

# ...Contact!

**April 2021**



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# President's Column

**David Toma**



So it's official, EAA's ARO has been renewed! I would like to thank everyone who was involved with this application from both the EAA and CAA side. Thank you on behalf of us all.

As we all know the EAA convention is coming up this month and we hope to see you all there with all of your toys! We are working hard to get this to happen and as usual will need as many helping hands as we can get. If you would like to volunteer please call me on 082 3614 068 and I will gladly share what we are busy with and where we would appreciate the help.

I unfortunately have to rush as my responsibilities seem to have found me again.

Fly Safe, Fly Lots, Fly for the love of Flying and let's get those projects in the air!

David B. S. Toma

[president@eaa.org.za](mailto:president@eaa.org.za)

Cell 082 3614 068

## Chapter 322 Movie Night



Saturday 27<sup>th</sup> March saw our first outdoor movie evening, held at Jack Taylor Airfield, Krugersdorp. The idea was copied from EAA Chapter 932 in Illinois who held a similar event in late (their) summer last year.

Weather predictions were good – a light south westerly wind and clear skies and a full moon to compliment the evening. However, a storm to the

west threatened us and the wind turned into a brisk and slightly chilly breeze that at one time managed to blow down our inflatable screen.

The equipment was hired from a company specializing in outdoor events, which included the 7 x 4-meter inflatable screen, projector and sound system. The Krugersdorp Flying Club organized a food trailer where hot dogs, boerie rolls and drinks were sold. Many of the attendees brought their own cooler boxes and picnic baskets.



Folks began to gather at around 5 o'clock, some on blankets and camping chairs, others in cars including a classic Mercedes Benz convertible, and others in aircraft flying in from airports around Gauteng - making it a Drive-in / Fly-in!

The movie we watched was "Flying the Feathered Edge" – the story of flying legend Bob Hoover. Harrison Ford, Bob Hoover and Sean Tucker took us through Bob's fascinating aviation career including his war time experience and his test pilot years.

Many left with a completely different opinion of Bob, not realizing before how much he has contributed to aircraft development and not just the airshow pilot we thought he was.

Exciting news on the day was that Dale de Klerk managed to fly Roy de Stadler's Flying Flea across from Orient to be displayed with various other single seat homebuilts on the airfield!





# EAA 2021 Convention

*Middelburg Airfield, Mpumalanga*

Good news is that not only is the weather entering probably the best season for flying, but also the EAA 2021 Convention is just around the corner. In a recent EAA poll, members voted overwhelmingly to retain the decision made nearly 2 years back to combine the convention with Aero Club's Air Week in Middelburg, Mpumalanga. So, with polling out the way, it's "full steam ahead" with convention planning!

## Judging

Aircraft judging will be headed up by the very capable EAA National Vice Chairman, Paul Lastrucci. Judging will take place on the airfield during the hours of 07h30-15h00 on Saturday 24 April. Entrants are urged to pre-register, entries will also be taken on the day. Please use the link below to register on-line [click here](#)

## Volunteers

EAA National Chairman, David Toma, will be heading up this important portfolio. We need lots of help to spread the load and ensure the event runs smoothly. Please come forward – it's fun to get involved! All volunteers will be issued distinctive T Shirts and we will ensure they are also fed and hydrated. MACH credits also apply! David can be contacted on 082 361 4068



## EAA Shop

EAA will be setting up a store on the airfield selling branded caps and shirts. We are presently sourcing a selection of good looking EAA branded apparel – support EAA and wear your colours with pride!



## Seminars and Workshops

This portfolio will be headed up by EAA 322's Vice President, Sean Cronin. A hands-on outdoor workshop will be presented by the Sling factory, where a section of an aircraft will be built on the airfield. Attendees are invited to try their hand at home building.

Sean will also be running a seminar on Jabiru / Camet Engines and David Toma will be running a presentation on ATF renewals, what you need to do and when you need to do it.

## Awards Party

An awards function is to be held on the Saturday night in and around Richardt Lovette's hangar. Due to Covid restrictions, we will have to spread the crowd out and are allowing only 6 persons per table. We will spill out onto the apron in front of the hangar.

Aircraft judging awards and MACH awards will be handed out on the evening. After this we will hold a Covid compliant out-door party with EAA



comedian and singer, Dix Vorster. Dix has performed at the SA campsite in Oshkosh and has been special guest performer at the Oshkosh Theatre in the Woods on numerous occasions. For this reason, you need to make sure you stay overnight! Accommodation are options are plenty!!

**Accommodation**

- Three options are available for the convention
- Bring your own tent or caravan. Members are welcome to bring their own camping gear to the convention Camping sites are plenty on the nice grass areas and, if you prefer, caravan sites will be made available with power points. These are limited, so please, first come first served!
  - Book a ready pitched tent, equipped with stretcher, mattress and sleeping bag. This is the easy option and prices are very reasonable. Click here to book!
  - Stay in town. Click here for a list of B&B's. Also there is a selection on AirBnB, Lekkerslaap and TripAdvisor

There are good clean showers and ablutions on the airfield and catering is arranged for breakfast, lunch and dinner!

**Activities**

There will be no shortage in this department – all sections of Aero Club will be present. Speed Rallies, ballooning, rotorcraft ... this will be an aviation festival second to none! Alan Stewart will also run a 3-minute circuit contest and the old pre-flight inspection competition!

**ATC**

EAA member Nigel Musgrave has arranged ATNS to provide AFIS at the event. Event frequencies will be

- Tower 127,95
- Ground 120,90

**Register to Attend Here**

In order to help us with catering arrangements, please register your attendance by click the link below

[\*\*CLICK HERE\*\*](#)



**Book your tent**

A "Move-in, Move-out" tent service is available for your stay. No need to bring any camping gear (besides your pillow). Tents are equipped with stretchers, mattresses and sleeping bags.

*Tent Rates for event period*

Single	R1200
Double	R1 700
Triple	R2 200

[\*\*CLICK HERE\*\*](#)



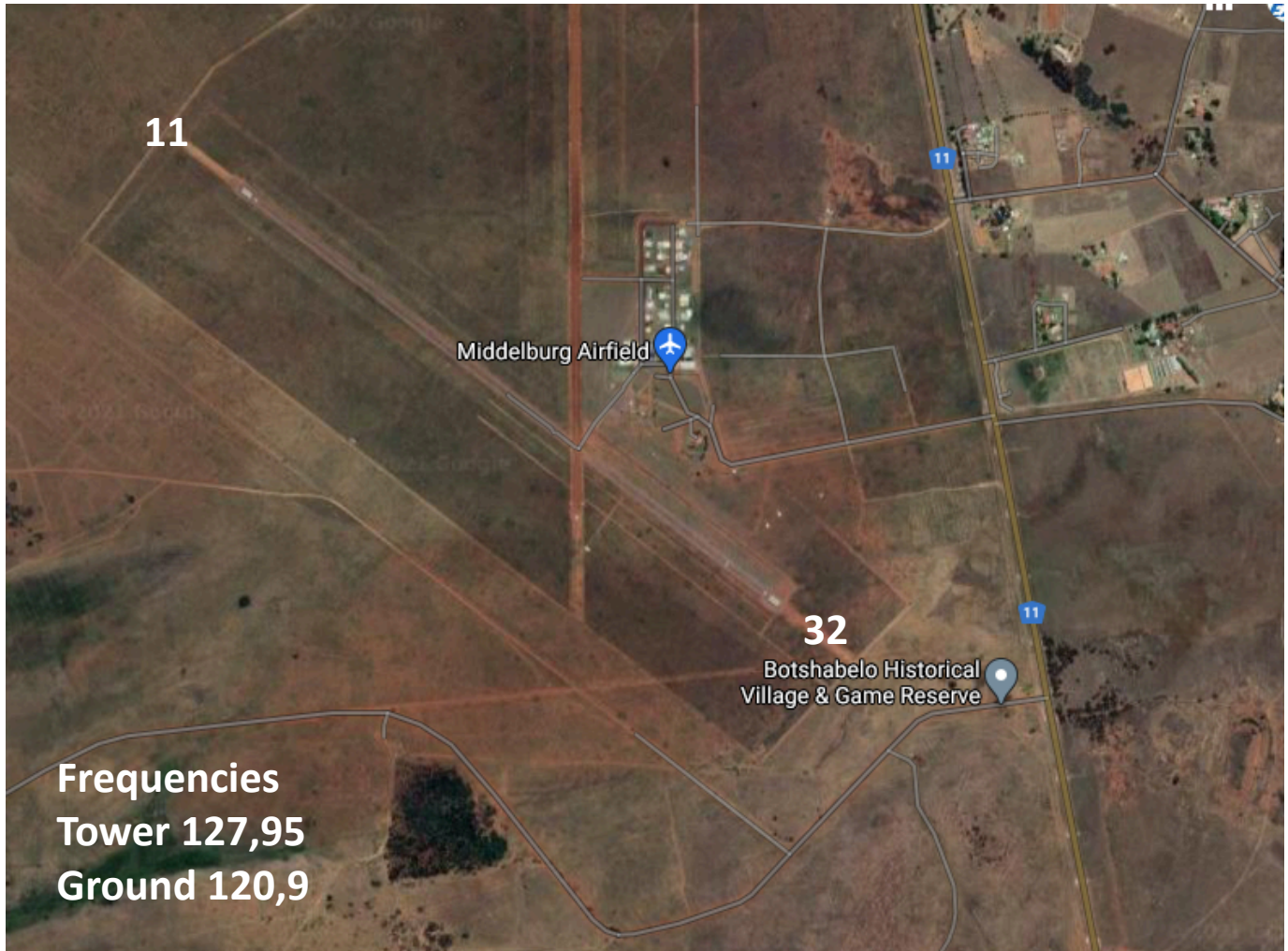
**B&B Accommodation**

For B&B's in town please

[\*\*CLICK HERE\*\*](#)



## Middelburg Airfield



**Frequencies**  
**Tower 127,95**  
**Ground 120,9**

### EAA Chapter 322's April Meeting

- Please join us for our April Zoom meeting on Wednesday 7<sup>th</sup> April at 18h30
- Learn all you need to know about our EAA 2021 Convention
- Karl Jensen's event report back
- Safety talk by Captain Rob Brand

**Zoom Link**

**Time:** 18h30 Start

**Zoom:** Connect from 18h00

**Meeting**

**Link :** <https://us02web.zoom.us/j/86174652817?pwd=cEsvZUNjTEpiQmF3d2MwenVQYUFEZz0>

**Meeting ID :** 861 7465 2817

**Passcode :** EAA322



### EAA Annual Convention 2021

23<sup>rd</sup> to 25<sup>th</sup> April Middelburg Airfield

In conjunction with Aeroclub's Airweek this promises to be an aviation festival second to none!

Camping • Awards Party • Aircraft Judging



# “Last Flight” Des Barker

Maj Gen Desmond “Des” Barker, SAAF (Ret) (M)

on 17 March 2021



*Maj Gen Des Barker*

As is well known by now, Des Barker and Col Rama Iyer died in a plane crash of a Patchen Explorer at Swartkop Air Force Base, South Africa.

Des was born in Pretoria in August 1949. He attended Lyttelton Manor High School and joined the South African Air Force in 1968, qualifying as a fixed wing pilot in 1969.

From 1969-1983 he was posted to the Advanced Combat Flying School, flying Vampires and then to CFS Langebaanweg as a Qualified Flying Instructor flying Impalas and eventually qualifying as an A1 Category flying instructor, Research and Development (AFHQ) as a Project Officer and Production Test Pilot at Atlas Aircraft Corporation, and an Operational Pilot at 12 Squadron flying Canberras. He served as a member of the Silver Falcons while at CFS and completed a total of 82 operational sorties while at 12 Squadron, being awarded the Military Merit Medal.

He underwent test pilot training in 1984 and graduated as a fixed wing experimental test pilot in 1985. From 1986-2000, he spent a period at 1 Sqn flying the Mirage F1AZ, was seconded to Armscor on an overseas assignment for approximately two years as the project test pilot on the Cheetah C. He paid a short visit to the Russian Air Force’s Flight Test Centre (Vladimirovka) flying the MiG-29. He was appointed Chief Test Pilot at TFDC in 1991 for five years.

During his tour at TFDC he was involved in most of the fixed wing fighter programmes and weapons

development testing. He was the first SAAF pilot to fly the Cheetah C, first flight of the Cheetah D and C in South Africa, the first flight of the Mirage IIRZ/Atar 09K50 engine integration and the first flight of the Mirage F1 fitted with the Russian RD-33 engine derivative. He had a unique distinction of having fired more than sixty air-to-air missiles in development programmes.

He served as the evaluation pilot on the strategic defence package evaluation team flying the Mirage 2000, the Hawk 100, the Aerovodochody L-159 and the Aermacchi AM-339. He flew approximately fifty-eight different aircraft types and variants of military aircraft, nearly all in the flight-test environment with a total of more than 7200 flying hours of which more than 6 000 are fast jet flying hours. In 1990, he was awarded the Southern Cross Medal for his contribution to flight-testing in the SAAF.



*Patchen Explorer*

The highlight as Commanding Officer was the recognition of TFDC as the SAAF Prestige Base and SAAF Prestige Unit in 1999 and the award of the Frank Carnell Gold Medal by the South African Institute of Aerospace Engineering to TFDC for the strategic contribution to Aerospace Engineering in the RSA.

He was involved in project management and flight test engineering for thirty-five years and besides the publication of more than fifty papers internationally, has also published a flight safety book on demonstration flying in December 2003 entitled “Zero Error Margin – Display Flying Analysed”.



In 2004, he was assigned to the post of General Officer Commanding, Air Force Base Makhado and in June 2006 he was promoted to the rank of Major General and assigned the position of Chief of Air Staff Operations in the South African Air Force. As Chief of Air Staff Operations, he was responsible to the Chief of the South African Air Force for the operational capability management and the SAAFs portfolio of aviation safety, Directorate Aviation Safety.



SAAF Museum's De Havilland Vampire

Maj Gen Barker retired from the SAAF on 31 July 2008 after 40 years' service to take up the post of Competency Area Manager – Aeronautics Research at the Council for Scientific and Industrial Research. The portfolio included management and integration of several different aeronautical research competencies including Experimental Aerodynamics, Computational Fluid Dynamics, Power and Propulsion, and Aerostructures.

In 2013, he co-authored a flight test handbook in support of Non-Type Certificated Aircraft flight testing titled: "Flight Test Handbook for Experimental and Homebuilt Aircraft".

He was assigned to the Air Force Reserves at the Heritage Flight of the SAAF Museum flying several vintage aircraft including the Aermacchi AM-3, AM-4, Piaggio P-166S and Patchen Explorer. As a civilian test pilot, he conducted flight testing for Warbirds Company in South Africa.

In 2014 he was appointed as the Acting Executive Director for Defence, Peace, Safety and Security at the Council for Scientific and Industrial Research responsible for managing the South African Defence Research business unit in the domains of

aeronautics, radar and electronic warfare, optronics, landwards sciences, command and control and information warfare and technology for special forces. In 2016 he was assigned as a Contract Research and Development Manager for the Defence Unit at the CSIR. In 2017 his contract with the CSIR ended after nine years and he became self employed as a fixed wing experimental test pilot.

Founded in 1866, the Royal Aeronautical Society (RAeS), an international, multidisciplinary professional institution dedicated to the global aerospace community with over 22,500 members. In December 2018, an Honorary Fellowship was bestowed upon Maj Gen Des Barker, only the second South African to join the illustrious roll of honour of the RAeS Honorary Fellows. In 2020, Des was awarded the Herman R. "Fish" Salmon award.

Des and his wife Benni were regular guests of the EAA Year-end functions and was interviewed at our EAA Flying Legends Talk Show. Des also presented several talks on flight safety at our Chapter 322 gatherings. A maxim of his was 'do you slow down for an amber traffic light, or do you speed up to cross? This is a mark of your attitude to safety.'

I attended the combined Memorial Service for Des Barker and Rama Iyer on 30 March at Bays Hill SAAF Memorial. Due to Covid protocols, only a limited number of invited guests were able to attend sadly, as I believe there would have been many hundreds of people to pay their respects to these great aviators, had the pandemic not been with us.



*The SAAF Bays Hill Memorial at Swartkop*

## Important Notice ICASA



ICASA is pleased to announce that it is migrating to a new online licensing system with the aim of moving away from traditional paper-based systems and streamlining the application processing.

If you have not already done so, ICASA requires each entity to register and verify on the new [ICASA Customer Portal](https://online.icasa.org.za) by 31 May 2021. As part of this registration process some existing licence information may require verification and recapturing through the process of a Legacy Licence Amendment. Further guidance on this process will be displayed once logged into the customer portal. The above requires you to have access to an email account and a computer. In the case where this is not possible please contact any of ICASA's offices for assistance. ICASA appreciates your understanding and cooperation in this matter.

<https://online.icasa.org.za>



*Col Rama Ivor*

Col Rama Iyer was an Indian Airforce Mig 21 pilot with over 2,000 hours on the type before joining the SAAF in 1998. Iyer, whose call sign was "Dynamite" and his family moved to SA, where he was responsible for setting up the flight training and class work for the new Hawk fighters. He stayed on in SA after the programme was completed and continued to fly for the SAAF and for the SAAF Museum's Historic Flight. He regularly flew the restored SAAF Museum's De Havilland Vampire jet fighter. He made a huge impact on both the SAAF training syllabus and the historic aviation scene and he too will be sorely missed."

*Karl Jensen*

23 - 27 APRIL 2021 - MIDDELBURG AIRFIELD

**AEROCLUB AIRWEEK**

*Aviation For the Aviation Enthusiast*



*100 Years*

**For the full programme [CLICK HERE!](#)**



# Eagles Creek Fly-In

## Tailwind Landings and Up-hill Runways



*Eagle's view of the event – Photo Grant Raubenheimer*

March kicked off with a breakfast at Eagles Creek Aviation Estate, situated east of Lanseria with a parallel runway to the Krugersdorp Pretoria Highway. The runway, 08/26 is an uphill downhill runway with landing up 26 and take-offs down 08. The Lanseria CTA lies a couple hundred meters from the threshold of 08. so one has to be careful not to encroach into Lanseria's airspace.

We arrived at Krugersdorp Airfield with a brisk easterly wind, a bit of a concern – how much tail wind can one handle on Eagles Creek 26? A call to resident Derek Hopkins assured us that it has to blow "pretty-hard" before 26 is unusable.



*Eagle's Creeker Derek Hopkins and Duncan McKeller*

The tailwind landing turned out fine and I began to wonder if the conditions had put many off as we were only two aircraft in the parking line.

As the morning progressed, conditions just got better and better, evidenced by a steady trickle of aircraft making their appearance. A nice sized group of about 20 aircraft in all that include a helicopter, gyros, Piper Cubs, Cessnas, Cirrus and Slings. After some power supply issues, a very welcome coffee station got going with a constant queue of customers eager for a well-earned beverage.



*Eagle's Creeker Glin Antyl and Robyn Jeffrey*





The coffee and food “Firetruck” stations were kept busy throughout the morning

Food was from a cleverly converted fire truck from where they served a variety of freshly made breakfast and brunch options. Our Eagle’s Creek hostswere most accommodating and it was quite an eye-opener to see their well organised facility which included a beautiful clubhouse and veranda overlooking the runway.



The wings from Sling 2 #001 hanging in the clubhouse



The breakfast and brunch menu

A big thank you must go to all involved in organizing this event and to all that flew in on the day. Hopefully this will become a regular event at this wonderful airfield!



23<sup>rd</sup> to 25<sup>th</sup> April 2021





*Eagles Creek Clubhouse Veranda – overlooking the runway*



*The marshals did a fine job parking all the aircraft*



*Novel Fire-truck kitchen!*



*The neat and well-run airfield*



*The taxiway and runway alongside the N14 Highway*



*The land is also being developed as industrial land*



*Lovely hand painted murals in the bar*



# Breakfast at the Circus

## *Spot Landing, Three Minute Circuits and EAA Camaraderie!*



*Classic Pa-22's*

Alan Stewart, Mark Clulow and Fanie are EAA 322 Members and they extended an open invitation to come to land at Circus airfield and enjoy a breakfast at the Café de Cirque. The landings were judged for accuracy on touch down as well as airmanship displayed in the circuit by Alan Stewart and Bertus van Jaarsveld. Alan Stewart has upgraded his Flying School at Panorama and I believe as a regular participant and supporter of EAA, we should support him.



*Wayne Jensen about WhatsApp*

Café de Cirque used to be the training ground for Boswell-Wilkie Circus. Proprietor Brian Wilkie closed the operation and the premises has been converted into a lovely restaurant where their service is great and the fare prices are fair.

We had been there 2 weeks prior to enjoy the outdoor facilities, especially with the 'pandemic' still grinding us, all Covid protocols were observed.



*Circus Flying Club Welcome Station*

On arrival, the Circus Flying Club had generously laid in a stock of muffins and coffee to welcome us – almost enough catering to make the walk to Café de Cirque about 250 meters distant not necessary. The weather was kind with a light wind straight down the runway, good company, a pleasant alfresco breakfast and a lovely fly.



*Alan Evan-Hanes and now Fiance*





*Carolyn and Neil with grandchild Jesse*



*Mike Brown's recently re-engine Swift*



*Cathy shows us her engagement ring*



*Karl and Wayne with Red 1*



*Ricardo's Aircam and Ant Harris' RV7*



*The very pleasant breakfast setting*



*Lightly fluttering windsock and some of the aircraft*



*Spot landing prize giving ceremony*



# Fun for One!

## Neil Murray's Single Seat RV 3 Project

Having restored a super cub, built an RV 8 and a Glasair Sportsman I thought I'd have a go at an RV 3 .



I bought the kit in 2013 and very quickly built the fuselage jig and started with the build setting up the firewall and all the bulkheads and stringers etc. I had the jig bolted to my garage floor after levelling everything and this is where it sat for the ensuing 6 years, while I tackled a few car projects.



In September 2019 I restarted with a vengeance and got all the fuselage skins positioned drilled and riveted on.

The RV 3 is quite a challenging build as the instructions are sometimes very vague and don't always match up to the drawings . There are no pre punched holes like most of the later RV kits so all measurements need to be carefully laid out and all rivet holes drilled and then dimpled etc. before riveting.



One of the most challenging aspects of the riveting was the turtle deck. Fortunately I was able to lay down in the tiny fuselage to buck the rivets all the way to the back with a mate doing the riveting from the outside.

I opted to fabricate the cowl cheeks myself out of fibreglass



rather than use the “almost impossible to shape “ Alclad that Vans supplies.

I did the same with the tip over canopy skirt making a one piece skirting.



Next was trial mounting the IO 320 Lycoming which was sourced from my good friend and AP Peter Lastrucci.



The prop I’ve chosen is the Whirlwind 151H three bladed

constant speed prop primarily for its ultra light weight. Only 31 lbs ( but more expensive) compared to a Hartzell at 59 lbs .



Then came the lockdown and I got stuck into the empennage which I managed to complete with the trial assembly, rigging and final skinning of the quick-build wings. I chose this option as a time saver





as Vans now supplies the “ B” wing with the redesigned beefed up main spar which is rated for +6 - 3g loading.

The wings were then fitted to the fuselage for final control surface rigging etc and then removed for painting.



There’s not enough space for the prop governor so I had to hack a huge square hole in the firewall and fit a recess which can be purchased from Vans.

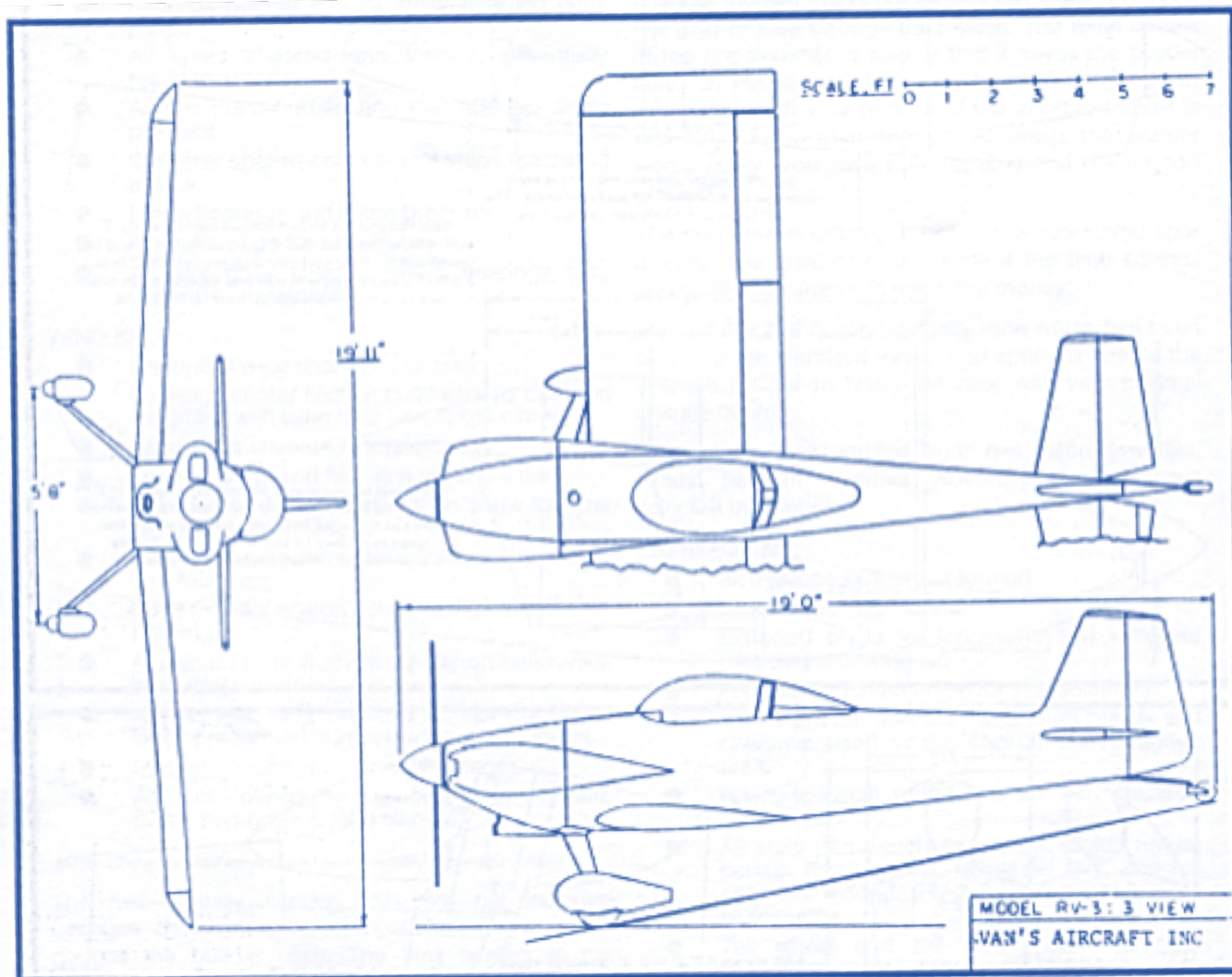
Next is all the wiring and fitting all the interior components, instruments and seats etc.

This is basically the build thus far and all going well, I hope to have her in the air by the end of this year. I will continue with the build blog as I progress with the project..

Anyone interested in the build is welcome to contact me and come around to have a look.

All the spraying was then done in my home-built spray booth and then I started reassembling , mounting the engine making fuel and oil hoses and trying to figure out where to put everything on the very small firewall .





## General characteristics RV3 B

**Crew:** one pilot

**Capacity:** no passengers

**Length:** 19 ft 0 in

**Wingspan:** 19 ft 11 in

**Height:** 5 ft 0 in

**Wing area:** 90 sq ft

**Empty weight:** 750 lb

**Gross weight:** 1,100 lb

**Max takeoff weight:** 1,100 lb

**Powerplant:** 1 × Lycoming O-320 fixed pitch, 150 hp

### Performance

**Maximum speed:** 207 mph at sea level

**Stall speed:** 51 mph

**Range:** 595 mi at cruise 75% power at 8,000 ft

**Service ceiling:** 23,500 ft

**Rate of climb:** 2,050 ft/min

**Wing loading:** 12.2 lb/sq ft

**Fuel Capacity:** 24 Gal

**Take off distance:** 275 ft

**Landing distance:** 300 ft

**Roll Rate:** 170 sec

# More Fun for One!

*Neville Ferreira's GK-1 Civilian Racer*



On 12 Feb, my son Wayne and I stopped by at the lovely Kitty Hawk airfield to assuage our need for a milk shake. After parking, there was a banshee howl of a small plane flashing by at a phenomenal speed, like about 220mph at 50' AGL. When it taxied in after landing, the owner Neville Ferreira parked his GK-1 Civilian racer

next to my 170 to give scale to the scene. Neville acquired this aircraft powered by a 1600 Honda DOHC engine, and has been spending much time on the plane. He has been rewarded by its phenomenal performance. He has decided not to aerobat the aircraft yet, but I guess with his championship aerobatic background, this is inevitable down the line.

Neville has installed MGL Blaze instrumentation as well as back-up steam temperature and pressure gauges. The Honda engine is water cooled with an under-belly radiator along the lines of a P51 Mustang. Although the radiator is small in frontal area, it is proving to be quite adequate. The absence of cooling





drag on the cowl allows for high speed from only 95Hp. The aircraft aft of the cockpit is based on KR1 design, but that is where the similarity ends. The airplane cruises comfortably at 160-170 mph just sipping 17 litres/hour. The overall sensation when flying according to Neville 'feels as if you've strapped on a pair of wings as every sense of your body is required, but what a reward.' Apparently, the efficient design of the single seater makes for viceless handling as a bonus.

Karl Jensen





## How Prepared is your Club to Handle an Accident?

Fred Bebington

National Safety Officer, Soaring Society of SA

### **The "Golden Hour" is Critical**

- ACCIDENT – "An unfortunate incident that happens unexpectedly and unintentionally, typically resulting in damage or injury" (Oxford English Dictionary).
- Nobody PLANS to "have an accident", BUT, everybody should be planning to correctly handle an accident scene when an accident occurs.
- Is your Club prepared to handle an accident on your airfield and respond effectively within the "Golden Hour"?
- Golden Hour – "the first hour after a traumatic injury, when emergency treatment is most likely to be successful" (Oxford English Dictionary)
- Every club has always been required to have an Emergency Response Plan (ERP), strategically displayed so that all members can read it, BUT, if Club members don't know how to put the ERP into operation, an out-of-date piece of paper "strategically displayed" is not going to save a life.

*Questions which need to be taken seriously and answered by the Club management are:*

- Is the ERP up to date?? (e.g., current phone numbers for Emergency Services etc.)
- When last was the ERP discussed with the members??
- Do all members understand it and know exactly what to do if there is an accident or a serious incident??
- Has the club ever practised what to do if there is an accident or serious incident??

*In the airline world, all airlines are required to run what is known as a "Tabletop Exercise."*

This is where all role players come together and work through a simulated accident scenario; in addition, all licenced airports carry out simulated accident exercises.

I know that a "Tabletop Exercise" is not practical for gliding clubs, however, a simulated accident exercise could be staged at any club with at least, the Safety Officer, Club Chairman, CFI and instructors taking part. Obviously, other club members could also be involved.

The purpose of the exercise would be to ensure that, when there is a real accident situation, the correct actions are taken IMMEDIATELY:

**During the exercise, actual phone calls should be made, but emphasising that it is an exercise.**

Below is a suggested "ERP Activation Plan"; which should be reviewed before the commencement of flying each day.

- A "Person in Charge" (PIC) is nominated.
- Members are allocated tasks as listed below.
- In the event of an accident the PIC will activate the members, who will carry out their allocated tasks.



### *Tasks to be Carried Out*

- Free trapped occupants and establish if there are any injuries or fatalities; commence basic First Aid procedures where necessary. (Only qualified people should undertake advanced First Aid)
- Phone the Emergency Services.(if necessary)
- Secure the accident scene.
- Phone the SAPS. (only necessary if there are fatalities or critical injuries)
- Contact the local ATC centre or the AIID (Accident and Incident Investigation Division of the SACAA). It is a legal requirement to report an accident or serious incident to the appropriate authority.
- Contact the SSSA National Safety Officer.
- Obtain statements from eyewitnesses AS SOON AS PRACTICALLY POSSIBLE. (Memories can fade or can be distorted when there is a long time-lapse)
- Handle contact with the media/public/families etc.
- Record the actions taken – What was done? What time was it done? By whom was it done? Outcome?. This information is important should there be subsequent legal involvement, especially if there are fatalities or serious injuries.

### *Some Additional Thoughts*

- Has your club ever invited any of your local Emergency Services personnel to your club, to give talks on basic firefighting, basic rescue procedures, basic first aid etc.?
- Does your club have the following “rescue” equipment available? (Especially those clubs operating tugs, TMG’s and motorised gliders)
  - Fire extinguishers, suitable for fuel fires?
  - Fire resistant gloves (You wouldn’t pick up your hot braai grill with your bare hands.)
  - Fire blanket?
  - Bolt cutters or heavy-duty metal cutters?
  - Safety Hammer/Seat Belt Cutter Emergency Escape Tool?
  - Axe and or crowbar?

None of us wants an accident, but, when it happens, we need to be prepared to handle it in the most effective, professional way and within the “Golden Hour”

The question is **IS YOUR CLUB PREPARED??**

And the answer should be **MY CLUB IS PREPARED!!**

Fred Bebington  
National Safety Officer, Soaring Society of SA  
Mayday Peer  
July 2020



# EAA Fly-Market

## EAA National

**President**

David Toma

**Vice President**

Paul Lastrucci

**Treasurer**

Mark Clulow

**Secretary**

Marie Reddy

## Committee Members

**Membership**

Mark Clulow

**Young Eagles**

Keaton Perkins

**PRO**

Karl Jensen

**Website**

Dean Fernandez

**Newsletter**

Neil Bowden

**Safety Officer**

Nigel Musgrave

**Finance Asst**

Brad Stephenson

**AP Representative/Technical Officer**

Peter Lastrucci & Andy Lawrence

## Auditorium

Marie Reddy

## EAA Chapter 322

Johannesburg

Meets 1<sup>st</sup> Wednesday at Dickie Fritz Hall

**Chairman**

Neil Bowden

**Vice-Chairman**

Sean Cronin

**Treasurer**

Mark Clulow

**Secretary**

Geoff Sprenger

**Shadow Treasurer**

Brad Stephenson

## EAA Chapter 1502

Durban

**Chairman**

Alan Lorimer

**Vice-Chairman**

Russell Smith

**Treasurer**

Robbie Els

**Secretary**

Mike Korck

## Chapter 1262

East London

Meets last Saturday of the month Wings Park

**Chairman :**

Mike Wright

**Vice-Chairman**

James Wardle

**Treasurer**

Dave Hartmann

## Chapter 870

Kroonstad

**Chairman**

Niel Terblanche

**Secretary / Treasurer**

Hennie Roets

**Committee Members**

Johan Mouton & Carl Visagie

## Chapter 788

Port Elizabeth

**Chairman**

Brett Williams

**Vice-Chairman**

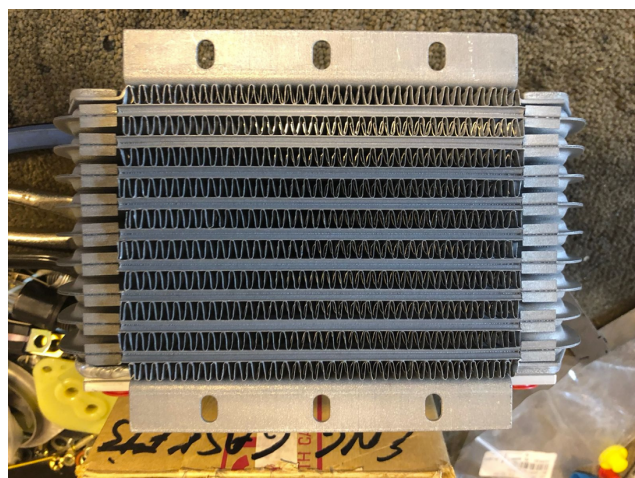
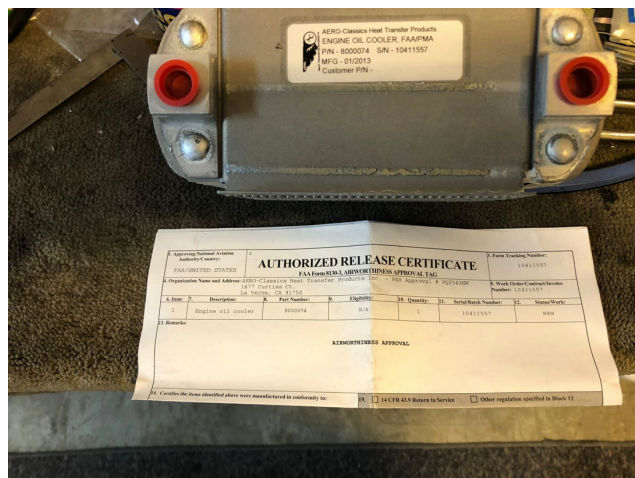
Russell Phillips

**Treasurer**

Deon Swanepoel

## FOR SALE – Aero Classic Oil Cooler

Brand new 9 plate oil cooler for sale. Cost is about R4800.00 Will take R3000.00



**Contact Neil Murray Cell +27 82 877 0007**

## WANTED

Cigarette lighter charging cable for a Garmin 296

**Contact Mike Brown 082 553 7792**



## FOR SALE



### Radial Rocket

**Engine: Vedeneyev M14 PF 400Hp Radial**

Test Run: Producing 430Hp

American Barrett Pistons

American Barrett Electronic Ignition

Pressure Carb, automatic mixture control

Air Start System

Automotive plug conversion

Hrs: 0 Since Factory Strip and Reassembly, 5 Hrs SMO

Propeller New MT 3 Blade Constant Speed with Oversize Spinner

### Additional

Cockpit controlled cowl flaps for additional engine cooling control

Side air scoops for ram induction air, and oil cooling

Cowling extended 105mm for oversize spinner

### Cockpit

Custom panelled interior with custom designed leather seats.

Dual Controls

Avionics

Dual G3X Garmin Displays Front Seat

Single G3X Rear Seat

Garmin Autopilot with separate control face

Dual Garmin Radios

Garmin Audio Panel and intercom

### Analog Instruments:

Airspeed Indicator

VSI

Altimeter

Manifold Pressure

RPM

Voltmeter

Oil Temp

Oil Pressure

Fuel Pressure

### Digital Instruments:

MGL Engine Monitor

G Meter

Turn & Slip

Three axis trim, and flaps, controlled from fighter aircraft styled joy sticks

Custom built Shakespeare Throttle quadrants

Custom built stowable access ladder + numerous other mods & tweeks

R300 000.00 USD Neg.

**Contact Derek Frasca**

082 338 3837

## FOR SALE



Third share in a 6-cylinder Bantam. 3300 Jabiru engine. Based at Silver Creek Gorge Estate. Offers around 75k.

**Contact Peter Gaddin 082 440 4361**



## FOR SALE – House on Silver Creek Aviation Estate



### Game / Aviation Lifestyle Estate – on the slopes of the Magaliesburg Mountain Range.

Get out of the city and experience life on a game and aviation estate just 1 hour away from Randburg or Pretoria. This is a unique lifestyle opportunity on the Northern slopes of the Magaliesburg mountains.

The sale of this property includes a **1/3 ownership share of a Bantam airplane** which is currently hangered a brief 60 second stroll away from the house. Sit on your private patio drinking a cup of coffee watching the game drink water from a built in bath, then take to the skies for a flight over Buffelspoort dam and the many picturesque waterfalls in the area... all before breakfast on a typical day. The house includes a spacious study, so working from home is another factor that makes this opportunity so attractive. The 1200m tarred runway is adequate to service a large number of different aircraft types, but the majority of aircraft hangered on the farm are Light Sport Aircraft such as the Bantam and Bat Hawk.

The 71 Hectare estate has been developed on the 800 hectare family farm of the late motoring magnate, Lindsay Saker and boasts herds of Wildebeest, Zebra, Kudu, Eland, Nyala, Blesbok, Sable, Gemsbok and Giraffe, as well as a healthy diversification of birdlife. The residential stands are 5500m<sup>2</sup> which allows for a large area to be surrounded by nature. Only the immediate area around the residences are fenced, thereby enabling free roaming of the abundant game. A small private school on the estate adds value, allowing children the choice of walking, cycling or quad biking to school.

This property has a main double story home, and a two-bedroom cottage, each with their own extra-large double garages.

### MAIN HOUSE

#### Downstairs:

Large undercover patio with misting system  
“Conservatory” Lounge with built in fireplace

Airconditioned TV Room

Dining Room

Kitchen

Scullery

Master bedroom with dressing room and en-suite bathroom

Guest toilet

Office

#### Upstairs:

Landing lounge with balcony overlooking the forest

7 x bedrooms (one en-suite)

2 Full bathrooms

Huge entertainment room with a built in jacuzzi

#### Cottage:

2 Bedrooms

2 bathrooms

Open plan kitchen lounge and dining area.

Undercover patio

Private garden

Extra-large double garage

Built in laundry

#### Garden:

Double fence around half of the property: Electric fence on the outside and wire mesh on the inside to protect pets and children

Motorised gate with inset pedestrian gate

Stone driveway

Large lawn with pop-up irrigation

Pedestrian access gate to the forest at the rear of the property

Installed trampoline

Above ground plastic plunge pool (2.5 x 4m)

Concrete braai area with built in braai

#### Private Forest:

Built-in wildlife water bath

Free standing aviary

Loads of space to enjoy a sundowner, sitting under the trees

If you are serious about getting away from city life, please call **Wayne Langford 082 897 7367**