

...CONTACT!

November 2023



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...CONTACT!

PRESIDENT'S COLUMN



Greetings!

As we head into the festive season, in my last column I made mention of the Modernisation of Special Airworthiness Certification (MOSAIC) Notice for proposed rulemaking (NRPM) that is under review by the FAA in the USA. Here are the main differences that are under discussion and how the EAA in the USA would like to see the new regulations fit. The chart on the next page was published in the latest Sport Aviation, and as can be seen there are quite a number of changes which the EAA has proposed. This would make a lot more as well as sport pilot licence requirements more accessible. See the

comparison between the currently open for comment in the USA. If passed, this will allow more entry into Sport Pilot as well as Light Sport Aircraft going into the future. In terms of advocacy this is where the EAA provides excellent opportunities that can be gleaned as a benchmark for Sport Aviation Worldwide.

EAA Chapter 322 had a great AGM and it's good to see the team as well as the new ideas for the Chapter especially pertaining to the Youth Development in 2024 within the Chapter. We are going to have a great year again. Early in the New Year we will be renewing our ARO again and will commence with further planning. The EAA calendar for 2024 is out and we should keep this close at hand to ensure max participation, we need it.

I really enjoyed the camaraderie and spirit at the Krugersdorp Flying Club Fly in on the 14th October

Unfortunately I missed the Fly in breakfast to Brits due to work constraints however it was as always enjoyed by all who attended.

Sadly we had the very unfortunate incident at Springs where long time member Fanie Bezuidenhout and his passenger who lost their lives when what looks like a wing spar failure occurred on his aircraft.

I would also like to take this opportunity to thank all our members for their contributions this year, it was a busy year and looking at the calendar for next year we will be equally busy bringing items of interest, safety and show case experimental and amateur built aircraft in SA. I will also look forward to Flying into more of our events with a perfectly restored Piper PA 12.

Have an exceptional festive season and enjoy a well-deserved break.

Stay Safe.

Paul

Curious about what the MOSAIC Notice of Proposed Rulemaking would change for sport pilots and light sport aircraft?

Learn more from these charts:

Sport Pilot		
	Current	MOSAIC (July 2023 NPRM)
Aircraft privileges	Airplanes, gliders, lighter-than-air (LTA), powered-parachutes (PP), weight-shift control (WSC), kit-built, gyroplanes	Airplanes, gliders, LTA, PP, WSC, gyroplanes Some helicopters and other types with simplified flight controls
Max seats	2 (2 occupants)	4 (2 occupants)
Weight	1,320 lbs (land)/1,430 lbs (sea)	N/A (around 3,000 lbs based on other parameters)
Max stall speed clean (V_{S1})	45 knots	54 knots for airplanes, 45 knots for other types if applicable
Max airspeed level flight (V_H)	120 knots	250 knots
Powerplant	Single reciprocating engine	N/A (for airplanes, only single engine rating available)
Propeller	Fixed or ground-adjustable	Fixed, ground-adjustable, automated, or manually controllable-pitch with endorsement
Landing gear	Fixed (except glider/water)	Fixed, or retractable with endorsement
Pilot endorsements	N/A	Manually controllable-pitch prop, retractable gear, complex, night
Medical	State-issued driver's license, most recent medical not denied/suspended/revoked/SI withdrawn	State-issued driver's license, most recent medical not denied/suspended/revoked/SI withdrawn, current FAA medical certificate or BasicMed required for night only
Limitations	Day VFR at or below 10,000 MSL	Day or Night VFR at or below 10,000 MSL (night requires endorsement and a current FAA medical or BasicMed)

Light-Sport Aircraft		
	Current	MOSAIC (July 2023 NPRM)
Aircraft class	Airplanes, gliders, LTA, PP, WSC, kit-built	Any
Max seats	2	4 seats for airplanes, 2 seats for other types
Max weight	1,320 lbs for land-based, 1,430 lbs for amphibious	N/A (around 3,000 lbs based on other parameters)
Max stall speed clean (V_{S1})	45 knots	54 knots for airplanes, 45 knots for other types if applicable
Max airspeed level flight (V_H)	120 knots	250 knots
Powerplant	Single reciprocating engine	Any
Propeller	Fixed	Any
Landing gear	Fixed (except glider/water)	Fixed or retractable
Commercial activities	Flight training	Flight training, aerial work
Alterations	All alterations approved by manufacturer or person approved by FAA	Minor alterations allowed without authorization from the manufacturer or person approved by the FAA

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Chapter 322

November Gathering & AGM

EAA
South Africa Home of Recreational Aviation **Auditorium**



A beautiful summer morning at the auditorium!

The new 322 Committee, comprising of Mark Clulow, Ronell Myburgh, Neil Bowden, Laura McDermid, Mike Puzey and Graham Richardson

Saturday 2nd November

Another fun morning at the auditorium coupled with a bit of serious business, the Chapter 322 Annual General Meeting.

Once again Rand Airport management paved the way for our members to fly in, landing fee free!

As usual the set up team was there early – cleaning, lighting fires, checking the audio and visual – making sure all was ready for when our members started arriving, what would we do without these folk!

A welcome cup of coffee, fruit juice and breakfast was waiting. Ronnie and Coen once again brought in and braaied the cheese patties, another team we couldn't do without!

At 09h00 the business got underway. Attendance of nearly 50 members ensured we had a quorum.

It was good to see some new faces volunteer

for committee positions – Laura McDermid, Graham Richardson, Mike and Kerry Puzey - a definite new energy was felt in the auditorium. Mike and Kerry briefed us on a new initiative, the Young Adults programme which they, with the help of daughters Tyla and Gabi, intend launching under the auspices of EAA. Tyla, having fairly recently completed her PPL, identified a need for a young adults organisation where new pilots under 30 could mix, interact and network. Their ideas are great, only matched by their extraordinary enthusiasm and energy. Keep a look out for future developments – it promises to be good! Another great feature of the gathering was Karl's presentation, shot with special lenses to create the impression of low flight, showing his fly-by over Aloe Ridge School to celebrate their 129th anniversary, one they share with the Wright Brothers first flight in 1903!

Time Flies when you're having fun!



They say its part of nature of life, for time to accelerate as we age. This acceleration is almost imperceptible each year, but the result is that each decade that you live through goes by faster than the one before. Your 20's go faster than your teens; your 30's go faster than your 20's and so on. This has been apparent I'm sure for most it seems we start to move at lightning pace as the wrinkles develop or the joints begin to ache. The swiftness of this year rapidly drawing to a close has been no exception.

It also seems that as society has gradually adjusted to a new normal in 2022 and into 2023, the post Covid pandemic which now seems so far away, the return to the familiar pace pre Covid they say causes us to once again perceive time as moving faster, another aspect that does influence the perception of time is technology. Nowadays zillions of messages fly around the planet to their intended destination within seconds and this is largely how stuff gets done now 21st century style.



Pre flight at Jack Taylor

Let's Step back a bit! It was absolutely superb when the other day my brother Peter called me and said lets go to the EAA 322 Chapter meeting at Rand in the Tiger Moth. I hastily jumped at the offer and arrived at our hangar at 06h00 on this beautiful early spring Saturday morning, we pre-flighted the Tiger and with Pete's cleverly designed tail wheel tow bar, we pushed it outside into the already crisp sunlight. He then tethered the tail chocked the wheels, and made sure everything was set up correctly for the start-up, fuel on, tickled the carb, confirmed the mags were off and pulled it through eight blades to introduce the first cycle of the 4 cycle process,

to get the necessary atoms of fuel and air into the cylinders, mags on, and with a swift tug on the propeller, she immediately roared into life.

Settling to an immediate idle and within a few seconds running smoothly on all cylinders, with the familiar Gypsy Major popping sound at idle that has graced the world since 1931, I safely hopped into the front seat, buckled up that Sutton Harness, goggles on and I was in charge until Pete undid the tail tether and pulled the chocks away, safely stowing them into the baggage compartment and he hopped in behind, buckled up and donned his headset. He's got the intercom set up nicely and said, you Taxi it! Okay!! was my reply and immediately thought No Brakes! This is going to sharpen my senses, knowing that taxiing any aeroplane for that matter requires a bit of planning, patience and good airmanship to achieve fluidly.



Taxying out to 08

In a Tiger the planning component involves being a little bit more aware of where the winds are, in relation to your travel direction and use a series of s-turns to keep an eye on what is ahead of the aircraft. There was a little breeze, and the jaunt to the threshold of 08 at Krugersdorp does start to run downhill, I handed it back to Pete by saying "you have control and he headed it onto the grass to the left of the taxiway, to best keep it at a

manageable pace and from doing its own thing and to use a bit of this elevation by turning 180 degrees it into the gently slope just abeam the holding point and with a bit of help with the throttle, got it around to stop. You've got to be ahead of this aeroplane.

He did the run up, radio call, all good and I sat back taking in the vista of a perfectly clear morning, as we entered the runway and accelerated into the cool morning air, tail up and airborne climbing away for Rand Airport.

As always one gets a majestic feeling as I peered past the flying wires and glancing at the spring-loaded airspeed indicator on the wing strut that is remarkably accurate, we were now pointed toward the East Rand. It obviously is noisy but the intercom is adequately audible, above the 70 MPH noise, we chatted momentarily observing the familiar landmarks on our way inbound to the Silver Ball atop the ridge.



The Jo'burg skyline

The Jo'burg skyline to our left looked decidedly good from around 6500Ft as I glanced at the 1930's altimeter in front of me. Next thing we were on finals for 35, I looked again at that Mouse Trap Airspeed indicator on the strut, we were neatly set up at about 55 MPH as we came over the fence and Pete squeaked a three pointer, after which the lady in the tower

gave us the all clear to taxi up to the EAA Auditorium.

What a lekker early morning flight we had I thought, as we shut down and secured the Tiger Moth next to Derek “Pops” Hopkins RV8 who landed just ahead of us.

A great meeting as always with all the friendly folk at Chapter 322 the burgers were brilliant, freshly Squeezed orange juice was just the business, after our early morning start and Neil called everyone to order and took us through the meeting proceedings. Wouter Botes the guest gave a great presentation on safety.



Karl, Alan and Neil presenting the meeting

After the meeting, Derek Hopkins swung the Tiger back into life and we headed back for an equally scenic flight back to Krugersdorp. We took a turn over our High School in Florida, thinking where the years have gone. We landed on the grass back at Krugersfornia and a short taxi to the hangar. There definitely is magic in flying in an open cockpit Bi Plane and I am extremely privileged to be able to do these type of things revelling in the abundance of family and friendship with our EAA and Flying Club pals that all share a common interest and spend many happy hours keeping these Gems perfectly airworthy.

ZS- DMC arrived in SA in the early 40's from 52 MU (Motorised Unit) RAF Pengam Moors,



Back to Krugersdorp

and was shipped to South Africa and taken on strength into the SAAF as 4676 on the 20 April 1942.(Courtesy Air Britain).

It seems a long time to comprehend that over 80 years ago many Tiger Moths were in the sky around 2 Air School in Randfontein which is just down the road not even 10 miles south east of our hangar at Krugersdorp. Here WW 2 instructors taught many young fledglings to fly, most of which went onto fly faster fighters, bombers and transport planes during the war effort. November is remembrance month and on the 11 at 11h00 many of us take a minute to remember the countless fallen heroes that never returned.

After the war years a lot of Tigers came into civilian hands. Quite a few did the trip to Rand Airport to Tiger Moth Mecca, the Strecker's hangar, albeit for maintenance or rebuild. Brothers Cyril (Bok) Toffie and Willie Strecker, and later Frank spent a lifetime on Tiger doing repairs, rebuild sales and maintenance. They had a picture in their office of many Tigers at Rand Airport, all, lined up, I wonder what happened to that pic, and hopefully the De Havilland Club has it.

I remember our EAA members that have headed west who had a special place for a Tiger Moth, John Henry Martin who flew Tigers at 2 AS in Randfontein and finished

Die Sersant en die Tiger Moth



Die Sersant en die Tiger Moth

flying Spitfires in Italy. Our past EAA presidents, Mike Spence and Bob Ewing, as well as Vice chairman Noel Otten, and members Bob Hay, Gavin Brown, Ted Phelps and Ian Popplewell whom have all headed west, certainly loved their Tiger Moths. Well known aviation personalities like world Champion Tiger Moth Aerobatic pilot Brian Zeederberg as well as Col (Ret) EAA member and ex-Chairman of the Aero Club of SA Jeff Earle, still enjoy flying their Tigers today. EAA member Roy Watson still owns his Tiger now for over 50 years. Kevin Hopper has taken up the role the Streckers had, and has restored a number of Tigers to concourse standards. Jim Davis well known SA aviation mentor also had a Tiger that is now resides in Israel. These are just a few names that come to mind, and there is still quite few more Tigers that grace the flying clubs and private strips all over SA, where they are all lovingly tendered by their owners and fly every other week.

Tiger Moths are still regarded as amongst the most famous training aircraft ever. More than 7000 Tiger Moths were built; it was preferred by civilian and military training schools in the

UK. Militaries in England, Canada, South Africa, Australia, and New Zealand trained their fighter pilots on the Tiger Moth

In conclusion, some may remember the movie in the early seventies “Die Sersant en die Tiger Moth” it aired earlier this year on Kyk Net and is now on You Tube. Koos Roets SA’s premier movie mogul shot the movie and Scully Levin did some amazing flying scenes. A beautiful blonde girl (Katinka Heyns) helped this guy (George Ballot) rebuild his Tiger with what they had on the farm and her dad was not impressed with this dude eyeing his daughter and getting her involved with a Fly Machine, needless to say the ole’ man has a heart attack and the Tiger now sorted, saves the day by getting him rapidly to hospital. That’s a great way to gain favour with the “Skoon Pa!”

They say a Tiger Moth is an aircraft with which every pilot should become acquainted”. And for those looking for adventure – at a leisurely pace – it holds a special charm.

Stay Safe!

Paul Lastrucci

A Fun Flyover

for a School Anniversary



About 2 months back, Bill De Pinho mentioned that his wife and siblings (sister is a teacher at present) were at Aloe Ridge Primary School in Walkerville, about 2 km south of Tedderfield. The school was founded in 1903, the same year as the Wright Brothers first powered flight on 17 December that year. Bill hinted to me that a flyover would be appropriate when they celebrate the Centenary +20 years of the school's establishment with an aviation theme. I understood the hint and volunteered to do the flyover in my Cessna 170.



Passing Joburg CBD on the way to Aloe Ridge

The Headmistress, Bill's daughter and other staff put in a massive effort to make the day of the celebration on 28 October a memorable event. They arranged with Tara Penny, head of news of radio station, Hot 102.7FM to publicise their achievement and the flyover.



Aloe Ridge Primary School



Passing Joburg CBD on the way to Aloe Ridge

I departed my airplane base at Fly Inn Airpark on the day early to land at Panorama Airfield near Alberton, to await word when they wanted me to pass overhead. The landing and wait were fortuitous as there had been a power failure at the school, so their programme had slipped. I flew overhead at altitude not to disturb the farm animals in the bucolic area, and then do a flyover for the kids and adults. Apparently, it was a wow for the folk present. As they said, the flyover of Ellis Park in 1995 was followed by a Springbok win of the Rugby World Cup and hopefully this minor demo was a portent for the Springbok RWC win in Paris that evening.

A real feel-good experience for me!

Karl Jensen



Karl with Kerry Matthysen at Brits after the Festival fly over



C'mon...

...Chapter 322 members

There are numerous occasions when functions/ fly-aways/meetings and other events that are arranged with much input by your committee for everybody's benefit. When I say everybody, I mean all members and their families. Often the events cost our Chapter money which is so generously proffered. The sad thing about these events, is that participants are invariably the same handful of members each time. What are we doing wrong...? What are we missing? Why do people not want to participate.

I am aware that the economy is in a sorry state at present and most of us must be diligent with the amount of flying and travelling we indulge in. The cost of Avgas is obviously a major factor, also adding to the high cost of our recreational flying. However, the main issue is the apparent indifference and/or apathy of so many of our members. At our 2023 AGM on 4 November, I counted a turnout of about 40 persons – that is just 12% with our membership numbers in the vicinity of 350 paid up members. Why this lacklustre attendance? Our organisation is headed by dedicated volunteers. Being a member is one aspect, participation by the members is a reward for those volunteers who spend much time and energy for our mutual enjoyment.

EAA is a wonderful fraternity of essentially good people. Participation is a privilege and should not be regarded as a chore, but rather an opportunity for fine camaraderie with people with a common interest. In my experience, as I have so often declared, the more involved one is in EAA, the greater the enjoyment. Are you just a member or are you both a member and a participant?

Karl Jensen – EAA Chapter 322 PRO

EAA Chapter 322 Calendar 2024

On the following page you will find the EAA Chapter 322 calendar for 2024. Our regular monthly events such as monthly gatherings and breakfast fly aways are marked on the calendar. As well are our major events such as the Aero Club's Airweek and Sun 'n Fun.

During the last week we have conducted a survey on whether EAA should combine their National Convention with Aero Club's Airweek. Response so far shows an overwhelming support for a combined event – 75% for and 25% no. Airweek is once again going to be held at Middelburg, Mpumalanga, 8th to 10th March.

If the decision is taken to combine the events, EAA will concentrate on one major EAA event, probably Sun 'n Fun, which will cater for members around the country. From the current survey we have collected input from members as to where this should take place. Dates earmarked in our calendar for Sun 'n Fun are 11th to 13th October. This could change depending on where the event will take place.

A fly-in is also planned to Pyramid Airpark in Mpumalanga, 17th to 19th May. There is limited accommodation in chalets on the airfield, otherwise bring your tent, camping facilities are available!

Please make note of our events – this may help you plan your year to ensure maximum flying activity!

Chapter 322

Awards Breakfast & MACH Draw

Please help us honour our deserving awards recipients on Saturday 4th December at the EAA Auditorium at Rand Airport for our 2023 EAA Chapter 322 Awards and MACH Draw.

Will you be the one heading to Oshkosh 2024?! An "Oshkosh South African Camp" style breakfast will be served **free** to all attending, compliments LSA Covers, Air Adventure Tours and EAA Chapter 322.

Fly in or drive in, all welcome!



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 Apr Breakfast Fly-in Eagles Creek

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

BOOK YOUR PLACE [HERE!](#)



ZU ITT Flies!

How valuable is the EAA AP scheme?



In 2013 we first flew our RV7, now ten years later that aircraft has over 1 000 hours on it and I have had a lot of fun flying it. In completing that project we acquired a number of skills that I personally felt would be wasted if left alone. So in 2015 I acquired an empennage kit for an RV10.



Priming parts is a pain

This is a part of the story of the journey I undertook to get a fantastic aircraft completed and flying. With the kit in hand, I started work, unpacked, inventoried and it felt like meeting an old friend again. The parts are similar to the 7, just a little bigger, the techniques similar with slightly



Arrival of rest of the kit

different design approaches for the construction of the elevators, ailerons and flaps, the technique deployed in the RV10 is like the rudder construction of the 7, so nothing too dramatic here.

The big improvement from Vans Aircraft is the documentation, the construction drawings for the 10 are a huge step forward, when compared to the 7, each page has all of the information you are needing on one page in the right place, no more paging backwards and forwards on large drawings looking for a specific rivet call out.

I completed the Fin, Rudder, horizontal stab and

elevators, whilst working hard on Theo Arrenbrecht to join me. He is the “chief” syndicate member in Pegasus, a yellow Piper Colt, with a long history of EAA involvement, in which I have a share. (Peggy taught me to fly a tail dragger, whilst we completed the RV7 by the way).



Inventorying all the parts took a while

Theo was eventually convinced and joined me on the journey. I don't think I could have chosen a better partner, quiet, an engineer by training, he is in some respects the polar opposite of me. Fortunately, Theo lives just a kilometre away from Aeroplane Construction Central and so it was really easy to get the work done. Covid came and went, which caused a few delays but finally the job was done.



The boss lady is impressed (Sandi, Theo's wife)

Building an aeroplane requires some oversight, now fortunately as a result of the first build, I had developed a relationship with Norman Stapelberg who became part of our RV7 build and fly journey



Clecos holding the tail cone together

when we had to weigh it, since then at least an annual visit, to come and inspect our maintenance of the machine and assist with Release to Service and paperwork for the CAA meant that when I called to invite him to inspect a new build, he readily popped around to my home to drink coffee, talk aeroplane rubbish, critique my work and eventually stamp and sign some paperwork so I could close up bits and pieces permanently. This is what the Approved Person scheme is all about, the scheme is managed by the EAA, and in order to use the AP scheme, you should be a paid up member of the EAA, for this service alone the annual subscription is well worth the money.



Tail cone complete

The Approved Persons, write exams, and have to prove that they know about the specifics of aircraft construction and maintenance, these folk provide a service to us NTCA types which is based on a



Joining the tail cone to the forward Fuselage- a big moment

passion and enthusiasm for aircraft and flying. It takes time out of their days, driving or flying out to inspect and I certainly value the input and thank all involved in this much needed service.

Building an aeroplane is a large undertaking and these inspection visits are critically important, Norman was always at pains to point out that perhaps we could have done something in a different way, which would improve the outcome. He paid attention to the things that matter and is a fountain of knowledge. He always commented that this role was not to find fault in what we had done, but rather make sure it was airworthy and met the standards required. This meant I had to drill out a few rivets, and replace them with slightly longer ones to satisfy the requirements, no big deal. As a builder displaying your work, this approach was good, inspections were not a stressful event with a pass or fail, but a learning opportunity and a time to make things a little better.



The prop is on, it is big



Young Norman before involvement with our build



... and Norman, a few years on, after involvement with our build, sporting a few new grey hairs

I asked Norman to comment on this, here is what he had to say:

"During inspections I pay attention to the build quality, as not all builders have the same skill sets. At time, we must assist the builder to gain the confidence for the next step in the build, whether it be from basics in riveting or composite layups. Unfortunately, as an AP, you must try look deeper as some builders might try to hide their mistakes. I have had an example where a builder did not follow the correct assembly sequence which created havoc downstream in the assembly.

One time while doing an annual inspection, I found that the bolts installed on the rudder pedals to the rudder cables was in the incorrect direction. Prior to the inspection, the pilot had slowly pressed the split pins with his feet which eventually came out and, by the time I did the inspection the castle nuts were hanging on by a thread. I promptly removed the bolts and handed them to the owner so he could fit them in the correct direction.

In my view an AP will never know it all, he must always be prepared to be challenged and have an open mind to new technology. If the reasons the owner or builder has, for doing something, do not comply with the correct standards, the AP must try to explain using the AC43 as the accepted guidelines. Best practices must be used to keep the aircraft and pilot safe at all times."



The big move - Airplane Central to Tedderfield

I can attest to his approach, during the final inspection of our 10, Norman pointed out that the nuts holding the flap hinge bolt had too much thread showing, we looked at it and about 5 turns were visible. So checked the plans and we had done what was required, noted it down on the snag list and carried on. Anyway, about a week later Norman called me and said, he had made a mistake, they were within specification, he had studied his book of words and because of the type of nut it was acceptable. So we both learned something that week.

Eventually, the time approached that the build was almost complete, the wings needed to come on and the space at home was no longer sufficient, so the move to the hangar took place, just before COVID lockdown, the quick build wings came home and in lockdown they were completed. Then after that strange experience we had to assemble it all at the airfield. This now meant Norman could visit by air, as he arrived a mug of coffee was put



Engine run with club prop

into his hand and we discussed what we wanted him to look at or advise us about.

Now those of you who know Norman, will recall that he is a man of many words, enjoys the banter and never turns down an offer of a cup or multiple cups of coffee. Several times Mel, (his wife) would join him on his trip, we would give her the same treatment, a chair in the sun or shade to read her book or do some of her work, feed them lunch and send them on their way having had an enjoyable and fruitful time together.



Ground run with our prop

In November 2022, we had done the engine start, had a few minor instrumentation items to conclude and called Norman for the final inspection, he was thorough, checking all of the controls, looking carefully into the engine and it's installation. Prodding, pulling, checking and making sure things were torqued appropriately we eventually received our Release to Service.

Norman was with us through the build process, right up to engine start, the pressure of this exercise meant he decided that living in SA was too much of a challenge, dealing with the likes of Theo and I, he upped and left for New Zealand. I must say we were truly sorry to see him head off as are a number of RV pilots whose aircraft he inspected and helped maintain. He has left a little bit of a hole here in the RV community.

At this point, we needed a dual controls inspection, so I contacted Manfred Springer who is based at Tedderfield and he came around and did a thorough inspection, also picking up a few minor improvements we could make.

With all that done the paperwork was ready for submission, because of December and a planned holiday, I left that to January 2023. Well it took 3 months to get a radio license from ICASA and an additional 2 months for the CAA to eventually issue our proving flight authority.

In the mean time, much fettling and fiddling took place. Trevor Warner our test pilot arrived, had a thorough look around the machine, pointed out a few improvements we could make an ultimately agreed to test fly it for us.



Ready to fly awaiting paperwork

So on the 27 July 2023 ZU-ITT took to the skies, a few minor config changes to the Garmin G3X were required after the initial flight, the radio setting needed changing to quiet the intercom when transmissions were received.



First flight – as per the numbers she took to the air

“Bitching Betty” needed to be told that when the flaps are down we are going to land, and we do not require a “Terrain, Terrain, Pull-up, Pull-up” notification all the way down to touchdown, getting louder and more insistent as the landing takes place.

This interestingly proved to be quite a challenge, Garmin in their wisdom does not have such a logical approach. You can only land at strips that Garmin is aware of in their database. And as far as I can tell, the database did not have all of the airfields in South Africa on it. An upgrade of the database may have helped, but it seems there are still some holes and these need to be addressed by manually inputting the unknown airfield as a waypoint. Not smart from Garmin as far as I am concerned. So the net result is that the aural terrain warning has been turned off, as it is far more distracting than it is helpful.



Second flight – the same day

At the time of writing Theo and I have 14 hours on the aircraft, of the 40 proving hours the CAA told us we had to do. When challenged about the fact that it is a certified engine and why the 40 hours, the inspector eventually responded that it should be 25 hours, to date however the elusive piece of paper confirming this change has not been received.



Striking from below

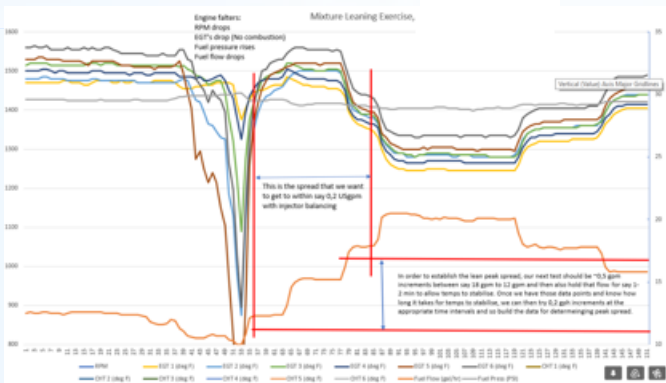
The test flying has been taken seriously, doing precisely what Vans recommends to get the performance graphs for our specific aircraft, Theo and I have enjoyed the “technical” nature of the flying, but when we download the data, our climb at full power at 100kts is not quite so accurate as we thought. Really challenging to be so precise.

The data recorded is analysed after each flight and we are tweaking the engine performance, with cooling changes to the baffling to try and balance CHT’s and then working on balancing peak EGT’s for fuel efficiency.

We have also done some fuel flow and leaning measurements in order to balance the flow to the injectors, all very interesting technical stuff. The results of this will probably form the basis of another EAA presentation.

I am now busy with a set of wings for an RV7, and Norman had provided a tool to set the rib flanges at 90 degrees, a few pieces of wood and it has saved hours in effort using the setup he provided. All in all, the Approved Persons we have dealt with have all added value, provided insight and been truly interested in what we are doing or have done. Thank you to all of these people.

Ian Beaton



One such graph analysing a mixture leaning exercise, going lean of peak to the point where power is lost



Happy campers, Trevor Warner and Theo



THE PEGASUS STORY

EAA project, theft, clandestine recovery, airline pilots and a wonderful trainer.



This is some of the story of a syndicate aircraft I am involved with, called Pegasus, she has a wonderful history, filled with all sorts of intrigue.



Pegasus project - EAA Chapter 514 White Horse Inn

A sad start to this story, Some time in the 70's a Piper Colt was based at Krugersdorp. The Colt was being readied for flight but the battery was flat. The pilot decided to swing the prop without chocks or brakes. The throttle was open more than necessary and she got away, careered across the airfield and penetrated the wall of a hangar right between 2 Cessna 210s. The wings were badly damaged and this was the birth of the project.

Murray Cohoe designed completely new wings with a different aerofoil section, longer span and added flaps which the Colt didn't have.



New wings

The fuselage was lengthened and the landing gear turned around. Those little steps on the landing gear were for boarding the Colt but now prove useful for fuelling and checking the fuel caps on the pre flight.



Fuselage covered, engine installed

A group of enthusiasts bought the wreck and built the wings from scratch, and once the welding was done on the modified fuselage, they set about building that too. Wow, that was a long time ago now. Pegasus as she is known, ZS-UEB still flies regularly, is in a relatively active Syndicate with 5 pilots and based at Tedderfield. Peggy, as we call her is a type X027 and designated a Cohoe MK 1.



Early Syndicate members

Theo Arrenbrecht, a long time member of the syndicate, is the mover and share that I got to know after I purchased my share from Simon Cowie. At the time I was half way through building an RV7, had just got my PPL and now needed to transition to a tail dragger. The syndicate, just prior to my purchasing of the share consisted of four airline pilots, I think all were instructors with one or two DME's involved with the exception of Theo Arrenbrecht who had his PPL, so distinguished company with huge experience was available. Anyway, through a work colleague, I had got to know Trevor Warner, who was building his RV7 and about two years ahead of us in his build. I called him to enquire about the share I had seen on Avcom, and he instantly said, that is the perfect plane for you, he had recently sold his share to purchase his propellor for his RV. I bought my share and Simon and Trevor helped out with my conversion, sitting alongside me bounding down the runway like a jack rabbit as I tried to learn to master the tailwheel. Eventually I did, and had a lot of fun flying Pegasus from Petit.

Then there was the time she got stolen, this was long before my involvement and I am trying to find out who wrote the piece I am including below so I can acknowledge him.

"A guy had been contacting syndicate members



Later member – Simon Cowie sold me his share

saying he'd seen her in the back of a hangar with flat tyres, holes in the fabric and covered in bird shit. This was a lie, because I was flying her regularly. (I even took her to Margate. Francois was there with his Mooney.) Rod Meyer had a jet based at Lanseria and UEB lived in that hangar. He came in one morning and she was gone. He suspected it was this bullshitter guy who he knew was from the Cape. So I contacted my brother Bob who was working at DF Malan at the time. He phoned around and it had been seen at Fisantekraal. I was with SAA at the time, so I took a jump-seat to Cape Town and met Bob there.

We drove to Fisantekraal and saw it in the back of a hangar. We said to the hangar boys, "Daai geele, bring hom uit."

They dragged her out and the tailwheel assembly was missing and the inside of the door was stripped. No idea why. So I decided to steal her back. My first priority was to get her away from Fisantekraal. It was already getting late and the tailwheel assembly was missing. Bob spoke to a crop spraying guy he knew and was able to get a leaf spring only which we attached with a bolt and judicious use of bloudraad. I fired her up and using only brakes, I taxied out and flew her to Stellenbosch where I fuelled her up and tied her down for the night. I slept in the clubhouse.

Early the next morning, I woke to a beautiful Cape morning. There wasn't a phone box there so I couldn't phone the met man but I figured that the cold fronts approach from the west, so if it was clear in Stellenbosch, it would be clear to the east so I taxied out. It needed a lot of power dragging

that leaf spring through the soft Cape sand. I took off and headed for Beaufort West. I climbed high to get over the mountains and once on the other side, I was over eight eighths cloud. Prudence says I should go back but I figured it was early morning fog and that it would burn off so I continued.

After an hour or so, I was still VMC on top and flying by DR and getting slightly concerned. Over to the right, I saw a hole in the cloud and went to investigate. It was big enough to circle down in, and if necessary back up. I circled down and got below the cloud which was about 500' AGL. And there was a main road heading north east - the road to Beaufort West.....

I landed there and taxied in for fuel. The leaf spring being ground down on the tar, and then leaving a big furrow in the sand. I refuelled and phoned the met man from a tiekie-box. He said the cloud would clear a few miles east of Beaufort West but then the wind would pick up, strong from the North West. That's exactly how it turned out. With the wind came the turbulence and I kept hitting my head on a crossbar above the cabin so I shuffled down in the seat to give myself more headroom but now my legs were bent with my knees bumping the bottom of the panel so I used the rudder pedal on the right side sitting half side-saddle. I had to lay off about 15 to 20 degrees for the wind.

I landed to the north at Tempe. I didn't bother with the runway, I just used the taxiway which was straight into wind and closer to the bowser. I refuelled there and then had to taxi a long way with a strong tailwind, no tailwheel and the plane trying to weathercock. I needed lots of brake, and the brake on the right was fading fast. When I finally lined up, the right brake was useless. That leaf spring was badly ground down by then. I took off and headed for Lanseria. When I made contact with them, I said that I'd lost the tailwheel and that I may not be able to clear the runway, and that there was a possibility I might ground loop. I didn't say anything about the brakes but I knew that if it swung to the left, especially at low speed with no airflow over the rudder, I wouldn't be able to do anything.

The landing went well. The tower had fire engines out for me which I didn't think was necessary. But

as I feared, it did start to swing to the left. I had full right rudder and pumped the useless brake. No fluid left. It did a gentle ground loop through about 90 degrees and stopped. We had to manually move it off the runway and put the tail on the back of a bakkie to get it to the hangar.

The guy who stole it was the guy Rod suspected and he was prosecuted.

That was the last time I flew her before moving overseas.

Cheers

Pete Cohoe"

Pegasus is regularly flown recently did a trip down to the west coast with one of the syndicate members and has taught a number of pilots to fly. She has recently had brakes fitted to the right hand side, so instruction and conversion is now much simpler. She is about to get an engine management system and small EFIS upgrade too.

A privilege to be a small part of this wonderful story.

Ian



Regularly operating at her new home - Tedderfield

NEWS FLASH!

Chapter 322 will be holding their January Gathering at Ian and Theo's hangar at Tedderfield Airfield where they will present their updated fuel vapourisation demonstration.

13 January 07h30 Tedderfield Airfield



18.11.2000 Darryl - LOSKOP DAM



29.11.2003 Simon COWIE : "Pegasus" at FLY-INN



CATHEDRAL PEAK



16.12.2002 LOSKOP DAMM! "Pegasus" tail wheel snapped off. June's 12th flight, Christoffel



Photos from the Pegasus Album

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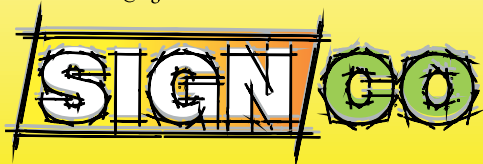
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