

...Contact!

September 2020



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...Contact!



Life isn't about waiting for the storm to pass, it's learning to dance in the rain



President's Column David Toma

It has nearly been two weeks since most of our flying freedom has been restored and I hope you have all returned to the air or that you will soon find yourself airborne in between one of the several cold fronts that are frequenting us these days. Just a reminder that we have approximately three weeks to go for the inaugural Warmbaths Taildraggers Airmanship Competition and we hope to see you all there!

For those who let their licences lapse years ago and don't feel like redoing the entire syllabus in order to regain your licence, I have some great news for you! As per Part 61.03.7 (b) of the SACARs 2011 as amended



Flying Legends Talk Show August Jim Davis interviewed by Guy Leitch

It was my privilege to introduce Jim Davis and Guy Leitch to our Zoom audience for our 3rd online talk show. Marie Reddy must take a bow for keeping our Flying Legends shows alive during the protracted Corona Coaster restrictions while we are unable to use our upgraded EAA Auditorium at Rand Airport.

The show commenced at 18h30 and ended 2 hours later. Guy Leitch had prepared a raft of good questions. Most times Jim had me in fits with the tales of his flying career and so many of the characters he encountered along the way. The adventures he experienced were mostly amusing although some of his flying experiences while giving dual instruction were an eye opener.



I encountered Jim Davis in 1963 when I did my Comm Pilots Flight test at Wonderboom. I knew the Placo crowd Jim so often writes about. Some of them became life-long friends. Jim had just joined Placo. He often writes about the founder of Placo, Boss Piet (Piet van der Woude) who fired him on day one at the company. Piet referred to him and most people as 'zat bastard' including Jim whose name he pronounced as Dzim. I really do not believe Jim was born out of wedlock with a fancy name like Shelly James Rushworth Davis. Around 1990 while on an SAA Historic Flight Junkers Ju52 charter, we stopped at Port Alfred at 43 Air School for fuel. Jim had re-established 43 Air School as a now well-known flying academy. He appeared at the fuel bay riding a grey horse bare-back and bare-foot with a parrot on his shoulder to look at this unique airplane. He commented on my good fortune to be able to fly the Ju52 and wear an SAA uniform – he said he especially envied my epaulettes, so I gave them to him.



Jim claims to be the founder member of *The Live Cowards Club*. He has passed on his skills and knowledge to many aviators in this country. His textbooks and manuals are of the highest order. Jim is an accomplished author of many aviation manuals and books. The erstwhile bible of Private Pilots was the excellent Private Pilots Handbook by GDP Worthington. As technology has developed, Jim was able to upgrade this work by compiling his own manual *PPL Jim Davis*. I avidly read his delightful regular column in Guy Leitch's *SA Flyer* as well as his scrutiny and analyses of many flying accidents. Jim has made a tremendous contribution to aviation with his magnificent manuals and to the thousands who have flown under his tutelage.

Being interviewed without sight of or reaction of the audience can be a daunting experience, but I am sure those of you who were able to watch the show live, enjoyed the evening. Thank you, Jim and Guy, for your time and sharing these wonderful moments with us all. Jim presented from his home in George and Guy Leitch from Hoedspruit.

you no longer have to do your training from scratch!

“(b) in the case of a holder of a PPL where the maintenance of competency has lapsed by more than 36 months, the licence holder shall be required to;

- rewrite the Air Law examination;
- undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a PPL(A), and meet the recency requirements to act as PIC; and
- pass an initial licence skills test in the same category of aircraft; ”

In other news I would like to announce that the EAA ARO has successfully undergone an online ad-hoc audit with the SACAA and I would personally like to thank all of those involved that made this audit a success.

With regards to my project, KR-2 ZS VVD, I have written a short report which appears on page 30 of this newsletter



Fly Safe and Fly for the love of Flying!

David B. S. Toma

president@eaa.org.za

082 3614 068



Chapter 322 September Zoom Gathering

We are extremely honoured to have NASA's longest serving Flight Director presenting to us live this month! This month's topic "Experimental Aviation – Tips from Mission Control"

Make sure you don't miss this month's EAA Chapter 322 Zoom Gathering!

Presenter Paul Dye has over 40 years of aviation experience as an engineer, builder and pilot. His scope has ranged from restoring J-3 Cubs to planning and leading manned spaceflights. His love of flying machines dates back to early childhood, and he became involved with full-sized aircraft as a teenager, rebuilding J-3 Cubs with an FBO in Minnesota. He earned his degree in Aeronautical Engineering with a specialization in aircraft design and flight testing from the University of Minnesota in 1982. He worked in increasingly responsible roles within the US Manned Space

All our shows are recorded, edited, and uploaded by Marie to YouTube with the link available on the EAA website www.eaa.org.za. The previous show is made available after the most recent one to encourage linking in to the interviews live on Zoom. There is no charge for this when you are given the simple link that is available in advance of the event. For anyone who is not comfortable about watching live, be assured that there is an advantage as you are able to pose appropriate questions during the interview. These are moderated and answered by the host or by the participants. A gratifying chirp came from Andy Keil who had poor connectivity at his home near Lydenburg, so he drove 5 km to a hill for good signal to be able to enjoy the talk.

Karl Jensen EAA 322

EAA Chapter 322 August Zoom Gathering

Chapter. 322's virtual August gathering was once again well supported with over 80 members "attending". Thanks to all those who have joined in the spirit of virtual gatherings, there is no doubt that this format does offer advantages we never previously had. With attendees and presenters from Europe, the USA and all corners of South Africa, this pandemic has brought us "closer" to our aviation comrades than ever before!

August's gathering was very much a Sling affair. Mike Blyth gave us an update on the new Sling High-wing project which has just completed static tail load tests. The prototype should be ready to fly before year end.



The aircraft will be available in both nose wheel and tail wheel versions. We also had news of an electric E-Sling 2 being developed in Switzerland in conjunction with the Sling Factory.

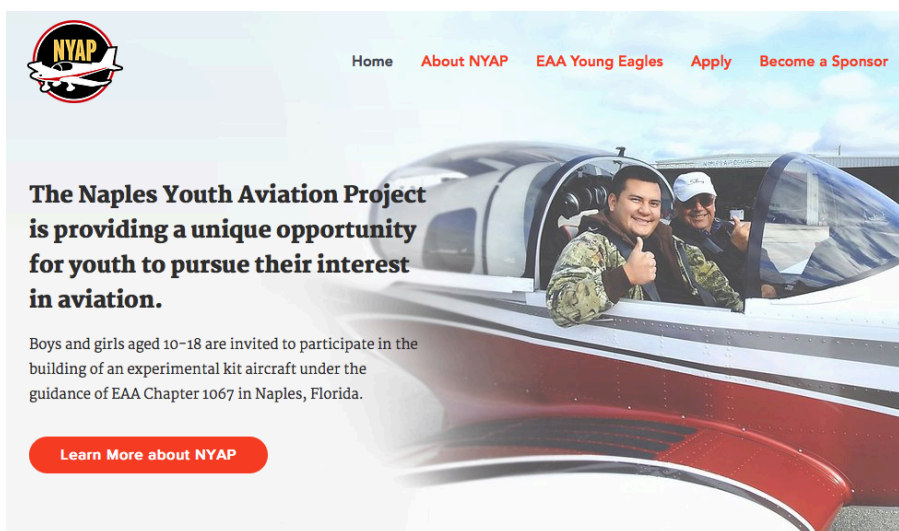


Joan & Bob Zaleski

From EAA Chapter 1067 in Naples in Florida, Bob Zaleski, builder and owner of a Sling 2, gave us an insight into their Chapter's Youth Build Sling project – how it is funded, run and supervised. What a wonderful opportunity for kids to get hands-on experience in aircraft building, flying and simulator training!



Program since that time, both as a technical expert in spacecraft systems and eventually as the overall lead of many missions to space. He retired from NASA in 2013 as the longest-serving Flight Director in U.S. history. The winner of many prestigious awards, he delights in bringing the lessons learned from the most advanced flight operations back to the general aviation world for pilots and builders to understand. He is well-known as a risk-management specialist, and advises designers and builders – as well as pilots – on ways to build and operate aircraft with greater margins of safety. He is a Leadership Consultant and speaker available to corporations and groups who wish to better their organizations and people.



For those that could not “make” the gathering – click below to view the recording of the event

[Click here for EAA Chapter 322 August Gathering Recording](#)



Just Plane Facts

Sean Cronin

1. Most people on an aircraft at one time was an EL AL Boeing 747. - 1088 included 2 babies that were born on the flight.
2. Largest propeller on an aircraft was fitted to an AN22. Measured 20.3 feet ,contra rotating & fitted to 4 engines.
3. Altitude record for a balloon is held by an Indian man from Delhi. Height of 21 000m.
4. Fastest propeller driven aircraft - Grumman Bearcat in Las Vegas. Speed of 528 MPH
5. Altitude record for a piston driven aircraft - Boeing Condor UAV at 62028 feet.
6. Longest flight - New York to Sydney set by a Boeing 787, 10 066 NM.
7. Most powerful turbine engine ever built - General Electric GE9X fitted to the Boeing 777. 154300 LBS thrust.
8. Smallest jet engine used for manned flight. 24 inches in length.
9. Ejection seats like the famous Martin Baker removes you from the aircraft at 20m/s producing about 30 G.
10. Heaviest aircraft ever made - AN225, 288 000kg.

August Gathering's Mystery Aircraft



Varga 2150 Kachina

Our August Gathering mystery aircraft, owned by Gary Stevens in Sarasota, Florida in the USA. Only one correct answer was sent in – well done to Bob Zaleski! But then Bob had a bit of an unfair advantage, he lives down the road from Gary!

In 1948, US aircraft test pilot/aircraft designer W.J. Morrissey produced a wood-and-fabric light aircraft, the 1000C (Nifty). In 1958 he reworked that basic design, giving it an all-metal structure and increased power. The aircraft is a cantilever low-wing monoplane with plain ailerons and two-position trailing-edge flaps, conventional empennage, fixed nosewheel landing gear, and tandem seating. Dual controls are provided as standard equipment.

The construction and design rights were then sold to Shinn Engineering Inc. which built 35 improved Shinn 2150A aircraft with a 150 hp (110 kW) [Lycoming O-320-A2C](#) engine, before ceasing production in 1962.

The 2150A design rights were sold in 1967 to used aircraft parts supplier George Varga who formed the Varga Aircraft Corporation. The Varga 2150A Kachina was built at [Chandler, Arizona](#) between 1975 and 1982. 121 2150A Kachinas were completed together with 18 examples of the Varga 2180 with a 180 hp [Lycoming O-360-A2D](#) engine. A tailwheel option was available as the Varga 2150TG.

Bill Morrissey later re-acquired the design rights and then launched a kit version of the original Morrissey 2000C.

The Morrissey/Shinn/Varga 2150 remains in widespread use in the US and several aircraft are flown in Europe and South America.



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Get together with all pilots
Families and local enthusiasts

SATURDAY:

Mossel Bay by Air

Whale & Game spotting

Leisure flying

19:00 Brit Fish & Chips, Calamari &

Mussel surprise @ R220

Fines & "Gemsbok" initiation

SUNDAY:

Leisure flying and snooping around
beautiful Mossel Bay

13 – 16 Nov 2020



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* Diaz Hotel – 044 692 8400

* ATKV Various – 044 601 7200/

ATKVhartenbos.co.za

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MZY



EAA Chapter 322 September Virtual Gathering

Time: Sep 2, 2020 06:00 PM Harare, Pretoria

Join Zoom Meeting

<https://us02web.zoom.us/j/82278306036?pwd=NzRlRjBGdlRHZ2xKMDFWMFhsbFF4Zz09>

Meeting ID: 822 7830 6036

Passcode: 322Sept202



For Sale & Wanted

Members are invited to advertise aircraft related items, wanted or for sale, in our new "Smalls Column".

Please send your ads to contact.eaasa@gmail.com

No "commercial ads" please!

For Sale

Hangars for Sale at FAVV:

2 adjacent T-hangars facing onto Duke and Citation streets/taxiways respectively at Aeroval Township, Vereeniging airfield.

Remaining Extent of Erf 117, Aeroval Township, measuring 702 square metres.

Internal doorway between hangars.

End hangar has a small store room.

Water and electricity in both hangars.

Sold as a single property.

Asking price is R325,000.

Contact: Mike Brown

Cell: 0825537792

Email: vintageflyer1@gmail.com

EAA and any member thereof will not be liable, directly or indirectly, for any loss, damages or offence caused of any nature whatsoever, which any person, including but not limited to that person's dependents, may suffer in connection with or through the use of any product or service which was advertised in any publication issued by EAA.



MACH Update

"Member Awards for Chapter Help"

Congratulations to the following members for achieving "Supersonic" Status (Mach 1,2)

- Sean Cronin
- Karl Jensen
- Mark Clulow
- Paul Lastrucci
- David Toma
- Eugene Couzyn
- Ronell Myburgh
- Andy Lawrence
- Brad Stephenson
- Athol Franz
- Rob Jonkers

You have all been awarded your .20 bonus points for achieving this level. Thank you for your contributions!

Please remember – all members with Mach scores will be entered in the draw, however, the more you have, the better your chances of winning.

Prizes include a trip to Oshkosh!

Increase your score by attending EAA events, volunteering for EAA duties and submitting articles to Contact!



Taildraggers to Bela Bela (FAWA)

18 to 20 September 2020

Please RSVP Richard Nicholson to make arrangements. Cell 082 490 6227



The man who started it all in SA – Mike Spence

How EAA got to South Africa

A Chaptergram article submitted to EAA by Anthony Spence

After reading the article "Aging Gracefully" in the April 2019 issue of [Sport Aviation](#), I feel that I must let you all know the real story of how EAA got to South Africa. My father, Vincent Aloysious Spence, commonly known as Mike — that's a whole other story as to how he became known as Mike — died in February just nine days after his 89th birthday.

Dad learned to fly in Rhodesia, now Zimbabwe, in the early 1950s in a DH.82A Tiger Moth. He got his flight training with the Royal Air Force as a civilian under a civilian pilot training scheme, which was still active as this was shortly after the war. As an aircraft mechanic apprentice, he and a friend bought an Auster J/2, similar to the Taylorcraft. This aircraft had been crashed between two trees and the wings were broken off. Dad and his friend Jerry bought the wreck and rebuilt it. Later, they also bought a Tiger

Moth and flew the two aircraft all over the country for many years until my dad, who was married with three children by then, decided to move



to Johannesburg, South Africa. That was in 1962, just after I was born.

Shortly after moving to South Africa, my dad bought a Piper Vagabond and in 1964 he realized that there was a need for an amateur aircraft building section for the aviation community of South Africa, so he set out to get as many people as possible to start such a movement. The first person he contacted about this was his good friend "Ton" Maneschyn.

Ton owned a Fairchild 24 at the time, and together they set out to lay down the plans

for getting an amateur-built movement going. He then managed to get some more friends to join his little group of amateur builders and flyers. It was around this time that Dad read in a magazine about this group of amateur builders in America called the Experimental Aircraft Association started by Paul Poberezny. That was exactly the guidance he was looking for. Dad wrote to Paul, first to make contact and then to inquire about starting an EAA chapter in South Africa. Paul, who I can only imagine must have been quite shocked to get letters all the way from South Africa, answered my dad and explained the standard requirement of 10 members of EAA to start a chapter. As my dad explained to me one day, you would not believe the uphill battle to get 10 members to join EAA, which in those days was \$10 for a one-year membership. In order to make up the 10 members, my dad had to put my two older sisters down as members — I was too young. Through the snail mail of the time Paul eventually awarded them their charter and EAA Chapter 322 was born in South Africa on February 26, 1969, the first truly overseas chapter of EAA. In addition to my dad, who remained chapter president for eight years, the charter members were Ton, H. Harvey, D. Tinsley, D. Spence, M. Spence, J. Saunder, B. Sullivan, F. van der Berg, and T. Couws.

At first, the meetings were held in my dad's house, until my mom decided that she had had enough cigarette burns in her carpet, as my dad put it. He then built a big garage in the backyard where they held their meetings for years. I guess like all chapters, attendance fluctuated from as few as five members to as many as 30. Slowly the membership grew and so did the building movement in South Africa. They held their first fly-in/air show at Rand Airport near Johannesburg, where they had an EAA Biplane, a Druine Turbulent, a Wittman Tailwind, a Benson Gyrocopter, one of Ton's own designs that I don't know the name of, a Teenie Two in pieces, and of course, my dad's Vagabond. The wives all sat around with babies in arms and the cars were all parked around the aircraft in a circle.



From there, Chapter 322 grew and today is one of the biggest chapters with more than 150 members. My dad went on to start two more chapters in South Africa, Chapter 575 east of Johannesburg and Chapter 973 west of Johannesburg.

High School Reunion

Submitted by Derek Hopkins

Have you ever been guilty of looking at someone your own age and thinking "Surely I can't look that old?". You'll love this one.

My name is Alice Smith and I was sitting in the waiting room for my first appointment with a new dentist. I noticed his DDS Diploma, which showed his full name.

Suddenly, I remembered a tall, handsome dark-haired boy with the same name who had been in my high school class some 40-odd years ago. Could this be the same guy that I had a secret crush on, way back then?

Upon seeing him however, I quickly discarded the thought. This balding, grey-haired man with the deeply lined face was way too old to have been my classmate.

After he examined my teeth, I asked him if he had attended Morgan Park High School.

"Yes,. Yes, I did. I'm a Mustang," he beamed with pride.

"When did you graduate?" I asked.

He answered, "in 1959. Why do you ask?"

"You were in my class" I exclaimed

He looked at me closely. Then, that ugly, old, bald wrinkled, fat, grey, decrepit son-of-a-gun asked, "What did you teach?"

There are also chapters in Durban and Cape Town.

Paul awarded my dad an honorary lifetime membership in EAA for his efforts in bringing EAA to South Africa, Tom Poberezny visited South Africa in 1972 and gave my dad his award and lifetime membership card.

Paul and my dad became great long-distance friends, corresponding and talking often on the phone and they finally met in 1977 when my dad and I managed to get over to attend our first EAA Oshkosh.



Mike Spence with son and grandsons, pose with Paul Poberezny

Dad went on to own several aircraft, he bought another Tiger Moth and a DHC-1 Chipmunk, and in 1988, through a strange turn of events, he bought back his old Auster J/2, which he had sold when he left Zimbabwe in 1962. This same aircraft now lives in Memphis, Tennessee, with me and my two sons Matt and Justin. Over the years he also owned two more Auster aircraft, both J/5s, every model of Piper Cherokee from the 140 to the Cherokee 6-300, a Nord Norécrin 1203, and a very rare PZL-102B, of which there are only three left in the world.

Dad loved general aviation and even in his later years at the age of 60 when he retired from the tool business, he rewrote and passed his aircraft maintenance engineer's license, similar to an A&P here in the U.S. He then opened an aircraft maintenance shop looking after all kinds of general aviation aircraft but concentrating more on the vintage tube and fabric aircraft. He continued flying and running his business until he was 87 years young always helping EAA members maintain and enjoy their aircraft.



The Bela Bela FAWA Taildraggers Fly-in Richard Nicholson

Great News!! Due to the change to Covid-19 Level 2 we can now proceed with our annual Taildraggers to Bela Bela (FAWA) fly-in Pilot Proficiency competition!

Date will be 18 to 20 September 2020. Due to on-going restrictions, Covid-19 protocols will have to be adhered to. Please ensure you wear your masks, bring along your sanitizer and observe social distancing rules. And as we have to limit numbers to 50 persons, some restrictions on drive-in visitors may be in place, fly-in attendees will be given priority. Also, if you have any Covid-19 symptoms or are running a high temperature, we ask you to please stay at home!

Arrivals will be welcome from Friday afternoon. A list of guest houses will be made available by Braam, send him a WhatsApp (082 723 7539). Camping will allowed on the field as long as you have less than 50 in your tent. Ablutions are newly built and ready for you. Please confirm your camping spot with Pieter (083 377 5227)

As we will not have ATC present, you will be required to adhere to standard unmanned joining procedures 2000agl (5600ft). Only QNH and Runway in use will be given to you on joining. Frequency is 120.20 in the circuit and 120.90 for ground. Parking will be allocated by ground marshals.

Due to the limited time to arrange basic catering will be available. For those anticipating a mild thirst over the weekend, and may require any "beverages" during your stay, please contact Richard (082 490 6227) to make arrangements.

You will be judged on your airmanship during your arrival.

Look out for the QR Code on the airfield – this will be a MACH scoring opportunity!

Steve McCurrach's Incredible Rhino Flying Operation

After the gargantuan effort, with a non-stop two days of image sorting and processing, I have made a Gallery from my Phinda/Tembe wildlife flying Ops. The sorting, selections, the standardisation to one size/format and tweaking of the selected images is an incredibly time consuming task. Nevertheless, for your viewing pleasure (I hope), this gallery has 150 images.



On the descent into my first arrival circuit, I already had a marvellous sighting, of a big pod of hippos – and once I had the plane all tied down and covered up, I was greeted by the Phinda ATC – well kinda, as these giraffe are a resident herd and seen in/around the airfield daily.



Some images are not specifically of the rhino de-horning, but I feel that ALL images from any flight Ops are pertinent, this because such Ops are never made up purely of the in-flight specifics, but also the prep, the positioning flights, fuelling, road transfers, aircraft housekeeping, – and in my case, breakdowns, when breakdowns choose to happen whilst on a mission. So as images go, you have the lot in here – even including some social moments, birding, floral delights AND a pangolin rehab walk.

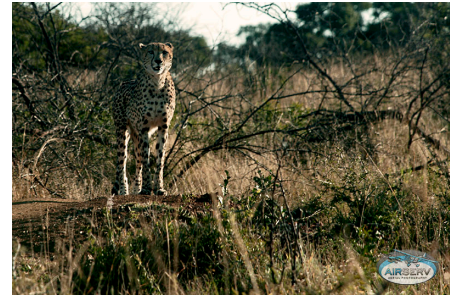
The work got going before first light on Monday, with a briefing between all participants and no shortage of excitement. With two teams of ground crew, the Heli alongside and a target of 30 rhino to be de-horned, you can imagine the atmosphere – or maybe I should say “the tension”.

The plan was to get the first ‘customers’ as close to the centre of operations as possible, avoiding an unnecessarily long drive to the first starting point and literally within ‘circuit’ the first candidate was geo pinned and the heli called in. This is how the day then rolled; with the heli parked in the bush alongside of any given darting/job, I and Craig, my top-class crewman





Simon, boss of Phinda treated me to a personalised game drive on my first morning, followed by an orienteering flight and then a log fire braai – I guess this could be likened to dining at The Captain's table. When it comes to game viewing – well, Phinda is Phinda and famous for never failing to disappoint.



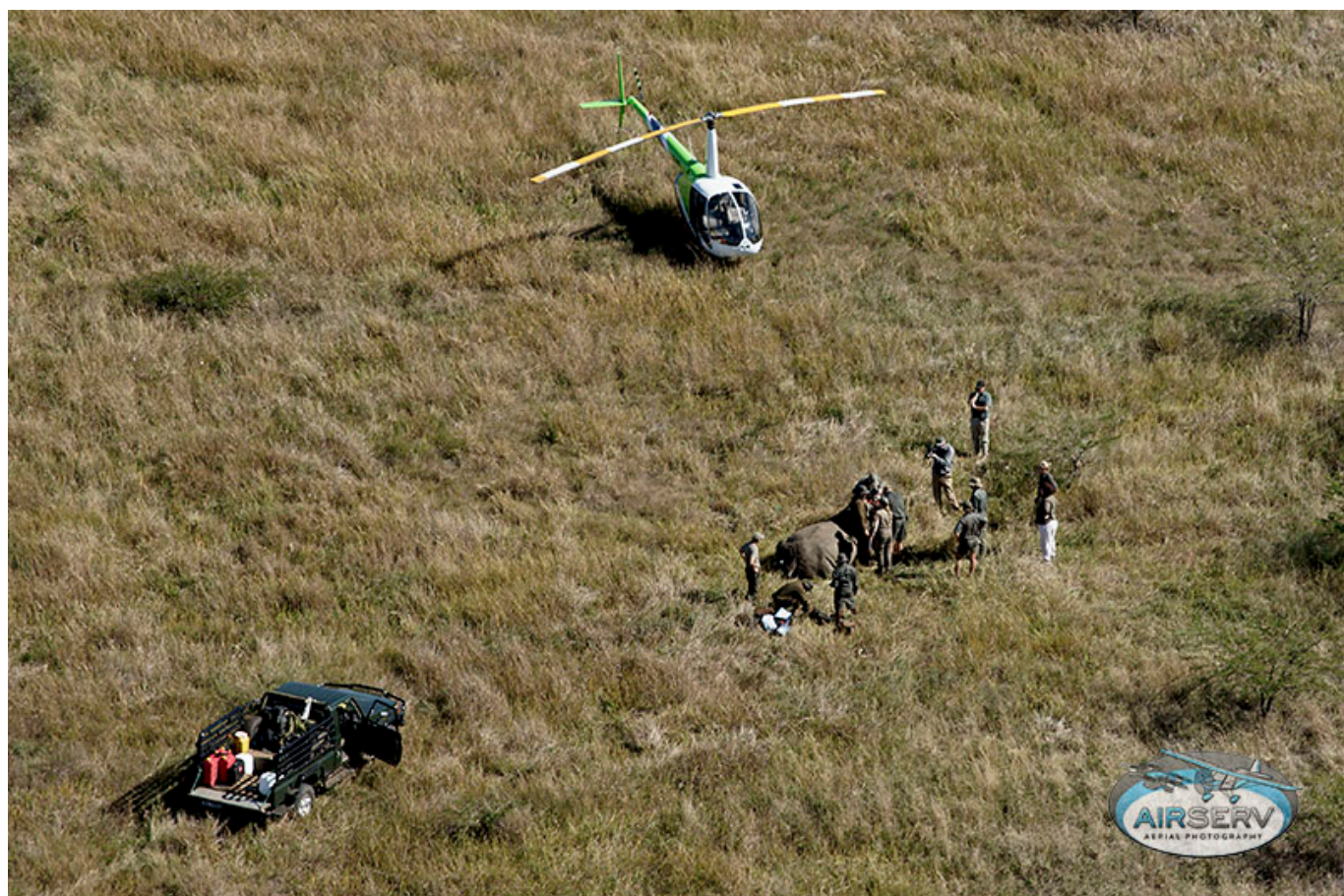
were off, searching for the next and the next. This plan worked to absolute optimum and of course also to the delight of the Phinda management. On day two, we had 16 de-hornings, where every one of those had been sighted, the horn assessed and geo pinned, by myself and Craig. We had quickly become the Spotting A Team.





Look at this rhino run, I am certain that this fella is using Pirellis, in order to be cornering like that. Jokes aside Orton Bosman is The Master heli pilot, his handling of his R44 is like watching poetry in motion. This coupled to his intimate knowledge of animal behaviour couples into a very rare and practiced skill. To know the animal behaviour well enough, to keep a distance when it is alarmed and in sprint mode, but then reading the 'aneasthetic decline' and herding tighter and closer as the rhino becomes drowsy, culminating in it dropping in the pilot's chosen spot This is just about the best act of multi tasking and control that I have ever watched.







In the shadows of the left rump you can see the dart and the rhino has stopped running – nevertheless only heli pilot Orton would confidently land that close to a standing rhino. Here the Vet does the sawing, with Simon himself using a battery angle grinder to smooth the cut edges.



Each horn is removed, measured, weighed and catalogued and has already been flown off the reserve for security purposes

I was scheduled to be going to Tembe for Ellie spotting on the Thursday, so I kinda counted on Wednesday being a rest and recovery day – Well, I was in for the surprise of my life. I accompanied Simon on an animal management task, of darting one cheetah, for movement from a quarantine boma, to the pre-release boma and while it was anaesthetised, to remove a pair of mature males from the same pre-release boma and to take them to their release into the wild.

A cosy spot was carefully selected, where foremostly the zone must be cheetah friendly, with adequate prey, but with survival cover. They were laid in the shade and even provided with a wake-up meal. The Vet then gave the anaesthetic reversal and then monitored them – this monitoring is far from hi tech, but totally effective – done by simply teasing the inner ear hairs with a piece of grass straw. When the cat starts flicking it's ear, as if irritated by a fly, then everyone knows to back off and get in their vehicles. Suffice to say that all went very well and later that afternoon, there was only the bare rib bones of the nyala meal and no cheetah to be seen. Yet another great conservation box ticked.



Here's the full images link,
<https://www.airserv.co.za/work-in-progress/nggallery/wip/phinda-tembe>

Visit Steve's Website at

www.airserv.co.za



The image below was the GPS track of only Tuesday/Day 2 and overall the Trip counter showed 2350kms within Phinda and Tembe. As aviation goes; to do that mileage within a patch, rather than flying point to point, is damned demanding and this work is definitely not for sissies. The picture tells a story - see if you can find a straight line anywhere and all of this being done while searching for animals and/or keeping a spotted animal in sight – this is the most intense flying imaginable.



Simon then hustled us back to base, in order to meet Glen from the pangolin rehab hospital in Johannesburg. He had arrived with a poached then rehabilitated pangolin, destined for reintroduction into the wilds of Phinda. To walk with this prehistoric scale covered creature in the open veld was for me,



the most-deep realisation of the vulnerability of endangered species. I also immediately related to why the human fascination with pangolins, as they are just completely different to anything that one might expect. I forgotten this Pangolin's given name, but it is highly probably that this is even one transported by our Bateleurs, at the time of it's initial rescue.



I could write all night about this pangolin experience, but this rhino de-horning pictorial is not the place for that. What I will share, (because the question is bound to come) is that the small red items hanging at his sides are little LED lights, attached by a plastic cable tie to a small hole drilled in the side scales.

With a feeding period of late afternoon until around midnight, these fellows with their dark mottled colouring can disappear from view in the shadows in a heartbeat. The monitor therefore follows at a distance and keeping the pangolin in sight, is greatly aided by the low intensity and slow flashing of these lights. A herd of wildebeest were as fascinated as I was, with all of us momentarily completely ignoring the fact that we were in Big Five country.



I will have to tell all about the Tembe Elephant ‘Hunting’ in Episode Two!



Images here courtesy of Howard Cleland –used with Howard’s and Phinda’s kind consent. Check Howard out at: <https://howardclelandpix.photoshelter.com/index>



Phil Scallan

Bing (Chemie), Bing (Hons)
(QA), MBA

Project Representative on SAAF Museum Council

Philip has served in top management and on the boards of a number of listed and multinational companies as well as consulted to listed companies and large parastatals. His expertise lies in the fields of project management, technical, QA and production management.

Philip has been a member of the Friends since 1993 and served in various roles: Member of SAAF Museum Council since 2003, President NEC of the Friends SAAF Museum since 2008, Past Chairman Pretoria Branch Friends SAAF Museum (2003 - 2006), a regular visitor to Oshkosh AirVenture and a Member of EAA and Warbirds of America.

Friends of the SAAF Museum

Spitfire Restoration Project



Projects Official Mission

To Preserve the Honour, History and Legacy of those South Africans who gave their lives in the fight against tyranny in WW II, by restoring Spitfire DBH #5518 to original flying condition, as a symbol and tribute to this hard fought for FREEDOM.'

DBH #5518 is the only surviving Mk IXe low back, clipped wing Spitfire in the world today. Help us restore her legacy.

Short History of DBH (#5518)

Spitfire TE213 was manufactured in August 1945. In 1947, TE213 arrived in South Africa, as part of a 137 aircraft purchase.

On arrival in South Africa, TE213 received the SAAF allocation of DB-H 5518 where she served with 1 and 2 Squadrons and later at the Operations School at Langebaanweg.

DBH 5518 was de-commissioned in 1954 and became a static display at Air Force Base Waterkloof, Pretoria.

She was restored to flying condition in 1994 but sadly crashed in 2000





Air Depot. After which 5518 returned to 7 Wing in early (January) 1951 and then being transferred to Air Operations School in April 1951. In September the same year, 5518 hit a drogue cable and sustained category 1 damage. Later in June 1953, 5518 was transferred back to 1 Squadron at A.F.S Swartkop and then back to 15 Air Depot in September for storage. The SAAF retired the Spitfire MkIX in April 1954 and it was then decided to erect a Spitfire gate guardian at A.F.S Waterkloof. Spitfire 5518 was chosen after the removal of her Merlin engine and placed outside the administration block for the next 23 years.

History of 5518

A remarkable aircraft with a remarkable, and colourful history. Information and images provided by Steven McLean.

The Early Years

This Spitfire MkIX, otherwise known as 5518, was built in the Castle Bromwich production line in May 1945 and originally designated TE213. She was the 5556th MkIX built and was fitted with a Merlin 70 powerplant. TE 213 was put in storage and eventually sold to the SAAF in July 1947, and was eventually flown to Union via Egypt in mid-August where she was allocated serial 5518 at 15 Air Depot. Now 5518, she was transferred to 1 Air Depot in November and then finally allocated to 1 Squadron at A.F.S Waterkloof on 4th December 1948. 5518 was involved in a collision with another spitfire in June 1949 and sustained category 1 damage and returned to 15



Initial Restoration

In November 1978, 5518 was taken down and moved to the SAAF Museum's storage at Lanseria Airport where it was later decided to rebuild 5518 to airworthy condition and retain 5518 on the SAAF books. Restoration progress was slow but steady, and eventually 5518 was handed over to Atlas Aviation/Denel for completion in November 1993. Restoration was completed in late September 1995, and 5518 was given the colours and designation



of 5553 "AX-K", a former 1 Squadron Spitfire. In early October 1995, now 5553, went on and completed its first post-restoration flight , but engine problems plagued the aircraft and she was grounded until the 10th April the following year. 5518 made its public appearance on 20 April 1996 at the SAAF Museum and joined the air show circuit for the next 4 years although plagued by engine troubles discovered in September 1998 and eventually an engine overhaul was conducted.

Tragedy Strikes

On the 15th April 2000 at a SAAF Museum Flying Day, 5553 suffered an engine malfunction after a low-level fly-past and had to make a forced landing short of the runway, where she went through a security wall, breaking up. 5553 was then put back into storage at the SAAF Museum where she would remain for the next 15 years.

A New Beginning

In early 2015, it was decided that the SAAF Museum in conjunction with the Friends of the South African Air Force Museum (FSAAFM) and hopefully with the help of vary dedicated partners and sponsors, to restore 5518 to static condition, with the possibility of making her airworthy once more in the future.



Zooming up your ZOOM

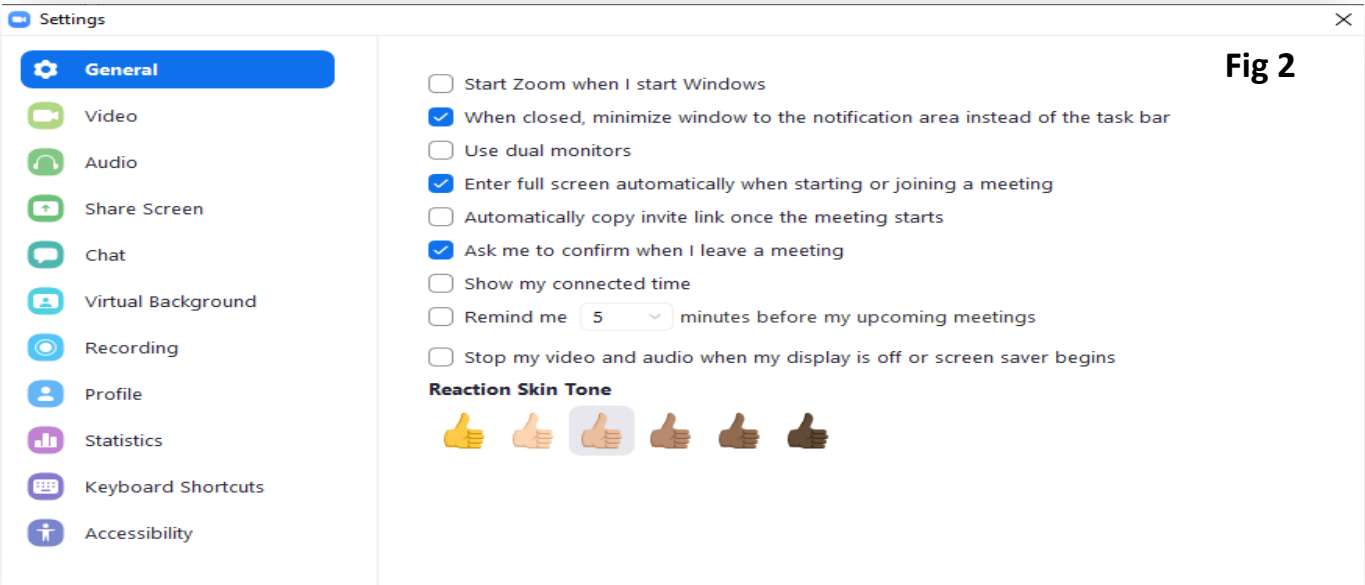
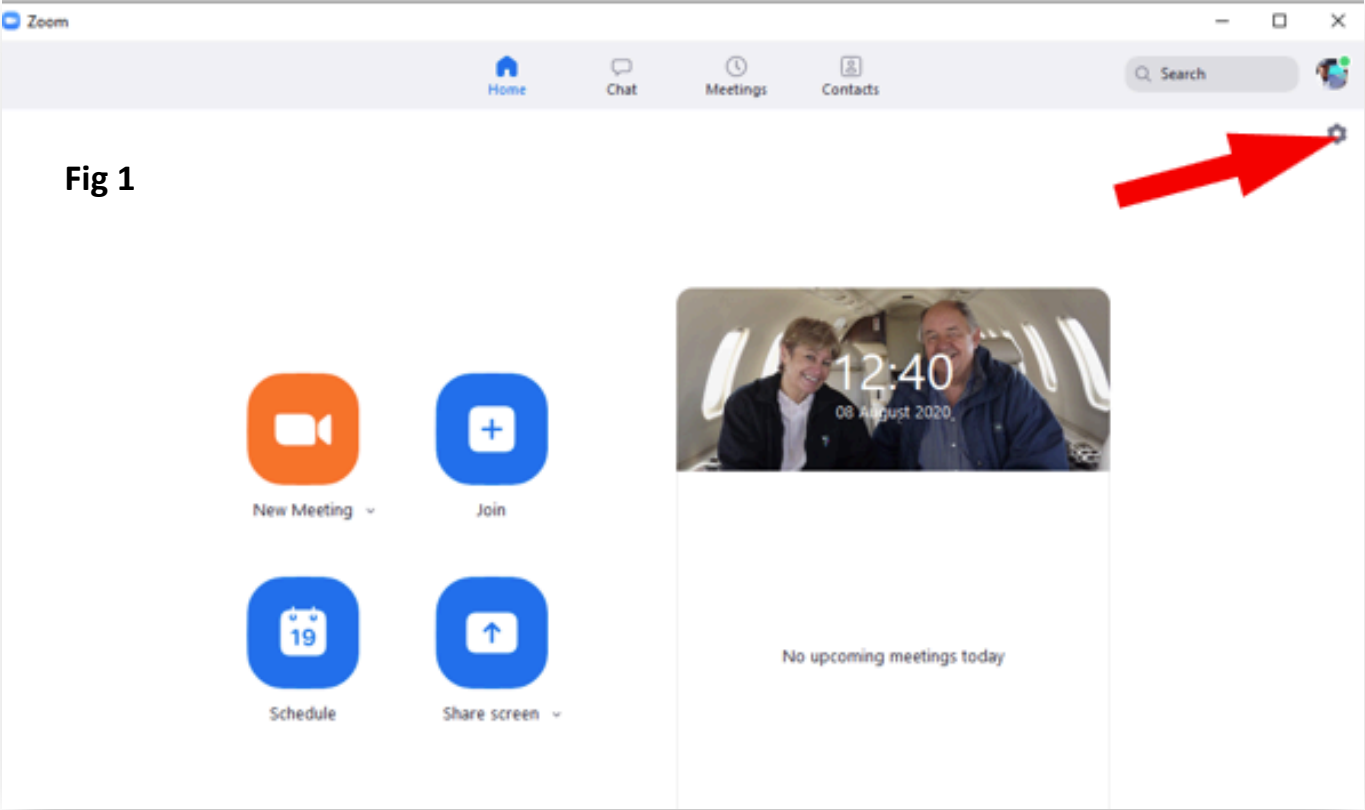
Tips on using Zoom for EAA events

by Karl Jensen EAA Chapter 322 # 554322

Most of the commercial TV stations interview their guests on Zoom type programmes and I find it irksome that this is usually done so badly. It is still a way off before we will be able to hold our EAA monthly gatherings at a venue where all are welcome. Recently, the App ZOOM has been successfully used. Should you decide to download the App, there is a FREE basic version that is quite adequate for personal use. With the FREE version, you have unlimited use with the most limiting caveat that you may only meet for 40 minutes at a time. EAA has purchased a licence that allows us to stay connected longer. Its an idea to download the free version for yourself to help make the meetings/gatherings more effective and enjoyable.

You can of course wait until you are sent the link for a gathering and then start practicing or get it sooner and get yourself better prepared. Remember as Gary Player says; '... the more I practice, the luckier I get' and that reconnaissance is never a waste. I found the 45-minute video on starting out by Zoom most helpful, although it might be a bit daunting if you have not read my story.

Figure 1
 The HOME start-up screen In the top right corner is a button for SETTINGS. Click on this which opens the menu in Figure 2



Now click on the Video icon and Figure 3 will open. Here you select the camera you intend using on the right-hand column. An inexpensive webcam with built-in microphone is quite adequate. I suggest the boxes are ticked as I show in the Figure 3. We will come to the background shortly. It is strongly recommended that you use additional lighting to project a decent appearance. It is very off-putting for others if you are slouching and/or in poor light. Sit close enough to the camera and ensure that you are in the centre of the picture. The screen ratio should be set at 16:9 (widescreen)

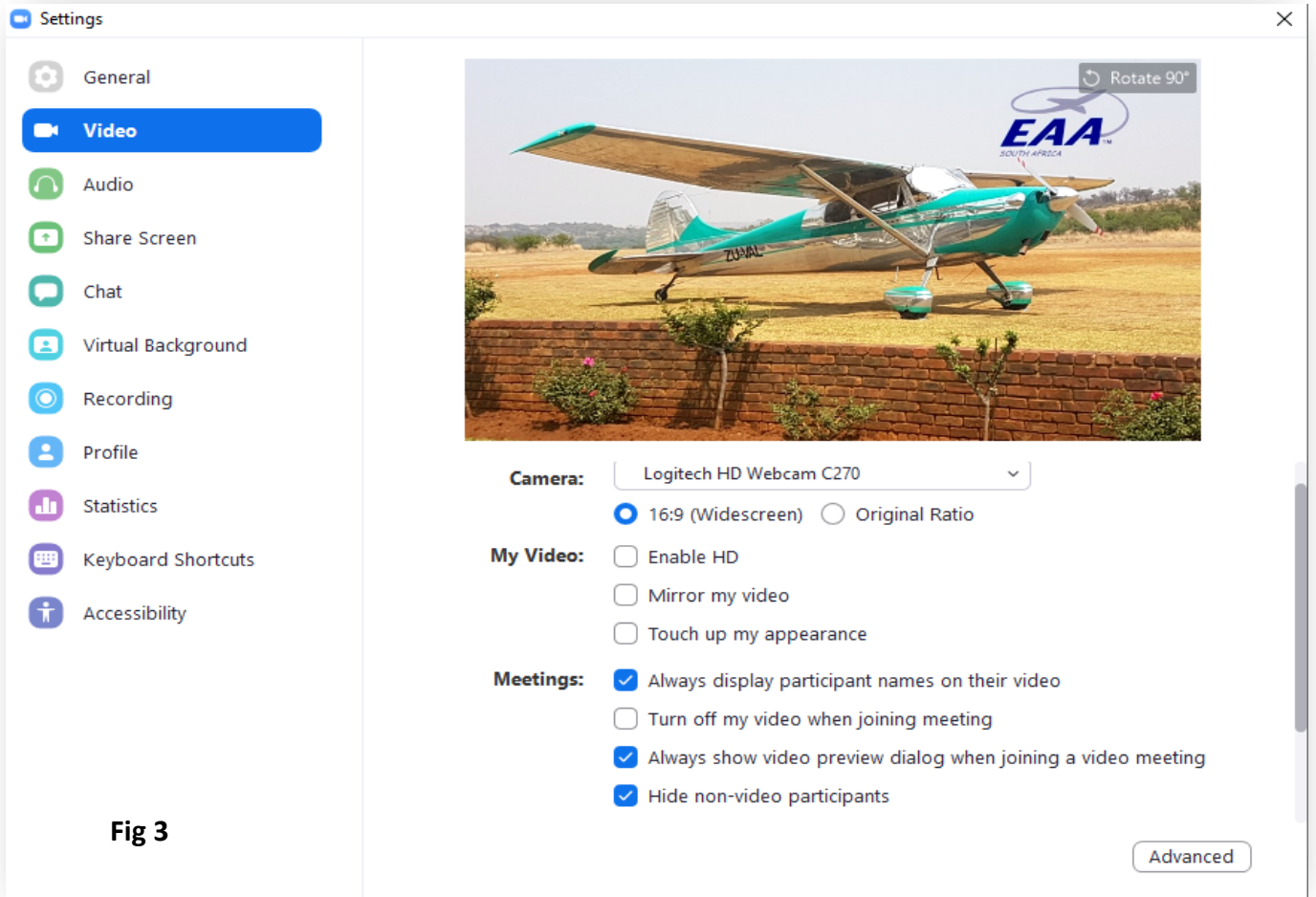


Fig 3

Now go to Figure 4 and set up the AUDIO. The speaker volume for your system is set with the 'Test Speaker' button. Zoom recommends using a boom mic for best fidelity, but I have found that the webcam mic is not bad if you set it correctly and you are close to the webcam. You can rotate your own image with the icon in the top right corner of the picture

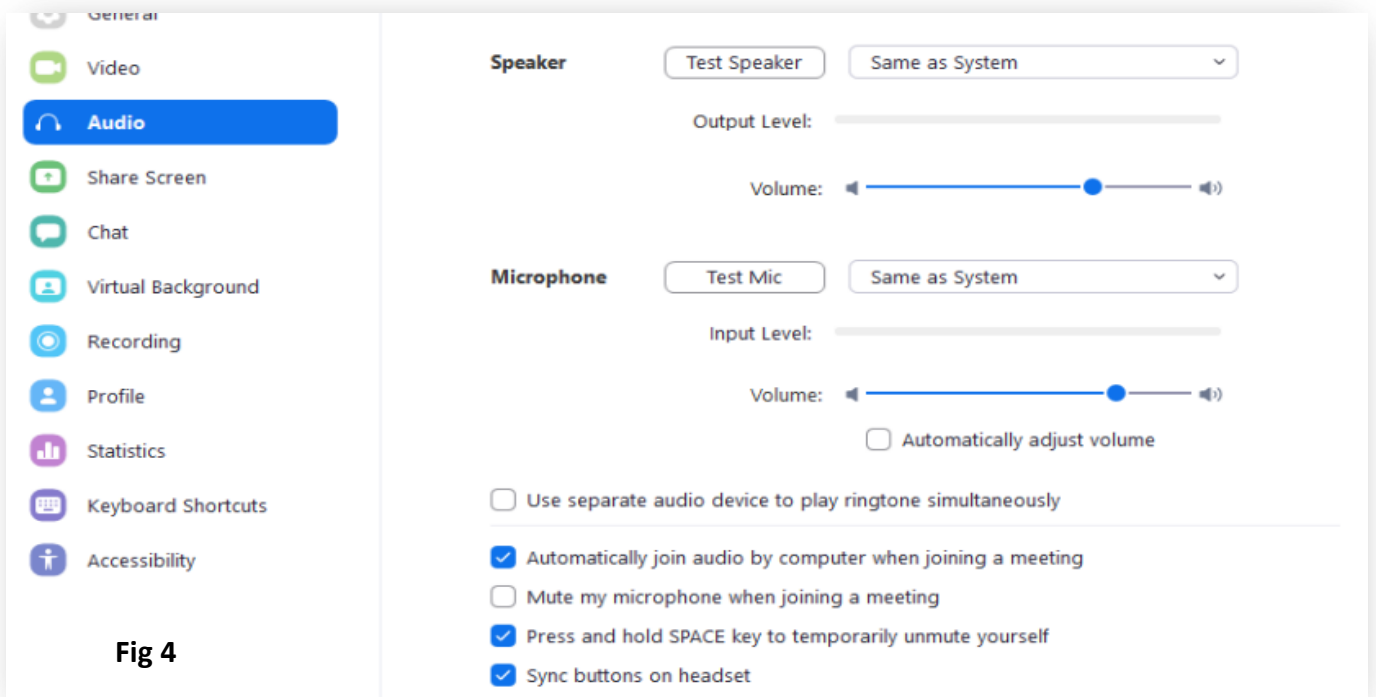


Fig 4

Figure 5 really ensures your appearance is not irritating for others. The VIRTUAL BACKGROUND can be selected from the images in the gallery adjacent to the red arrow which is indicating the point to select your own appropriate background. Please use these instead of the boring bookcases and cupboards that are so often seen behind speakers on TV interviews. If you have a green screen, the VIRTUAL BACKGROUND is enhanced, but it is not essential. You can at any time change your virtual background by selecting one of the images in gallery or by importing your own

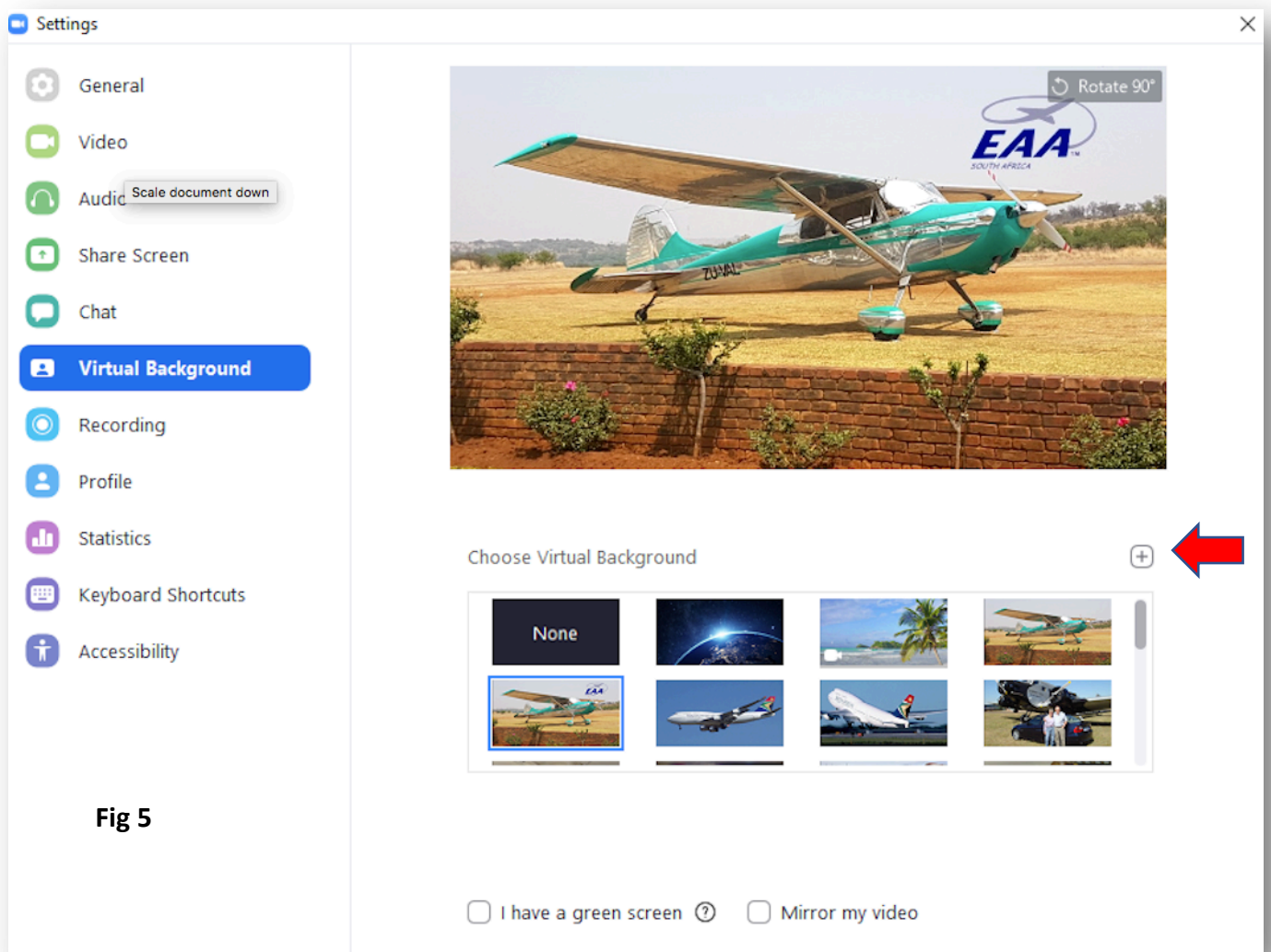


Fig 5

Your invitation to join an EAA gathering will be in a format like Figure 6. I do suggest you attempt to log in at least 15 minutes before the commencement of the event by the red boxed link in your email. The *Meeting ID* and *Password* is circled in red. The JOIN MEETING menu Figure 7 will appear when you open the red boxed link. Complete figure 7 and click the JOIN button. You will possibly be placed in a virtual waiting room, but will be admitted when the host is ready.

EAA CHAPTER 322 GATHERING

WEDNESDAY 5 August 2020 @ 18h30

Don't forget to join us this evening !

For tonight's Gathering - Mike Blyth will be updating us on the Sling High Wing which has just completed static tail load tests and he will be telling us about a new exciting Sling Project being developed! Bob Zaleski will be doing a presentation all the way from Naples in Florida USA on the EAA Youth Build Scheme and telling us about their unique Sling 2 Youth Build Project. All the usual Chapter business plus Rob Jonkers will be there with his monthly SACAA update and how we can possibly run future EAA Sport events.

Finally, sit back with some popcorn and a beverage and watch a 15 minute movie from EAA's vaults - Aviation Classic Aeronautical Oddities.

Please take the time to review the Minutes and Finance document in advance.

- [Minutes of Meeting of 1 July 2020](#)

- [Finance](#)

EAA 322 Monthly Gathering : EAA South Africa Host is inviting you to a scheduled Zoom meeting.

Link : Connection details to join us on zoom

<https://us02web.zoom.us/j/83305884045?pwd=MmhLSFN4YWtsNytpSkVrVURxSG5Rdz09>

Date : Wed **5 August** 2020

Time : Meeting commences at 18h30, please connect to **join from 18h15**

Meeting ID : 833 0588 4045

Password : EAA322

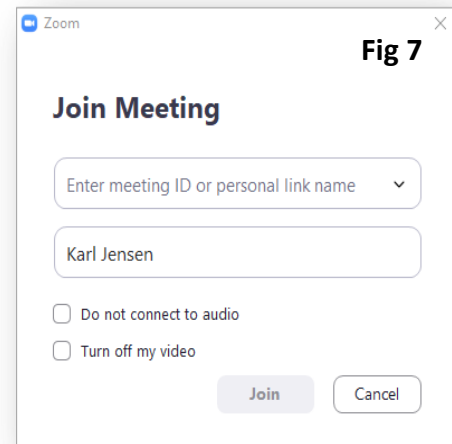
Fig 6

Don't forget to scan the QR Code (available at the meeting) to earn your MACH Number Points!!

Look forward to "seeing you later!"

Tips which you should also practice when setting up

- Double check the meeting settings, ie the link, the Meeting ID and the Password just below it
- Test your audio to ensure the correct level of your speakers and microphone
- Position the webcam at eye level and move as close to the webcam to make a large pic of your face. Look at the camera when speaking, although it feels weird, it makes the audience feel you are looking at them!
- Ensure you have some additional lighting, a dark image is not conducive for others to watch you. Note that all TV sitcoms are brightly lit
- Mute your microphone when you are not speaking – background noises are irritating and the microphone open chews bandwidth. Similarly mute your camera/video.



The image shows a Zoom 'Join Meeting' dialog box. At the top, it says 'Zoom' with a logo. The title is 'Join Meeting'. Below the title is a dropdown menu with the text 'Enter meeting ID or personal link name'. Underneath that is a text input field containing 'Karl Jensen'. At the bottom, there are two checkboxes: 'Do not connect to audio' and 'Turn off my video'. Below the checkboxes are two buttons: 'Join' and 'Cancel'.

Fig 7

Hard night, hard flight! The perils of using Viagra as a Pilot

Dr Robert Clark



Let's face it, life happens. As men get older and due to a number of reasons, they find that their flag starts to fly at half-mast. When this happens, men resort to medication to help correct the problem. I guess we all have some idea how Viagra works. In simplistic terms, it gets the blood to where it should be but in doing so, as we only have a finite

amount of blood in our body, it takes away blood from other vital parts of the body. This can have a detrimental effect on you, as the Pilot in Command (PIC) of an aircraft.

Sildenafil Citrate (Viagra, or in the satirical world more commonly known as Mycoxafloppin, Mydixadrupin, Mydixarizin, Dixafix or Ibepokin) is used for the treatment of erectile dysfunction. As with any medication used by a pilot, it should be declared to an Aviation Medical Examiner (AME). Sildenafil can have detrimental effects to the pilot, well at least whilst he is flying an aircraft. The daily use of the product is incompatible with safe flight and can result in amongst other things, cockpit distractions.

Let's unpack our Grade 10 Biology lesson on the human anatomy. During sexual stimulation, nitric oxide (NO) is released into the corpus cavernosum. The corpus cavernosum facilitates penile erectile. During sexual stimulation, nitric oxide activates the enzyme guanylate cyclase, thereby increasing the levels of cyclic guanosine monophosphate (cGMP). The cGMP produces smooth muscle relaxation and aids the inflow of blood to the corpus cavernosum and hey presto, you have a sustained penile erection. That is enough about the theory of Viagra and our Grade 10 Biology lesson.

Back to the aviation business! Whilst some people say using Viagra is like putting a new flag pole on a condemned building, it does have three possible side effects in aviation that you, as a pilot, need to be aware of:

- Changes in colour vision.
- Cockpit distractions.
- Potentiation of nitrate medication.....and the Mile-High Club.

Changes in colour vision: It is known that Sildenafil has an affinity to effect Phosphodiesterase Type 6 (PDE6), which is a retinal enzyme involved in phototransduction. The inhibition of PDE 6 can result in the impairment of the blue-green colour discrimination. This could be potentially dangerous during night flying, or instrument conditions. Pilots need to correctly identify blue and green for safe flight. The visually impaired pilot may have difficulty with taxi/runway lights and instrument panels.

Cockpit distractions: The dosage of Sildenafil is normally 50 mg by mouth one hour prior to sexual activity, but this dose can be increased. Whilst a priapism (an unwanted, persistent erection) is not necessarily a negative side effect of Sildenafil, it can result in a distraction in the cockpit, especially if you do an early morning flight. The instrument scan in the cockpit requires your full attention, and this may be compromised if you have a priapism. It is for this reason that "Six hours from Viagra to throttle" is recommended, as "things" need to settle down a little, before you get into the aircraft.

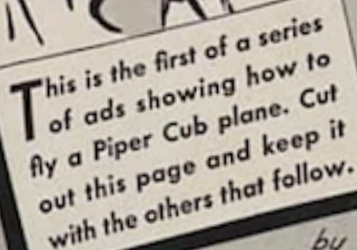
Nitrate medication: The use of Sildenafil by a pilot with cardiac disease could be fatal, and this risk factor could be exacerbated if the pilot intends to have sexual intercourse at altitude (more commonly known as the "Mile High Club"). It is known that Physicians are warned not to prescribe Viagra to cardiovascular patients, and patients using nitrate heart drugs. These individuals could be at risk of sudden death sexual intercourse. To emphasize this point, the Food and Drug Administration (FDA) reported 522 deaths in men taking Sildenafil in the first year of the drug being on the market. Performing this sexual act at 10 000 ft could have your passenger screaming for the wrong reasons, especially if you keel over and die from a myocardial infarction (heart attack).

The problem with Viagra is you don't get many men who admit they need it, and therefore, you may have pilots who could be visually impaired, or running the risk of a cockpit distraction. Some men will also order their Viagra directly from the Internet, rather than seeing a medical doctor and discussing their problem, thereby hiding the use of the drug.

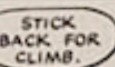
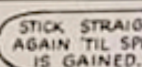
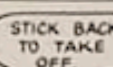
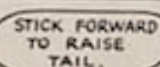
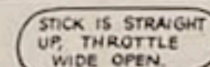
If you are taking Viagra, you may want to include an extra note in your pre take-off check list. It is not recommended to fly within six hours of taking the drug. If you are doing night flying or instrument flying, you may want to extend this to 72 hours.

The very drug that gets you up, could also get you down. Always read the medical information brochures if you are using Viagra, as you do not need an unwanted distraction in any cockpit.

On a lighter note, the female version of Viagra has been around for centuries. It is called "money".



by
HAWLEY TURNER



AT THE
START

FASTERFLYING SPEED
REACHED

LEVEL OFF
FOR EXTRA SPEED

ENOUGH SPEED
TO CLIMB NOW



SURE DOES,
TOM-
EASY AS
DAD'S CAR!



I'LL SET 'ER DOWN
THIS TIME. LATER,
I'LL SHOW YOU HOW.



IT ALL SEEMS
SO SIMPLE.

YOU'LL LEARN
IN NO TIME!

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New booklet, "How to Fly Piper Cub," covers the fundamentals of flying with over 50 step-by-step photos and descriptions. Many other facts and descriptions. Many other facts and descriptions. Many other facts and descriptions. Send full-color pictures of Piper Cub. Send 10¢ in stamps or coin for postage-handling. Write Piper Aircraft Corporation, Dept. P104, Lock Haven, Penna.

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It should plan landing facilities now—
for its citizens and its future. The
booklet, "What Your Town Needs for
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16 mm. SOUND FILM - "The Construction of a Light Airplane." For distribution of a Light Airplane." For distribution points write: Supervisor, Audio-Visual Aids, Extension Services, Pennsylvania State College, State College, Pennsylvania.

PIPER "PLANE QUIZ"

1. How long does it take to learn to fly a Piper Cub?
8 hours instruction required before soloing.
2. How much will a peacetime Piper Cub cost?
About the same as a medium-priced automobile.
3. How much gasoline and oil does a Piper Cub use?
Less than the average automobile.
4. How much space does a Piper Cub need for landing or taking off?
A strip about 100 feet wide and 1,800 feet long.

NOTE—These lessons obviously can explain only the fundamentals. See your Piper Cub dealer for actual flying instruction. Write us what "Plane Quiz" questions you would like answered.

PIPER AIRCRAFT CORPORATION—LOCK HAVEN, PENNA.

PIPER CUB

Points the Way to Wings for ALL Americans



What our members are up to



Progress Report for Home Build Kit Project Zenith CH750 S/N 75-8898 Anthony Harris

Since last report which was in April, things have slowed up a lot because I had to get back to work, so building has been limited to weekends. Nevertheless, progress has been steady, and a huge thanks to Neil and his son's in law who completed the firewall. Two unforeseen obstacles, the first being, I had uninvited guests in the early hours of the morning who helped themselves to my laptop that had the CD of "building procedure" – not impossible to do it without but helps a lot for us amateurs, and secondly, fell of my bicycle and snapped the LH collar bone – it's a bugger working with one hand. Nevertheless I acquired a new laptop and a CD very kindly sent by Andrew & Eugene, builders in Zambia. Guess what, modern computers don't have CD drives anymore. We overcame that without too much admin!



Back to the aerie – been mainly working on the "rear" fuselage and "fwd" fuselage – and then the joining of the two which is quite challenging. Now you discover where rivets should have been "left out" and those few extra kilograms around your waistline get in the way!

So, front and back joined, now busy with undercarriage, seats, and controls. Keeping it off the wheels intentionally at the moment so that access from the side is better. It's easier working standing up than bent over or pulling rivets from below.

I have also discovered a really good "primer" in a can for spraying all the steel brackets, push rods etc. It contains "acrylic resin" and produces a fantastic smooth powder coated finish. Excellent on aluminium too! Some pics included.

Also took delivery of a Jabiru 3300 engine and an Ivo prop – both second hand. Hopefully will have them installed by the next update!

Cheers,
Anthony



A Classic Little Homebuilt – the KR aircraft

Russell Phillips

My first aircraft was a KR2 (ZS-VVD) which I built starting 1985 with first flight July 24, 1988 from FAGC.

Sadly, just when mine was ready to fly, Sakkie Halgreen (KR agent for SA) and Mike Findon perished in a KR accident at FALA. KR's were thus seen at the time as seriously dodgy and no test pilot



ZS VVD 1988 somewhere near FAGC

What is a KR?

Ken Rand designed the KR1 and later the KR2 back in the 70's as cheap to build, efficient wooden speedsters. He achieved all of that and even included in the design a bit of the new-fangled sticky fiberglass stuff making a debut around then in the surfboard industry.

Is the KR safe?

The answer is about as decisive as "how long is a piece of string". A masterpiece KR is as safe as anything out there and a backyard disaster is quite simply...lethal.

Would I fly just any KR?

No Siree!

What defines a safe KR?

Workmanship, lightweight and CG within limits.



Russell's KR-1 Ready to fly!

was prepared to fly my backyard beastie, so yours truly with wet ink on my license and large doses of youthful testosterone did the deed. Suddenly I was now “the man” and made to test fly a string of other backyard special KR’s. Paging through my logbook I count around ten different KR2’s. Some were good, some bad and a few seriously ugly. Somehow, I survived, FKH! Luck played a large part. The old geezers of the 322 B team at the time were very worried about me and perhaps their paternal concern kept me alive!

Thanks, you know who you are...those still with us!

Fast forward 32 years to 2020....will I test fly your KR now? Nope, not unless I watched you build it every step of the way and really liked what I saw all along the way! Older and way more chicken than way back then!

The last 32 years involved no KR’s in my life, but I’ve been blessed with time in some fun aircraft like Pitts, Decathlons, Citabrias, Yaks, Harvards and of course Whispers....lots of Whispers. So why on earth did I just finish building a miniscule little KR1 when I have other cool stuff to fly? Well the answer is simple - BEER! My braai/beer chommie Rob vd Merwe convinced me around 8 years ago that the two of us should build a pair of KR1’s, just for old time’s sake. In a moment of beer induced weakness I agreed. The project took to the back burner many times between other builds and even stood still for around 3 years while Rob was sailing the high seas. The plan was that we’d build these two as perfectly as we know how, not spare any expense and never sell them. My dear wife therefore has dubbed mine as “the museum piece”, probably because it only has one seat, no commercial value and

took 8 years (2000+ hours) to build.

So aside from making zero commercial sense, taking up a lot of time and a fair amount of money I still think it was worthwhile as the end result is just plain cool – or so I think!

ZU IPB has a Limbach L2000 engine, MGL iEfis, dual ignition and weighs 236kg. She is based at FAPX and awaiting CAA paperwork currently. Pop in and take a look if you’re in the area.

Another KR 2 Project – David Toma’s rebuild of ZS VVD

I spent the better part of a week planning, a day or so preparing the work area to minimise the mess, cutting materials to size and several hours that one morning perfecting yet another way of how not to build the tank! Whilst it was frustrating, it is after all a learning experience and I luckily realised that it wouldn’t work within the first 30 minutes of the layup, so this time there was minimal material wastage and no collateral damage to any other parts that were manufactured previously. As of today the preparation for the next round is pretty much done, I am left with the cutting of the material and hope to have a gap within my schedule this coming week for some more progress as well as an article on the aircraft and work done so far.



KR 2 Specs

Crew: One

Capacity: One passenger

Length: 14 ft 6 in (4.42 m)

Wingspan: 20 ft 8 in (6.30 m)

Height: 3 ft 6 in (1.07 m)

Wing area: 80 sq ft (7.4 m²)

Empty weight: 440 lb (200 kg)

Gross weight: 800 lb (360 kg)

Powerplant: Volkswagen air-cooled engine , 90 hp (67 kW)

Maximum speed: 180 mph
(290 km/h, 160 kn)

Service ceiling: 16,000 ft
(4,900 m)

Rate of climb: 800 ft/min
(4.1 m/s)

DESIGN ANALYSIS

A CRITICAL ANALYSIS OF THE KR-2

by Neil D. Bingham, EAA 183801 1333 N. Oakridge Dr. Centerville, UT 84014

Did the KR-2 deserve such a bad rap? Read this design analysis by Neil Bingham and decide for yourself!

http://kr2seafury.com/resources/1988_01_05.pdf

