

...Contact!



May 2022



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President's Column

Paul Lastrucci



Greetings!

Many thanks to organisers and EAA team headed by Neil Bowden that put together the 2022 Annual Convention held over the weekend of the 22 to 24 April 2022 at Middelburg Airfield. The Middelburg venue provided an excellent facility to host both the Aero Club Air Week as well as the EAA Convention for this weekend.



The colourful EAA stand at Middelburg

The folk at the Middelburg Flying Club put in a tremendous amount of preparation work taking care of the event infrastructure requirements and made it simple for the EAA and the Aero Club to put together the program with minimal effort. One of the successes of these events is the alignment

of infrastructure with the flying and event program which runs seamlessly and ensure top of mind safety to all participants and visitors to the fly in. Chapter 322 was the pinnacle contributor to this event and as always made it a great success. One of the benefits of hosting the convention with the Air Week is not only from a cost and organisational aspect, we also get to rub shoulders with the broader recreational aviation fraternity here in South Africa and share experiences as well as interact with the different recreational aviators and their specific areas of expertise.



At Airweek we also get to rub shoulders with the broader recreational aviation fraternity

There was also a host of flying stalls with interesting info, and aviation equipment as well as service providers on hand to discuss what's new and what's available.

Huge thanks goes to the folk involved that manned the stands and engaged in innovative discussions regarding the various product and services offered within our realm of operation. One of the EAA highlights of the convention is the annual judging and this year we were particularly enthralled with the quality of amateur built, restored and vintage aircraft that entered the judging competition on the Saturday.

As I have always maintained there is a huge skills trust within the minds of our EAA guys and gals and this year we were fortunate to have



The Bateleurs stand and Bateleur aircraft – ZU VAL

volunteer judges from Sport Plane Builders under the technical prowess of Pierre van der Walt and a team of young aircraft technical guys that eagerly jumped into the judging realm of the day.

This was a great boon as we are always looking for the younger folk to step in and part with their collective enthusiasm to evaluate, judge offer advice, and generally critique the aircraft that were presented for judging. Whilst their day job is providing their skills in doing a host of maintenance inspections, they also were well versed to spot the EAA spirit of creating or restoring aircraft from a passionate enthusiast's point of view, who ably create show piece, learn a great deal along the way, to culminate their own self-made flying machine.



Richardt and Irene generously hosted us in their pristine hangar complete with coffee and tea station

Richardt and his wife Irene Lovett have realised this along with thousands of other like-minded folk around the world. They have created a masterpiece in an RV 14 in their garage at home over a period of two odd years and it now resides

in their pristine hangar at the field in all its glory. This aircraft won the EAA Grand Champion this year not only from the faultless workmanship, however from the great family spirit that took place to create this masterpiece. Now that's what I'm, talking about! The presentation captured almost every moment of the build and the lenience of Richard allowing his grandchildren a hand in some of the work was priceless.

The epitome of passion and perseverance, those character-building moments along the way, the sense of pride that permeates in every rivet, is so evident in this build, Pierre, his team and I couldn't help welling up a couple of tears at this fantastic achievement. Well done Lovett's.



The concourse Navion duo from Krugersdorp

The Navion contingent that hail from Krugersdorp presented a duo of Navion's that have been restored to EAA concourse and best warbird accolade recipients. Drabbed in their military trainer livery, customised to reflect the initials of their owners was visually a huge treat. Reyno Coetzer proudly displayed his perfectly restored aircraft that has been customised to include an engine upgrade, namely an IO 470 Continental (below)



from the standard power plant that initially saw the light of day in a Beech Baron, that now sits pride of place in the beautifully painted red and silver nose cowl of this aircraft. This aircraft emerged very recently from the darkness of many years on the ground to a fine example of a flying machine.

His ingenuity and dedication was easily seen in a lot of the detail inside the cockpit and the great innovative exhaust system that they designed from an aesthetic as well as an added performance upgrade to this stunning aeroplane. Well done Reyno!

Any piston engine nutter like myself would revel in the moment, hearing the sound of that big bore Continental when it flashes up and settles onto all six as it taxis past en route the holding point. Reyno and his aircraft scooped the Concourse award. Well done mate!

A couple feet away stood another Navion, this aerie has graced the skies at the skilful hands of Steve George for almost thirty years. Steve has recently restored this aircraft taking it to the next level warbird. Steve has flown this aeroplane to many EAA conventions over the years and is probably is the leading Navion aficionado in South Africa today. ZS-WUK has seen many hours in its post military life.



Steve George's award winning Navion – ZU WUK

Steve's enthusiasm is contagious when it comes to this particular aircraft. This was evident in the aircraft presentation as well as the history documented by Steve over the years to scoop the best warbird on the day. Equally kudos to Mike George, Steve's son who has also put countless hours into both the Navion's assisting with his expertise along the way.

No EAA convention is ever short of RV aircraft, Richard Van Grunsven, the patriarch of the world's most successful kit aircraft, was the focus of the second RV that was presented by Ryan Beckley, a fine example of a kit-built aircraft named Ollie. ZU-OLI an RV 4 put together by Ryan is a fine example of the enthusiasm and heightened passion evident in the younger guys. Well done on the best kit-built aircraft to Ryan and his team!

The Rag and Tube award went to Herbert van der Graaf for his superbly presented Piper Colt, these short wing Pipers have always been a common sight over the years, having done duty and provided a flying platform to many aviators over the years. Well done Herbert on preserving one of aviation's classics



Camping under the wing - Herbert de Graaf's Piper Colt

The Best Vintage aircraft went to Capn' Retired Karl Jensen in a beautifully presented ZU VAL that glistened in the Middelburg Sunlight during the convention. This aircraft has probably landed at just about every strip /airport in South Africa. It's also probably one of the most active Cessna 170's around. Many hours have gone into preserving this fine example by Karl. It's also an energetic variant that sports an 180HP O360 Lycoming with a CSU prop which makes it a fine classic example of one of Clyde Cessna's best.

The judging team then spotted the beautiful Beech V35B Bonanza ZS-KAN that was entered from Klerksdorp in the category of best factory-built aircraft. The owner and custodian of this pristine condition aircraft is Jeandre Kasselmann. He took the lead in this restoration that was carried out by TAM at Wonderboom, Wimpie and his team along

with Jeandre made an already classic aircraft into a show piece. Wimpie a long time EAA member, turns out spectacular work in the type certified environment and this V tail Bonnie is testament to that. Well-done Jeandre!



The festive line-up of stalls and tents at the event

As a side, Jeandre is the son of one of South Africa's well known aviation legends Kassie Kasselmann who was also present on the day. In fact, Kassie along with EAA member Jeff Earle and Karl Jensen celebrate 60 years of flying this year, as they were on pupil pilots' course together in the SAAF in 1962 at Dunnotar.

By coincidence Kassie flew in to Middelburg on Saturday morning in a Cessna 414 on a charter flight to be greeted by a bustling air week and EAA convention. Unbeknownst to Kassie, two of his longstanding pals had also flown in for the weekend. Jeff in his beautiful Super Cub and Karl with his award winning C170. It was spectacular to see three guys, 60 years after going solo and approaching octogenarian status, still as actively and passionately involved in aviation as they were in those days, all in the same room. Legendary I tell Ya!



Comfortable pre set up tents made for easy camping on the field

Long time EAA member Peter Howe scooped the longest travelled award, coming all the way from Gariep Dam to Middelburg in Mpumalanga. Once again thanks to the EAA team and the co assistance of Rob Jonkers and the Aero Club team as well as the ATNS team and our stellar safety officer Nigel Musgrave, Piet Fourie and the CAA team for making this all possible.



Richardt's briefing room was the perfect spot for the various forums held on Saturday

A great effort also by the forum presenters on topics of safety, an interesting model simulator as well as a Part 103 overview kept the attention of the assembled gatherings.

One of the greatest, (and they are all great!) Puma Harvard displays I've seen, was the display in the scattered cloud sky above Middelburg, it provided a great photo opportunity to the aviation photographers who also put in special effort to capture the moments of the day and into the awards and dinner in the evening. Without you guys these events just don't live on. Heartfelt thanks to you guys that wield those huge cameras, it's truly appreciated.

We look forward to EAA Sun n Fun and Taildraggers still this year, so an earnest request by myself and the EAA team to don your flying gloves, enter your aircraft in the judging, come on your motorcycles or your cars, and be there, it's a lot of fun!

Safe Flying

Paul

Taildraggers FAWA 1st to 3rd July

EAA South Africa
Middelburg
2022
Annual Convention





EAA Convention 2022 ... all the winners!



Concours d' Elegance
Reyno Coetzer Ryan Navion ZS DCS



Grand Champion Homebuilt
Richardt & Irene Lovett
Van's RV 14 ZU ITF



Winner Best Warbird
Steve George North American
Navion ZS WUK





Winner Best Metal Aircraft
Jeandre Kasselmann
Beechcraft Bonanza V35B ZS KAN



Winner Best Vintage Aircraft
Karl Jensen Cessna 170B ZU VAL



Winner Best Tube & Fabric Aircraft
Herbert De Graaf Piper Colt ZS DXH



Winner Best Kit Aircraft Aircraft
Ryan Beckley Van's RV 4 ZU OLI



Chapter 322

April Monthly Gathering



Our April Gathering – “Face to Face” at the auditorium and also Zoom.

Setting up for the gathering we noticed that once again the high-water levels had once again caused some minor flooding. This was sorted out by Eugene Couzyn and Marie Reddy, a BIG thank you to them for getting the auditorium dried up and cleaned up! A new pump was installed by Eugene, much appreciated Eugene!

A big thank you also went to Alan Stewart of Johannesburg Flying Academy at Panorama Airfield for signing up 21 new members – well done Alan and thank you!



Sean D Tucker

"Living Legends of Flight" by the Smithsonian's National Air and Space Museum in 2003, and was inducted into the National Aviation Hall of Fame in 2008. He has led several efforts to assist youth in learning to fly or becoming involved in general aviation, and

Our mystery aviation personality this month was Sean Doherty Tucker (born April 27, 1952) American world-champion aerobatic aviator. Tucker has won numerous air show championship competitions throughout his career, was named one of the 25

currently serves as co-chairman of the EAA's Young Eagles program, a role he has held since 2013.

Sean is well known to those that have visited Oshkosh having been one of the events major performers.

We then welcomed our members, new members, special guests and presenters – Karl Jensen (Safety Talk), Craig Ritson from Rochester, USA and Rob Jonkers (Aeroclub AirWeek).

Birthdays for the month were again plenty – 16 in all, happy birthday to all those members included! Congratulations were in order for Peter How on the completion of his scratch-built Thatcher. Pete will be doing us an article soon for Contact!



Peter How's recently completed Thatcher

Our Safety talk by Karl was inspired by Richard and Jana's recent accident while on a flight to determine range, fuel consumption etc of an aircraft.

Karl began with a brief synopsis of the accident and stressed that his talk was not to scare us.

Some pertinent points from his talk;

- Wear appropriate clothing - **NO sandals or thongs/plakkies.** Synthetic materials are usually highly flammable whereas pure cotton is not. The Air Force attire is not for show, the flying overalls are usually made of flame-resistant material such as Nomex. Most of us fly in shorts and short sleeve shirts during summer and synthetic fabric shoes instead of long pants, leather shoes and long sleeve shirts.
- Orientation and situational awareness. You should always be on the lookout for a funk hole or a forced landing field, should you have an emergency like a fire, fuel exhaustion, engine cut, surface wind direction, weather etc. **FLY THE AIRPLANE!** I repeat, this not intended to scare you. As you know, it is always better to be down here wishing you were up there and not up there wishing you were down here!
- Have your First Aid Kit available/in reach. It is no good having it in the baggage hold. Know what's in the kit and how to use the equipment. Ensure your fire extinguisher is current/serviceable and accessible
- **Have your cell phone in your pocket properly charged!**
- If a forced landing is inevitable, and the decision has been made - maybe not by you, try and be calm, breathe deeply, communicate, if possible, transponder on 7700 or leave it on the assigned code.
- **Fly all the way to the crash or a full stop landing - message from Bob Hoover!**
- Learn from the mistakes of others. You can't live long enough to make them all yourself. Teachers open the doors, but you must enter by yourself

REMEMBER THE BIG F
F IS FOR FUN!

Karl's presentation was followed by Craig Ritson, an ex South African now living and doing a lot of flying in Rochester, USA. Craigs father, Don Ritson, was big in EAA South Africa in the seventies and flew a Breezy out of Durban. He was tragically killed in an accident on the way home from an EAA convention in 1980.

Don owned and flew several aircraft which



Craig watches on as his dad and friend work on the Breezy ZS UDH

included;

- Champ – ZS BBS
- Breezy – ZS UDH
- Chief – ZS APY
- Taylor Titch – ZS RHG



Don's Taylor Titch ZS RHG was a familiar sight at early EAA Conventions

After his father's accident, Craig completed school and went on to do compulsory military service and was awarded "Marksman of the Year". He unfortunately lost his left arm in a mortar accident in which he will tell you he shouldn't have survived. Despite his disability Craig will never cease to amaze us with what he can achieve, aircraft building and flying in a way that would leave most of us ashamed!

Craig then gave us a peek into their Chapter, Chapter 44 in Rochester. It all began on a snowy day in December 1957 when EAA founder Paul Poberezny flew into their town in a B-25. Their first chapter meeting was held on February 25, 1958! Their current chapter activities include a 1956 Baby Ace restoration, a great opportunity for their youth to gain building experience



Chapter 44 Baby Ace restoration

youth to gain building experience.

The chapter is also very involved with Young Eagles activities, having 5 dates planned for 2022! Craig included the slide below where he took a kid also with one arm flying and named the slide "Two one-armed bandits!".



Two one-armed bandits!

Chapter 44 also host a Youth Camp in August where kids are given aviation tasks such as rib building and metal work



Their members have also been involved with a number of static replica projects that are on display. The one below is a replica of the Curtiss used by Blanche Scott. In 1910 she was the first female to take flight. She was instructed by Glenn Curtis. Blanche was was the second female to drive a vehicle across the United States.



Below is a 1928 Taylor Chummy. Clarence Taylor was born in Rochester and founded the Taylor Aircraft Company after leaving Piper.



Craig also gave us an insight to the many aircraft their chapter members own that include many of Steve Wittman's designs – Tailwind and Buttercup, Piper Cubs, Bellancas, Glasair and a GP4 to be powered by an Alison Turbine!

Glider activity is also big at their airfield and Craig keeps busy on weekends tugging with a Piper Pawnee.

His presentation also included some facts that made us green with envy – the simplicity of flying and aircraft maintenance in the USA. Examples are;

- Registration is only every 3 years
- Annual inspection is a logbook entry, no paperwork required by FAA
- Paperwork required on board - Airworthiness Certificate, W&B, Operating Handbook & Registration

Craig finished off his presentation with a bit about his own projects, a Sonex and his current soon to fly RV 7.

Thank you Craig! It was good to have a look into what Chapter 44 is all about and all the flying activities you are involved in over there!



Town near Craig's airfield!



Gliding activity at Rochester



Piper Pawnee tug plane



Craig's Sonex



Flight to Oshkosh – 750 miles!



Present project – RV 7A



The Weaver and the Marie Biscuit

by Dr Robert Clark

There is just something unique and peaceful about the African bushveld, especially when you are camping with friends and family. The stunning African sunsets, the campfires and of course, the 'potjie kos' served with a home baked loaf of bread with farm fresh butter.

It was during one of these camping holidays where we got chatting about maximum take-off weight (MTOW) in an aircraft, and why these parameters need to be respected. To demonstrate the point whilst drinking a cold beer, I wanted to see how many Marie Biscuits a weaver (Southern masked weaver or *Ploceus velatus*) could take-off with, before the take-off load was simply too heavy to get airborne.



The Marie Biscuit was originally created by the London bakery Peek Freans in 1874 to commemorate the marriage of the Grand Duchess Maria Alexandrovna of Russia to the Duke of Edinburgh. The original biscuit had the Duchess name, Maria, on the sweet, small round cookie. The Marie Biscuit is also known as the Maria, Mariette and Mariebon Biscuit, amongst other names.

The test was as follows:

Test 1. Half a Marie Biscuit. The first weaver arrived and was airborne a few seconds later, with its half Marie Biscuit for supper.

Test 2. A full Marie Biscuit. The next weaver arrived and was airborne within a few seconds, with a full Marie Biscuit for supper.

Test 3. Two Marie Biscuits, held together with a light spread of farm butter. The next weaver arrived, but simply failed to get airborne due to the excess weight.

Test 4. One and a half Marie Biscuits, held together with butter. Weaver number 4 was quickly on the scene. It managed to get airborne but needed to stay in ground effect, for the best part of 15 meters.

For a common Southern masked weaver, the maximum take-off weight is body weight and one and a half Marie Biscuits. Anything more than that, and the bird's ability to take-off is severely compromised. Similarly, if you refer to your aircraft's Pilot's Operating handbook (POH), it will always state a MTOW, and for good reason. Like the weaver, your aircraft can only safely lift a fixed amount of load. Anything more than that, and you are in breach of your aircraft's maximum take-off weight, which could have dire consequences.

Maximum take-off weight is normally stated in kilograms or pounds, but Pilots should apply discretion before lining up on the runway. As an example:

We know that ambient air temperature will affect an aircraft's performance. Whilst you may get away with a take-off at maximum weight with an

ambient temperature of 15°C at sea level, would you still take a chance at 40°C? Less dense air and reduced engine performance could easily result in you seeing the end of the runway.

What about height above sea level? Whilst you may safely get airborne at maximum take-off weight at a coastal airfield, would you risk it at an airfield like Ermelo (FAEO) that is 5 800 ft above sea level.

Would you risk a combination of “hot and high” conditions at MTOW? As an example, an ambient temperature of 38°C and an airfield like Ermelo could result in some tense moments before you get airborne. Always ensure that your TODR (Take off distance required) never exceeds your TODA (Take off distance available). A good rule of thumb is to ensure that you are at 70% of your take off speed at 50% of the useable runway length.

What about the surface of the runway? Asphalt runways have a low rolling resistance, unlike dirt and grass runways.

If the runway has a slight uphill gradient, or you are taking off with a tailwind, you may want to redo your take-off calculations before lining up on the runway. Runway 22 at Witbank (uphill) on a hot day is tricky, given that there are trees at the end of the runway.

If you have an obstacle to clear at the end of the runway, do you still line up on the runway at MTOW. Climb gradient is the rate of climb (ft/min) ÷ ground speed (NM/min). As an example, a Jabiru 430 will typically climb at 550 ft/min on the Highveld, at a ground speed of 70 knots (1.16 NM per minute). That equates to 474 ft per

nautical mile. You may want to rethink your take-off weight if you must clear a 350 ft obstacle, 1 nautical mile from the airport.

The above demonstrates that aircraft can safely take-off at MTOW in perfect conditions, but we rarely have perfect conditions living on the South African Highveld. As an example, fly to Volksrust (FAVU with a grass runway and field elevation of 5620 ft) for an enjoyable breakfast and chat with your aviation buddies. If you depart from Volksrust after 11H00 on a summer’s day, you can expect a long run down the runway before getting airborne. Can you exceed the maximum take-off weight on your aircraft? The quick answer is “Yes”, provided that when you line up the aircraft for take-off, you are back to the legal take-off limitations of the aircraft. As an example, if you are doing a long cross country and need every drop of fuel possible, you could exceed the take-off weight whilst you are on the ground. If you are going to consume three litres of Avgas during the taxi and engine run up tests, you could exceed the take-off weight by three litres of Avgas ($3 \times 0.7185 = 2.16\text{kg}$), as you will be back to the legal limits when you line up on the runway.

It is of vital importance that Pilots use their discretion when it comes to MTOW. Do not expect your aircraft to perform the impossible on a hot day, at an elevated airfield with a dirt runway and an obstacle to clear at the end of the runway. You may be like the masked weaver with two Marie Biscuits. Despite the bird’s best efforts, becoming airborne was simply, not to be!





Alan flies a *Spitfire!*

By Alan Evan-Hanes, Chapter 322

Unbelievably I did it. I got to actually fly a Spitfire. Well not an absolutely authentic £6,3M real one, but as close as you are ever likely to get on my budget.

At Squires Gate (also known as Blackpool Airport) is Hangar 42 which hosts the Spitfire Visitors' Centre. It hosts two replica Spitfires and a replica Hawker Hurricane, that are indistinguishable from the real thing to all but dyed-in-the-wool anoraks. They are actually made from fibreglass using an actual Spitfire as a mould and have been painstakingly painted in accurate authentic colour schemes for use in film work and, more importantly, raising funds for the upkeep and flying of the real thing.

The hangar has more than its fair share of interesting exhibits and oddball curators who are actually more entertaining than the items on display. They are in the process of building a full size Airspeed Oxford twin engine trainer, of which we used many in South Africa and our SAAF Museum has a complete example

But the real attraction for me was a replica Spitfire MK V, which you can fly, operated in the same hangar by Raven Cockpits. This is the brainchild and all-consuming passion of Andy Harper whose day job is building flight simulators for British Aerospace in nearby Warton. So he knows a thing or two about flight simulators. But this is his real passion. I can easily see why.

For a small fee (actually not so small but so worth the money) you can get to fly his Spitfire simulator.



It also uses a full-size fibreglass Spitfire as a basis, with authentic controls, working instruments, guns, etc. It is surrounded by three huge screens and a sound system designed to replicate a Rolls-Royce Merlin in every respect, which means deafening.

After a detailed pre-flight briefing, you get kitted out in authentic RAF flight leather helmet, goggles, flight-suit, flying boots, huge woollen jacket and a Mae West (life jacket). Despite the near freezing local conditions in the hangar on the night of my appointment, I quickly got warm, but this costume definitely impeded movement. I elected not to wear a parachute nor the Sutton Harness and opted for just a cushion. I have no idea how they ran around with parachutes on their bums.

I was well familiar with the various instruments, controls and their operation; including the British absurdly stupid pneumatic braking system on the control stick. Therefore my briefing was more about the mission. I am definitely bigger in all directions (be kind now) than your typical Battle of Britain 20 year old cannon fodder hero, but even then the cockpit is small and you sit remarkably upright and I could not find any comfort. I elected not to close the hood. A relatively modern headset (apparently from a Nimrod) was worn for communications.

The whole take-off happened far quicker than it takes to write about it. I fed in a bit of right rudder and gently fed in as much power as I dared. It needed a bit more rudder, then less and a lot more aileron than I imagined. Before I was ready, I was airborne accelerating through 120 kts and told to increase power to maximum. Then take left hand off the throttle onto the circular articulated stick, move right hand onto the windlass that you simultaneously needed to pull towards you, push down into the detent and to ensure it locked away from you – to retract the gear.

Pitch stability was just adequately light and the ailerons are delightful – think about it and it reads your mind just like a Chipmunk. The simulator did not give adequate rudder force feedback but this is in progress. I flew a quick circuit at Blackpool airport before doing a flyby at the nearby Warton airfield where they do secret upgrades of Eurofighters. I only know this because Kathy's engineer brother did some work there for Bae. At the end of the tower buzz I rolled it (I am sure in the King's regulations this is actually mandatory!).

I then set cruise power and flew low level past the Blackpool tower, north towards Fleetwood (which serves the worlds very best Fish and Chips) across Morecombe Bay and into the Lake District. I had by chance been to Kendal, Windemere and Hawkshead the day before so was sort of familiar with the area. There was a virtual yacht near Bowness that just had to be buzzed and rolled over.

Once you are below 120Kts the



The full size simulator

One needs to use the huge elephant sized syringe K-gas primer, both magneto switches on and hit both the starter and booster coils simultaneously for the Merlin to catch. The sound was immediately deafening. The hangar shook. It was bloody wonderful. All it missed was the eye-stinging exhaust flames and tornado speed prop wash.

Taxiing out was much easier than the real thing as the simulator is static but has been programmed to reproduce crosswinds and the nose-over characteristics of heavy braking.

I was sweating blood in preparation for the take-off. The coolant temperature was already nearing its maximum. The runup can only be done to partial power at 0 boost (about 32 in Hg manifold pressure). I elected to keep the cockpit canopy open as I am tall enough that my head just touched it and did not want to damage this very expensive simulator. Take-off checks complete, it was time to see if I could actually hack it. It was hard to remember that these were flown by 18 year-olds fighting for their (and others) lives with about 250 hours total flight time.



the flaps and gear can be lowered and the ailerons become decidedly ineffective. The pitch becomes soggy. My three pointer was not the normal three wheels I planned for but my three pointer was more of a wheel, wingtip and prop due to my floating and over flaring due to my unfamiliarity with the simulator landing graphics. But it was acceptable. Just. Bloody fantastic. When the mag switches were selected off, the Merlin spluttered appropriately and I got a buzzing in my ears.

Now that I was suitably rated with a total of 45min on type, it was time to really test my newly acquired skill and testosterone ambition by engaging in dogfighting. My initial mission was to down a formation of Hienkel He111 bombers with fighter escorts. It takes forever to get into a position where you might actually put the pippin onto the target, all the while remembering not to become a target yourself.

A quick millisecond test fire to confirm the Brownings and 20mm cannons are working. Then just as you are finally in position the bastards have the audacity to start shooting back. The thumps hitting you are scary. All the speed you fought for to catch the target now means you easily overshoot it. I climb near vertical and half roll to keep the target in sight and regain any lost speed. And in a microsecond of checking that I had sufficient speed I lost sight of the targets. I got two damaged but no kills before I ran out of the less than 15 seconds of available ammunition.

It is unbelievably difficult. I stalled and spun twice in the couple of minutes it took before it was all over. You have to constantly watch the engine but anything less than War Emergency Power just

never seems enough. I was wet with sweat. Had this been real I might well have been wet in other areas too. Scary as much as it is invigorating. A modern-day Knight duel to the death who traded horses for horsepower, swords for firing button and muddy fields for sky. And I did it all in a Spitfire.

We reset everything and I was now tasked with catching and downing four dastardly Huns (Messerschmidt Bf109Es). In real life this must be absolutely frightening as it is difficult. The sky is filled with menacing enemies in one second and then they are on your tail or the sky is suddenly immediately clear of any aircraft. Again, I got one damaged but no kills, again I spun and recovered. But more importantly I did not get shot down myself. To my eternal shame I have to admit to also shooting at a Hurricane. I am not sure if it is even more embarrassing to admit that I missed him too before I expended all my ammunition. 15 seconds worth is not enough.

The final mission was to destroy some five ground anti-aircraft batteries in Crete. I thought that given my previous failures to shoot down anything would be forgiven if I completed this easy task. I was sure that I could do this with ease and hold my head high among fellow aviators.

I could not have been more wrong. Whether I achieved much in attacking the first two targets from 1500 ft is largely irrelevant as on my third attack I got hit by ack-ack fire from an adjacent compound and what was left of my beloved Spitfire tumbled out of control to my final resting place. There was no body to cremate as I did this myself in a sickening Hiroshima fireball

before I could even think of getting out of the cockpit. Quite simply I was killed in action. By my own stupidity.

When they write to your next-of-kin they fail to mention this and kindly prefer to recall your first two attacks and rather generously overstate the ferocity of the enemy and the importance of the target. It also has an official much nicer name that your Officer Commanding mentions when your comrades drink a toast to memory and make moves on your devastated girl. Target fixation.

Rest in peace Flight Lieutenant Alan Evan-Hanes.

At least he died happy – he died flying a Spitfire!

A big thank you to Kathy for this madness. I loved it.



Taildraggers

Annual Fly-in



FAWA Bela Bela 1st to 3rd July Camping, catering, camaraderie!

26th May 2022!



EAA's Exclusive Screening of the new
Top Gun Maverick

Thursday 26th May 8:00pm NuMetro Cinema

Bedford Centre, Kirkby Rd, Bedford Gardens, Johannesburg, 2007
Movie snacks and beverages available on a cash basis

EAA Members R100

Non-Members R135

[Details & Booking HERE](#)

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
Auditorium	Marie Reddy

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	Ronell Myburgh

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

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Set of Inspection Mirrors

This looks funny, but mirrors are essential tools in aircraft repair. In most cases, some parts of the aircraft are not visible. Critical parts that need to be checked regularly don't have direct line of sight. Sometimes, the only way to see such an area is by using a mirror rather than dismantling the whole wing.

Keep a set in your aircraft maintenance toolkit. They are readily available from suppliers such as Aircraft Spruce. Automotive inspection mirrors are available locally from around R260.

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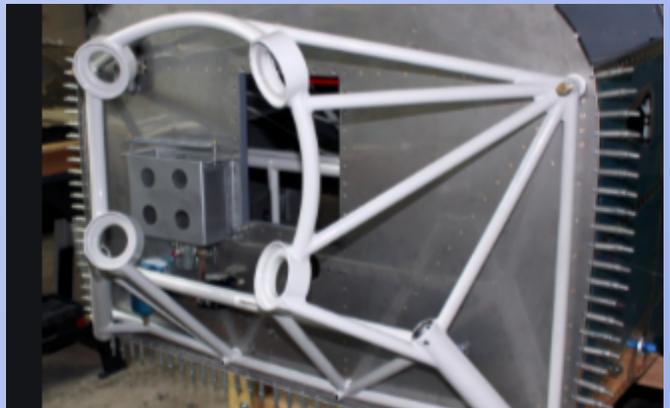
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