

...Contact!



October 2021



Meet the Legal Eagle *Page 27*

In this issue

- **Build an aircraft for less than \$5000 – Grass Roots Flying feature, meet the Legal Eagle**
- **Chapter 322 Bursary Award Winner Announced**
- **Events Report Back – RV Day, Silver Creek, 90th Tiger Moth Anniversary, Great Heidelberg Train Race**
- **Upcoming events**
- **Recommended Pilot Hangout**
- **Pathological Safety: Is that good enough in aviation? - Dr Robert Clark**
- **EAA Market Place & Member Services**

President's Column

Paul Lastrucci



Greetings!

Just like that we are into the 10th month of the year, and things are looking up, the cool clear days make way for the rolling vistas languishing in much needed rain that will soon make the landscape heal again for all to marvel at the beauty when viewed from above.

We are looking forward to two calendar events albeit date changed a bit, due to various levels of lockdown changes by “Cyrillion and the sheeple” in power nonetheless, Taildraggers and Sun n Fun are both in place and we can once again shoot the breeze with our pals amidst a myriad of airplanes that fly in from the nether regions of our country. Chapter 1502 is also now well established in KZN, with a host of fly-in breakfasts happening and it's time again to set up a visit to this Chapter in the near future.

This past month was great to see our members and friends at various organised events. The RV fly-in at Kittyhawk was a hive of activity and great to see so many RV's that attended as well as the many other aircraft and enthusiasts who were on the flight-line.

Then the Tiger Month fly-in at Brakpan airfield celebrating 90 years of Gypsy Majoring that this planet has seen. It was a spectacular showcase of Tigers. Beautifully displayed now in the hands of enthusiasts, they were immaculately presented to celebrate the tremendous and colourful history these aircraft have shown.

Initially envisaged, this Tiger Moth event was to be held in Queenstown over the heritage day weekend, however due to Covid restrictions this was postponed. However not to disappoint the 90 years young enthusiasts, hosted an event at Brakpan over the same weekend. Tigers Moths have played a significant role in pioneering the world of aviation, from the first one to take flight in October 1931 at Stag Lane Aerodrome in the UK, it's here where a trainer aircraft was born and man, they have trained many aviators over the 90 years and continue to do so. Tigers have a rich history in South Africa both in service and recreation, as in the rest of the world.

Many Thanks to Grant Timms and a host of Tiger folk, and the Brakpan Flying Club, who made it happen. It almost looked like those early pictures of all the Tigers lined up on the wall of Cyril and Bok Strecker's hangar at Rand Airport in the late 40's. Thanks again to all the folk who made this happen.

A Great Train Race at Heidelberg also conjured up an exciting array of vintage aircraft, Heli's poised against the Rovos Rail steam loco as it gasped its way under skillful hands into the siding a short way away from the airfield. Not forgetting the beautiful display of many vintage motorcycles and cars that brought the glory years of steam along with the sights, sounds and scents of round, inverted and horizontally opposed piston engines, as well as those single cylinder bikes, firing at every lamp post for the many folk who attended to enjoy.

The fun week-end at Silver Creek was well attended, with the immaculate airfield dotted with aircraft and tents for the stalwart campers that braved the Friday night cold and took in the Top Gun movie. On Saturday the pancakes and hospitality overflowed, not only for those that dig'd at the Cronin and Moose Herbergs, not to mention the great organizing of the Silver Creek folk. This was clearly evident and talked about throughout the weekend. EAA 322 Chapter president Neil Bowden and team always do a superb job of assisting to put this weekend together.

I, like many others was riveted to that Chitty Chitty Bang Bang, pancake machine in the hangar that can turn out a thousand pancakes in a morning,



piloted by two people. Equally, the snap visit by fellow USA EAA member and President of Chapter 932 in Illinois USA Arnie Quast, who amidst his flying duties as a United Airlines captain, made time for a quick visit. Coordination by Marie Reddy who arranged the logistics to bring Arnie along in Derek Hopkins' RV8 and return in Eugene Couzyn's helicopter was fantastic. This has got to be one of the best examples of making inter EAA global hospitality happen.

It was a busy September and it's easy to reminisce as an enthusiast and be part of and enjoy what I have said above, however what is really really great, is the EAA Chapter 322 Pilot Bursary program initiative. Spearheaded by Mark Clulow and ably assisted by Marie Reddy, it's a program bursary granted to a fledgling deserving enthusiast, to complete and realise the dream of flight. As an EAA member, it makes me very proud to be a small part along with all our Chapter 322 members that will ensure this baton can be continued and be handed, to someone that may have not had the lucky breaks to actually realise and complete this dream.

It is great to know that down the line, like many before, who marveled at being able to fly aeroplanes, can now also become exposed to the many facets of EAA aviation, not only the exhilarating flying aspect, but also have access to a huge expertise pool, to also master the technical skills, and can also be rewarded with building and flying an aircraft of their own from this type of assistance. This is an excellent give back of resourcefulness that our EAA members are very well known for.

Spring has Sprung here down South and what a fine way to plant a seed.

Stay Safe! - Paul

NOTICE OF EAA CHAPTER 322 AGM

3 NOVEMBER 2021

It's that time of the year again and we need our members to start thinking about how to participate and make a contribution to the EAA - your ARO that enables you to operate NTCA and supports general aviators in South Africa. Chapter 322's AGM will take place in November with the Exco being elected for 2021/2022. At this stage the Exco is as follows;

- **Chapter 322 Chairman:** Neil Bowden. All suitable nominations will be accepted
- **Chapter 322 Vice Chairman:** Sean Cronin. All suitable nominations will be accepted
- **Chapter 322 Honorary Secretary:** Geoff Sprenger. All suitable nominations will be accepted
- **Chapter 322 Honorary Treasurer:** Mark Clulow is available for re-election.

[NOMINATE MEMBERS FOR CHAPTER 322 EXCO 2021/2022 HERE](#)

Nominations will be accepted until 25 October. This is a nomination only for all persons that are willing to serve on the Executive Committee of Chapter 322. This is NOT voting for the Exco. This will only take place virtually and will open about a week prior to the AGM.

EAA Chapter 322 October Zoom Gathering

You are invited to join our October 2021 Zoom Gathering on Wednesday 6th October
This month "Local is Lekker"!

Sean Cronin will be presenting "Flying the Limpopo" Karl takes center stage with his "Events Round up" covering a very busy EAA September and Rob's safety talk is "Expect & Detect"!

Zoom Link

Time : 18h00. The meeting starts at 18h30

Link : <https://us02web.zoom.us/j/86900765391?pwd=RGMzZkdIWGIzaS80WGpHbWtwbktpQT09>

Passcode: EAA322. Meeting ID: 869 0076 5391

Chapter 322 Zoom Gathering

Wednesday 1st September 2021

Once again, we were required to hold our monthly gathering by Zoom as we were still in a Level 3 Lockdown due to the Covid-19 pandemic. The gathering was well attended with over 65 members and guests joining in.

As usual, we started with our mystery aircraft, which turned out to be the recently flown prototype of the Celera 500L “bullet” plane being developed by Otto Aviation in the USA. The aircraft is a six-seater pusher configuration and powered by a diesel engine.



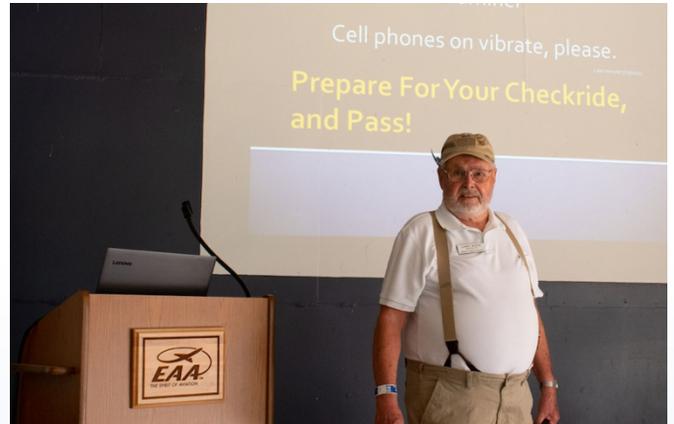
The Celera 500L

Members were encouraged to scan the QR Code to earn points or “Mach Numbers” in our MACH incentive program.

Welcomes included our new members - Brendan Adams, Ashar Bin Khalid, Johan Doman, David Erasmus, Dean Fosset, Trafford Fosset, Dennis Leahy, Mathinus Marx, Robert Miles, Raymond Rautenbach, Ian Seddon, Alan Stewart, Charl van Heerden, Peter Westmoreland – welcome on board guys and thank you for joining EAA and Chapter 322!

We also welcomed our current members and special guests which included Arnie Quast from Chapter 932 Illinois, Gary Stevens from Sarasota, Florida and our guest speaker, Larry Bothe from Seymour in Indianapolis.

“Apologies” were received from Sean Cronin, his wife had booked a table at an exclusive restaurant to celebrate their 31st wedding anniversary. Congratulations Sean and Anthea! Sean did however “pop in” to brief us on the upcoming Silver Creek Gorge Movie Night, Campover and Pancake Breakfast.



Guest speaker, Oshkosh Presenter Larry Bothe from Seymour, Indianapolis, USA

August birthdays were many, twenty-two in all. Congratulations to all who celebrated their birthdays this month!

Future events was next on the busy agenda, and these included the Steady Climb Fly-in at Legend Sky Airfield (Rhino Park), Silver Creek event, Taildraggers Fly-in at Bela Bela on the 8th October and Sun ‘n Fun Weekend Fly-in in November.

Rob Brand’s Safety Talk on “Judgement” was well received.

Next was Mark Clulow with a run down on the Chapter 322 Bursary Award. At the time only nominations were in with nobody yet selected as winner. More and updated details of the Award appear in this newsletter!

Then, all the way from Indianapolis, our guest speaker, Larry Bothe, presented his talk on “Flying the Easy Way” – 22 things that will make your flying easier, cheaper and a whole lot more fun. Larry’s tips included tricks with trim, mixture and throttle settings, short field landings and rudder usage. The presentation was well received with many asking Larry and ourselves for a copy of his presentation afterwards. Thank you Larry and we hope to follow this up early next year with your presentation on “When the engine goes quiet”.

We concluded the gathering with an entertaining and relaxing presentation by Karl Jensen on some of the activities our members have been up to during the past month.

Thanks to all who presented, attended and helped!

[Recording available HERE](#)

Chapter 322 Pilot Bursary Award



On 17 September, we met with Shanley, his proud parents, Alan Stewart from Johannesburg Flying Academy (where Shanley is training), Mark Clulow and Marie Reddy from EAA 322.

In July of this year, Mark Clulow, EAA 322 Honorary Treasurer proposed that Chapter 322 sponsor a pilot bursary to assist a suitable candidate reach their dream.

The program was intended as a once off bursary and to see what the uptake would be. The bursary program was confirmed at the EAA 322 August monthly meeting and was launched 2 days later via email to members as well as social media platforms.

The first response with all required documentation was received within 24 hours of launching the program. Applications were open for the month and closed on 31 August 2021. With seven candidates in total, the verification process began. To ensure that the process was fair for all applicants and flying schools, only the administrator was exposed to the applicant documentation and details. All applicant details were kept confidential – even from the panel that was to decide on the successful applicant. The panel were issued with a schedule including the Applicant allocated number, their age,

confirmation that the required criteria were met, and their letters of motivation.

Mark Clulow headed a panel of long time EAA Members, which met on 14 September to review all applicants. Two applicants were disqualified as they did not meet the requirements, there were five excellent candidates to choose from.

After much discussion and review of the motivation letters, all panel members agreed that Applicant #5 was the most suitable candidate for the pilot bursary. Only once all agreed that #5 was the successful applicant was the identity of the applicant and the flying school revealed.

Letters were sent to all applicants who were awarded EAA 322 membership cards on 15 September. Arrangements were made to meet at Panorama Airfield for a short introduction and congratulations ceremony at the student's flying school.

Shanley Coetzee was the youngest candidate and is undertaking his PPL with Shami Orri as his instructor at Johannesburg Flying Academy, owned by Alan Stewart. Congratulations to 18-year-old Shanley Coetzee on being awarded the first EAA 322 pilot bursary. Shanley also got his learners licence the same week and his mother shared that he regards it as his "lucky week".

Thanks to EAA 322 committee and members for allowing this bursary to be undertaken. Special thanks to the Bursary program team.

Visiting Panorama Airfield on 15 September (which was planned before the panel's decision), I landed to see one student washing aircraft at the flight school. I recognised him from the documents that were submitted with the bursary applications as #5. It just made me feel that the right decision had been made.

Pilot Bursary Panel



RV DAY

Kitty Hawk Airfield

It must be some kind of a world record – 79 Van’s RV aircraft at a fly-in other than Oshkosh! And it happened right here in South Africa, Kitty Hawk Airfield east of Pretoria.

Saturday 11th September turned out to be the perfect day for a fly-in. Clear skies far and wide, little wind after a gusty August, and pilots from all over itching for activity after a long 3rd wave lock down.

Karl Jensen reports on this amazing event!





Kitty Hawk RV Fly-in, 11 September 2021
Karl Jensen EAA Chapter 322

The weather was kind with good visibility and balmy breezes. I floated into Kitty Hawk in my Cessna 170 after registering my intention at about 09h00. Well, the airfield was packed essentially with RV's of all marques as seen from my aerial photo. I was parked almost a day's ride by camel from the terminal/restaurant. This airfield is meticulously maintained by full-time Airfield Manager, Dawie Pretorius. The recent taxiway upgrade, runway sealing, and painting cost upward of R250,000.



Kitty Hawk at 09h00 on the 2021 RV Fly-in Day



Kitty Hawk Chairman Frank van Heerden (left) posing with Alan Stewart at Oshkosh 2019

This is the 10th dedicated fly-in for RV's and fortunately, they tolerate more classic types such as my airplane as well. The 1st RV Day in 2009 was the brainchild of Dolf Kruger (EAA 322) who built the 1st RV10 in SA after his RV6.



Charlie Hugo panoramic view of Kitty Hawk Vans RV fly-in

The Kitty Hawk Board of Trustees is presently chaired by Frank van Heerden who flies an RV14. Together with Trevor Warner, Dawie Pretorius and our EAA Safety Officer Nigel Musgrave, the fly-in was arranged. Nigel acted as Safety Officer and handled the necessary constraints. Sadly, at a fly-in, no demonstrations are permitted without prior clearance from CAA and CAMU (Central Airspace Management Unit) and then only 2 are permitted.



RV8 built by Rob Hastie at Nelspruit in Arctic Camouflage - hope you can see it!

this suggestion met with an almost explosive rejection, because the visiting aircraft help to keep the restaurant viable, a wonderful facility for the owners and visitors alike. I really appreciate that there is no money gouging at Kitty Hawk as is evident at other airfields in Gauteng.



Nigel Musgrave in full cry

The restrictions didn't deter a very good turn out for this fly-in where 103 aircraft were registered, including 79 RV's. I believe there were about another 25-30 aircraft that came and went. It is quite apparent that the recreational aviation community is hungry for get togethers. The stalwart sponsors for the event were once again Pierre van der Walt (EAA 322) of Sport Plane Builders and Robin Coss Aviation.

Kitty Hawk costs a fair amount to operate and maintain in pristine condition. A while back, one of the trustee members – there are 120 aircraft owners included, suggested charging landing fees to offset the operational costs. I understand that



All shapes and colours!



The fly-in had officially ended before a formation demonstration was carried out at a safe altitude and well away from the visitors



Good coffee seems a must for every fly-in!



The RV guys have the most creative registrations - RV7!



RV 12!



ZU FLY!



Silver Creek

Movie Night, Camp-over &
Pancake Breakfast 17th to 18th September



Following the success of last year's Silver Creek Pancake breakfast, the organisers decided to make this an annual event. Not only a breakfast, but also to host a movie night and camp over on the airfield. 25 aircraft flew in on the Friday and the



occupants set to work creating a tented village on the airfield.

As darkness approached, the fires were lit, and the movie began – the original Top Gun movie from the 80's! There were well over 70 people huddled around the screen trying to keep warm as a fairly cold easterly wind had sprung up!

Braai packs were arranged by the Silver Creek crew who made sure nobody went thirsty or hungry!



New ablution facilities had also been built by Silver Creek guys, making this a great venue for future camp over expeditions!

Unfortunately, the weather the next day was a bit challenging for those flying in from the south, however, a number of aircraft did make it and many, many members drove through.





We ended the evening around a great log fire in the boma before heading off to "Tent City". As is always the case with camping, especially on an airfield, one tends to wake up early. Luckily the coffee stand did as well. The queues quickly formed for that much needed shot of caffeine!



Coffee and hot shower was all we needed to get going again. Derek Hopkins in his RV8 had to depart early for FAKR to pick up our guest from Illinois, Arnie Quast. A few concerns about the cloud base, but after walking down the runway we could clearly see the concrete tower on top of the Magaliesberg. ZU NDH was good to go!



Hoppie met Arnie, Marie and company at Krugersdorp and after a cup of coffee and a quick tour of Dale's hangar, they headed back to Silver Creek, a few rolls and loops no doubt on the way!



The pancake breakfast was once again amazing, thanks to the unique machine that churned them out and the fillings provided by the Silver Creek team. In all, 1 100 pancakes were devoured! Longest distance to the event was awarded to Arnie, who travelled a mere 8 681 miles to be there!



Finally, after lots of great fun and camaraderie, it was time to get Arnie back to his hotel for a bit of rest before his United Airlines flight back to Newark. Eugene Couzyn kindly helped with his Alouette 2



A big thank you must go to the Silver Creek crew for once again arranging a top-quality event!

Following his lightning trip to Johannesburg last month, Arnie Quast was asked by EAA to submit an article for EAA eHotline!

EAA eHotline

SEPTEMBER 30, 2021



A South African Adventure

A transatlantic training flight turned into a reunion with old friends for EAA member Arnie Quast



By Arnie Quast, EAA Lifetime 472266

EAA Chapter 932 at Galt Airport in Wonder Lake, Illinois, has had a long and unique relationship with EAA Chapter 322 in Johannesburg, South Africa. For many years, we have camped near our South African friends at AirVenture in Oshkosh, and earlier this year we had a joint virtual gathering together on Zoom. Since the onset of the COVID crisis, members of both chapters have been frequent guests at each chapter's virtual gatherings.

For the past two months, I have been going through captain transition training on the Boeing 787 with my job at United Airlines. During the final stages of my training, known as "Initial Operating Experience" (IOE), I had the opportunity to operate a trip out of Newark International Airport (KEWR) to O.R. Tambo International Airport in Johannesburg, South Africa (FAOR). My flights were under supervision of a line check airman (LCA). The flight time between KEWR to FAOR was approximately 14 hours! The route of flight took us across the Atlantic Ocean, making landfall over Sal, Cape Verde, Africa, and then down the coast into South Africa. It was definitely a first for me to operate such a flight segment at United Airlines. United began nonstop service from Newark to Johannesburg this past summer. During this trip I completed my captain qualification on the Boeing 787.



Before leaving on the trip I reached out to EAA Chapter 322 President Neil Bowden, EAA 565560, and chapter member Marie Reddy, EAA 1381591. Neil was excited to hear that I would be making a visit to South Africa, and indicated to me that their chapter would be having a pancake breakfast/fly-in at a nearby private airfield called Silver Creek during my layover. Neil invited me to attend, and put some of his chapter members in motion to accommodate my visit. Just after my arrival in Johannesburg, Marie picked me up at my hotel



and drove me out to a small airport west of Johannesburg called Krugersdorp Airport (FAKR). Krugersdorp is where many members of EAA 322 base their aircraft. We started off visiting the hangar of chapter member Dale de Klerk. Dale had some really neat airplanes in his hangar. His collection of aircraft included a 1961 "Mini Ace" — known to be the oldest homebuilt aircraft in South Africa, and is powered by a Continental A-65 engine. Parked next to it was Dale's 1940 Piper Cub powered by a Franklin 4A-176. It is the only Piper Cub of this vintage in South Africa. After checking out Dale's collection of aircraft, we enjoyed cups of coffee and tea in his hangar. Chapter member Derek Hopkins joined the group after arriving in his RV-8 in which I flew in with Derek over to Silver Creek. Silver Creek is located about 25 miles west of Krugersdorp. Marie and her friend, Dom, took off ahead of us in Marie's beautiful Icarus light-sport. It did not take long for Derek and I in his speedy RV to pass the two ladies in the Icarus. Derek flew by them, and did a fun aileron roll as we pulled up and sped away toward Silver Creek.

Within 15 minutes, we arrived at Silver Creek Gorge Airport. There were an abundance of airplanes parked aside the 2,800-foot paved strip that is carved out in a remote and rugged area of the South African countryside. As we landed, I noticed dozens of airplanes of all types that were attending the fly-in. Derek taxied us up to the main area of the event, and as we parked, we were quickly greeted by Neil and many other chapter members. I felt like a rock star as several people were taking pictures of my arrival. I was overwhelmingly greeted by many welcoming South African EAA members.

I spent the morning talking to many interesting folks and checking out the variety of airplanes and helicopters at the event. Many of the aircraft at the event were very much like the homebuilts and manufactured aircraft one would see in the U.S., while there were also some very unique types that I had never seen before. Like any other fly-in, people were anxious to show their aircraft, and talk about them with great pride. Neil has a Sling light-sport that he dubs *The Spirit of Oshkosh*. The South African vanity registration on it is "ZU OSH" with an American flag on the tail. Neil takes a lot of pride in his airplane and also leading their chapter's long pilgrimage to Oshkosh every year. Due to COVID, they have missed two years in a row

and are all very anxious to come back to Oshkosh in 2022.

After meeting people and checking out various aircraft, I finally had an opportunity to settle in and eat some pancakes. The pancakes served were a bit different than the round, battered version that we see in the U.S. A group of youngsters were operating a very interesting pancake contraption that pressed out battered "sheets" of pancake mix. After taking my sheet of pancake, there was a large pot of "mince" off to the side. Mince is kind of like chili. Ground beef in some red sauce with corn kernels in it. I scooped the mince over the pancakes, and had some sliced banana off to the side. While eating, chapter member Karl Jensen, EAA 554332, gathered a group of people into the room. Karl is a really neat guy. He is a retired Boeing 747 captain from South African Airways. In his retirement he flies a beautiful 1955 Cessna 170. Neil and his young grandson came aside me and I was presented with an award. The award was for traveling the furthest distance to attend the event! The framed certificate presented to me denotes that I had travelled 8,681 miles from Galt Airport in Illinois to Silver Creek Airport! It was an honour to receive this, and all the folks really made me feel very welcome.



Before I knew it, I had to start making my way back to Krugersdorp. My layover was fast and furious in terms of time. The aircraft that I returned in was really cool. Neil arranged for me to fly in a vintage 1960 Allouette helicopter. The helicopter was manufactured in France and owned by chapter member Eugene Couzyn, EAA 1142360. Eugene is a really neat person. He has a passion for flying helicopters. He has been flying helicopters for nearly 30 years, and has owned his Allouette for

17 years. We took off from Silver Creek for the short flight back to his base at Krugersdorp. Along the way we did some low-level flying across some very rugged landscape. Eugene handed me the controls and let me fly. I quickly realized that a helicopter is a completely different animal than an airplane. Eugene coached me along, and I warmed up to flying his beautiful machine. Upon arrival at Krugersdorp, we practiced some hovering over a grass strip. He let me have the controls once again. It was a rather humbling experience for me as I gained an entirely new respect for flying a helicopter! Someday perhaps I will get some instruction in a helicopter!

Before I knew it, Marie and Dom arrived back in the light-sport, and it was time for me to go back to my hotel in Johannesburg. I took a long afternoon nap, and before I knew it, my crew of four pilots and 10 flight attendants were being picked up for our return flight to Newark. The flight back to Newark was about 15 hours. Overall it was long and uneventful. I slept during the second half of the flight in the crew bunk located above the first class cabin. I woke up about 90 minutes prior to landing, had breakfast, and flew the approach and landing into Newark. After passing through customs, I realized that I had quite the whirlwind trip — back and forth to South Africa in three days! It's crazy to think how small our world is through aviation. Our friends at EAA Chapter 322 are genuinely awesome folks. You can't miss seeing their huge encampment each year at Camp Scholler in Oshkosh. If you are there, take a moment to stop by and see them. You will gain a whole new perspective in aviation located in a very unique part of the world!

Flightline Weekly, a South African aviation journal, covered the fly-in event. You can read that story [here](#).



Heidelberg

Great Train Race

24 September 2021

The name of the fly-in is rather misleading. There was no race, but there were planes aplenty, classic cars aplenty, pretty girls in classic costume attire, friends, food, and clouds of red dust. The airfield was well prepared, and the dirt taxiways graded for the occasion - this caused the red earth surface to turn to talcum-fine dust with the good turnout of about 75 aircraft in fine weather.



Cars, Dames and Planes Photo Charlie Hugo

The deal was that all aircraft and cars arrive early enough so that we could all travel to the Heidelberg mainline train station to see the

magnificent Rovos steam locos and the 17-coach luxury train chuff into the station. A double blast of their whistles was to signal a parade of the classic cars.



Rovos Loco accompanied by Alouette photo ships and drones

We went to the station, a mere 2,6km from the airfield in time after a hearty breakfast bun and coffee and awaited the grand entrance of the Rovos beauties. The Rovos operation is based at their own terminal and marshalling yard at Capital Park in Pretoria where Rohan Vos has 5 functional steam locos, 250 rolling stock and 16 diesel locomotives, all in the most pristine condition. Just for gee wizz, I proudly flew the Rovos Air Convair 440s and DC3 while the Rovos mini airline operated. Rovos trains are acknowledged to be among the most luxurious trains in the world. A trip on these trains should be a bucket list experience for everybody.



The Train Photo Charlie Hugo

There is a major problem on the Transnet rail network for steam trains as there are no longer coaling and water facilities, so the steam locos are only used within range of the Capital Park terminal. Rovos are of course dependant on Transnet rail network for which they pay a handsome user fee. The train was delayed by mainline traffic and waited several kilometres from Heidelberg for clearance to enter the station. This resulted in quite a wait, but gave us time to look at the classic cars that had now moved to line up for the station platform parade. Eventually amidst much huffing and puffing, the train pulled into the station assisted by a Rovos diesel.



Goodyear Eagles Display

Back at the airfield, the Puma Energy Flying Lions formation of Harvards and the Goodyear Eagles flew displays. I hope the images give an idea of this lovely annual event which I try to attend every year. My thanks to Charlie Hugo for use of some of his pics and congratulations to the Heidelberg folk for putting this event together for our enjoyment.
Karl Jensen – EAA Chapter 322



Lovely Restorations - Baby Austin



Bowers Fly Baby



Immaculate Rolls



Bikes, Cars, Planes



1945 Auster Mk5 with slightly younger model!



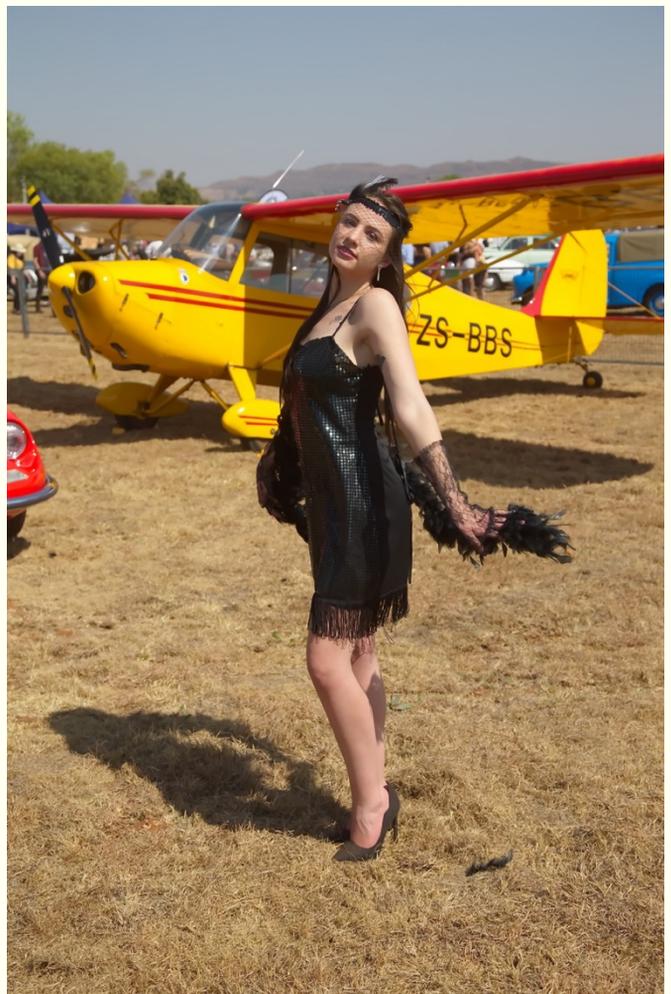
The talc-texture dust



Parade of Bikes and Cars



15 Contact! October 2021



Model with Rodney Chinn's Aeronca Photo Charlie Hugo



Models with Charles Hughes C6 Nanchang Dragon – Photo Charlie Hugo

Left - Bowers Fly Baby Photo Athol Franz



Great Escape Flightline



Great Escape Flightline



Great Escape Flightline



Great Escape Flightline

Above photos courtesy of Flightline Weekly



HEIDELBERG GREAT TRAIN RACE FLY-IN

Upcoming Chapter Activities

Taildragger's Fly-in to Bela Bela



In association with the Bela Bela Flying Club, don't miss the annual Taildragers Fly-in to Bela Bela (Warmbaths). Camp on the airfield or fly in for the day

AFIS provided 8th October 11h00-15h00 and 9th October 05h00 – 15h00 Frequency 120,2 MHz Call Sign Warmbaths Radio

Friday 8th to Sunday 10th October 2021

EAA's Annual Sun 'n Fun Weekend

EAA's very own weekend event – join us for flying competitions, activities, air displays and great camaraderie. Camp on the airfield in either pre-setup tents or bring your own. Accommodation also available in B&Bs nearby. Catering provided by our hosts, The Brits Flying Club.

[See Here](#)



Friday 5th to Sunday 7th November 2021



Join EAA for an exclusive private screening of the eagerly awaited new Top Gun Maverick movie. Seats will be limited so get your bookings in early!

Date and Venue to be announced!

For more information contact eaasa@gmail.com



Recommended Pilot Hangout

By Marie Reddy

Last Wednesday Nico Brandt and I decided to fly across to FAPY (Parys). It had been almost three weeks since I last flew and I wanted to ensure that both myself and my little aircraft were able to take a passenger across to Silver Creek for pancakes on Saturday. What a beautiful morning to fly ! Nico landed a few minutes after I did. We

chatted a few minutes. As the restaurant at Parys Airfield is only open on weekends, and it was only 08h00, we decided to head to Panorama for breakfast. We landed at Panorama and received a warm welcomed by Helga, a local resident and the Clubhouse manager.

Panorama Flight Park was founded in 1980 when two friends Gary Holmes and Bill Anderson who had both trained to fly Trikes at Bapsfontein, decided they wanted a field closer to home. Situated just outside Alberton on the Swartkoppies road on the way to Eikenhof, it grew from one hangar to where today it houses over 50 aircraft, trikes, fixed wings and gyros and sports three runways, a clubhouse as well as a flying school. While the original owners are no longer around, Helga is.

The Panorama Clubhouse is open 7 days a week, 08h00-17h00 or as Helga says – when people arrive and she is happy to stay open later if visitors want to hang-out and have a few drinks at their bar. I am told that the Clubhouse/Bar is called “Soggy’s”....something to do with Helga being a Stubborn Old Goat....

A toasted bacon, egg and cheese sandwich cost about R40.00 and they also make a mean breakfast. It is not often that you experience “value for money” and good quality but Nico and I were both pleasantly surprised. This airfield is also home to Johannesburg Flying Academy.

Helga is also an aviator and while she may not get an opportunity to fly a lot nowadays, but she has completed an epic journey that many of us only dream about – in 2010, she departed Panorama for Namibia and completed a round trip of 4000km over 48 days averaging 80km p/h in her Raptor. She has a very good understanding of what aviators need in terms of weather if you want to call ahead to check.

Helga , thanks for the great brekkie and for making the time to chat with us.



Nico and Helga outside Soggy's with the menu displayed

ICAO

GPS coordinates
Airfield Elevation
Airfield Frequency

FAPano

S 26 19 40 / E 028 04 00
5050 ft
124.4MHz (Johannesburg
Helicopter General Flying
Area)

Airfield Runways

02/20 Grass: 1000 M
05/23 Grass: 700 M
12/30 Grass: 600 M

Obstacles

Power Lines on approach
20 (100m before)
No Fly Zone East of airfield
(Brackendowns)
Model Airfield North west
of Airfield

Fuel

No Fuel

Clubhouse Contact

Helga Muller 082 322 2979

http://www.panoramaflylightpark.co.za/html/pfp_history.html



Susan Prinsloo with her Tiger Moth BGL, the oldest one in the country

Tiger Moth

90th Anniversary Fly-in

Benoni/Brakpan Saturday 26 September

To celebrate the 90th Anniversary of the 1st flight of a Tiger Moth on 26 October 1931, Sid Sahd from Queenstown arranged a fly-in to Queenstown to celebrate the occasion. Unfortunately, the Covid restrictions prevented this taking place. Instead, Susan Prinsloo, owner of the oldest Tiger in the country, ZS-BGL, and friends decided a fly-in to Benoni/Brakpan would have to suffice until the virus abates and is no longer a significant impediment. Grant Timms assisted in the arrangements

6 Tiger Moths and a Stampe were on parade at Benoni/Brakpan airfield for a get together on the day. The weather was perfect, and several other aircraft also arrived for the occasion, hosted by the Brakpan Aero Club. All the Tigers and the Stampe are in beautiful shape. The Tigers and the Stampe all taxied out inline and treated those of us on the ground to a loose but very impressive formation fly-by. This was all under the watchful eye of the Safety Officer, Col Keith Fryer Karl Jensen (EAA 322)



Unique line-up of Tiger Moths



Gavin Brown's Stampe



TC Schultz and Gordon Dyne with the US flag flown in TC's honour



Tiger formation led by Gavin Brown's Stampe



Jeff Earle taking off in his Tiger



Gavin Brown with his Tiger Moth in authentic EFTS livery



Patrick and Courtney Watson with their 'Tiggy'



Smart T-shirts worn by Jeff and Sharlene Earle



Jeff & Sharlene Earle with their immaculate Tiger Moth

Pathological safety: Is that good enough in aviation?

by Dr Robert Clark

We all like to believe that the sport that we love is safe, and for good reason. Any incident in an aircraft can have serious health consequences to you, and your passengers. If we are truthful with ourselves, is that really true? Whilst the immediate reaction would be a unanimous “Yes”, let us unpack this thought and see where this chain of thought takes us....



We have all been to a funeral where we knew that the person’s bucket of luck had run out, and an accident had occurred. Think of the reckless people driving a car or riding a motorbike, knowing that it could only end in tears. If we had more than a pathological safety standard, perhaps unfortunate funerals could be avoided.

Pathological safety is where the general safety culture on the road or at an airfield is based on the belief that *“nobody cares, as long as you don’t get caught”*. The breaking of rules is a recipe for disaster, whether they are the Road Traffic Ordinance, or, rules set out by the South African Civil Aviation Authority. Examples in the aviation field are;

Breaking rules regarding the maintenance of aircraft, to suite your budget constraints.

Breaking rules regarding the fuel used in your aircraft. Why use Avgas, when you can save R2.00 per litre and buy fuel from your local filling station.

Not being entirely truthful when you go for your aviation medical. As an example, how many people disclosed their Covid status in the past year or two to their Aviation Medical Examiner?

Does that sound familiar.....well it happens more often than what we would like to believe and when an accident happens, we get a knee jerk reaction and move to a reactive safety culture. Pathological safety cultures implement what is mandatory, including the required checks and audits, and enforce safety programs only when they need to so, to avoid prosecution.

Reactive safety occurs when we realize that pathological safety results in accidents. Organizations get their act together and start taking action, only once an incident has taken place. This phase of safety is short lived. Organizations will generally slip back to a safety standard where, ...*“anything goes, as long as they don’t get caught”*- (Pathological safety).

The next phase of safety is a calculative safety standard, where organizations have systems and a caring culture in place to manage all safety aspects at the airfield. The biblical verse Genesis 4:9 states that we need to be “our brother’s keeper”. The problem with a calculative approach to safety is that it is a “numbers game”, where organizations analyze numbers. As an example, an airfield would count how many of the members are trained in terms of safety, rather than assessing their competence.

In terms of aviation safety, we should as a minimum, strive towards a proactive safety culture. Imagine being at an airfield where you know that people have your best interest at heart. This is where leadership at the airfield drive a safety culture and strive towards continuous improvement. This would include regular safety talks at the airfield, addressing matters when they arise, promoting a continuous pilot development program and promoting a culture of excellence within the aviation fraternity. We need to get back to the perception where aviators are one of the elites within society...people who do things right, all the time. When last did your airfield have a safety discussion for members? Six months ago, a year ago, five years ago, ten years ago? We can try and hide behind the Covid lockdown regulations, but that is no excuse with today’s technology.

One way to learn is from other pilots’ errors. Airfields should have a continuous pilot development program where pilots are

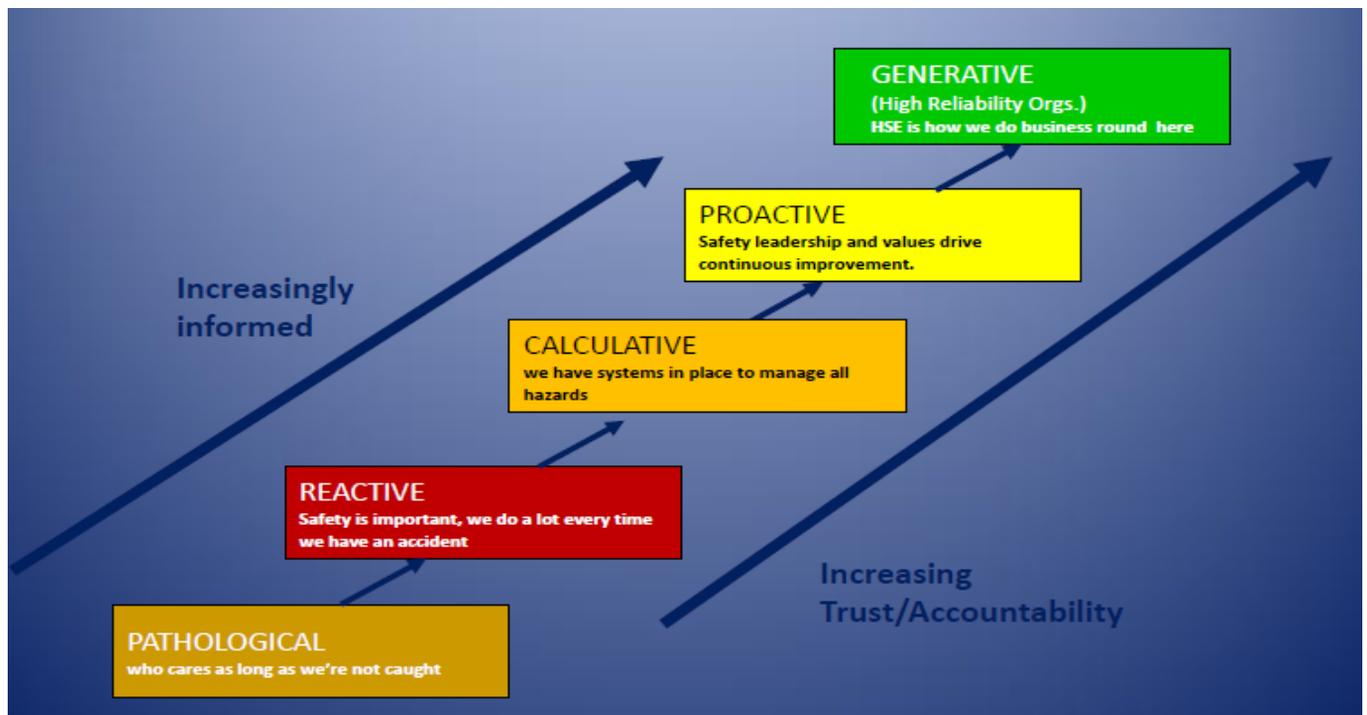
encouraged, on a regular basis, to present to their fellow pilots about a safety incident that can be a learning experience for all. We all have experiences to share; some good and some not so good. Why would anybody want to withhold this information, and put another pilot’s life at risk? Careers such as engineering and the medical fraternity are obligated to attend continuous professional development programs on an annual basis. Why should a pilot be any different? It does not need to be a formal process with a mandatory reporting process to a professional body, but it should at least be held on a quarterly basis to ensure continuous improvement.

Is it really that difficult to achieve a proactive safety culture at the airfield? Here are some guidelines:

Communication is key! Besides regular verbal communication by the leadership at the airfield to its members, communicate in the club newsletter, should your airfield have such a platform.

Provide training. Regular training is vitally important to instil a positive safety culture. This can be done by the club chairperson, the Chief Flying Instructor or even a member at the airfield that would want to share a safety incident. What is important is that we are continuously learning.

Lead by example. The committee members should lead by example, do the right thing all the time and have a culture of never tolerating non-compliance.



Develop and implement a reporting process. All club members should be free to report a safety incident. This should be encouraged so that club members benefit from a safer environment. It can be as simple as reporting an ant hill that has emerged in close proximity to the runway.

Involve all club members. There must be unity within the club to ensure that all club members are in their own way, a safety officer at the airfield. If you are not your brother's keeper, you are failing in your duties and slipping back to a pathological safety culture.

The final phase of the safety ladder is where we get into a generative safety culture. This is where health, safety and the environmental culture at the airfield is managed in a professional manner, and non-compliance is simply not tolerated. High standards are set, and the airfield tries to exceed them. Failure is used to improve safety, not to apportion blame.

Dr Robert Clark

Captain Dan Petrovich Visit

Senior United Airlines Captain Dan Petrovich from Fort Lauderdale, Florida made quick stopover on Friday and Saturday first weekend of October 2021



Neil Bowden, Ant Harris, Dan Petrovich, Karl Jensen, TC Schulz and Nico Brandt

during their scheduled UA 188 flight Newark to Johannesburg. Plan was to fly him to Tranquility Lodge early Saturday morning for a quick breakfast and get him back to his hotel by midday for his flight back to Newark.

However, Plan B had to be implemented when the weather turned foul on us, low cloud and rain would have made it difficult to have him back on time. Dan was driven out to Tedderfield by Karl Jensen where Nico Brandt welcomed us to his homely hangar. Anticipating Plan B, Marie Reddy had all the ingredients for a quick breakfast in her car which was warmly welcomed by the small group that had made an early, cold start that morning!

Sean Russell then gave the group a very informative and eye-opening tour of the Sling Factory. Sean not only showed us what Sling was busy with, but also gave us an insight as to future developments at the factory. The success of this venture is something we as South Africans can all be proud of with aircraft heading out of the factory to all corners of the globe!

A wonderful morning was had by all and thanks to Sean for setting up the tour, Karl, Nico and Marie for your input and to Dan and all those who joined us for the morning!



A surprise video call during our Sling visit from fellow United Captain Arnie Quast who had just landed in Germany!





Electriflying!

The Rolls Royce Accel Project Flies!

British luxury automobile maker Rolls Royce flew its Accel Electric plane for the first time on Wednesday 15th September 2021. The aircraft, named “Spirit of Innovation”, flew for around 15 minutes in UK skies.

The single seat plane is powered by three YASA electric motors delivering 500 plus horsepower, which are fed by a 6 000 cell battery pack, the most power dense battery pack ever assembled for an aircraft, enough to power 250 homes on a single charge. Rolls Royce hopes to achieve speeds of over 300 mph. The aircraft also features an advanced cooling system to ensure optimum performance by directly cooling the cells during high-power record runs.

The three high power density axial motors drive the propeller blades at a far lower RPM than a conventional plane, This delivers a more stable and quieter ride. During record run flights, the all electric power train delivers power with 90% efficiency and with no carbon emissions. Compare this to a Formula 1 racing car which tops out at nearly 50% energy efficiency.

This project is not only about breaking records. It aims at producing the technology that will decarbonize transport across air, land and sea and could help make “Jet-zero” a reality. The Spirit of Innovation is the result of a programme called ACCEL, or Accelerating the Electrification of Flight.

Partners in this project with Rolls Royce include YASA, a wholly owned subsidiary of Mercedes Benz, and Electroflight.

In 2019, carbon dioxide emissions from aviation accounted for 2,8% of global CO2 emissions from fossil fuel combustion.

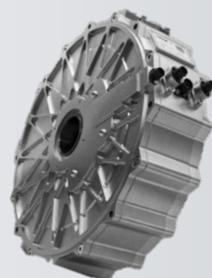
YASA 750 R

The YASA 750 R is an axial-flux electric motor with high torque and power densities.

The second-generation motor in the 750 series, it features enhanced mechanical design for easy integration and additional strength and rigidity.

The YASA 750 R offers 790Nm of peak torque, 200kW of peak power and a speed range of 0 – 3250rpm within an axial length of 98mm.

These characteristics make the YASA 750 R ideally suited to direct drive traction and mobile generation applications.



The YASA Motor - dimensions 368 mm by 98 mm



EAA's Sun 'n Fun Weekend

Please join us for a weekend of flying, camaraderie
and fun!

Brits Airfield Friday 5th to Sunday 7th November 2021

Camping – Book a tent or bring your own

B'B's in town near the airfield

Flying Competitions

Aircraft Judging

Look out for further details!

[Register HERE from 7 October](#)

Neil 084 674 5674 or contact.eaasa@gmail.com





Breakfast Fly-in

23 October 2021

Panorama Airfield

- **First 10 arrivals Free Breakfast**
- **Lucky draw (Introductory Flight)**

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o2/2o Grass goom Recommended

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S26 19 40 E028 04 00

Helicopter General Flying Area

Listen out for Other Aircraft

Look out for Other Aircraft

Contact 083 702 3680 , info@jhbfflying.co.za , www.tailwheel.co.za

Panorama Airfield

Grassroots AVIATION



Meet the Legal Eagle

Our Part 103 Grassroots Aviation article this month features Leonard Milholland's Legal Eagle. The Legal Eagle, so named because it is capable of being built in legal compliance with FAR 103 regulations even when powered by a four-stroke engine. It is also one of the most affordable aircraft you can build.

Plans for three versions are available;

- The Legal Eagle, single seater designed around the Better Half VW engine.
- The Legal Eagle XL, designed for larger pilots
- The Double Eagle, a 2-seater version powered by a full four-cylinder VW engine

The design first flew in 1998. Leonard started his company in 1993 supplying plans for the Better Half VW engine. To date over 5 000 plans for these engines have been sold with over 600 engines being built, many of which are in flying Eagles. Other engine options include the Rotax 2 stroke engines and there is even one flying with a Vernor radial engine.

The design features a welded 4130 fuselage and an all-wood wing made from spruce. Struts and tail surfaces are made from 6061 Aluminium. Rear fuselage is left as an open truss structure to save weight. The flying surfaces are covered with doped fabric.



Legal Eagle seen at Oshkosh

The Legal Eagle XL

As at 2014, Leonard had already sold over 2 500 sets of plans making it one of the most popular

plans built aircraft around. He has also achieved several feats with this aircraft.

First, he proved that it was possible to build a satisfactory 3 axis, fixed wing ultralight that weighed in under the required 254 pound limit for Part 103. He also produced a design that drastically reduced the cost of an ultralight. Good scrounging skills combined with ordinary building skills could deliver this aircraft at below \$5 000, including engine and prop! Using a simple design and long-established methods of aircraft construction has helped achieve this. Many believe that only a two-stroke engine can give the required power to weight ratio for a successful and legal ultralight, Leonard achieved this with close attention to weight saving in the airframe and engine.



A set of wings ready for covering

The design was heavily influenced by other aircraft. The wing structure is based on the well proven Mini-Max. $\frac{1}{4}$ " inch spruce ribs with plywood gussets, wooden wing spars with spruce caps. The fuselage is mainly welded 4130 steel tubing and the tail surfaces are pop-riveted aluminium tube with gussets. Tail feathers only weigh 4 pounds before covering. Leonard says he hasn't done anything that hasn't been previously tested in other designs.

Plans cost \$60 and consist of 45 pages of detail and dimensions. They were drawn up the old way – with a pencil, T-square and triangles. The XL plans are \$85 but more pages and more detail than the original Legal Eagle plans. Double Eagle plans are \$95.

Which Eagle should I build?



Original Legal Eagle

Single seat, designed for pilot up to 220 lbs (100 kg) 6' tall (1,83M). Designed around the Better Half VW 30 hp engine. Two-person wing removal for storage. 244 lbs empty weight



The Legal Eagle XL

Single seat, handles a 275 lbs (125 kg) pilot. Wingspan is 32" longer, 246 lbs empty weight. One man wing removal. Better Half VW 30 hp engine



Double Eagle

Two seats side by side, powered by 60 hp VW engine Empty weight 385 lbs, designed as an ultralight trainer



Leonard Milholland and the Legal Eagle



Better Half VW Engine

Legal Eagle Specs

General Characteristics

Crew	One
Length	13'
Wingspan	23'6"
Height	5'6"
Wing Area	107 sq'
Empty Weight	244 lbs
Gross Weight	500 lbs
Fuel Capacity	5 US Gallons (19 liters)

Performance

Max Speed	60 mph
Cruise Speed	50 mph
Stall Speed	25 mph
Never Exceed	80 mph
Range	100 miles
Rate of Climb	300'/min
Wing Loading	4,7 lbs/sq ft
Airfoil	NACA 4414



Aircraft and engine plans are available from the Better Half website

http://www.betterhalfvw.com/packages_html

Member Services

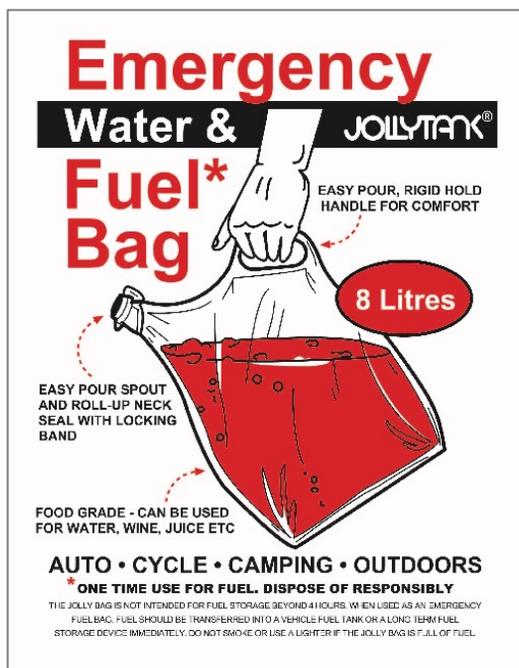
JOLLYTANK

Useful for flights where fuel availability is unknown or unreliable for those using MOGAS. Each bag weighs 50g and is 100 x 100 x 5mm when empty. Holds 8 litres. Has built in spout and handle - no pipes, tubes or funnels necessary for emptying.

Not meant for long distance liquid transportation, used primarily in an emergency.

Price R25 each or R200 for 10

Contact Ant Harris 072 380 6496



AIRCRAFT WANTED OR FOR SALE

Irene Naude has a number of interesting aircraft available. Please contact her for details
Irene 082 446 1393



2018 Zenith CH640



1976 Beechcraft Baron B55



1942 Harvard



2005 Jabiru 430 in showroom condition

This page is for the purpose of supporting our members who can offer a service related to aviation. If you would like to advertise please send your ad to contact.easa@gmail.com Members only and "aviation" related!

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EAA Market Place

For Sale, Wanted and For Hire

FOR SALE

Unused stainless steel carb heat airbox for O-200 or similar updraft carburettor. - R500.

Flywheel with ring gear for small Lycoming R500.

Contact Peter How 083 265 0581

FOR SALE



Ground Adjustable Eco Prop
R25k new...make an offer!

Dick Jacobs 082 441 4614

FOR SALE

New Flight Com Headset – offers?

Contact Geoff Sprenger 079 396 5304

WANTED

10 inch spinner for 2 blades.

Contact Peter How 083 265 0581



Condor D62/130Hp
R350k

Rebuild 2015. Franklin 130hp.

Contact Dicky 082 441 4614

EAA National

President	Paul Lastrucci
Vice President	David Toma
Treasurer	Mark Clulow
Secretary	Keaton Perkins

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 Rep / Technical Officer	

Peter Lastrucci &
Andy Lawrence
Marie Reddy

Auditorium

EAA Chapter 322

Johannesburg

Virtual monthly gatherings until further notice 1st
Wednesday of the month

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