which includes pax briefings, checking the weather, fuel / alternates/ etc etc. I fully believe if this becomes part of every pilots routine, GA accidents will reduce.

My good fortune of having these 3 fantastic experiences has reminded me how lucky I am to be involved in this community of aviation, you meet amazing people, with fantastic knowledge & skills, and a bond is formed with friendships and an understanding that wherever you find yourself, somebody will help out with a hanger for the night, run you to town for fuel or just give you the weather over the phone if you planning a flight away from home.

Bryan Berkeljon, EAA 1502 Baynesfield





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
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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

BOOK YOUR PLACE [HERE!](#)





Queenstown Flying Club

Queenstown Airfield

Wings & Wheels

FAMILY DAY

FAMILY DAY

FAMILY DAY

FAMILY DAY

FAMILY DAY



Aircraft Vintage Cars Vintage Tractors Motorbikes

10th - 11th May

- Craft Market
- Food stalls
- Beer Garden
- Fun Fair
- Catapiller Express
- Jumping Castle



For More Information
 Vintage Cars
 Giel 0825554418
 Craft Market Stalls
 Joanne 0724351971
 Aircraft
 Mark 0829212872

Queenstown Airfield

3 - 5 MAY 2024


EAA
Chapter 1262



BUSH FLYING, CLAY PIGEON
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THINGS



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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.

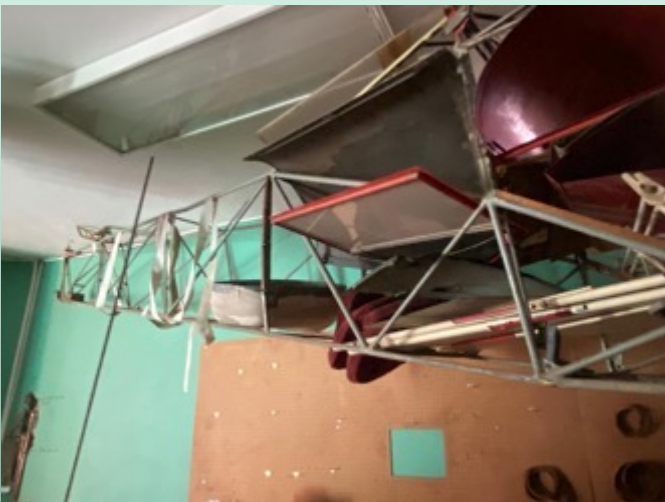
It belonged to the late David Carser and the family would like it to go to a good home.

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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CONTACT ALAN

083 777 1935

Email: alan@dsf.co.za

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Meets last Saturday of the month Wings Park

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