

...Contact!



Wishing all our EAA Members a Merry Christmas, a Prosperous New Year, Happy Holidays and Safe Travels!

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President's Column

Paul Lastrucci



Greetings!

And here we are, another trip around the sun about done and I'm happy to share that the EAA here in SA, thanks to the sterling efforts of a core group of members, continues to ensure that we all can continue and enjoy our passion of experimental and amateur built aircraft here in South Africa.

This is a moment to pause and review our accomplishments of the past year, our activities that support our passion as well as our activities that support the greater flying community at large. We mustn't forget the Flying Clubs throughout the country that also go to great lengths to ensure our interactions are safe and fun and continue to grow.

Our activities this past year continued to provide insightful and fun interactions and in addition, the professionalism of our members continues to shine through, both in their creations and restorations as well as their safety behaviour within the ambit of recreational aviation in SA.

The recent Aero Club Awards highlighted that the contribution by the EAA to the recreational aviation fraternity in South Africa and of particular proud achievement is the good work done by Chapter 322 scooping the international EAA award at the EAA Annual Convention at Oshkosh in July this year. The Orion Cub story as well as the good work the Sling guys do, all this goes to great length by fostering the enthusiasm that is a leading pillar required in sustaining the EAA core principles.

I really hope to see this baton taken by the outlying chapters to provide this type of opportunity and excitement to their members as is the case with Chapter 322

The New Year looks promising again despite a brisk cost of fuel that renders many members opting to either go by car or not attend at all, will still be with us for some time. Life is pretty cyclical and like the Covid era, most got through it and there is a certain normality that is starting to prevail.

The 2023 Calendar is looking good, my plea is for greater involvement and support at the many functions the EAA facilitates on behalf of its members and friends both locally and internationally. There is great participation at the zoom meetings from our friends at Chapters within the USA and they have also made a great contribution to the vibrancy and content of the meetings.

Lastly I would like to take this opportunity to wish everyone a safe festive season, to relax and recharge and spend much needed time with family and friends.

For those flying to destinations, be sure to keep an eye on the weather and be safe with whatever you choose.

Blue Skies

Paul

MEET OUR 2022 MACH WINNER!



Dr. Kobus Stander
EAA Chapter 322

*“Beste Neil,
Baie dankie vir die onverwagse oproep die ander dag.
Wat 'n groot verrassing was dit nie!!!
Ek was nie eens bewus van so 'n prystrekking by EAA nie en daar is ek sowaar die wenner van 'n
trip na Oshkosh!!! 'n Lewensdroom.
Soos jy sal agterkom was ek nog nooit daar nie , maar wel baie gedroom en gedreig om saam met
vliegviende hierdie belewenis mee te maak; ek kan nie wag nie.”*



Ek is 60 jaar oud en getroud met Pep. Ons het drie kinders en sover net twee kleinkinders (nog vol verwagtinge). Woonagtig in Benoni en ek gebruik Petit-vliegveld as basis vir my vliegbedrywighede. Ek beskou myself as 'n "homebuilder", die rede vir my lidmaatskap aan EAA.

My belangstelling in vlieg kom van kleins af. Ek en my pa het gereeld na oom Toy op Clocolan se tuisgeboude geel vliegtuig gaan kyk. As ek reg onthou was ons by die eerste vlug ook. Beide grootouers het naby aan vliegvelde gewoon en as kind het ek gereeld daarheen gestap en vir die vliegtuie gaan kyk. My eie vliegavontuur het egter eers na twaalf jaar op universiteit begin. Op 34 het ek met my PPL op Brakpan by Sluggy-hulle begin.

Hierna het ek 'n Bushbaby-kit gekoop en dit was die begin van die "homebuilding" pad. Na 22 jaar vlieg ek nog steeds met die Bushbaby. Met 'n gesin van vyf en almal wat wou saamvlieg het ek opgegradeer na 'n Cessna 185. Ook 'n ZU-vliegtuig. Die Cessna is 'n ex-militere vliegtuig en sy weermag no was 716. As gesin gebruik ons hierdie vliegtuig baie. Noudat die kinders uit die huis is, is dit meestal ek, my vrou en die 3 honde wat twee maal per maand na die bosveld vlieg.



Ek het ook twee helikopters gebou. Die eerste is 'n Safari helikopter wat 'n herbou van 'n bestaande helikopter was. Die Safari het tans 255 ure. Dit is nogal 'n uitdaging om met die Safari te vlieg, ek sou dit 'n tipiese "homebuild experience" noem. Deesdae vlieg die Safari net op een plek (hover). Die ander helikopter is 'n ZU-geregistreerde R44. Die het my omtrent 'n jaar geneem om te bou en



Ren het nou 150 ure gedoen. Hierdie helikopter is voorwaar 'n fees om mee te vlieg.

My vliegure op die 185 staan nou op 1400 ure, op die Bushbaby het ek nou 800 ure en op helikopters het ek nou 500 ure.

Ons groep "homebuilders" by Petit is 'n hegte groep vriende wat mekaar bystaan en help. Ons doen ook jaarliks 'n groot vlieg avontuur soos Zim-rally, Bosveld, Noord-KZN of Transkei se kus. Hierdie vriendskappe en avonture maak dat mens vir altyd sal wil aanhou vlieg.

Al hierdie lekker saamwees tesame met die deel in 'n passie maak die uitsien na Oshkosh soveel meer.

Nogmaals dankie,
Kobus Stander



MACH PRIZE 2023!

Once again a trip to the world's biggest airshow,

Oshkosh AirVenture 2024

will be up for grabs!

Make sure you are in the running by renewing your EAA membership. Draw takes place

December 2023.

**RENEW
HERE**



Chapter 322

December Gathering



Saturday Mornings – a bold new experiment!

December saw a plan to try out our monthly gatherings on a Saturday morning, rather than our usual format on a Wednesday night at the auditorium.

The decision was made for a number of reasons;

- Security of driving at night in maybe some dodgy areas
- To allow members to fly in (or drive in)
- To include more family participation

The committee and members got behind the idea with great gusto, arranging 'no landing fees' with Rand Airport management for those who pre-registered, a free and beautifully cooked breakfast by our master braai team and a free visit to the SAA Museum led by Captain Karl Jensen.

The gathering also included our annual awards ceremony, something that had not happened over the last couple of years due to the Covid-19 pandemic

The morning dawned on us with slightly overcast conditions and light winds – great weather for a Saturday morning fly-in!. I flew my Sling in from Silver Creek, we were camping at The Mountain Sanctuary Park nearby and I figured out a 30 minute flight way beats a 2 hour car ride at 5:00 am to get into Rand by 7:00! Sean Cronin kindly arranged hangar space for me, luckily, as a huge storm passed through the Magaliesberg area that night.

Myself and two Bat Hawks, flown by Louis Jordaan and a father and son team from Belgium, took off before 6 and headed toward Rand via Krugersdorp. The air was crisp and clear after all the rain we have had, making the flight one to remember!



Aircraft parked around the auditorium



Appeltjie and Fanie display their similar hairstyles

Approaching Rand I made the mandatory radio call to the tower. No reply caused a bit of concern that my radio may not be working, but shortly afterwards I heard another plane in the circuit who told me the tower only opens at 07h00 – a bit of relief as I envisaged turning back to Krugersdorp and driving all the way to Germiston!



Legendary braaimaster and groundsman, Pottie – sadly off to new pastures

Arriving at the auditorium it was good to see our members hard at work, setting up the facilities and getting the breakfast ready, so early in the morning! Thanks to Pottie, Coen, Ronell and Dean who left home before the crack of dawn to help with the set up!

We had about 14 aircraft fly in for the gathering, the rest driving there with family, friends and pets!



Rene Clulow proudly showing off her four-legged friend!

After a welcome breakfast and coffee, we began the gathering at 09h00. The auditorium was nearly filled to capacity, great to see once again after the years of Covid restrictions.

We started off with our usual EAA Chapter 322 business – birthdays, future events etc. This time



About 14 aircraft flew in for the gathering, the big one on the right was already there!



Great to see a full auditorium once again after the years of pandemic restrictions!



A loyal supporter of EAA activities, Pilots Post's Willie Bodenstein poses in front of ZU OSH

we had no headline presentation, the main item on the agenda was the annual Chapter 322 awards presentation and MACH draw. Awards had not been handed out over the last two years due to the pandemic, nice to be able to once again include this and to honour and thank our members in our activities!

Ending the business was the eagerly awaited MACH draw, the prize being a trip to Oshkosh 2023. A fairly complicated but very fair system was devised by our treasurer Mark Clulow and Marie Reddy. All EAA members (South Africa) had "names" in the hat, some more than others due to their attendance at EAA functions and their contributions of time and activities to EAA. Great

excitement as the winner number was drawn (electronically) and matched to the lucky EAA member – this year it was Dr. Kobus Stander from Petit Airfield who will be packing his bags in July 2023 and heading off to Oshkosh AirVenture! Well done Kobus!

After the gathering in the auditorium, our attendees were invited to a tour of the EAA museum across the way led by none other than Captain Karl Jensen, who had flown some of the aircraft on display. Gracious thanks to the folk at the SAA Museum who gave us free access to this wonderful facility! A full report will appear in the next edition of Contact!



Nico, Andy (Piper Cruiser) and Mike



Eugene (Alouette), Sean (Jabiru) and Dean

RENEWAL TIME!

It's time once again to renew our EAA memberships. Fees have been kept the same once again, R250 for your chapter and R250 for National.

By renewing or joining you will automatically be entered in the MACH draw, prize being a trip to the world's biggest aviation event Oshkosh AirVenture 2024

**RENEW
HERE**

EAA Chapter 322 AWARDS 2022

One of the main features of the Chapter 322 December Gathering was the annual awards presentation. Having not taken place for the last two years, it was great to get back to a position where we could thank our members for the help and contributions they have made to the Chapter as well as honour those who had achieved over the last year.



Man of the Year

Karl Jensen for his enthusiasm and support of all EAA activities and his ambassadorship at Oshkosh and elsewhere helping to make our chapter a well-respected part of the International EAA community.

He was also our highest MACH points earner for 2022 Karl is named as our "Man of the Year".

CERTIFICATE OF APPRECIATION

Coenraad Swart - for his much appreciated help as Braai Master at our monthly gatherings

Ronnie Alcock - for his much appreciated help as Braai Master at our monthly gatherings

Gerhard Potgieter – not only for his much appreciated help as Braai Master at our our monthly gatherings, but also for ensuring our grounds at the auditorium are mowed and well kept.

Richard Nicholson - for planning, organizing and hosting the annual Taildraggers Fly-in at Bela Bela Airfield

Roel Jansen - for planning, organizing and hosting the annual EAA Sun 'n Fun Fly-in at Brits Airfield

Willie Bodenstein - for ensuring that EAA and it's events receive regular media exposure in Pilot's Post.

Athol Franz - for ensuring that EAA's events and activities receive excellent media coverage in African Pilot Magazine and AP News

Garth Calitz - for ensuring that EAA's events and activities receive excellent media coverage in Flightline Weekly.

Dr Robert Clark - for his insightful safety article contributions to EAA's Contact Newsletter

Mark Clulow – for his dedication in ensuring astute financial practices in regard to our chapter finances.

Ronell Myburgh - for her efficient undertaking of chapter secretarial duties and her continued and much appreciated help at our chapter functions.

Sean Cronin - for his commitment to serve as Chapter Vice President over the past years and his role in organizing the annual Silver Creek Pancake Breakfast and Camp Over

Rob Jonkers - for his dedication to all forms of recreation aviation as Chairman of the Aero Club of South Africa

Paul Lastrucci - for his dedication in heading up EAA National of South Africa, his CAA liaison and ARO establishment

Andy Lawrence - his involvement and leadership of the Part 66 Approved Person Scheme.

Peter Lastrucci - for his involvement and leadership of the Part 66 Approved Person Scheme.

Nigel Musgrave - for his tireless dedication as EAA's Safety Officer and CAA / ATC liaison

Eugene Couzyn – for maintaining the Auditorium in prime condition.

Marie Reddy - for her continuous background organization of all EAA activities, CAA liaison and ARO establishment

Jeremy "Moose" Woods - for his part in organizing and facilitating the annual Silver Creek Camp Over and Pancake Breakfast

Louis Jordaan – for hosting the annual Silver Creek EAA Campover and Pancake Breakfast

Stephen Theron - for ensuring that our members are hydrated at our monthly gatherings

Dean Nicolau - for his assistance in setting up our monthly chapter gatherings and auditorium duties.

Mike Haupt – for his assistance with setting up the sound and virtual equipment at our hybrid gatherings

Derek Hopkins - for his noted attendance of all EAA functions and never failing to come forward when our guests need to be flown in to join us.

CERTIFICATE OF ACHIEVEMENT

Kevin Hopper - for the scratch built design, construction and first flight of his Orion Cub project

Peter How - for the completion and first flight of his scratch-built project, the Thatcher CX-4 Aircraft

Mary de Klerk - for her prestigious 3rd Place in the 2022 World Rally Flying Championships and her valued encouragement for our members to undertake Precision Rally Flying

Tarryn Myburgh - for representing South Africa in the 2022 World Rally Flying Championships held at Brits Airfield.

Martin Meyer - for representing South Africa in the 2022 World Rally Flying Championships held at Brits Airfield

HANS SCHWEBEL - for representing South Africa in the 2022 World Rally Flying Championships held at Brits Airfield

Mike Blyth - for his involvement in the design, development and ultimately flying the Sling High Wing to Oshkosh 2022

James Pitman - involvement in the design, development and ultimately flying the Sling High Wing to Oshkosh 2022

CERTIFICATE OF RECOGNITION

Richard Nicholson Jnr - for the rescue of Richard Nicholson Snr and Jana and flying them with severe injuries to Rand Airport following an aircraft accident.

WORLD RALLY CHAMPIONSHIPS

14th to 17th November 2022



Master of Ceremonies, Karl Jensen

After being cancelled for the past two years due to Covid, the World Rally Championships finally happened at Brits Airfield. The event kicked off with an opening ceremony and a “Parade of Nations” on the airfield. Master of Ceremonies was none other than EAA member, Karl Jensen with many other EAA’ers being involved or participating.

Despite some threatening weather, the ceremony ended with a world class aerobatic display by Nigel Hopkins and Jason Beamish

Mary de Klerk, teaming up with Nigel Hopkins in Kevin Hopper’s Orion Cub, achieved 3rd place after a somewhat controversial appeal by an opposing team.



The “Parade of Nations”



EAA members, Athol Franz, Antea and Sean Cronin and Karl Jensen

Hans Schwebel, flying with Ron Stirk came in at 21st position while Tarryn and Ian Myburgh placed a very respectable 25th overall and 7th for the South African Team.

Well done to all our EAA members who took part!

2023 Aviation Events Calendar

January

14 January EAA Chapter 322 Saturday Breakfast Fly-in / Gathering, EAA Auditorium Rand Airport

February

4 February EAA Chapter 322 Saturday Breakfast Fly-in / Gathering, EAA Auditorium Rand Airport

25 February EAA Young Eagles Venue TBA

March

4 March EAA Chapter 322 Saturday Breakfast Fly-in / Gathering, EAA Auditorium Rand Airport

3-5 March Aero Club Airweek venue TBA

28 March SUN 'n FUN Aerospace Expo Lakeland Florida, USA

to 2 April Website: www.flysnf.org

April

27 to 1 May EAA National Convention Venue TBA

May

6 May EAA Chapter 322 Saturday Breakfast Fly-in / Gathering, EAA Auditorium Rand Airport

June

3 June EAA Chapter 322 Saturday Breakfast Fly-in / Gathering, EAA Auditorium Rand Airport

10 June EAA Young Eagles Day (Venue TBA) & EAA International Young Eagles Day

30 June EAA Taildraggers at Warmbaths Airfield (Bela Bela)

to 2 July

July

5 July EAA Chapter 322 Saturday Breakfast Fly-in / Gathering, EAA Auditorium Rand Airport

24 to 30 EAA AirVenture Oshkosh, Wisconsin, USA

July

August

5 August EAA Chapter 322 Saturday Breakfast Fly-in / Gathering, EAA Auditorium Rand Airport

September

9 Sept EAA Chapter 322 Saturday Breakfast Fly-in / Gathering EAA Auditorium Rand Airport

22-23 Sept Pancake Campover & Pancake Breakfast Silver Creek

October

4 October EAA Chapter 322 Monthly Gathering 18h00 EAA Auditorium Rand Airport

6 to 8 Oct EAA Sun 'n Fun Tempe Airfield Bloemfontein

November

4 November EAA Chapter 322 Saturday Breakfast Fly-in / Gathering, EAA Auditorium Rand Airport

18 November EAA National & Chapter 322 Annual Awards Dinner Venue TBA

December

2 December EAA Chapter 322 Monthly Gathering / Fly-in Breakfast, EAA Auditorium Rand Airport



The Aero Club Awards

Saturday 26th November, Rand Airport

Aero Club of South Africa Annual Awards – by Karl Jensen EAA Chapter 322 Johannesburg

Have you ever wondered how Aero Club of SA Annual Awards happen? Individuals are nominated by Aero Club members. It is a tricky task where individuals who are deserving, but are seldom in the limelight, are inadvertently overlooked. The nominations are considered by a committee appointed by the Aero Club Board – this year the committee was coordinated by Frank Eckard who is actively involved, especially in the SAPFA precision rally field.

The Awards Function was held in Hangar 1 at Rand Airport on 27 November 2022. This hangar, which belongs to Flippie Vermeulen's company Springbok Classic Air was originally owned by South African Airways when the airline was based there from 1 July 1935.

The function was a lunchtime event with guests and nominees seated amongst lovely décors. The hangar doors were wide open giving a fine view of normal airport operations beyond the DC4 'Lebombo' which was parked outside to accommodate the function. This included the SAA Historic Flight DC3 and Flippie's Beech 18. David Le Roux from Flitesure was the excellent MC. The awards included Protea colours presented for Aero Club members participation in international FAI sanctioned events as well as the traditional annual

recognition of members recreational devotion and prowess. Pilots Post has published an article on the even at

<http://www.pilotspost.co.za/arn0002930>

These are the nominations, which were approved, that I made for the 2022 AeCSA Awards



PAUL LASTRUCCI is a member of EAA Chapter 322 Johannesburg and EAA USA since 1991. He has been an EAA and Aero Club member for many years and been heavily involved in the operation of the Krugersdorp Jack Taylor Airport as Vice Chairman Krugersdorp Flying Club 1993-1998 and Chairman 1998-2011

In 2012-2017 he was Vice Chairman AECSA and Chairman 2017-2019

In 2011 - 2012, Paul became National President of EAA of South Africa and again in 2022 until present and serves on the Board of Aero Club. He has a deep understanding of the advocacy pertaining to recreational aviation activities and maintains a

a strong relationship with the decision makers in the CAA. Paul's 'Olive Branch Approach' to negotiations on behalf of Aero Club, EAA and Krugersdorp Flying Club has resulted in successful resolution of often difficult matters and potential conflicts. Paul lives in Pretoria, and this has not deterred him from regularly travelling the long road distances to the venues where he has been exerted his judgement and skills



ROB JONKERS is a long serving member of EAA Chapter 322 for more than 10 years. His involvement has furthered aviation knowledge of all members who belong to this affiliate of Aero Club of South Africa and his involvement has attracted numerous additional members to witness his design and construction of at least three flight simulators and for members to experience flight in these simulators at his home during their development. The visits by EAA Chapter 322 to Aero Sud, where he is a director, has led to a wide understanding of aviation related challenges and solutions in the development of the Rooivalk helicopter and the Ahrlac multi role aircraft. The encouraging of recreational aircraft pilots to participate in Precision Rally Flying has upgraded many pilots' skills within EAA and other affiliates and in the process enhancing flight safety. He has held the onerous position voluntarily of the Aero Club of SA and steered the body through trying times that have threatened its very existence. His interaction and good relationship with the Regulator have been exemplary. His devotion and commitment to Aero Club comes at a heavy cost to himself as Chairman of SAPFA as well as to the complex and time-consuming task of keeping his business afloat



MATT COHEN who was incapacitated in a motor cycle accident, insisted on travelling with his friend James Pitman in the Sling High Wing to Oshkosh from Tedderfield in July. Matt deserves recognition for his determination and courage to undertake this extremely long flight in a light aircraft - this flight by an able person is a daunting experience requiring utmost physical fitness. Matt's fortitude is recognised



NEIL BOWDEN has for 24 years, with few exceptions conducted expeditions/tours to the EAA Annual Oshkosh mega aviation event, thereby encouraging involvement in Recreational Aviation and general involvement in aviation in South Africa. Thousands of South Africans have experienced the Oshkosh phenomenon because of Neil's leadership and involved themselves more intensely in recreational aviation on return to South Africa. His leadership and organisational skills are exceptional and is a fine example of patience and decency. Neil has ensured that EAA South Africa is recognised officially by EAA USA. Neil has built 2 NTCA aircraft which are regularly flown. In his time as Chairman of EAA Chapter 322 Johannesburg, the paid-up membership of the Chapter has grown to over 300 members.

Neil was awarded a Special Award by the EAA Board of EAA USA in July this year for his dedication and contribution to Recreational Aviation, one of two presented in 2022 by the organisation which has 260,000 members worldwide.



KEVIN HOPPER and his team of son Dean and Aidan Cantin, have designed, built, and successfully flown a radical new design aircraft – the ORION CUB. The ORION CUB incorporates many design innovations that have all been created, and the majority manufactured in house. The aircraft can be built to fit the LSA Category or as an aircraft that will be included in the NTCA Category, with hopefully full certification in time. In the 2 years that it has taken to design and build the aircraft, all components are designed to be accurately replicated. ORION CUBs will be available as kits with the FAA 51% rule in mind or as inhouse-built aircraft with engine power ranging from 100 hp – 200 hp. The design and build have included the training of Dean Hopper and Aidan Cantin in the skills required for such a project, neither of whom had any experience of airplane design or building. Kevin is thereby ensuring continuity for additional builds and equipping these young men with valuable skills for the aviation industry

Kevin has made major contributions to recreation aviation over many years, including the building/rebuilding of 19 Tiger Moths, each one has been an exceptional build or restoration

NIGEL MUSGRAVE has demonstrated not only a passion for flight safety but has involved himself in every EAA and many other flying events countrywide as the official Safety Officer or alternatively assisting others where he was not appointed chief Safety Officer. Nigel has

fastidiously ensured that all Flight Safety paperwork required by the CAA in preparation for events, is timeously submitted and has shown no fear or favour when there are deviances from approved practices.

Most often, Nigel's Safety Officer duties, including travel and the use of his personal equipment are conducted without remuneration or compensation.



Among other EAA Members who were to be honoured and were already nominated were **JOHN ILLSLEY**, who was awarded substantial recognition by Aero Club for his work as an aviation historian and his work in compiling the Aero Club Centenary Yearbook. **MIKE BLYTHE** and **JAMES PITMAN** were recognised for their fine endeavours in creating the Sling High Wing model and flying to Oshkosh in a gaggle of 3 aircraft. **HANS SCHWEBEL** (below) was recognised for his part in the World Rally Championships.



MILESTONE REACHED!

Ant Harris reached an important milestone with his Zenith 750 project when he started the Jabiru motor for the first time!

Well done Ant, we look forward to seeing your project fly!



WINDSOCKS for sale!

R750
EACH

Size: 2200mm Long x 520mm Throat
Colour: Fluorescent Orange

CONTACT ALAN

083 777 1935

Email: alan@dsf.co.za



Capt. Karl Jensen and the Experimental Aircraft Association members visit Witbank airfield.....by Dr Robert Clark

On the 19th November 2022, Karl Jensen and members of EAA flew to Witbank airfield to share their unforgettable experience at Oshkosh 2022, which is organized by the Experimental Aircraft Association (EAA). For South African's, the Oshkosh experience is arranged by Neil Bowden from Air Adventures (website is www.airadventures.co.za). Oshkosh in Wisconsin remains the largest aviation celebration in the world.

Karl spent his time at Oshkosh in Camp Scholler, which is a tented South African camp area that is managed by Neil and his team. Karl shared some of these unforgettable experiences at Oshkosh, which included a flight in a bomber.

Some of the statistics at Oshkosh 2022 included 3 226 show planes, including 1 375 registered vintage aircraft, 1 156 homebuilt aircraft, 369 warbirds, 137 ultralights, 87 seaplanes, 77 aerobatic aircraft and 25 rotor aircraft. The attendance this year was approximately 650 000 people, which exceeded the previous record of 642 000 in 2019. At Wittman Regional Airport



Capt Karl Jensen presenting at Witbank airfield

alone, there were 18 684 aircraft operations in the 11 day period, which is an average of 121 take-off's/ landings per hour when the airport is open.

Following the presentation, EAA and WAA members gathered around the braai's and shared a very memorable evening.



FAKR PROCEDURAL ISSUES TO ENSURE SEPARATION (SAFETY ALERT)



Recently there have been a few incidents where aircraft operating within the Krugersdorp circuit have interfered with the flight or landing/take-off path of another aircraft. To mitigate the risk of a collision, please will all pilots take special note of the following

1. No Fixed wing take-offs are allowed from the grass runway. This includes touch and go's on the grass runway by fixed wing aircraft.
2. When crossing runway 08/26 from South to North, the following will apply.
 - a.) Fixed wing aircraft must cross 08/26 at 6300' only. No lower and No higher.
 - b.) Helicopters to cross 08/26 at 6000' (no higher), or alternatively , hover taxi along the grass runway to where the grass runway intersects the 08/26 tar taxiway and then carry out the following before crossing: STOP on the grass before the taxiway, Observe if any traffic (traffic finals or threshold 08/26), Only if clear, communicate "ZS-XYZ crossing runway 08/26 from South to North at the intersection", Wait a few seconds to see if anyone responds to your crossing radio call and if no response expedite cross, Once crossed and clear, make a radio call where you report clear of runway 08/26.

With reference to point 2 above, please note the following: Traffic landing and taking off on runway 08/26 have right of way (Ref: CAR 91.07.7(6)). Helicopter traffic holding on the grass at the intersection to be cognisant of their downwash affecting traffic landing and departing on runway 08/26. No traffic to cross 08/26 from South to North at an altitude between in ground effect hover taxi height and 5999'. Please note, irrespective of aircraft type, flypasts along the grass runway from South to North which cross 08/26 below 6000' are not permitted.

3. If runway 08/26 is active, helicopter traffic should preferably use the same 08/26 circuit, not the grass runway circuit. Adequate communication is to be maintained between pilots at all times.
4. Per the FAKR rule book which may be viewed on the FAKR website, no aerobatics is allowed within FAKR airspace. CAR 91.07.30(b) also prohibits aerobatic flight below 4000'AGL within 5nm of an aerodrome unless permission from the director has been obtained. The CARS defines aerobatics as follows: ***aerobatic flight*** means

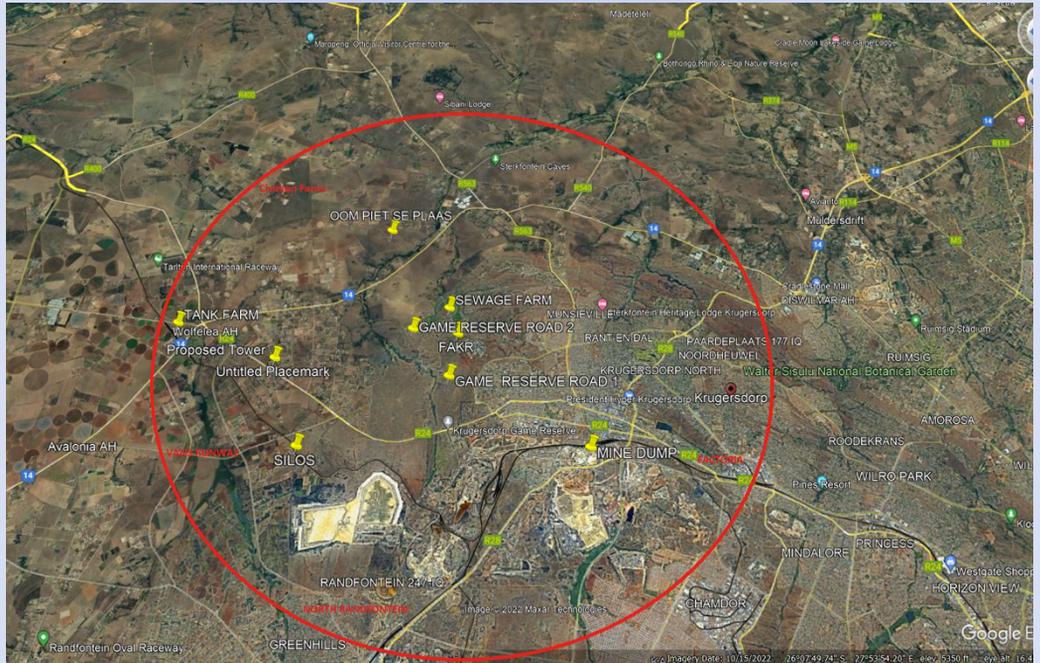
"manoeuvres intentionally performed by the PIC of an aircraft and involving an abrupt change in attitude of the aircraft, an abnormal attitude or an abnormal variation in speed, not necessary for normal flight."

Please will all pilots take note of the above as certain displays been performed at the field fall within this definition and are therefore not permitted unless prior authorisation has been obtained.

Lastly, as with most unmanned fields, pilots are to give a radio call before coming within 5nm of a field. There have been some instances where aircraft exiting the airspace to the North and North-West are on a different frequency to those entering from the North and North-West. Please note that the tar road to the South of "Oom Piet se Plaas" runway is not at the 5nm mark and traffic exiting to the North must still be on 122.00 well North of this road. Below highlights the 5nm boundary around FAKR. Please ensure that aircraft inside the red circle are on 122.00 and outside on 125.80. The chicken farms to the North of

the field and Vans runway and the tank farm to the West and North-West of the field are good 5nm visual indicators.

Should you be fortunate to have two VHF comm radios in your aircraft it is advised that both 122.00 as well as 125.80 be listened to when routing inbound from the North and North West



CUSTOM AIRCRAFT COVERS



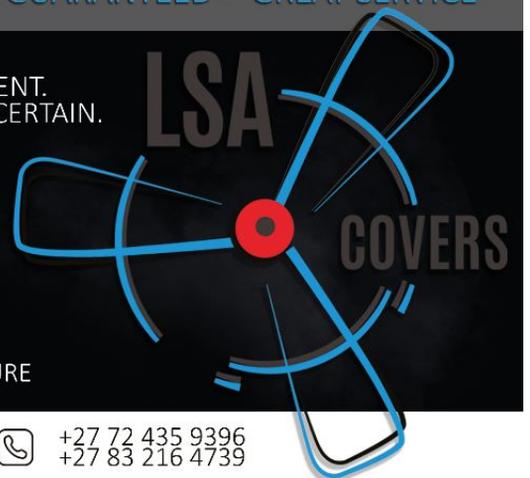
WHY CHOOSE US? OUR EXPERIENCE - QUALITY GUARANTEED - GREAT SERVICE

LSA COVERS CAN HELP YOU PROTECT YOUR VALUABLE INVESTMENT. EVERY ONE OF OUR COVERS IS CUSTOM-MADE, AND THE FIT IS CERTAIN.

WE MANUFACTURE DUST COVERS, HANGAR RASH PROTECTION, BLADE COVERS, AND WINDSOCKS THAT ARE LIGHTWEIGHT AND HEAVY DUTY.

OUR MANUFACTURING OFFICE IS LOCATED IN KEMPTON PARK, GAUTENG

ANYWHERE IN THE WORLD, WE'LL DISPATCH YOUR ORDER WITH PLEASURE



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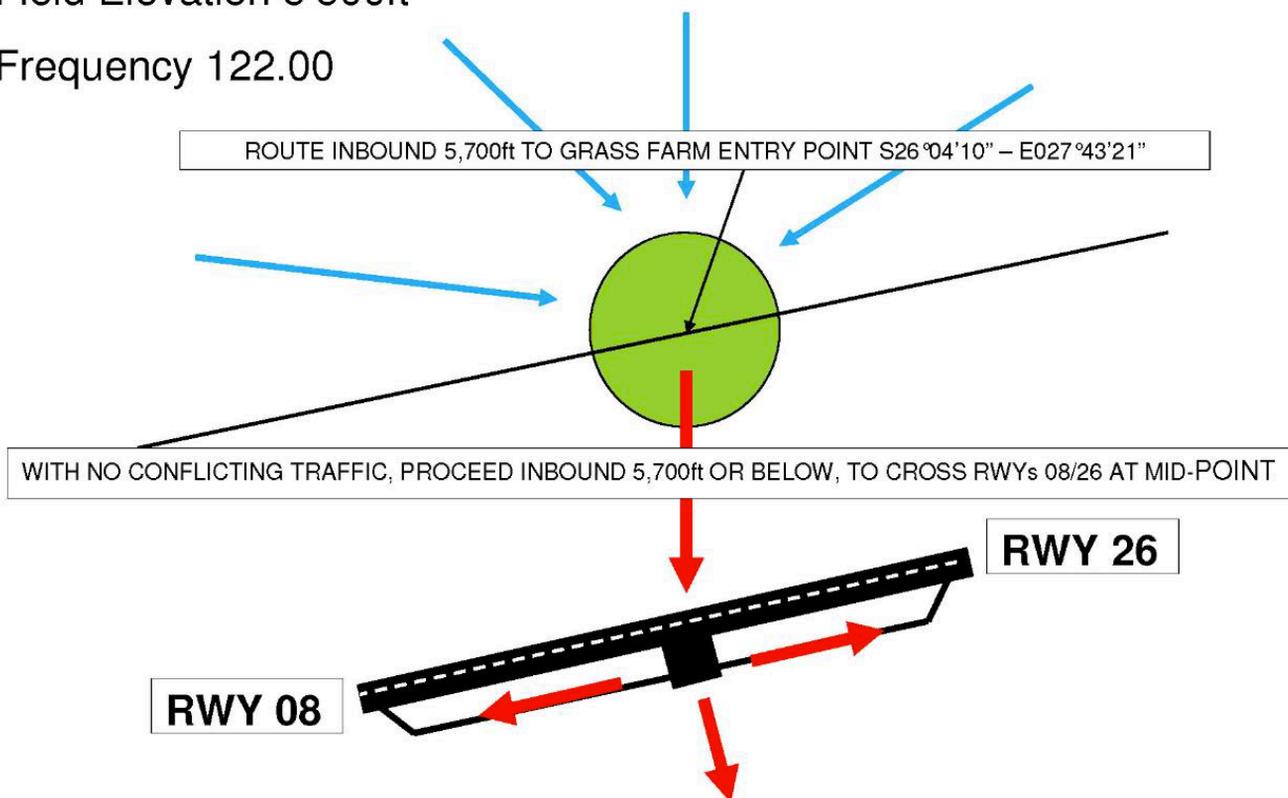
+27 72 435 9396
+27 83 216 4739

Below highlights the standard FAKR joining procedures for helicopters and fixed wings. Please ensure that all pilots abide by these procedures at all times. Not abiding by these procedures and taking shortcuts so as to save time is dangerous and must be avoided.

FAKR HELICOPTER JOINING PROCEDURE – NORTH ENTRY

Field Elevation 5'500ft

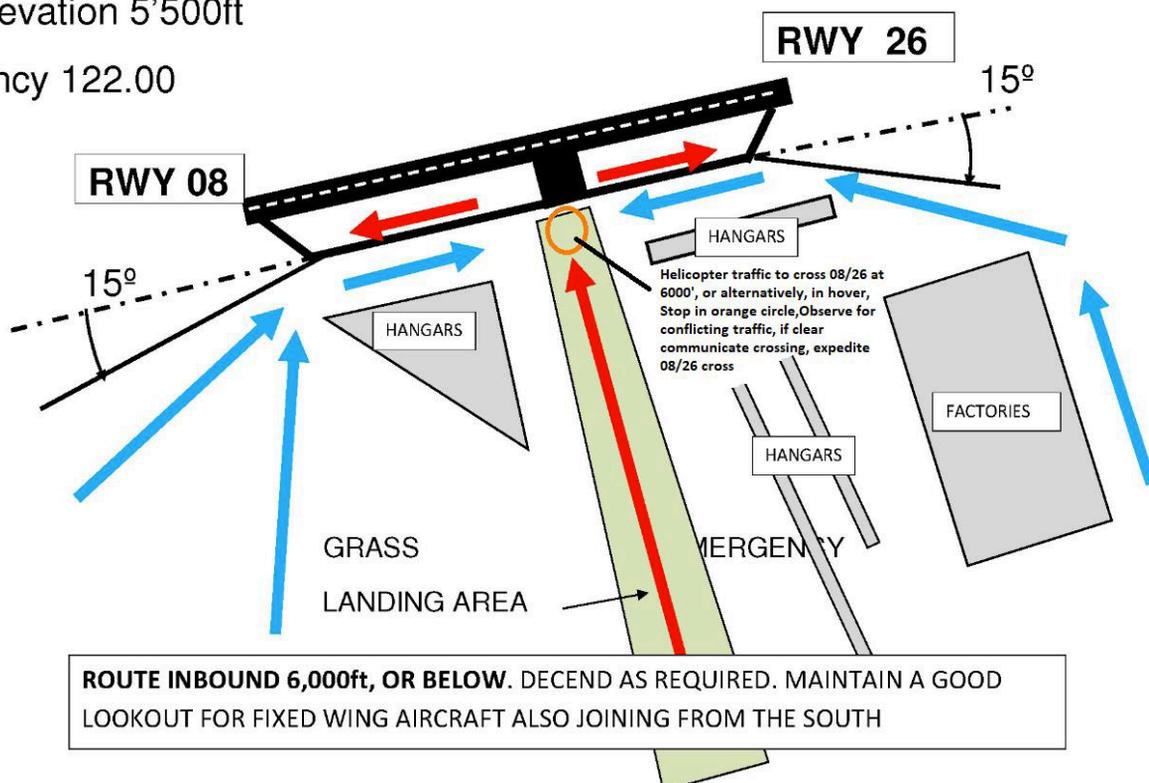
Frequency 122.00



FAKR HELICOPTER JOINING PROCEDURE – SOUTH ENTRY

Field Elevation 5'500ft

Frequency 122.00



JOINING FROM THE WEST

Route inbound at 6,000 ft or below while remaining well clear of the extended centre line of RWYs 08/26 and then follow the SOUTH ENTRY JOINING PROCEDURE. **OR** Route inbound at 5,700 ft while remaining well clear of the extended centre line of RWYs 08/26 and then follow the NORTH ENTRY JOINING PROCEDURE.

JOINING FROM THE EAST

While remaining well clear of the extended centre line of RWYs 08/26 position to follow the SOUTH ENTRY JOINING PROCEDURE at 6,000 ft or below. **OR** While remaining well clear of the extended centre line of RWYs 08/26 position to follow the NORTH ENTRY JOINING PROCEDURE at 5,700 ft.

NOTES:

The procedures as recommended do not ensure terrain and obstacle clearance. Extreme vigilance must be exercised at all time especially at night and in reduced visibility.

Radio broadcasts indicating pilot intentions must be executed on Frequency 122.0. (Krugersdorp Traffic) Such broadcasts shall commence within a 5 n.m. radius of the Aerodrome unless controlled airspace dictates otherwise i.e. FALA C.T.R. All transmissions shall be preceded by "HELICOPTER" and then the aircraft registration.

Over flight of any Hangar or building located on the Aerodrome shall not be permitted. Adherence to CARS as applicable to helicopter operations shall be maintained. Good Airmanship shall be practiced at all times taking into account rotor wash and possible inconvenience caused to facilities and people on the ground..

FIXED WING JOINING PROCEDURES

Inbound aircraft **MUST** broadcast on 122.0 MHz when 5 miles inbound and thereafter as appropriate for joining and landing.

Due to FALA TMA extending up from 6500' and to prevent aircraft flying through the circuit North of the field, the following Non-Standard Joining Procedure should be used:

- All aircraft to join overhead the field from the South at 6300' (CCT ht 800')
- Aircraft inbound from the N, to route via Tarlton Petronet Tank Farm at S26°04.70' E27°38.45' and the Battery Station Silos at S26°06.86 E27°40.98'.
- Aircraft inbound from W and SW route inbound via the Battery Station Silos.
- Aircraft inbound from the N, to route via Tarlton Petronet Tank Farm at S26°04.70' E27°38.45' and the Battery Station Silos at S26°06.86 E27°40.98'.
- Aircraft inbound from W and SW route inbound via the Battery Station Silos.
- Aircraft inbound from E and SE route inbound abeam the West Rand Cons mine dump.
- Aircraft inbound from N-E route just clear of the Western edge of FALA CTR (watch for traffic when passing extended centre line of FAKR RWY 08/26) and join from the South.

In controlled airspace there is ATC that acts as a third party to facilitate aircraft separation. ATC also enforces procedures and lets pilots know when they are not operating in accordance with standard procedures. At Krugersdorp we do not have ATC and therefore governance when it comes to pilots following procedures is a responsibility of each and every one of us. If you see a pilot not following procedures, I urge you to please get on the radio and politely inform the pilot what the correct procedure is at the field. This request is particularly aimed at instructors and fellow aviators who are on the field during the week when governing members such as the "Airfield Safety Officer" are not at the field to enforce compliance.

Wishing all members a safe and enjoyable festive season.

C.M Pratley

(Safety Officer FAKR)

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