

...Contact!

August 2020



Radial Rocket Update!



The Flea Flies!

...Contact!



ZOOM Gatherings Gather Momentum!

July saw EAA hold two successful Zoom gatherings. At the beginning of the month Chapter 322 held their third virtual gathering. The gathering kicked off with the usual Chapter business, birthdays for the month, approval of minutes, financial etc.

Sean Cronin, our Vice President, then presented a talk titled "Just Plane Facts", a light-hearted and very entertaining presentation which was followed by Rob Jonkers' monthly update on SACAA and newly sanctioned Proficiency Flights during Level Three Lockdown (see page 7 for details). Our main feature followed – a presentation from Chapter 441 in Seattle, USA by Brian Lee on aircraft and aviation checklists. Brian was joined by a number of his Chapter members as well as attendance from Gary Stevens in Sarasota, Florida, Arnie Quast Chapter 932, Wonder Lake, Illinois and Craig Ritson Chapter 44 Rochester, NY, making it a truly international meeting!

For those who could not make it, the meeting was recorded and can be viewed on EAA Video

<https://youtu.be/s4Dn1AITbyU>

EAA Flying Legends Talk Show

Later in the month, the long-awaited Talk Show with Karl Jensen being interviewed by Scully Levin took place, after previously being postponed due to the pandemic. With over eighty attendees and two Flying Legends - this show was obviously keenly awaited!

The show was ably hosted by EAA Secretary, Marie Reddy. Scully led us through Karl's' colourful aviation career beginning on Harvards in the SAAF and culminating on the mighty B-747 400 's of South African Airways.



July Meeting's Mystery Aircraft – The Swanson Tinkertot. A one-of-a-kind, single seater VW powered design by Hilmer Swanson and now being finished by Brian Lee in Seattle. Two correct answers were received – Mark Owen and Frans Smit. Well done – you will both receive your 322 Burger voucher!

PRESIDENTS COLUMN

David Toma

And just like that another month has passed! Whilst the delays in ATF's are now joined with delays in licence issuance/renewal amongst many other workings from that side of the world, we can confirm that meetings are well underway in order to clear up the backlog and thereafter drastically improve the workings of the current process which is grossly out dated as many of you would agree. The ATF's are trickling out of the system so keep an ear out for your registration as your next flight might be just around the corner. Licence wise, just a head's up as the backlog on licence issuance/renewals is 4 weeks at the moment, in order to avoid being on the ground kindly organise your renewal/paperwork submission in advance.

As you have heard we have had to postpone our Sun 'n Fun and convention once again due to



Friend's of the SAAF – Phil Scallan
Spitfire Restoration Project Update July 2020



Spitfire 5518 arrived in South Africa in 1947, served in the Cape and at Waterkloof Air Force Base before being decommissioned. She then served as a gate guard at Waterkloof for a number of years. In the early 1990s the South African Air Force Museum motivated the restoration of an iconic Spitfire to flying condition to serve as the star attraction at Air Force Air Shows to promote the Air Force and aviation amongst the youth. 5518 took to the

skies in 1994 as 5553 "The Spirit of Reutech". Unfortunately she crashed at an air show at Zwartkop in 2000 and was consigned to a container. Here follows an update on the current restoration project.

The Proposed New Hangar and Workshop

The restoration of the Museum's Spitfire has now reached a critical point. To proceed with the restoration, the Spitfire now has to be placed into jigs. The present workshop area is far too small so we need a larger secure area. As the South African Air Force occupy all the present suitable facilities on the base, the South African Air Force Museum (SAAF) has approved and allocated an area to the Project for such a new facility to be constructed. This will then have a long-term role as the restoration hangar for the Museum.

Fundraising for the Restoration Hangar

We are now fund raising for the restoration hangar. We have invited three companies to quote for the supply and erection of this new hangar. Once completed, relevant components of the airframe will be moved to this facility, in order of priority, as and when ready to be restored.



the uncertainties with the ever changing situation. There is hope to allow sporting events and or competitions where we are investigating all avenues to be able to legally get us all back in the air again.

Corona and all Covid 19 frustrations aside, how are all the projects progressing? Send us pictures, or even better articles so that we admire your fine work! My project has slowly wound down thanks to my schedule but plans are well on their way to start again next week with work continuing on the new fuel tank.

Fly Safe, Fly for the love of Flying and let us get those unfinished projects in the air!

David B. S. Toma
president@eaa.org.za
 Cell 082 3614 068



Chapter 322 Talk

Just Plane Facts – Sean Cronin

- Body loses an ounce of water for every hour of flight
- Why does airplane food taste so bad. Dry recycled air,
- Pulse mode for landing lights are turned off at 100 ft. Reduces bird strikes
- Lawrence Sperry invented auto compass by modifying his dad's invention for gyroscopes for use on ships to assist in stabilizing the ship to use as autopilot in airplane
- Oldest airline in existence today is KLM started in 1917
- Tower windows angled at 15 degrees to reduce reflections from inside and out.



EAA Convention & Sun 'n Fun Fly-In Postponed

A letter from Karl to the Groblersdal Vliegklub

Dear Dawie and Members of the Groblersdal Vliegklub, I have consulted with the members of the EAA of SA Council on the efficacy of our scheduled EAA Sun n Fun fly-in which was to be hosted at Groblersdal in September. Unless there is an unlikely miracle, I believe we will not be permitted to hold the event then as we intended due to the Level 3 restrictions that have been imposed on us due to the Covid 19 virus.

As the appointed EAA convener for the fly-in, I regrettably must advise that we have no option but to postpone the event to a later date, possibly even next year. Our EAA Safety Officer has already advised the CAA, ATNS and CAMU (Central Airspace Management Unit) of our decision to postpone

I know that you have incorporated fine upgraded facilities at the Clubhouse and to the condition of the airfield that would have made a September Sun n Fun a most enjoyable fly-in, however, that does not remove the seriousness of the situation we find ourselves in right now.

On behalf of EAA SA, I sincerely thank you for your enthusiasm and generous offer to host us at

The Performance Centre Ford Mustang Project

The Spitfire Project was approached by the **Ford Mustang Performance Centre**, wishing to support the Project. They offered to build ten themed supercharged 5 litre V8 Ford Mustangs, each uniquely painted in a specific South African "Ace" colour scheme. The theme of each will be different, with the first in the colours 5518, as it will be when it is restored. These will be the colours she wore in 1950, as DB-H. The remaining nine Ford Mustangs will represent the colours of various aces and flying legends of the Spitfire era. For each Ford Mustang sold, Performance Centre will donate a significant amount to the Spitfire Restoration Project. Their project is called **Warriors of the Sky**, so, please visit them at www.warriorsofthesky.co.za for more information on the cars. Should you be interested in purchasing one, please contact them, or any of the Spitfire SteerCo members.



Restoration of the Spitfire Canopy and Windscreen Sections

Col. Tony Smit has been extremely busy, as usual. Tony has had the Spitfire canopy fully restored and polished. He transported the windscreen section to Jan Diener at AcrylForm in Cape Town, where the repair took place and then back to Pretoria, to Johan Lok at Warbirds who assembled and completed the work. This was all done at his own expense.

Model Aircraft Kits

A very close friend of Mario Vergottini, one of Tony Smit's associates and a keen modeller, donated his collection of unbuilt models to the project when he departed this world. His family ensured that the project received this significant collection. Further donations have since been made. Together there were over five hundred models. Dave Evans has been selling these and has so far raised in excess of R50 000: a significant contribution to the Project funds.



The remaining models are on sale in hangar 3 at the Museum at AFB Swartkop on the Training Days: the morning of the first Saturday of each month – once the Covid-19 lockdown ends.

Donation of 5/8 Scale Spitfire

Once again, Tony has been contacting friends and colleagues. A further friend, who is no longer with us, had a 5/8 scale Spitfire. This aircraft has no engine or propeller. Tony approached the family and this aircraft has been donated to the Project.

Donation of Three Paintings by Bazil Kriel

Bazil has again made a significant donation to the Project, in the form of two framed versions of Tony Butler's picture of **Spitfire in the Clouds**. Bazil himself added a third framed print as well.

The aim of collecting all these art works is to offer them for sale at an auction and gala dinner. The funds raised will then be used for the Spitfire Restoration Project.

Graham MacDonald Donation of Spitfire Parts

Graham MacDonald, a businessman from Kloof in Kwazulu Natal, was involved in various aircraft restorations. One such restoration in which Graham was involved, was that of a Tiger Moth and a Spitfire. Sadly, that Spitfire departed South Africa before it was completed. Graham had various Spitfire instrumentation and fuselage frame 19, which he generously donated to the Spitfire Restoration Project. Our deep gratitude to Graham.

Donation of Painting by Ben Jonker

Ben Jonker has generously offered a framed printed version of his painting of AX-K to the project. Ben added a collection of prints of this painting, signed by Lt Col Dave Knoesen, retired Officer Commanding of the Museum and Spitfire display pilot.



Groblerdsdal and really hope that the offer will stand to a later date.

When we are again allowed to fly unrestricted across provincial boundaries, we will visit on an informal basis.

Kind regards

Karl Jensen

EAA Public Relation Officer

Kind regards

Karl Jensen

EAA Public Relation Officer



Taildraggers to Warmbaths (Bela Bela) Postponement

Originally due to be held during 10th to 12th July, then postponed to mid August and now postponed to 12th September. Organiser Richard Nicholson is playing this one on a month to month basis and, hopefully, we will be allowed to hold these events once more in the not too distant future.

Richard is also keen to get their "Fly-Market" going once again at this event for those wanting to sell or buy aviation related items.

Contact! And EAA will keep you updated on their future planning!



Rules, rules and crazy rules.

Last Friday, a friend of mine contacted me in a state, knowing my business is in the vicinity of Rand airport, he asked if I could send my messenger to pick up his long-awaited ATF for his aircraft. It was too late in the day so we kept things for Monday.

On the Friday, after a wait of many months, finally his ATF was ready, my friend popped into his car and sped off to the CAA office at Rand airport. The lady over the counter, had his ATF in hand but could not give it to him, as the rules are that only a courier company can collect. Can you imagine my friend's frustration, having had sight of the long awaited document and not being able to take it.

So Monday morning I send my messenger to collect this document. My poor guy was told that he is not from a registered courier company and as a result, the document could not be given to him. Strange as this is my fine fellow's job.

So I call one of the courier companies we use and the documentation was collected, at a fee of course.

Now I am sure that a far greater mind than mine thought deeply about this rule on collection. However I fail to see the logic. It

Donation of Spitfire Radio Headset

Albert Robinson had an authentic Spitfire Radio Headset, which he has generously donated to the Project.



Donation of Brake Pressure Gauge

Recently, on our Facebook Page, a genuine Spitfire Brake Pressure Gauge was offered. Warwick Cook very kindly purchased the Gauge and presented it to the project.



Al Wenger Donation

A good friend of Tony Smit, Al Wenger, donated US\$8 000 to the Restoration Project. To date, this is the largest single donation. We are hugely appreciative of Al's generous donation.

James Feuilhaerde Donation

James Feuilhaerde, an ex-SAAF pilot, who served with Col Tony Smit and later served at the Museum, flying the Spitfire, donated AU\$300 to the Restoration Project. We are very grateful to James for his generous donation and support to the Restoration Project.

To all who have contributed to the Project, we offer our sincere gratitude. To our team members and supporters, it is with your energy and support that we are now where we are.

Should anyone wish to become involved in any way or means, please contact Ian Grace, project lead, on +27 82 452 5291 or iang@xsinet.co.za.



An article submitted by Brian Lee, Chapter 252, to EAA Chapters HQ in Oshkosh - Pandemic Encourages International Chapter Collaboration

In July 2017, Neil Bowden (EAA 565560) of Chapter 322 in Johannesburg, South Africa, travelled to Oshkosh for AirVenture. Being there several days early, Neil and his EAA colleagues attended the monthly gathering of Chapter 252. There, they heard a presentation which they enjoyed.

Now, during the pandemic, when many chapters are meeting virtually, Neil remembered that lecture he'd heard at OSH, and asked himself: "I wonder if...". Neil contacted Tracy Noack of Chapter 252 and asked about the program he remembered. Tracy went through the records and discovered that what Neil remembered was from July of 2017, and was presented by Brian Lee (EAA Lifetime 149802). Even though Brian is a member of Chapter 252, he's also the President of Chapter 441, and lives near Seattle, WA. Tracy got in touch with Brian who gladly agreed to do a reprise of the chapter program. Chapter 441 has been hosting its meetings via ZOOM since April (they simply cancelled March, but the membership wanted some kind of interaction), so the idea of a virtual meeting was not particularly foreign.

A couple of dry-runs later, all proved well, and Brian was the guest of Chapter 322 on 1 July 2020. Chapters 252 and 441 were also invited to join in. Years ago, EAA hosted a "speakers bureau" by connecting chapters with willing speakers. Now the pandemic has gently encouraged us to conduct our gatherings virtually (at least in the near term), which makes long-distance, and in particular, international sharing much more convenient. After all, sharing skills, expertise, and experience is what EAA is all about.



Brian Lee

Rule, rules and crazy rules ...

is now the new normal to have all the sanitation and necessary social distancing practices engrained in us. So if I or you or my driver or my courier agent arrives at a premises, as long as the new normal practice is carried out, what is the difference.

In closing, the courier company's employee probably shares lodgings with a large number of people, catches public transport to work and then visits fifty locations during his normal daily routine, what harm could my friend bring in picking up his ATF in person?

Brian Appleton



MACH Update

"Member Awards for Chapter Help"

Congratulations to the following members for achieving "Supersonic" Status (Mach1,2)

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

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

Filing a Flight Plan

During initial opening of General Aviation flights in Lockdown Level 3, there was a requirement that we file a flight plan if venturing more than 3 miles from the home base airfield. I was surprised how many pilots among us were unsure on how to file a flight plan, commercial pilots included! But real shock came when, after numerous failed attempts at filing on **File2Fly**, I realized how rusty I was as well. So, with laptop in hand, I headed off to enlist the help of Andrea and Glynn Antel of Aviation Direct to tame this stubborn unforgiving monster!

File2 Fly

First you will need to register on their website.

<https://file2fly.atns.co.za/aes/login.jsp><https://file2fly.atns.co.za/aes/login.js>

Once you have registered, log in and go to “Create Flight Plan” on the drop down-menu on “Flight Plans & Briefings” tab

An online Flight Plan form will then magically appear! So now to fill it in:

In this exercise J Soap will file a flight plan for a VFR business flight from Krugersdorp Airfield to Parys Airfield, routing via GAV in a C172 modestly equipped with a VHF radio, GPS and Mode C Transponder

Field 7 Aircraft Identification & Reg	Insert your Registration ie ZU ABC
Field 8 Flight Rules Type of Flight	Select VFR if you are a VFR flight G General Aviation
Field 9 No of Aircraft Type of Aircraft Wake Turbulence Category	1 (Unless formation) ICAO Indicator e.g. C172 Select L (Light)
Field 10 Equipment	S (Standard) if VHF, RTF, VOR & ILS Otherwise V (VHF) O (VOR) D (DME) depending what you have If you have a GPS - Z (Elaborate in “Other Information” Item 18) Transponder A, C or S (Mode A, C or S (with aircraft ID))
Field 13 Departure Aerodrome EOBT (Estimated Off Block Time) EOBD (Date)	FALA, FAKR etc. or ZZZZ if no designator (add GPS Co-ords in Item 18 2454S03256E) Time Zulu (e.g. 0400 for 0600) Select from dropdown menu
Field 15 Speed Level Route (FAKR to FAPY via GAV)	Select Knots, 0100 = 100 kts Select Flight Level or Altitude Insert height or level in next box Include Special Rules Boundary Coordinates (in this format 454S03256E) and alt changes
Field 16 Destination Aerodrome	Insert your destination eg FAPY Total EET How long it will take you to fly there eg 0035 – 35 minutes Alternate and 2 nd Alternate Aerodrome – insert an alternative airports within range

Field 18 Other Information

Here you need to clarify the “Z” in field 9 which was your GPS.

Also insert Operator OPR/ and your name and cell number. RMK/ Purpose of flight BUSINESS FLIGHT or PROFICIENCY FLIGHT

Field 19

Endurance How much fuel aboard in hours and minutes ie 0430 for 4 hours and 30 minutes

Persons on board - 1 etc

Emergency Equipment - tick what you have on board

Aircraft Colour & Markings eg White and Blue

Remarks – you can insert FAK for First Aid Kit if you have one and STRIPS if you have

Pilot in Command – your name

Now you can submit your flight plan

Legend	
	Accepted Flight Plan
	Pending Flight Plan
	Rejected Flight Plan
	Cancelled Flight Plan

Legend

On the legend you should then see the Amber F (Pending Flight Plan). Please note – you will need to keep hitting the “Refresh” button for this to change. It will eventually show the Green F (Accepted) or the Red F (Rejected) - it will tell you why it was rejected.

Print out your flight plan if possible and make sure you have saved the reference number!

If you don’t have access to internet, or are battling to get your Flight Plan accepted, you can always call and submit telephonically. I have always found them to be very helpful and accommodating!

Briefing 011 970 7078

Flight Plan

Select VFR from dropdown menu

G for General Aviation

3 Message Type (FPL) 7 Aircraft Identification REG ZUABC REG FIII 8 Flight Rules V. VFR Type of Flight G. General Aviation

ICAO designator for your aircraft

If you have GPS insert Z after V and elaborate under "Other Information" Field 18

9 Number 1 Type of Aircraft C172 Wake Turbulence Category L - Light 10 Equipment VZ / C

13 Departure Aerodrome FAKR Graphical Search EOBT (Time) 0400 EOBD (Date) 2020/07/29

15 Speed N - Knots 0100 Level A - Altitude 6500

Route DCT GAV DCT 2634S02739E /0100F085 DCT

Flying Direct to Golf Alpha Victor, Direct to Special Rules Boundary (GPS Co-ords) Changing altitude to FL085 and direct to FAPY

Search (my stored routes)

16 Destination Aerodrome FAPY Graphical Search Total EET 0035 Alternate Aerodrome FAGM Graphical Search 2nd Alternate Aerodrome FASY Graphical Search

18 Other Information

NAV/GPS OPR/ SOAP0722223344
REG/ZUABC RMK/ SARNIL
RMK/PURPOSEBUSINESSFLIGHT

Z in Item 10 NAV/GPS. OPR/ Operator Name and Cell No. RMK/ Search and Rescue Nil (NML if you want it) RMK/ Purpose of flight Business Flight

Field 18 Indicators: - Select -

Supplementary Information

19 Endurance -E/ 0400 Persons on Board P/ 1 Emergency Radio (tick if equipped) R/ U V E

Tick off what Emergency or Survival Equipment you have in this section

Back up hand-held radio with 121,5

Survival Equipment Polar Desert Maritime Jungle Jackets Light Fluores UHF VHF (tick if equipped) S/ P D M J J L F U V

Dinghies Number Capacity Cover Colour

Aircraft Colour and Markings WHITE AND BLUE Dominant colours of aircraft

Remarks N/ FAK / STRIPS First Aid Kit and Strips

Pilot-In-Command C/ J SOAP See List

Fill SMS and e-mail data automatically with - Select -

I want to receive Flight Plan related messages(SLOT, ACK...)via e-mail.

E-mail address: (e.g.: test@pilot.com)

next step Reset Form



For Sale & Wanted

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

Please send your ads to contact.eaasa@gmail.com
No "commercial ads" please!

For Sale



Avid Flyer Mk IV E - ZU BJE
R250 000
TT 298:50
Contact Nico Brandt
nicog@netactive.co.za

Wanted

Handheld aviation transceiver Call Neil Bowden Cell 084 674 5674

Wanted

Garmin GPSMAP 296 or 496 for parts. I only need the body with serviceable battery terminals
Eugene Couzyn 082 854 5227
eugene@couzyn.com

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



Proficiency Flights, Refueling Stops and Aviation Sports Events

How to apply for your Proficiency Flights

Details are available on the Aero Club & CAASA websites that will link to the process per RA discipline. In summary, one can fly as much you like within an approved 7-day window (with no limits on re-applications), and as long as the flights all take place from the same airfield (out-landings with no disembarkation allowed). This covers GA and all our RA disciplines. As an additional measure for those who wish, a safety pilot / mentor can accompany such flights.

As of Monday 20 July 2020, this been extended to enable re-fuelling stops during proficiency flights, as well as being able to hold events related to our sport / recreation given that there is a suitable Standard Operation Procedure (SOP) defined. This will be applicable to Aviation Recreation Organisations (AROs) and the normal event notification documentation will also be applicable for submission to the CAA.

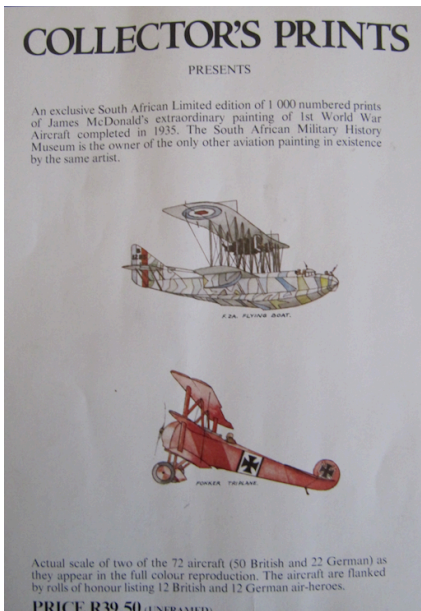
The following Covid-19 Compliance to be adhered to

- Each crew member shall have a hand steriliser on board the aircraft
- Each crew member shall be issued with a face shield if more than one person on board, or a mask if there is only a pilot on board the aircraft.
- Each crew member shall have gloves to avoid and reduce any potential contamination.
- All work surfaces, tools, equipment, baggage, aircraft interior and controls shall be disinfected prior to and after each flight.

Terms for carrying out flight

- The expiry date of this approval is 7 days from the date of this e mail, any number of flights can take place during this period
- All flights are to take off and land at the same airfield, touch and go's at other airfield permitted. Refuelling stops also now permitted
- Valid pilot's licences to be ensured also in accordance with the requirements set out in exemption notice as released on the 12th June 2020 regarding licence and medical extensions. All CATS and CARS to be complied with
- Only the pilot and essential crew shall be permitted in the aircraft for purposes of the flight, if an aircraft does not require essential crew for the particular flight, the operation will be solo
- For the following 7-day period, re-applications are to be made
- ATNS in controlled airspace can deny flights due to scheduled activity, thus best to contact ATC for directives on flight scheduling
- Keep a printed copy of the confirmation in your possession during these flights

Historic Limited Edition Prints for sale



While cleaning out cupboards, Dick Bradley discovered a stash of limited-edition prints made by JLPC (Johannesburg Light Plane Club). These were made from the original James McDonald paintings that graced the walls of the old Baragwanath.

Rather than consigning them to a dustbin, Dick Bradley has suggested that these prints be sold to raise money for one of the feeding schemes that are addressing the desperate plight of the poorest of our country. Attached is a copy of the original prospectus that was produced as well as a framed copy of the prints.

If you are interested in purchasing a print, please e mail contact.eaasa@gmail.com

Nico Brandt's MK IV E Avid Flyer ZU-BJE



The Avid known as the Heavy Hauler was imported by Johan Anderson around 1995/6.

The wings were factory built with the fuselage and tail feathers in America and sold as a kit but Johan registered it as a production built aircraft.

The aircraft is powered by a Blue Top Rotax 582 which turns a 3 blade Warp Drive propeller.

Nico is selling this aircraft – please see our "Smalls" Column for his details

EAA Chapter 322 August Gathering

Please join our Chapter 322 August ZOOM gathering on Wednesday 5th August at 18h30. Joining details will be sent out closer to the time.

It will probably be a long-time time before we will be allowed back to the Dicky Fritz Hall due to the age factor of the residents of the village. They have made the decision to only allow access when we reach Level 1 Lockdown.

Should in contact meetings become possible before that, the EAA committee will look at alternative options, perhaps the auditorium for future gatherings? Possibly we will also look at a hybrid model for future meetings incorporating both virtual and in-contact options.

Virtual has definitely enabled us not only to include members from from afar in our meetings, but also to bring in speakers from all over the world, I guess one of the good this this pandemic has taught us!



We need your support!

Please send us your articles, news and photos to

contact.eaasa@gmail.com

Let us know about your project, activities or just what's happening at your airfield!



Pre-flight interrupted

By Joseph E. (Jeb) Burnside

The airline industry long ago figured out that one of the most dangerous things in aviation is two pilots trying to fly the same airplane at the same time! One inevitable result of such an arrangement is that there are times when no one is flying and one of the ways we know this is from the accident record. Airlines evolved the pilot-flying / pilot-not-flying concept to acknowledge this characteristic of crewed cockpits and established clear responsibilities for each pilot.

However, in single-pilot general aviation cockpits we rarely have the discipline to carve out specific roles or tasks for a pilot-rated passenger, who probably is eager to help and / or demonstrate his / her skills to the pilot in command. This often means delegating tasks like untying the airplane or looking up a Common Traffic Advisory Frequency (CTAF) and getting the destination's automated weather. When there is a clear delineation of responsibilities, the pilot-rated passenger can be a huge asset to ensuring the flight's safety and efficiency. However, it is still up to the Pilot in Command (PIC) to ensure the flight's safe outcome though and this often means double-checking anything the pilot-passenger does. It also means checking for things that didn't get done.

History

On 24 September 2017, at about 18h29 Central time, a Beech C35 Bonanza collided with terrain during an uncontrolled descent after take-off from the Harrell Field Airport in Camden, Arkansas. The commercial pilot and the pilot-rated passenger were fatally injured, whilst the airplane was destroyed. Daytime visual conditions prevailed. The pilot / owner and the pilot-rated passenger had just added 27.35 gallons of fuel to the airplane and were taking off for the final flight of the day, back to the airplane's base. One witness questioned why the airplane was not gaining altitude after take-off. Another witness saw the airplane flying just above the treetops, begin a left turn and then descend to crash. A security camera video from about a mile away recorded the airplane in a steep, left-turning dive just before it impacted the ground and caught fire. No evidence of an inflight fire was observed in the video.

Reminder -Taildraggers to Warmbarths postponed to 12 September 2020!

Investigation

The airplane came to rest upright in a field on airport property about 172 feet east and 1000 feet south of the take-off runway's departure end. With one exception, all airplane components were contained in an area 33 feet long and 35 feet wide. The grass and bushes immediately surrounding the wreckage were burned. Much of the wreckage was consumed by the post-crash fire. Examination revealed the landing gear was down and the flaps were fully retracted at ground impact. One propeller blade remained attached to the hub and was bent aft about 60 degrees beginning about eight inches outboard from the hub. The blade showed no signs of S-bending or chordwise scratches. The other propeller blade was broken at the hub mounting clamps and was bent aft about 10 degrees beginning about 12 inches from the hub. The blade showed chordwise scratches and leading-edge rubbing from midspan to the blade tip.

Flight control continuity was confirmed from the forward cabin area to all control surfaces. Many of the engine accessories were too fire-damaged to verify their pre-crash condition. Borescope examination of the engine cylinders revealed an exhaust valve was worn but functional. All spark plugs showed normal operational signatures. The primary fuel selector was disassembled and found to be in the right main fuel tank feed position. According to the Pilot's Operating Handbook (POH,) the fuel selector should be on the left main fuel tank for take-off. For landing, the selector should be on the tank with the greatest amount of fuel.

At 18h15, the departure airport's automated weather observation station recorded calm winds and 10 miles of visibility in clear skies. Data recovered from a handheld GPS device showed the airplane reaching its maximum GPS altitude of 298 feet (about 170 feet AGL) at 18h28m52s. According to the NTSB, 'a relatively flat, open, grass-covered area extended for about 2323 feet in the take-off direction from the accident site to the airport perimeter.' The exception to all of the airplane's components being at the accident site? The airplane's left main fuel tank cap was found about 4500 feet south of the rest of the wreckage, on the left side of the runway at the 1000-foot marker. The locking lever was engaged and the cap showed no fire or impact damage.

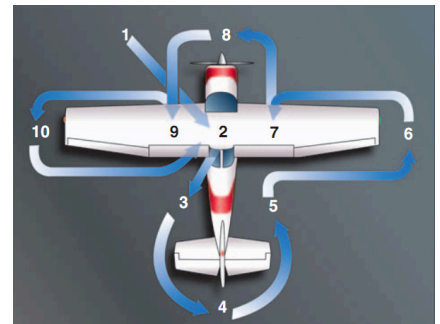
Probable cause

The National Transportation Safety Board (NTSB) determined the probable cause(s) of this accident included: 'The pilot's improper decision to return to the runway instead of landing straight ahead when the engine lost power and his failure to maintain adequate airspeed whilst manoeuvring for an emergency landing, which resulted in an exceedance of the airplane's critical angle of attack and an aerodynamic stall. Contributing to the accident was the pilot's failure to properly secure the left main fuel tank cap after refuelling, which resulted in a loss of engine power due to fuel starvation during the take-off climb.'

The NTSB added: 'It is likely that the left main fuel tank cap was not secured after the airplane was refuelled and fell off the airplane's left wing onto the runway during the take-off. Without the cap in place, fuel escaped from the left main fuel tank and subsequently starved the engine of fuel during the climb, resulting in the power loss. The pilot likely switched the fuel selector to the right main fuel tank in an attempt to restart the engine. When the pilot tried to turn back to the airport, he failed to maintain a safe airspeed and the airplane exceeded its critical angle of attack and entered an aerodynamic stall.'



The NTSB's scenario is a likely one and we can imagine reacting in similar way to the situation. However, at that altitude the apparent attempt to turn back to the airport simply wasn't going to work. It would have been better to land straight ahead and we are rather surprised at the speed with which a fuel tank can be emptied when the filling cap is missing.



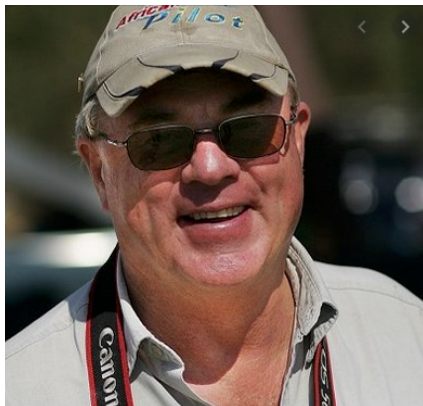
Although we will never know how and why the left main fuel cap wasn't properly secured after refuelling, it could have involved miscommunication between the two pilots or the pilot-rated passenger's unfamiliarity with the cap itself. However, it likely came down to an interruption in the pilot's routine and a failure to verify everything was secured after the refuelling.

Distractions during the pre-flight

According to the Flight Safety Foundation (FSF), 'Interruptions and distractions often result in omitting an action and / or deviating from standard operating procedures (SOPs).' A task force assembled by the FSF to examine the impact of interruptions and distractions in

the cockpit found that its primary impact was to 'break the flow pattern of ongoing...activities (actions or communications)' including SOPs, normal checklists, communications and problem-solving activities. The FSF says to re-establish situational awareness, we must:

- Identify the task being performed previously
- Ask when during that task you were interrupted
- Decide what is necessary to complete the task
- Prioritise the steps required to complete the task
- Plan the sequence for those steps and act.



Footnote from Athol Franz:

I clearly remember years ago at the Virginia air show I approached Captain Scully Levin for a photograph, when he was preparing his Pitts Special for the famous four-ship formation aerobatics' display. I will never forget his reaction. He said: "Not now, I am busy with the pre-flight. I will see you when the display is complete!" I have also experienced interruptions during the pre-flight of my Cessna 182 and every time I remembered Scully's words so that I would fully concentrate on the pre-flight checks.



What our members are up to

Derek's Radial Rocket

After delays caused by the Covid-19 pandemic, Derek's engine and propeller have at last arrived from Europe. All other repairs on the aircraft have been completed and now it's only firewall forward work to do.

This composite design is powered by a 11,3 litre 400 hp M14PF 9-cylinder radial supercharged engine, dyno rated to 430hp. Climb rate is thought to be in excess of 4000 fpm, but according to the designer could be up to 6000' fpm earning it the well deserved name "Radial Rocket"!

Derek's aircraft is based at Jack Taylor Airfield, Krugersdorp



Radial Rocket Specs

- Prop MT 3 Blade Constant Speed 98" Diam
- Wingspan 25,5" Length 22,2'
- Empty Weight 1650 lbs. Gross Weight 2550 lbs.
- Useful weight 900 lbs.
- Cruise High Speed 230 mph Economy 200 mph
- Climb + 4000 Fpm
- Stall Flaps down 70 mph Flaps up 85 mph
- G Limits +9, -6 Ultimate
- Seating Two tandem

What our members are up to



Frank Persson's Super Cub ZS IOU

My first aviation incident /accident

In my 40 years of aviation I have never had 1 incident or accident. I have a total of 800 hours gliding and close to 540 hours PPL. I'm a tug pilot/glider instructor.

On the 28th December 2019 this was all about to change. Taking off from Baragwanath was an uneventful event. I flew over Harties and had a great flight. On my return to Baragwanath the wind had picked up considerably. It was a strong cross wind probably 20 knots. Generally, this is not a problem. I came into land on runway 31. I had already touched down so to all intents and purposes the flight was over. What I always do on landing is to open my side door on the Super cub and enjoy the open cockpit view whilst taxiing.

At this point I had done everything right...aileron onto wind, directional control with my rudders. When I went to open my super cub door this is where I made the cardinal error...I released the pressure on the aileron into wind. This allowed the cross wind to get under my right wing. Lifting my right wing and putting all the pressure on my left wheel. As a consequence, she snapped into wind (ground looped).

As I was still travelling quite fast the centrifugal effect ploughed my left wing into the ground and bent the rear spa. I was a bit unlucky. Had I been slightly slower I may have got away with it.

I learnt many valuable lessons that day. Do not stop flying the aircraft until it is in the hanger...I had no business fiddling with my door.

Interestingly when you apply, in this case right aileron, you develop an adverse YAW to the left actually assisting you in your directional control.... use this adverse YAW to your advantage.

With every crisis comes opportunity. It is being repaired by TAM (Transvaal Aviation Maintenance) Wonderboom. I have upgraded all my lights to strobes/LED. I have also asked that they put a rotating beacon on the top of my rudder which they have. The whole aircraft has been recovered so I am looking forward to flying my new aero plane.

An expensive lesson !



What our members are up to

At the beginning of lockdown Andy wrote the following in Contact!

The sad part is that now I have to wait for Covid 19 restrictions and CAA before I can get the required paperwork to fly. Because of this, I have not started the engine yet and will only do so when I know when I will be permitted to fly.

I, of course, will send an update to Contact, when that happy event occurs!



... well, good news, the happy event has happened!

And his Cruiser Flies again!

Four years and four months after beginning an extensive rebuild, Andy Lawrence's shiny, "new" PA 12 Super Cruiser, ZU FPU, took to the skies once more at Jack Taylor Airfield, Krugersdorp. Andy imported the aircraft from the USA, flew her for a while, and after a popped crankshaft seal incident and the roof lining falling out during a flight, decided the old bird was talking to him! Time for an overhaul! Well done Andy and we are sure a few more trophies will be waiting for you at our next EAA Convention!



What our members are up to

Flying Flea ZU FGX – Roy de Stadler



The Flea has flown!

Following a long and well-built project by Roy de Stadler, the HM293, has made a few short hops with Dale de Klerk at the controls! Roy's plane was granted an ATF just before lockdown. A few minor modifications were required and the plane is now ready to begin the proving flight process.

This is the first and only Pou Du Ciel (Flying Flea) on the South African register and is one of a large range of aircraft designed by Henri Mignet to his "Mignet Formula".

Roy built this aircraft from plans with no prior experience in this field.

Powered is by a Rotax 503 52hp engine. The design is completely unconventional, no elevator and no rudder pedals – the rudder is attached to the stick. Plus being a taildragger, Dale is of the opinion that this aircraft is probably the most challenging type he has ever flown!

Good luck with your proving flights Roy! Looking forward to seeing ZU FGX in the skies around Jack Taylor.



The story of this South African Flag on the Brown Arch at Oshkosh

At last month's Chapter 322's Zoom gathering Athol pointed out the proud position the SA flag occupies on one of aviation's iconic symbols - the "Gateway to Aviation", the Brown Arch at Oshkosh AirVenture.

Thanks for pointing out the flag Athol – I only remembered later that evening that this particular flag has a story.

We were approached one morning a few days before Oshkosh opening by a golf cart full of ladies. They were the "Flag Team" that are responsible for putting up all the flags, on the brown arch and smaller ones around the airfield perimeter. They were very worried as the main SA flag for the Brown Arch was torn and to get a replacement would take a few weeks - could we help? I made a call to Athol, who was boarding a flight that evening in Johannesburg bound for Oshkosh. Athol rushed out and purchased 2 flags in Wynberg, Sandton and, by the next evening, those flags were safely in Oshkosh!

The one in the picture is one of those flags! Thanks Athol for your quick action and saving the day for SA!



Humour Column

The importance of accuracy in your Tax Return:

SARS has returned the Tax Return of a man in Vereeniging due to his answer to one of the questions: "Do you have anyone dependent on you?" The man wrote: "4.2 million illegal immigrants. 1.1 million druggies, 28.6 million unemployed, 245 000 criminals in overcrowded prisons plus 550 idiots in Parliament, thousands of "retired politicians" and "military veterans" and the former Presidents 5 wives and 24 children" SARS replied stating that the response he gave was "unacceptable." The taxpayer response to SARS was "Why? Who did I leave out?"

THE UMBRELLA - A TOUCHING STORY

On a rainy afternoon, in one of the many demonstrations in Washington, a group of protesters were handing out pamphlets on the "evils" of America. There was an elderly lady behind me, and a young female protester offered her a pamphlet, which she politely declined. The young protester gently put her hand on the elderly lady's shoulder, and in a patronizing voice said, "Don't you care about the children of Iraq?" The old woman looked up at her and said "Honey, my father died in France during World War II, I lost my husband in Korea, and a son in Vietnam. All three died so a naïve, ignorant, self-centred bimbo like you could have the right to stand here and badmouth our country, - and, if you touch me again, - I'll shove this umbrella up your behind and open it!"

Thanks to Bruce Harrison & RAFOC Ramblings

The Burning Spitfire



Also watch here Dave Hastie's recount of "Snake in Cockpit"

Dave Hastie flew for SAAF No 1 Squadron in World War II. He saw service far from home: in North Africa, Malta, Sicily and Italy. Read on, as the story he shared in an interview recorded at his house in Villieria, Pretoria during January 2012, unfolds.

On Friday 3 September 1943, three years into the war to the day, Dave and his flight took off on their third armed patrol for the day, from their base at Lentini in eastern Sicily (quite possibly Lentini East where RAF No 601 Squadron (County of London) was also based at the time). The town lies about 10 km from the coast, on *Strada Provinciale 47*.

The gaggle of Spitfires climbed over the Strait of Messina. The *Stretto di Messina* is the narrow passage between eastern Sicily and the toe of Italy. The Spits rose effortlessly after a short run, two by two, drawn energetically skyward by those 1,560 hp Merlin 61's.

As they were gaining height, eyes peeled for any sign of enemy fighters, off to one side passed Europe's tallest and most active volcano, Mount Etna. At a full 10 900 feet high (more than 3300 meters) this famous strato-volcano reaches a little higher even than the Drakensberg's Sentinel Peak, though not with the latter's sheer cliff faces and the falls plunging almost a full kilometre meters to the valley floor. Interesting, when one bears in mind that Etna's feet are practically in the sea, situated on the coast as it is, where the beautiful Catania, with a great many buildings constructed from black volcanic rock, was now slipping by underneath their wings. Talk about old! Victim to numerous earth quakes and volcanic eruptions as the centuries rolled by, Catania's Greek origins reputedly date back to 730 BC.

It was a sunny and warm Mediterranean day and visibility was excellent. The squad's two previous sorties had been uneventful. But suddenly, the sky was alive with "109's and 190's", as Dave described them - German Messerschmitts and Focke-Wulfs. At once, this turned into a free-for-all with fighters engaging in deadly aerial dances, jabbing, and jinking and lunging. Dave's throttle was 'through the gate' - pushed right into the stage reserved for emergencies and extreme battle situations - and the 27 litre supercharged V12 was roaring at a scale of boost and revolutions that it was designed to endure only in short bursts: something like a minute at a time, as Dave recalled. Well, in a dog-fight, blitzing through the skies at four and five hundred kph, trying your level best to get the enemy in your sights and to stay out of his, there's no way anybody has time to watch the time (excuse the pun). It wasn't too long before the engine blew...

Instantly, there was this tremendous vibration and thick, black smoke came pouring back and then, Dave saw what no pilot hopes ever to witness: flames licking about in the bottom of the cockpit. This really scared him, he said. As well it should! The petrol tanks with up to 430 litres of volatile 105 octane sat just the other side of the instrument panel and clearly the fire was coming from the engine ahead of that! From that moment on the only thought on his mind was to get out of there.

Interestingly enough, just a couple of days earlier, a certain Royal Air Force Wing Commander had been over to instruct them on a method of baling out developed in the course of the Battle of Britain. Previously, pilots had been advised to raise the seat all the way, drop the half-door on the port side, slide open the canopy and lock it, invert the 'plane or push the stick all the way forward, climb out of the seat and dive out, behind the wing's trailing edge, hoping and praying the tail plane misses you on



your way down. Well, at least that's one problem that didn't face Douglas Bader as he baled in August the year before: his Spitfire's rear section had been completely severed in a mid-air collision! As he thought, anyway. But that is another story...

The Wing Commander explained the drill to Dave and them: you undo your harness and then trim the Spitfire nose down with the trim tabs, holding it level with the joystick. Next, you jettison the canopy (it had a [Martin-Baker](#) design of quick-release mechanism activated by pulling the little red rubber ball mounted in the canopy). Now, you let go of the stick and the Spitfire will 'bunt', pitching you up and out of the cockpit. As it dives away, you can safely open your 'chute and float down.

So immediately, Dave released his seat harness, unplugged his oxygen hose and pulled out the mike lead. Then, he trimmed the Spit nose down with the Bakelite trim wheel on his left, while with his right hand on the upper right quadrant of the spade grip, clutching the leather binding around it, he drew the joystick towards him to forcibly hold the aircraft level. Only then did he reach up and slide the canopy open, took a quick and final look around and - let go of the stick! Sure enough, like a wild stallion could only dream to, the Spitfire kicked him right out of his seat and he shot skyward, but...his parachute pack caught on the leading edge of the canopy! This was, he explained, because the edge of the open canopy did not end up flush with the backrest of your seat: it formed a ledge. It was on this that his parachute pack snagged, because he'd slid the canopy back. In the heat of the moment, he'd forgotten all about jettisoning it!

There he was, caught with legs and feet in the cockpit and body outside, the 'plane gaining speed by the second as gravity hungrily tugged it downward. Blown over backward, Dave was pinned down in a raging hurricane. If you've ever stuck your open hand out of the car window travelling even at a measly hundred and twenty km/h you will understand something of the power of the rushing air. What must it have been at speed in a diving 'plane?

With every last ounce of his strength Hastie fought the howling gale, trying his level best to get back inside and start the process over. He never had a chance. Finally, it came to the stage when, absolutely spent, he simply collapsed.

"Actually, I relaxed," he said ... and he thought "well, here's another statistic." And then - suddenly - a thought came to him...It does seem that letting go sometimes frees our minds to think more clearly or have an ear for inspiration from elsewhere, doesn't it?

He started feeling around in the cockpit with his feet. Then he found the

joystick. Immediately, he drew it back with his left foot, pulling the nose back up. Then, he brought his right foot alongside, clasped the 'stick between his boots, and - kicked! This time around, the Spitfire spat him all the way clear. Just like that: he was free! In the blink of an eye, everything had changed!

'I just lay there,' he said. It felt like he was floating on a featherbed, cushioned on the rushing air. Sweet deliverance! Free-falling, he suddenly realised he had to pull my 'chutes! Fumbling around, he found the ripcord and pulled. With a loud bang and a jerk, his parachute opened. A few moments later, his feet hit the water. His chute collapsed to one side.

In Dave's Logbook, he would enter this in the 'Duty' column as 'DESCENT OVER STRAIGHTS OF MESSINA (sic) and under 'Aircraft', 'IRVIN-CHUTE A102030.' No lack of humour there!

He then pulled his dingy out and it inflated.

"I got into the dingy and...and I sat there," he chuckled. Logbook again: AIRCRAFT: RUBBER DINGHY. DUTY: PADDLING IN STRAIGHTS OF MESSINA. An Allied landing craft picked him up, about 500 yards from the mainland.

Landing craft? Yes, there were plenty of those around, in fact. As it happened, this was the very day the invasion of Italy by the British 8th Army under Field Marshal Montgomery began, when the Allied forces crossed the Strait of Messina from Sicily and landed at Calabria, where they dropped him off.

And this is how it came about that Dave Hastie, SAAF Number One Squadron, lived to tell the story of his close shave, that fateful day.

Article submitted by Kallie van der Merwe