

...CONTACT!

December 2023



*EAA wishes all
our members
and their
families a
Merry
Christmas,
Happy Holidays
and a
Prosperous New
Year!*

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...CONTACT!

PRESIDENT'S COLUMN



Greetings!

We are almost at the end of the year with most folk now on an annual holiday or well-deserved break at their holiday destinations; I'm enjoying excellent weather as write this here in the fairest Cape on a week's break.

Once again the New Year brings renewed energies and 2024 looks to be a bumper year for recreational aviation with events planning already well underway. . The 2024 calendar is out and the advocacy requirements keeping the ARO current is being attended to with our EAA ARO renewal review coming up in February.

We can look forward to the convention in Middelburg in March 2024. And a host of fly ins breakfasts and Sun n Fun event planning for the year. We had a really great EAA Chapter 322 meeting in the beginning of the month with the new committee gaining momentum for 2024.

Along with a free breakfast that was super cool and a massive highlight was the draw of the Mach winner Andre Swanepoel, an avid Aviation enthusiast and when Mark Clulow called his name after the draw, his face just lit up, as he scooped his lifelong dream to visit the Mecca of aviation is now a reality, Enjoy Andre. Huge thanks to Neil Bowden for this really great initiative that has gained much momentum.

Our EAA member Walter Doubell has been appointed as Chief Advocacy Officer at the Aero Club of South Africa. Walter will be the liaison and contact with all relevant organisations and associations with whom the AeCSA needs to interact to ensure that the mandate and vision of the AeCSA is fulfilled. This liaison function is to represent the AeCSA in an advocacy role to further the interests of the AeCSA and the sections represented. Walter, a strong negotiator, highly conversant with the regulations is ideally placed to keep a beady eye on any regulations that could adversely affect all our flying.

The EAA was in attendance at the annual Aero Club awards late November, where EAA Member John Illsley was awarded the Aero Club Lifetime Achievement Award for the countless amount of work that John has done over many years to support and grow aviation in South Africa. It was a gala event held at Rand Airport honouring aviation achievements over the past year.

Capt. Ret Karl Jensen put forward the nomination supported by Capt. Ret John "Fluffy" McKerchar to honour John with this prestigious award. Karl conveyed special words to the assembled gathering on John's achievements not only to the EAA, but to the greater aviation community in South Africa. John has just retired from a lifetime career of teaching and mentoring young minds as the second master at Pretoria Boys High School, a post held for many years. John has nurtured and encouraged many young minds to follow an aviation passion through the Pretoria Boys High Aeronautical Society which he founded at the school many years ago. He has also taught and upheld amazing respect decorum, fostering a culture of hard work that these boys easily portray in everything they do and achieve. Equally the products of this society and his monumental efforts has positively influenced

and added to SA Aviation, through stellar aviation careers these boys have gone on to achieve, that were all ignited by John.

John also a world respected aviation historian and restorer, has restored the oldest flying aircraft on the SA register, his 1935 Aeronca C3, which was in attendance at this year's EAA Convention. I marvelled when I looked skywards, hearing the unique twin cylinder JAPJ 99 engine as he arrived overhead Middelburg airfield on a crisp June morning inbound from Petit. John is also busy completing a Comper Swift aircraft, also a 1930's single seat aircraft that will soon grace our skies.

A well-deserved award bestowed to John, and not forgetting his lovely wife Thea, who has supported John in his passion over the years. They have just recently moved to the Cape to enjoy their retirement, no doubt there will be more interesting preservations of aviation that John will come up with now that he is retired.

In an article on the Vans website, on December 4, 2023, Van's Aircraft are reorganising the company and filed for protection under Chapter 11 of the federal bankruptcy code, which is a key step in the reorganization of the company and during this period of reorganization, they will continue to source, produce, and provide parts, service, and support customers during this period.

They cited that over the past few years, the company has faced a handful of complex issues, mainly supply chain challenges throughout COVID, faulty primer that led to corrosion problems on quick build kits, and problems with laser-cut parts that were manufactured in response to high demand. As a result of this combination of issues, the company experienced serious cash-flow problems from which it could not recover through the normal course of business.

On a positive note they have built up a significant and high-value parts inventory, and will leverage it to fulfil orders for kits and parts over the next 12 to 18 months to hopefully keep some kind of order continuity. .

The purpose of the Chapter 11 filing is to allow Van's to continue to provide on-going support for its customers, suppliers, and employees for many years to come. Understandably this situation has created hardship for everyone involved, and without these changes there appears to be no viable path forward that would allow Van's Aircraft to remain in business and support its customers.

Following an intensive internal assessment and cost review, most of their kit prices will increase by approximately 32%. Prices of individual parts and components will also be increasing, some more than 32%, and others less. Whist these price changes are significant, Vans believes they are also necessary. They based this price increase upon a review of competitive products, and they feel even with these changes Van's continues to be the value and performance leader in light aircraft manufacturing. Vans Aircraft is the most successful kit built aircraft to date many are flying world-wide, I'm sure they will overcome this.

Speaking of which, it's time to renew EAA Subs for 2024, many thanks to our members that have renewed already. We look forward to an increased participation at our events in 2024 there is usually something happening every week end and 2024 will be no different. There is also a new initiative on the cards to support and encourage younger folk into the EAA, which is being worked on at the moment. This, an integral requirement to support and sustain the EAA in South Africa going forward,

Once again, many thanks to the volunteers that always make the EAA in South Africa a great place to be!

Happy Holidays and Stay Safe.

Paul

EAA's

Online Event Starts January 22

Homebuilders Week



An online opportunity to learn about building your own aircraft!

By Charlie Becker, EAA Homebuilt Community Manager

Homebuilders Week is an online opportunity to carry on the founding mission of EAA by sharing as much knowledge and information about building your own aircraft as possible in five days. We start on Monday, January 22nd, 2024, and end on Friday, January 26th, 2024. Each day, we offer six live webinars back-to-back, starting at 11:30 am central time and running every hour and a half until the last session at 7pm central. The sessions are live and allow time for questions. The topics cover a wide variety of areas of interest to anyone curious about building their own aircraft. We try to make sure there is something for everyone, whether you are just considering the idea of building an aircraft, are knee deep in a project or getting ready for test flying. We even have EAA president Jack Pelton lined up on our

anniversary date, January 26th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week coincides with the anniversary of the founding of the Experimental Aircraft Association in 1953. We have come so far since that first EAA meeting. Back then, information on homebuilding was sparse and hard to come by. I know that if our founder, Paul Poberezny, was still with us, he would give us a big thumbs up for this effort to support the homebuilder.

EAA Homebuilders Week is made possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, and Scheme Designers, Inc.

Please click the link below to sign up for the sessions

www.EAA.org/HomebuildersWeek



Homebuilders Week Schedule

January 22 - 26, 2024

To sign up: EAA.org/HomebuildersWeek

Time CST	Monday 1/22/24	Tuesday 1/23/24	Wednesday 1/24/24	Thursday 1/25/24	Friday 1/26/24
11:30-12:45	Building an Aircraft: What You Need to Know Charlie Becker	Composite Construction Basics Mark Fors	Amateur-Built Certification Process Joe Norris	Lies, Darned Lies, and Homebuilt Accident Statistics Ron Wanttaja	EAA Advocacy Update: Top Homebuilding Issues and the Impact of MOSAIC Jack J. Pelton, Sean Elliott & Rob Hackman
1:00-2:15	Wiring Basics Dick Koehler	The Nuts and Bolts of Nuts and Bolts Kerry Fores	Building on the Cheap Ron Wanttaja	Lycoming Engine Installation Dave Prizio	Working With Wood 101 John Egan
2:30-3:45	Welding Basics: Gas & TIG Charlie Becker & Tracy Buttles	Fabric Covering Basics Nate Hammond	Buying a Used RV Aircraft Vic Syracuse	Sonex Aircraft and AeroConversions Products Mark Schaible	Zenith Aircraft Kits & Plans Sebastien Heintz & Roger Dubbert
4:00-5:15	Sheet Metal Basics Jim Scott	Factory-Built to Homebuilt: What's the Difference? Tom Charpentier	Advanced Flight Systems Rob Hickman	Garmin Experimental Avionics Solutions Brad Brensing	Scratchbuilding From Plans: 90% Done and 90% to Go! Marty Feehan
5:30-6:45	Panel Planning and Wiring Marc Ausman	Dynon Avionics Michael Schofield	Flight Testing 101 Paul Dye	Propeller Selection for Homebuilts Steve Boser	Latex Paint: A Low-Cost Alternative Malcolm Morrison
7:00-8:15	Rotax 9 Series Installation & Operation Phil Lockwood	Painting Your Plane: DIY or Use an Expert? Craig Barnett & Ken Reese	Engine Break-In Mike Busch	Van's RV Aircraft Kits Greg Hughes	Common Builder & Maintenance Errors Vic Syracuse

Sponsored by





EAA YOUNG AVIATORS

An overview by Kerry Puzey

The Young aviators program is for anyone between the ages 16-30 years old involved in or wanting to get into aviation. Everyone is welcome whether you're a glider pilot, a fixed wing pilot, a helicopter pilot, ground crew operations, or even if you are just looking at starting your journey in aviation!



What is the EAA Young Aviators:

The Young Aviators is a combination of all sectors of aviation to create a community of passionate and enthusiastic aviators. You will get to meet others who are on a similar journey and will be a great way to make more friendships and connections within the industry. We will be having social events throughout the year and fly-ins which will be more accessible for students as well as other added benefits such as discount to exam database programs and select aviation stores along with prizes to be won at different events. At each of these social event there will be short talk's presented by establish members within the aviation community, to offers a wider spectrum of opportunities and to show potential avenues one could venture into, whilst also allowing you a place to ask for guidance. These social events will be an introduction into different avenues of aviation and a place to get to know one another outside of your day to day training or field of work. There will be different fly-ins throughout the course of the year which will be held at longer runways to accommodate students who will be hire & flying

and each of these fly-ins will be themed to make for a fun outing and social get together. This initiatives aim is to bring people of a similar age together to make more friends and industry connections along the way. We hope that you join us in becoming a part of the next generation of aviation.



Membership

A membership to the young aviators will cost R250 for the year, where you will then receive a personalised reflective safety vest and will be added to a community WhatsApp group where all upcoming events and fly-ins will be posted. This group chat is open to everyone who is a member, were we can talk anything and everything aviation related. With a membership you will also have access to all EAA events and fly-ins outside of the young aviators program as well as other added benefits mentioned above.



Chapter 322 Awards Breakfast



Saturday 2nd December 2023

What a special gathering this was, the perfect weather, the company and the magnificent breakfast spread made possible by the LSA Covers ladies Venessa and Belinda helped by Ronell, Kerry and Laura.



Ronell, Belinda, Venessa and Kerry

Our hard-working chefs, Coen and Ronnie were given a break this month and instead our members were treated to a free breakfast sponsored by LSA Covers and AAT. Yoghurts, cereals, cold meats and cheese, baguettes were a welcome treat on such a hot morning. Attention to detail was also evident with the beautiful Christmas decorations placed on the tables.

Thanks to Rand Airport management, landing fees were once again waived for those flying in. It was good to see aircraft featured in last month's Contact! News – namely Ian and Theos newly built RV 10 and Pete Lastrucci's newly restored Piper



Attention to detail – the wonderful reindeer napkin holders supplied by Venessa and Belinda and the beautifully decorated Christmas tables



Super Cruiser.

A big thank you to all who helped and attended – this was truly the spirit of EAA! We look forward to our next gathering at Tedderfield Airpark!!

What's Cookin'

by Karl Jensen EAA Chapter 322 Johannesburg

Our EAA Chapter 322 December monthly meeting on the 2nd was well attended, in fact a record attendance since we moved our regular meeting venue from the Dickie Fritz MOTH Hall in Dowerglen, Edenvale to our beautifully upgraded EAA Auditorium at Rand Airport.



Belinda and Venessa – the LSA Covers Team

Our Chapter 322 Vice Chairman, Graham Richardson's wife, Venessa sponsored a full-on breakfast for all who attended. My word, the spread in the grounds of the Auditorium under a stretch tent, was a feast to behold. Venessa's company LSA Covers makes a range of top-quality covers, high visibility windsocks, 'REMOVE BEFORE FLIGHT' flags etc. info@lsacovers.co.za.

I counted 61 attending at the time of the scheduled MACH (**M**embers **A**ward for **C**hapter **H**elp) draw. Our Treasurer Mark Clulow ran the Excel Random Numbers Generator programme which determined the winner, Andre Swanepoel, Chapter 322 member who was present. Andre is not a pilot but enjoys the camaraderie and activities of EAA immensely. The award met everybody's approval, a popular winner. I don't believe Andre would ever have been able to do Oshkosh, had it not been for this generous prize. He has only dreamed of Oshkosh which we have reported on extensively. Chairman Neil Bowden has sponsored this magnificent award for 3 years in a row.



Andre Swanepoel receives his MACH Award from Chairman Neil Bowden

Neil's Air Adventure Tours will be operating again in 2024 and somehow, despite the SA Rand abysmal performance against the US Dollar, has managed to increase the rate only marginally for a full tour, this being his 25th year at Oshkosh. If you have not experienced Oshkosh, this is one of the most economical ways to do so. An Oshkosh visit should be on every person at all interested in aviation at the top of their bucket list. The camp is great fun and the organisation and effort that goes into the operation is astounding. Neil's camp is conveniently just a few hundred yards from the entrance to the main activities. Have a look at Air Venture Tours at <https://www.airadventure.co.za/>

Next on the 322 meeting agenda was the annual awards for members who had contributed to the Chapter's ongoing success. Once again, Neil Bowden designed and presented magnificent, framed certificates that were well received. It is no wonder that EAA Chapter 322 is not only the largest Chapter in South Africa, but in EAA universally.

The Puzeys, Mike, Kerry, Tyla and Gabi were unable to attend, having been socked in at Virginia by inclement weather. The EAA Council met during November to discuss, among other matters, the establishment of a new initiative, EAA Young Aviators. I believe this is to be a great project as the average age of our members are getting on. This natural phenomenon does make EAA less



Paul Lastrucci who flew in to the December 322 Meeting in his and brother Peter's freshly restored PA12

attractive for younger people. The EAA Young Aviators will be operated within the EAA umbrella, attractive for younger people. The EAA Young Aviators will be operated within the EAA umbrella, but with innovations to attract young adults specifically. With the dynamic Puzey girls leading the project, the initiative is sure to succeed.

I attended the EAA invitation to a fly-in breakfast at Tedderfield. Lovely event with 21 airplanes flying in with scrumptious boerie rolls, coffee and great camaraderie with the compliments of the Tedderfield Airfield community and promoted by Alan Stewart, a stalwart EAA 322 member. As it was the start of the Christmas Holidays, many of our members had already fled on holiday and hence the relatively low number of participants.

The Aero Club of SA Annual Awards function was held this year in one of Menno Parson's Hangars at Rand Airport. It was to have been a slick formal function, with months of planning. The load shedding scourge played havoc, with power being cut in the middle of the day. This delayed the presentation by hours as a PA system was essential for the 200 or so guests. We all understand these unplanned upsets and it was a tough task for Rob Jonkers, the Aero Club Chairman and the MC David Le Roux to maintain the spirit that was expected. Protea Colours, Award Certificates, Trophies, and accolades were aplenty with many EAA members being recognised for their contributions to maintain the ideals of the Aero Club to 'Preserve the Freedom of Flight' in South Africa, a complex

operation and oversight of the Regulator and standards required by the members in the twelve sections covering the various recreational aviation



Tyla and Gabi Puzey posing with Mike Patey at Oshkosh this year

disciplines. It is not possible for me to single out individuals, by not offending persons who I might inadvertently omit. I must however make an exception and mention the Lifetime Achievement Award that was presented to John Illsley.

The motivation for this prestigious award, read; 'John Illsley is the 2nd Master at Pretoria Boys High and will retiring at the end of 2023. John's influence has certainly stimulated the development of this august school, to be regarded as one of the best high schools in South Africa. John has been regularly flying an ex-SAAF Auster Mk5 which he restored to Concourse standard 25 years ago. The Auster won the 'Best Warbird' award at a Margate EAA Convention and has flown numerous lads from the Pretoria Boys High School since on a regular basis.

In 1993, John established the Pretoria Boys High Aeronautical Society which he has shepherded ever since, ensuring that the many participants were introduced to a wide range of aviation activities and encounters. The Society activities have encouraged many of the participants to take up recreational flying as well as devoting themselves to professional aviation careers. Some examples of the Society activities are flights within the EAA Young Eagles initiative, in SAAF helicopters, transport and other airplanes, in airline flight simulators, flying club aircraft. John



John Illsley Lifetime Achievement Award

has ensured the Society's participants take meaningful part as volunteers at EAA events such as the EAA Annual Convention, the Sun n Fun and other fly-aways.

Despite John's demanding professional duties, he has devoted much time and effort to promoting aviation. He has successfully restored the oldest flying airplane in South Africa, an Aeronca C3 from just vestiges of its original fuselage and took 14 years to rebuild and flew it again in 2013. He is in the advanced stages of building from scratch a Comper Swift, both significant historic General Aviation aircraft. The Society boys are currently working on a Heath Parasol LNB which was the final variant and the only certified version, a rare type of which only a few were built.

John Illsley, a humble and quiet spoken person, is a noted historian and has produced the reference



John Illsley with Pierre van der Walt

work In Southern Skies encompassing aviation in Southern Africa up to 1934 (a further book is under way for the following period). as well as virtually writing the Aero Club's Centenary Yearbook. John submitted a thesis on Aviation History to the University of Pretoria that has earned him a master's degree. The adjudicators at the university have publicly stated that the thesis is worthy of a Ph D, but as the work was entered for an MA degree, the rules do not permit it to be considered for a doctorate.



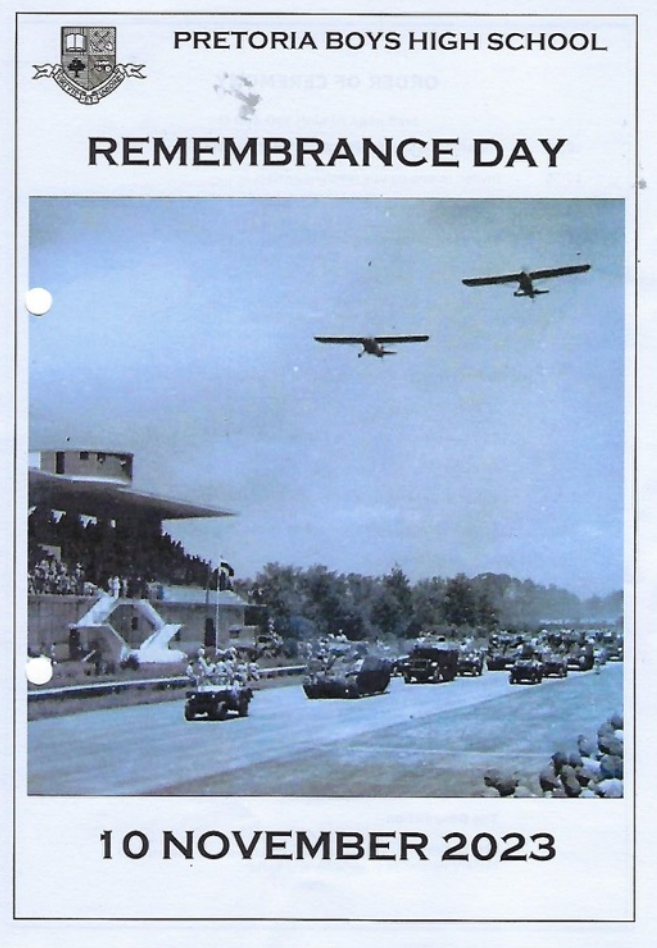
6 EAA Members in this AeCSA Awards photo. L to R Martin Meyer, Tarryn and Iaan Myburgh, Hans Schwebel, Barbara Frieboese and Rob Jonkers

The programme pamphlet of the Remembrance Day Ceremony at Boys High in November had a picture on the front cover of 2 Auster Mk5's doing a flypast during the signing of the World War II Ceasefire Document at a parade in Modena, Italy. Johns restored Auster Mk5 was one of those two airplanes.

John has now retired and with his wife Thea, and is settling at Riebeeck Wes in the Cape. This bodes well for the reactivation of an EAA Chapter in that neck of the woods with our past Chapter 322 Chairman Dr Mike Brown who has also semigrated to the Cape.



EAA SA President Paul Lastrucci at the AeCSA Awards with the Aero Club Mascot Leo



WWII Auster Fly Past

Chapter 322
January Gathering
Saturday 13th January
Tedderfield Airpark

Fly in or Drive in
all welcome!

Breakfast from 07h00

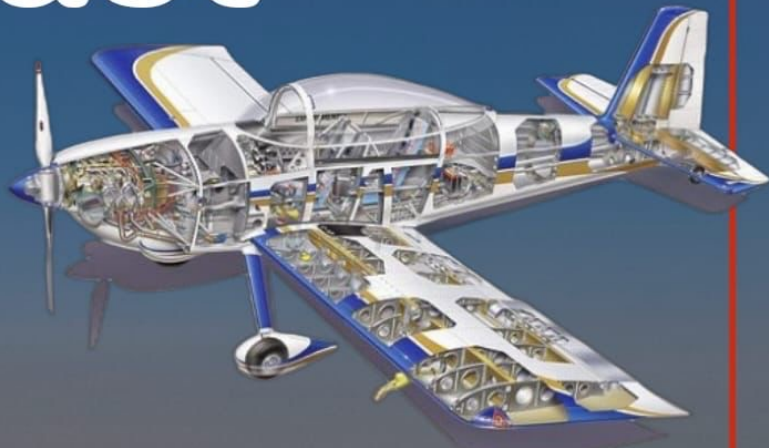
2024 EAA Membership Subscriptions Due!
Invoices have been sent to all members. Subs for this year are R300 National and R300 Chapter. EAA needs your support to keep our skies open for all!

... Chapter 322's January Gathering!

Breakfast



FLY IN Talks On:



Fuel Vaporisation Demo Building of RV 10

13 January | 07H00 - 11H00

Tedderfield Airpark
Hangar 24



Free Prego Rolls for the first 50 aviators

For Inquiry Contact Alan:
+27 83 702 3680

S26 21 10
E27 58 10

EAA Chapter 322

Awards



The EAA Chapter 322 Annual Awards Ceremony was held at the December Gathering where members were honoured for their contribution to Chapter activities over the past year.



Mark Clulow – for his continued support as Chapter 322 Treasurer

Ronell Myburgh – for her continued support as Chapter Secretary and Assistance at 322 Events

Alan Evan-Hanes – for his contribution to Chapter 322 as 2023 Vice Chairman



Wilie Bodenstein - For his continued support of Chapter 322 through publicising our events and activities in Pilot's Post

Athol Franz - For his continued support of Chapter 322 through publicising our events and activities in African Pilot magazine and APA News



Karl Jensen - For his continued support of Chapter 322, his involvement in all chapter activities and for being the highest MACH points earner for 2023

Derek Hopkins - For his attendance at every EAA Chapter 322 Fly-in during 2023



Graham & Venessa Richardson – for hosting and arranging the Fly Inn Breakfast Fly-in and their support of Chapter 322

Belinda Boucher - for her Help and Assistance at Chapter 322 events



Theo Arrenbrecht and Ian Beaton - For the Completion and First Flight of RV 10 Project ZU ITT



Rob Jonkers - For all he does through the Aero Club of South Africa for EAA and EAA Chapter 322 and **Paul Lastrucci** - For all he does for Chapter 322 through EAA National South Africa



Tarryn Myburgh - For achieving 6th place in the 2023 SAPFA South African Landing Championships



Dean Nicolau - For support of Chapter 322 activities, help with the EAA Auditorium. creating the Chapter 322 Sign Pointer and Adirondack Chair for the Blue Barn at Oshkosh and his part in organising the 2023 Silver Creek Pancake Breakfast



Above - Peter Lastrucci - For Completion of the Restoration of Piper Pa 12 Super Cruiser ZS VZU

Right - Warren Lovell - for organising and running the EAA's Young Eagles Programme in 2023





Ant Harris & Brenda Stergiopoulos - For their willing help at EAA Chapter 322 Events



All the award recipients – Photos Athol Franz

Other Award Recipients not present at the gathering:

Alan Stewart - For his promotion of EAA in South Africa and willingness to help members in regard to SACAA licensing issues

Marie Reddy - For her continued behind the scenes support of EAA Chapter 322 and for planning, organising and running the EAA 2023 National Convention

Frank Bonfils-Person - For his support of EAA activities and organising the Baragwanath Breakfast 2023 Fly In

Jeremy Woods - For his leading role in organising the 2023 Silver Creek Pancake Breakfast

Mike Puzey - For the Restoration of Cessna C 185 ZS SKY

Hans Schwebel - For achieving 1st place in the 2023 SAPFA South African Landing Championships

Coen Swart - For his help with our EAA Chapter 322 Gatherings during 2023

Ronnie Alcock - For his help with our EAA Chapter 322 Gatherings during 2023

Garth Calitz - For his continued support of Chapter 322 through publicising our events and activities in Flightline Weekly

Andre Venter - For his continued support of Chapter 322 through publicising our events and activities in Flightline Weekly

Mike Visagie and Nigel Musgrave – For their assistance in maintaining safety at EAA events

Louis Jordaan - For hosting EAA Chapter 322 at the 2023 Silver Creek Campover and Pancake Breakfast





Once again over the past year, EAA in South Africa ran its MACH incentive program. MACH is an acronym for Members Awards for Chapter Help and as such, members were awarded points or Mach numbers for attending EAA events, helping with events, contributing articles to Contact! Newsletter

and volunteering with EAA tasks.

At EAA events, a QR code is generated and when scanned by a member, their attendance is registered and points awarded.

Before the year end draw, all names are entered into a “virtual hat” – the more points you have earned, the more chances you have of winning!

The top 10 points or Mach number earners for 2023 were;

1. Karl Jensen	440	Mach 4,4
2. Marie Reddy	360	Mach 3,6
3. Neil Bowden	340	Mach 3,4
4. Sean Cronin	340	Mach 3,4
5. Brian Cilliers	330	Mach 3,3
6. Dean Nicolau	240	Mach 2,4
7. Alan Evan-Hanes	230	Mach 2,3
8. Ronell Myburgh	220	Mach 2,2
9. Graham Richardson	190	Mach 1,9
10. Tarryn Myburgh	190	Mach 1,9

Well done to the “Top 10” above! These were the members that contributed and attended the most in chapter activities. One caveat - there were members who did much but struggled with scanning the QR code, thanks to those guys and please ask for assistance in the upcoming year!

In a rather nerve racking ceremony held after the 322 awards were handed out, Mark Clulow our EAA treasurer, selected a random number from the “hat”. This number was then matched to a member – the lucky member being Andre



2023 Winner – Mark Clulow, Andre Swanepoel, Graham Richardson and Neil Bowden

Swanepoel, a frequent visitor to our events and a member who has long desired to get to Oshkosh AirVenture.

Well done Andre! We look forward to following your adventure to the world’s greatest aviation event!

Points Scoring for 2024

In the upcoming year we will be revising the points scoring system to give more emphasis on attendance and volunteering. Points or Mach numbers will be awarded and earned as follows:

Join EAA National	10 Points	Mach 0,1
Join a Chapter	10 Points	Mach 0,1
Attend an EAA event	10 Points	Mach 0,1
Volunteer to help	10 Points	Mach 0,1
Win an EAA Competition		
eg Spot Landing	20 Points	Mach 0,2

Only once a member has earned 40 Points or Mach 0,4 they will qualify to be entered in the year end draw.

Supersonic Bonus Points

Achieve Mach 1 (100 Points)	10 Supersonic Bonus Points
Achieve Mach 2	20 Supersonic Bonus Points
Achieve Mach 3	30 Supersonic Bonus Points
Achieve Mach 4	40 Supersonic Bonus Points

Good luck to all – don’t forget to scan, volunteer and help with EAA activities



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 NOW!





By Laura McDermid

Approximately 6 NM to the South of Rustenburg town and 4NM to the east of Olifanstnek Dam lies a hidden gem.

In 2012 Airspan Executive Aerodrome was started by a bunch of aviation enthusiasts and in 2015 the first hangars were erected which currently house a C210, a Jabbe and a Bathawk, which belong to owners Barry Harmse, Gerrit van Rensburg, Fanie van der Walt and Fanie Coetzee.

In 2019 construction of the pilot's cabins began and the 860m long runway was tarred. There is plan afoot in the near future to add 340m to the length, extending the runway to a respectable 1.1km.



The coffee station was there to welcome us

On 18 November 2023, EAA Chapter 322 hosted a fly in to Airspan. It turned out to be the first visit



Approach to runway 03 from the south

for many of the thirty or so pilots who arrived to enjoy a lekker brekkie peppered with some socializing.

We were airborne out of Eagle's Creek by 07h15. The air was fresh and heady from a recent rain

shower and it was smooth flying via Hartebeespoort Dam over the Northern Magaliesberg ridge. 10NM to the west of Silver Creek, the jet black strip stood out in stark relief amongst tilled brown fields and emerald crops. The prevailing breeze was from the north and we landed on runway 03, the Pioneer 300's wheels gliding smoothly on the pristine asphalt. We taxied to the ample parking area where we were met by Neil Bowden, who almost didn't make it due to a faulty radio connection in ZU -OSH.



Willie from Pilot's Post, Captain Karl and TC tuck in to a hearty breakfast

A coffee van was stationed at the entrance to a giant awning, which was attached to a large hangar that housed a dozen tables adorned with centerpieces fashioned from succulent plants and eucalyptus branches.

Fairy lights twinkled overhead, imbuing the place with a magical quality and lending some sparkle to the cloudy day.



Unpainted aircraft are difficult to keep shiny!

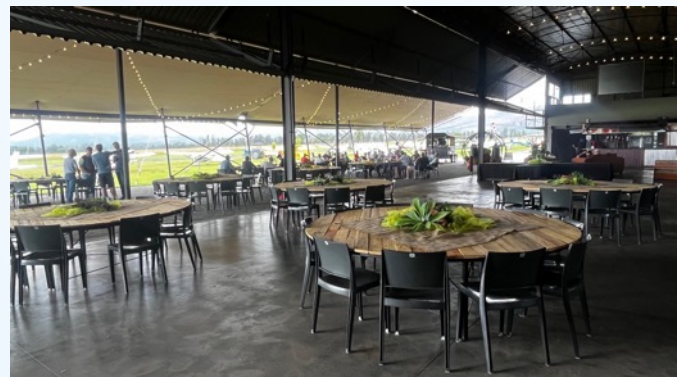


The bathrooms are top notch

The darkening clouds did not dampen any spirits or deter fellow aviators from flying through isolated spots of rain, the latter a bane for shiny, unpainted aircraft.

Whilst we sipped on fresh coffee, the permanently based fuel bowser refilled thirsty planes.

Being Airspan's first fly in, the staff were overwhelmed and breakfast was a tad late. The delay however, gave friends a chance to regale one another with stories of past exploits, and to dream of adventures yet to come.



The venue is beautiful

Airspan boasts a training facility which is used to teach geology students.

With FARG's future bleak, Barry is keen to entice their incumbent training facility to move across to



Stuart and Laura with Seamus the flying dog and Captain Karl

Airspan where the training center will be used to teach PPL ground school. The plan for the coming year is to complete the accommodation and to erect a few more hangars,



A welcoming entrance

turning the airfield into a permanent home for more aircraft. With a fabulous restaurant, a fully equipped pub and it's prime location, Airspan is the ideal venue to host a weekend EAA aviation event - Watch this space!

Coordinates: Lat:25°45'54.02"S

Long:27°19'20.89"E

Altitude: 3900 feet

Runway Length: 900m

Runway width: 9m

Runway numbers: 03 / 210

Frequency: 124.8

Obstacles to clear : Power lines east of the Runway

Contact details

Barry 0828992839



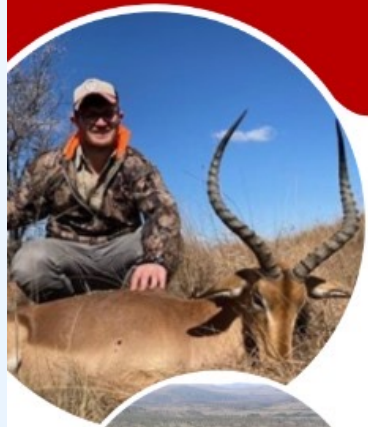
Plenty of parking !

3 - 5 MAY 2024


EAA
Chapter 1262



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Achtung - Spitfire!

The MK26B Spitfire



By Dale de Klerk

ZU ZPA was originally built by Robin Coss in 2007 in Cape Town in 2007, according to plans and with the Isuzu V6 engine - 260 HP and an Ivo Prop. It was flown by various different pilots. Most having either a minor incident or reporting difficult ground handling. The incidents were mainly loss of control on landing or taxi, resulting in a nose over. One of these incidents was quite serious and resulted in a total rebuild required.



The current owner, Carl Hoffman, purchased it in 2015 during or just after this rebuild.

He then approached Francois Jordaan, a well known aeronautical engineer to study the aircraft and see if it could be improved. The improvements that were made are as follows:

- 30% larger rudder
- C of G was incorrect and needed to be corrected
- 3 Blade MT constant speed prop fitted.

The owner with limited tailwheel experience contacted Alpi Flight academy for assistance. Brian Davidson, our CFI and one of the pilots that had flown it before, and I, studied the modifications and rebuild work done. After satisfying ourselves, we flipped a coin and Brian won. He took it for the first test flight. There were a few snags, of which overheating was the most serious. Together with the owner, we corrected these issues. and I eventually got the opportunity to fly. Being a single seater, this is always a daunting experience. And with the cooling of this powerful engine, you couldn't waste too much time on the ground.



I did all the checks, called the tower and was given take off clearance. At first just flying overhead FAWB, and then a few touch & go's.



All in all it was an amazing experience and an honour to be allowed to fly such a machine. I haven't tested all the parameters yet but we expect about a 160 mph cruise. Handling was no problem at all if you'd flown something like a Pitts before. Because that huge engine give you zero visibility if the tail is down. On take off you feed the power in slowly as the torque will be more than the rudder can handle. At about 50 to 60% power, the tail can come up and due to more airflow over the rudder, full power can be applied. Climb out and cleaning up the gear has a unique sequence but works very well. Landing is the reverse procedure on the gear but now we use the flaps. And there is plenty. I was able to slow down to around 70MPH on short final and do a wheeler landing.

Once the tail comes down, you can't see anything ahead so need to weave on taxi. At this stage we are sticking to long and wide runways but with practice, we hope to take her to some of the EAA events!

The MK26 Spitfire

With the success of the MK25 single seat, the demand for a two-seat Spitfire that looked like a single inspired Mike to build the MK26 80% Spitfire in the early 90s. No longer in production, and even though it was superseded by the MK26B 90% Spitfire, this aircraft has a fantastic reputation. It has been sold throughout the world and is bringing a great deal of pleasure to pilots and spectators alike.

V6 ISUZU

Supermarine Aircraft spent five years developing the V6 and now the V8; both have been test flown by CEO, Mike O'Sullivan. "We have done thousands of hours in the air and on dyno rigs for fine tuning and testing. The Motec ECU works in Real Time this means that it is reading sensors on the engine to work out timing and air fuel ratio to give peak performance and maximum engine life". This eliminates the pilot's need to lean or enrich the fuel mixture as it is always at its optimal mixture. The ECU also has a pre-programmed map as a redundancy system or limp home mode. All engines are run in the factory before shipping and are data logged. This also means that we can carry out diagnostics on engines with a laptop computer.

Horse Power 260 Hp / 320 Hp (S/C)

Displacement 3,5 L

Weight 163 Kg Dry

Width 610 mm

Length 630 mm

Height 800 mm

Rotation Clockwise (Pilot's View)

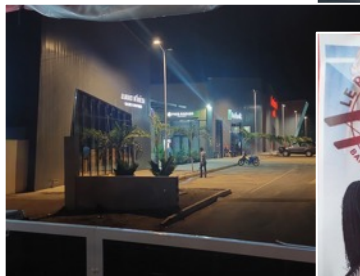
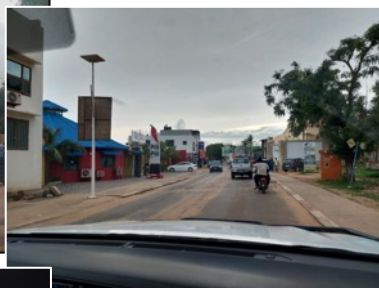
CLICK HERE FOR MORE INFO

<https://www.spitfireclub.co.uk/everything-spitfire/v6-isuzu>

SALY BY THE SEA Senegal

By Sean D Cronin

I recently travelled to the small seaside town of Saly, in Senegal, about an hour south of Dakar.



My mission was to assemble a Bat Hawk that had been purchased to assist with the poaching issues in one of their national parks. Their pilot, Alain Gerard, a retired Air Mauritius pilot, presently living on the island of Reunion, was to meet me in Saly, to help assemble the aerie and gain some more knowledge His conversion was done in S.A. at Bat Hawk City, and boy, did we have fun! Bat Hawks glide like polished manhole covers, and very few pilots get the

simulated forced landings right straight away. Alain and I went up to 2000agl, 180 deg from the field, and I pulled the power back to idle. It's like a fat kid on a see saw.....YEEEEHAAAA. Well, to my amazement, Alain comfortably got onto base, managed the energy, and greased it onto the grass runway, 1/3 of the way up. Only then did he tell me of his 1,700hrs experience, and the

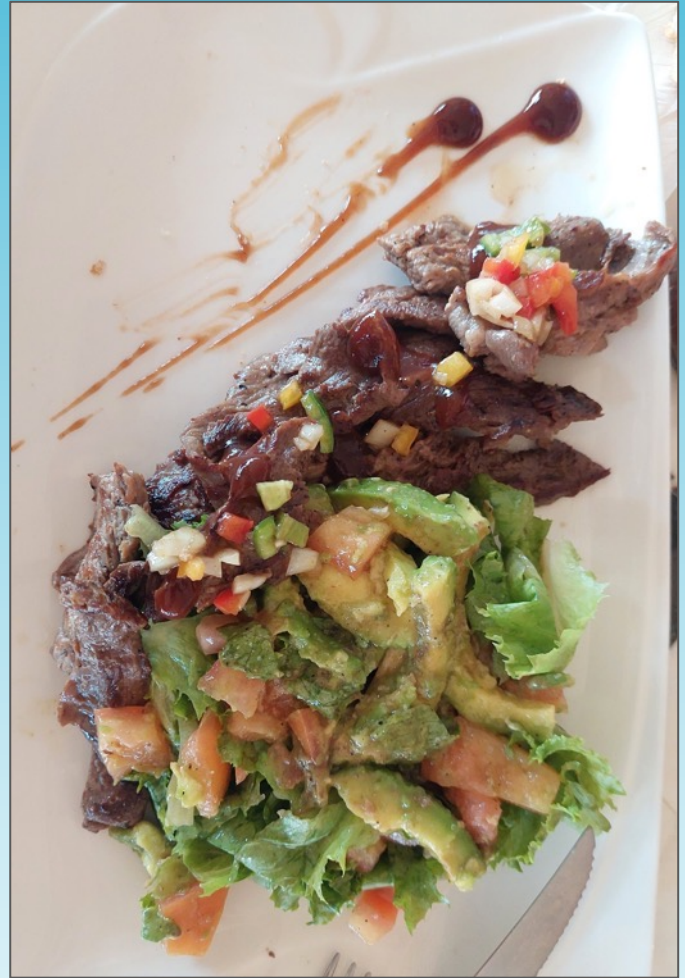


seven World Champs he had flown in gliders! I was met by Alain, and an assistant from the Panthera Group, in Dakar, to negotiate my visa (all in French), which I never managed to obtain before I left SA. An hour later we were on our way to Saly. The 'viby' seaside town is full of restaurants and



bars, and the people happily go about their daily business. Alain explained that many French people retire there, and live the Life of Riley on their French pensions!

The aerodrome, Les Ailes Du Senegal (Wings of Senegal), is owned by Eric Bruno, who hires, flies and instructs on Gyrocopters. We unpacked the Bat Hawk in some hangar space he kindly provided for the buildup, and assembly began. Eric's late father was a real adventurer. He flew a gyro from Saly to Fayence, in France! He was tragically killed when he flew into some HT wires strung across a valley.



We were well looked after, with breakfast and lunch served at the Aerodrome every day. A real treat was the pleasure of a gyro flight around Saly one evening, flying through Baobab forests, and then over the beaches, with the sun setting over the ocean.

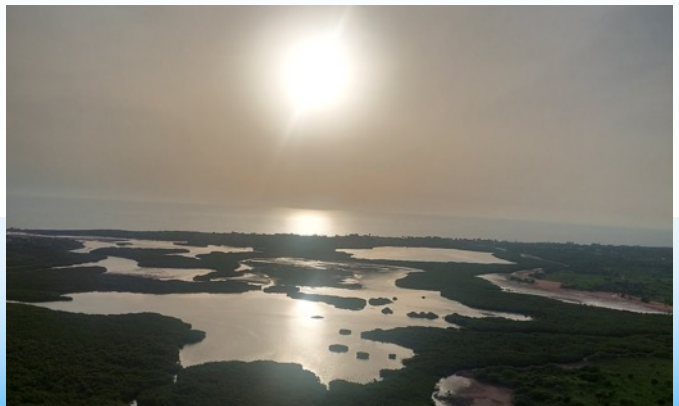
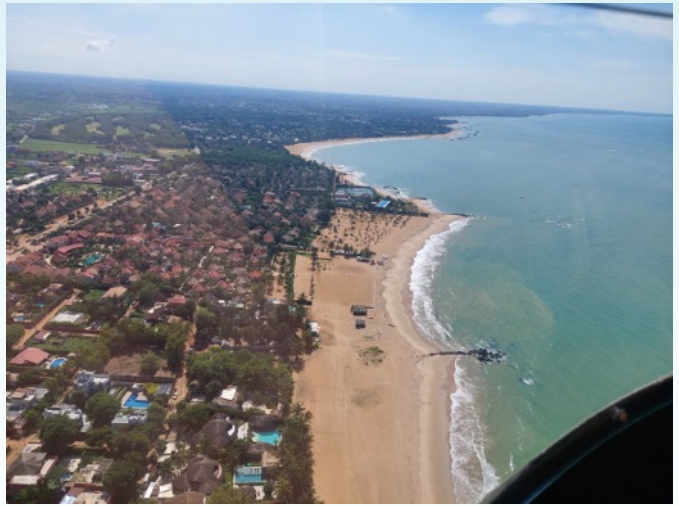
The Bat Hawk was taking shape. The Senegal CAA was present for the final inspection, and the signing of the new log book. The new registration was stuck onto the sides and under the left wing. We were now ready for a test flight!



There were two minor snags to attend to after the initial flight, but then we enjoyed some fun flying. Some of the local pilots were given a joy ride too. Eric, eager to fly the Bat Hawk, is briefed in French by Alain. The scenery is spectacular around Saly, and we made the most of our flying time there.



Alain then spent two weeks in the reserve, preparing the runway, and getting the hangar ready. Unfortunately, the hangar's roof was destroyed in a storm, and this has put the project behind schedule while the repairs are carried out. Alain was awarded his Anti-poaching Wings, and is eagerly waiting to start his mission. Another Bat Hawk in the skies for Conservation



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