

...CONTACT!

April / May 2023



EAA NATIONAL CONVENTION
MIDDELBURG AIRFIELD
9 to 11 June 2023
www.eaa.org.za | rsvp@eaa.org.za

THE ENVIRONMENTAL AIRCRAFT ASSOCIATION OF SOUTH AFRICA GOVERNMENTAL
MIDDELBURG
9-11 JUNE '23
EAA
EAA SOUTH AFRICA

YOUNG EAGLES
EAA



Elders Flight, Brakpan Benoni



EAA 2023 National Convention – All the Updates!



Breakfast Fly-in to Fly Inn Estate



Happy Days at Brighton – John Illsley



Win a Ride in an L-39!

...CONTACT!

PRESIDENT'S COLUMN



With the year 2023 well on its way, we remain buoyant and focussed on the upcoming EAA Convention that will be held at the Middelburg Airfield and the EAA Convention team is hard at work setting this up with the helpful assistance of the Middelburg Aero Club who are just great with the assistance on providing the facility and a special thanks to the Lovett family that are absolutely amazing providing their assistance with their beautiful hangar and surrounds.

Remember the weekend of the 9th June 2023 at Middelburg Airfield, we are urging members to make a weekend of it, and to also part take in the festivities. It's an anti-climax handing out all the awards and most of the recipients just come in for the day and do not attend the awards function. It kind of defeats the object of hosting our pinnacle event and the attendance is poor.

So plan well, it's really only once a year to come and hang out for a couple of days doing what you love and support this fantastic vibrant EAA we belong to.

This is an urgent appeal from our EAA Exco to please make a plan to make a weekend of it so that it's an absolute success. The Middelburg folk also cater for our numbers and in past instances, there are losses where the EAA had to pick up the slack.

The EAA team are putting together some exciting stuff with a busy schedule that will be shared in the coming weeks for what will be a fantastic event. On this note, I would like to also welcome Rochelle who will be attending to the EAA Conventions operational and planning requirements.

Also please don't forget to plan for our EAA Sun n Fun which will be taking place at New Tempe Airfield centrally located in the city of flowers, Bloemfontein. We will be reviving the Chapter along with the Flying club and will host the 2023 Sun n Fun. We now urge our members from all over the country to converge into Bloem on the last weekend in September for this prestigious event on our EAA calendar. We haven't seen our members from the coastal towns since prior to the Covid era, so we really look forward to welcoming all our members to New Tempe.

On the 24th May we will be holding our annual AGM, we will do it virtually as the attendance is great and once again an urgent appeal to nominate who you believe will keep the EAA up there for the next year. We will address the nominations electronically so once you receive the nomination criteria, please seek out amongst our members, capable individuals that can ensure we remain a prominent ARO for the betterment of all our members albeit flying, building or social.

The need for volunteers to keep the Experimental and amateur built fraternity alive is vitally important to all of us. If you think you are busy, there is room for more busy and it will sincerely be appreciated.

The EAA has a strong Vision and Mission Statement worldwide which we subscribe to.

We are a community of passionate aviation enthusiasts that promotes and supports recreational flying. Below is an excerpt from the EAA Volunteer handbook

- **Vision:**
A vibrant and growing aviation community Mission To grow participation in aviation by promoting the “Spirit of Aviation.”
- **Spirit:**
We have a great love of aviation. Together we will inspire you to take the next step, enrich your experience, connect you with a passionate community, and share the freedom of flight.
- **Community:**
We are a family of passionate individuals that come together to promote the “Spirit of Aviation.” We are welcoming and inviting, value diversity, offer support and challenge, and always remain positive and helpful.
- **Ethics & Integrity:**
With great courage, honesty, and integrity we embrace our role in conducting all matters of business with the highest standards of ethical behaviour, objectivity, openness, and respect.
- **Leadership:**
We have earned our reputation as the historian, innovator, and evangelist in aviation. We are ambitious and visionary and strive for excellence in everything we do.
We embrace the opportunity and responsibility for setting the direction to inspire, enrich, and promote aviation to our members and aviation enthusiasts in South Africa and around the globe.

We have a huge pool of expertise amongst our members so active support is vital to ensure we remain congruent with the regulator and lead and or oppose and provide solutions to any draconian regulations or limitations that prevents us from promoting the “Spirit of Aviation”

Looking forward to seeing many members at the upcoming events.

Fly Safe!

Paul



WIN A RIDE IN AN L-39 ALBATROS!

For members that are with us for the
EAA 2023 Convention weekend including Friday and Saturday
evenings

Special draw will take place on Saturday evening at the Awards Dinner.
To win this “once in a lifetime” experience, you’ll have to be present for the full
convention weekend!



EAA of SA 2023 ANNUAL GENERAL MEETING

24 May 2023

Notice of AGM

Please accept this as **NOTICE OF THE EAA of South Africa, ANNUAL GENERAL MEETING.**

Meeting Venue

This meeting will take place virtually as follows :

Zoom Meeting details:

Topic: EAA of SA AGM 2023

Date: Wednesday, May 24, 2023

Time: Zoom opens at 18h00. The meeting commences at 18h30

Join Zoom Meeting

Link: <https://uso2web.zoom.us/j/89110233489?pwd=QnJ4MEJhYUdOUUR5ZW51OG94SnF3dz09>

Meeting ID: 891 1023 3489

Passcode: EAAAGM

Call for Nominations

Members are all encouraged to get involved and participate. Please nominate Exco members for the years 2023/2024.

e-mail nominations to rsvp@eaa.org.za

The following Exco Members will be elected

National President

National Vice President

National Honorary Treasurer - Mark Chulow

National Secretary

Previous Minutes

The minutes of the 2022 AGM have been circulated to members

Agenda (Draft)

Welcome & Opening

Apologies

Previous Minutes

Finance & Membership

Safety

ARO Update

Presidents report

Committee

General

Meeting requirements

As this will be a virtual meeting, **voting** will open a week in advance (with successful nominations) **and will close at the start of the meeting.**

All **proposals** should be communicated by replying to this email before 22 May 2023.

Proxies can be submitted in writing up until 12h00 on 23 May 2023.

Apologies can be submitted by replying to rsvp@eaa.org.za

REGISTER HERE FOR THE EAA CONVENTION!



EAA NATIONAL CONVENTION



MIDDELBURG AIRFIELD

9 to 11 June 2023

www.eaa.org.za | rsvp@eaa.org.za



EAA of South Africa

Middelburg Convention 9 – 11 June 2023



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MEALS & SOCIAL



CAMPING



ACCOMMODATION



MARKET



YOUNG EAGLES



VOLUNTEERS



STATIC DISPLAY



AIRCRAFT JUDGING



SPECIAL TALK SHOW
9TH JUNE



SPRINGBOK SCENIC
FLIGHTS



SPRINGBOK CHARTER
FLIGHT



OSHKOSH '23 GROUP
GET TOGETHER



BALLOON RIDES



ANR RALLY



STOL INVITATIONAL



EAA MEMBERSHIP



PRIZE L-39 RIDE



WORKSHOPS & TALKS



SPONSORSHIPS



SPOUSE PROGRAM



MIDDELBURG AIRFIELD



DRAFT PROGRAM



SHUTTLE SERVICES

CHAPTER 322

March '23 Gathering



During the March 322 Gathering it was proposed by one of our members that, due to a clash of dates, we should perhaps hold the April 322 Gathering at Middelburg Airfield during the Aero Club's Airweek event. Members were unanimous in the decision to go ahead with the idea as many of us would be participating.



Karl, Sara & Susan (Madison), Farrick (Kenya) and Rob

The date was set for Saturday 4th March at Richardt Lovett's hangar. Our special guest was Susan Schwaab, all the way from Chapter 93 in Madison, Wisconsin!

Susan gave us a presentation on her chapter activities, her airfield and her 30 year career as a Captain with United Airlines.

Susan is very involved with GA having owned an Aeronca Champ, Great Lakes Bi-plane, Republic Seabee and a C-140. She currently owns a Citabria & GCAA and a share in a C 172, which she uses for flying with children.

Susan flew to the event in Neil's Sling 2, ZU OSH and was taken for an extended ride in Brian Appleton's Chipmunk.

CHAPTER 322 APRIL GATHERING

Airplane Wreck Hunter – Wouter Botes

There was much excitement buzzing on the EAA WhatsApp Chat Group as word got out that non other than Wouter Botes, Airplane

Wreck Hunter, would be presenting at the April Gathering!

Once again, thanks to the team of volunteers, the Auditorium was up, running and ready as members started arriving for the monthly breakfast and gathering. We must really give a big thank you to these folk who arrive way earlier than anyone else to make sure the urn is hot, the fires are ready and catering is in place ready for the arrival of our members and guests!

The gathering was hosted by EAA Vice Chairman, Alan Evan-Hanes, who was very well dressed for the occasion!

After quickly running through all our usual business, our guest presenter, Wouter Botes was handed the mike and projector.



Wouter presented an intriguing talk on how they re traced to probable flight amended path of the aircraft due to weather conditions, finding the wreckage in the area they predicted and how an envelope containing vital information was delivered for his attention by a mystery person!

The full talk was recorded by African Pilot Magazine – if you missed it, or would like to see it again, [VIEW HERE](#)

EAA AUDITORIUM REVAMP

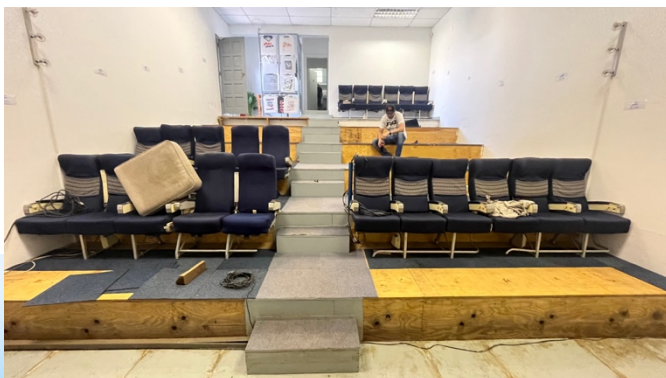
Flood damage hits our Rand Airport facility once again!



Stripping the old tiles from the bar area

Following heavy February rains, coupled with an unprecedented bout of load shedding, ensured we were in for a nasty shock when Dean Nicolau arrived at the auditorium to pick up equipment for Aero Club's AirWeek. Water had risen to the level of the first row of seats in the facility, causing heavy damage to the carpets and furniture. Luckily our electronic equipment had been stored above the water level and was safe!

The problem seems to have been the failure of the submerged pump in the sump below the bar. This part of the auditorium is well below ground level and an automatic level activated pump is required to keep the sump empty. However, due to load shedding, the pump did not activate as levels rose quickly. By the time power came back on, it was too late, the water level had caused the power to trip and the water continued to flow in.



The beautiful woodwork done by the EAA team in the late 1990's



... glue down and ready for the new tiles!

Our March Gathering had been planned for Middelburg, so there was no desperate hurry to fix the situation. EAA Excom decided that it would be prudent to revamp the facility, after all - the carpets had been there since the late 1990's and were starting to look tatty!

Quotes were gathered for new carpet tiles and a contractor to lay them. Dean, Warren, Marie, Duncs, Tim and myself arrived on the day planned for renovations - what we thought would be a quick fix turned out to be a bigger job than we realised!



Seats out, ready for carpet replacement!

When it came to removing the old tiles, we found out that to do this, all the auditorium seat would have to be removed. A few quick calls to the original crew members who had fitted the seats, Jeremy Woods, Archie Kemp and team, we learned that we would have to crawl under the plywood floor to release the U-bolts holding them down, a job not for the claustrophobic!

Luckily we had the help of Malawian friend Henry!

With all the carpets stripped, both in the auditorium and the bar area, I could not help wonder at the amazing craftsmanship our EAA team had achieved when they converted this old squash court into an auditorium – the wood work so beautiful we were almost tempted to leave it bare for everyone to admire!

Our carpet contractor did a wonderful job, and within hours the place not only looked great but smelt new as well!

Our next problem was the display fridge – water had damaged the compressor, a local fridge repairman was “googled” and a day or two later the drinks were once again ice cold!

While we were waiting on the new carpets, we had a good look at the airplane seats in the sunlight and realised they were in need of a good clean. This done, they were once again replaced, thanks again to Henry under the plywood!

A good clean up will be still be needed underneath the seating area where a lot of flood damaged items languish. To do this we will possibly call for a work party and bakkies to help get rid of them – old magazines and stuff accumulated over the years. Maybe a good opportunity to clear the junk!

So, with a couple of minor tasks to tackle, we were once again ready to host another gathering!

EAA Quiz Night

The German Club -



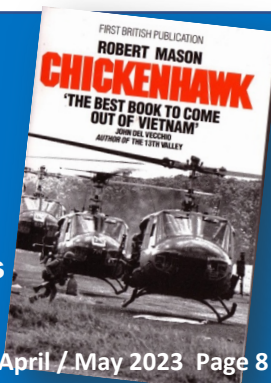
Quiz Master Karl with lucky draw winners Dean and Yolande

An initiative to revive the popular EAA talk shows, cancelled since Covid, was organised for Thursday March 16th at the German Club, the first being in the form of an aviation quiz and dinner. The event was well attended, competitive and lots of fun! Quiz Master, Karl Jensen, made sure the questions were challenging, educational and interesting. No Googling was allowed, but we suspect some “under the table” cell phone activity was happening!

Well done to Dean and Yolande Nicolau on winning the lucky draw at tonight's Quiz Evening. They will enjoy a heated tent at the Convention 9-11 June at Middelburg - kidding! They get accommodation for the weekend fully paid by EAA. Congrats guys!

NEWS FLASH!

Friday night's virtual speaker is Robert Mason, author of *Chickenhawk* - the narrative of Robert's experiences as a "Huey" UH-1 Iroquois helicopter pilot during the Vietnam War. The book chronicles his enlistment, flight training, deployment to and experiences in Vietnam, and his experiences after returning from the war.



THE ELDERS FLIGHT

Brakpan, Saturday 22 April '23



Menno Parsons accompanies Piet Visser to the airplane

Karl Jensen EAA Chapter 322

Although the Felix Goshier choreographed Elders Flight has been widely publicised, it certainly is worthy of a report in our CONTACT newsletter.

Marie Reddy described the day succinctly as a 'sensory overload'. Felix Goshier can be regarded as an over-speeding 220 volt electric bunny. My word, this man just has bounding energy and a wonderful eye and granular attention for detail. Felix's planning and preparation was certainly noteworthy for a very complex and high-powered event. The plan was to give about 300 senior citizens their first flight experience. He also included flights for many veterans as a token of appreciation for their efforts in taking up arms in the name of South Africa.



Mark Clulow and Jeff Earle accompany Dennis Parsons

There were sponsors galore who must all be praised for their generosity in making the day such a memorable one for everybody. The main



Menno Parsons lands with Piet Visser as pax

activities at Brakpan took place from Apie Kotze's and Gordon Dyne's adjacent hangars and facilities. The airfield runway and taxiways were freshly painted, and the grassy parking terrain was levelled for the parking of about 50 airplanes and helicopters. Capital Sounds' Brian Emmenis and his team had top class audio equipment that was in use all day.



Elder in line for their wings and badges

The Elders were bussed to the airfield, wide-eyed and excited, from several retirement homes in the area. On arrival the Elders registered with volunteers, at tables flanked by EAA banners and our large gazebo, crewed by many of whom were EAA Members as were many of the other officials and volunteer pilots. I estimate that there were at least 200 volunteer helpers all recognisable with their bright orange hazard jackets with their names clearly displayed. The Elders were seated at row upon row of covered tables and chairs with flowers and other table arrangements where they were



The Elders seated in Apie Kotze's hangar

served refreshments after registering at the tables staffed by the volunteer ladies, including EAA members. The Elders were issued with event t-shirts, name tags and caps, and then directed to the large hangar. This hangar had a red carpet laid to the boarding area that was flanked variously by wonderful music organisations from a lively and lovely marimba orchestra, a wind instrument orchestra from Pretoria Girls High and a Pipe Band from Jeppe High that all added to the festivities and ambiance of the day.

ATC was provided by Ricardo Afonso and his team. The FABB airfield lies within the ORT CTR and the airport operations from the FABB runway 36/18 must be strictly choreographed to not interfere with the ORT traffic. Helicopters and rotary wing craft flew tight left-hand circuits off R/W 36 at 6,000' and the fixed wing types, right hand circuits at the same altitude. Despite these limitations, a thorough briefing by Ricardo and our EAA Safety Officer Nigel Musgrave, ensured that there were no conflicts with the airliner traffic.



The Elders registration table

The Elders were accompanied by their allocated pilots and helpers along the red carpet while being serenaded by the various orchestras and made to feel very important. Those who were agile enough, were walked to the various airplanes while others were transported in golf carts. The volunteer pilots were all issued with correct size t-shirts, an Elders Flight cap and a hazard jacket made of dayglo green material. The detail was as described, with the pilots' name, home base, aircraft type and registration silk screened onto the material as well as the logos of various sponsors.



Felix Goshier accompanies Elders to the flight Line

We know about the liberating and empowering sensation of flight. This was quite evident for the fortunate Elders who experienced the days' activities, the vast majority who had never experienced a flight before. Lieutenant General Wiseman Mbambo, the SAAF Officer Commanding, a gracious man, presented every Elder, volunteer and pilot with a pair of metal wings, embroidered cloth wings and an Elders shoulder patch. General Mbambo shook hands with every single person and had a kind word for each one. To me, this was a marvellous gesture. His demeanour and bearing certainly gives hope going forward when we are surrounded by much negativity elsewhere.



Derek Hopkins gets his gifts from the CAF

All kudos to Felix Goshier, the generous sponsors, the volunteers, the veterans, and the pilots who made their airplanes and themselves available at their own cost!



Nigel Musgrave(Safety Officer), Ricardo Afonso(ATC) and Felix Goshier



Author with the South Korean Air Attache and Gordon Dyne



Moose Woods' Bear Hawk taxis out



Frank Persson taxis out in his Super Cub



Karl happy to Wings for the CAF again



Lt General Mbambo with Menno Parsons



Menno Parsons P-51 and the Flying Lions



Beautiful Shrike Commander arriving



Cessna 170B not often seen lately



Felix Gosher being thanked by the CAF



Elders and their accompanying volunteer handler



Elder conveyance to their aircraft



EAA Safety Officer Nigel Musgrave officiating



EAA Chapter 322 President keeping a beady eye on proceedings



Proudly posing with Meno's P-51

Memorable Days at Brighton

John Illsley Chapter 322



Over the years, I have been fortunate to be able to periodically visit the grass airfield of Brighton in rural Yorkshire, south-east of York. The airfield is not open to the general public and you need to be a member of the Real Aircraft Club in order to gain access. Thanks to the good offices of friends who are members, as well as the chief engineer of the resident AMO, I have been able to attend a number of flying days. Some highlights over the years have included being taken for an aerial tour of aviation sites in Yorkshire in Piper Cruiser and being able to sit in the cockpit of the Percival Mew Gull in which Alex Henshaw undertook his record breaking flight to Cape Town and back in 1939.

My most recent visit was last year. There was supposed to be a Vintage Aircraft Club fly in taking place over two days and we arranged to visit on the Sunday. We stayed at a hotel in a town close by so as to be there bright and early. The day dawned clear but with high winds and as luck would have it, this turned out to be across the single grass runway at Brighton. As the morning wore on, it became apparent that not a single aircraft was going to fly in to the event. The VAC had its stall set up

in the one hangar and there was the inevitable "cafe de move on" offering bacon rolls and coffee for breakfast. But of aircraft flying in there was none. A day wasted? Not at all. I know a few people at Brighton from previous visits and after a chat with some of the VAC members present, who were impressed that they had South African visitors, it was arranged that all of the hangars on the entire length of the airfield would be opened to allow me to photograph whatever I pleased.

First some background on Brighton itself. The airfield is sited on a small part of what was once RAF Brighton, a WW2 bomber base, one of dozens that were scattered across the Eastern side of England during the war. There is a memorial to one of the units based here, flying Halifax bombers, with an engine from one of those lost flying from Brighton, as the centrepiece. During the Cold War era, the base continued to be used, but for batteries of guided missiles. When this role ended, the base was closed and the land reverted to farmland. There are a handful of wartime buildings on the present airfield, but otherwise there are few reminders of its place in military aviation history.

Brighton is home to the Real Aeroplane Company and the Real Aeroplane Club. The airfield is owned by a wealthy businessman who has a collection of vintage aircraft and who employs a full time maintenance engineer. These constitute the company while private owners who have aircraft based here (as well

as non-flying enthusiasts) are members of the club. Consequently the majority of the aircraft to be found on this rural air strip tend to be vintage and classic types as well as homebuilts. There is always an interesting mix to be seen. What follows is a sample of the more interesting aircraft types currently based at Brighton.

HAWKER CYGNET



The Cygnet at Brighton is a replica and flies with a JAP J99 engine rather than the original Bristol Cherub engine. There are currently two replicas flying in the UK, with one of the two original aircraft surviving with the RAF Museum. The Cygnet was one of the best designs to come out of the light aircraft trials held in the 1920s in Britain at Lympne to encourage the building of economical light aircraft. The rules of the competition were in fact ridiculously conservative when it came to the size of the engines permitted. This is why Geoffrey De Havilland chose to use his own more sensible parameters and went on to design the first of the DH Moth series of aircraft. Nevertheless, a talented young designer at Hawker named Sydney Camm came up with the Cygnet as his first ever design and it was judged one of the best entered in the trials, amongst other things winning the *Daily Mail* speed prize in 1926. Camm would go on to design the Hawker Hurricane among many other famous types.

The Cygnet is a dainty biplane with an upper wing considerably bigger in area than the lower. The small cockpits are really only comfortable for pilots and passengers whose build is on the slim side.

AERONCA C3 and 100



There are now two examples of this American light aircraft design from the 1930s to be found at Brighton. The earlier model is an American-built open cockpit example and features the external undercarriage legs and no doors on the cabin. It was imported from the USA a few years back and was initially based with the Shuttleworth Collection.



The second Aeronca is an Aeronca 100, which was a British licence-built version of the C3 Master, the final variant. Almost identical to the C3, it has a British JAP J99 engine in place of the Aeronca EC113 engine. Other differences are that the ailerons were made of wood (rather than pressed aluminium) and the landing wires on the wing bracing have the front ones doubled up. This aircraft has the

nickname "Jeeves" due to its registration G-AEVS. It features in a comic rendition (not difficult given the unusual shape of the fuselage) on the Real Aeroplane Club badge. This aircraft may well get to be seen in South Africa later this year as there are plans being made to fly it here as a recreation of the 1936 flight by David Llewellyn in a C3, the original aircraft being the very one which I have based at Petit airfield. It is to be hoped that we can see both of these aircraft flying together.



The Aeronca C3 Cockpit

CHILTON DW1



This is another type of which there are now a pair based at Brighton. Designed by two De Havilland (Andrew Dalrymple and AR Ward) apprentices in the 1930s and built in the grounds of the country mansion owned by the family of one of them, this low wing monoplane offered remarkably good performance on low

horsepower. Designed around a 4 cylinder Carden-Ford engine of only 31hp, it could cruise at 100mph. The tiny aircraft was constructed of spruce and plywood, with most of the flying and control surfaces being fabric covered. Only a few were built before WW2, but a number of replicas have appeared in recent years, thanks to the superb drawings having survived.



The design is very reminiscent of some of the Miles aircraft of the 1930s, in part due to the layout and the full spats on the undercarriage legs and wheels: almost a miniature Miles Hawk in appearance. Of the two Chilton's now based at Brighton, one is an original and the other is a replica.

DART KITTEN



This 1930s ultralight is very close to my heart as it was owned for many years by a good flying friend in England, Alan Hartfield, who I came to know when I bought his spare JAP J99 engine to fit in my Aeronca C3 restoration. At one Shuttleworth air show I was actually

hallowed to act as ground crew, complete with white overhauls, which made for a very memorable day "air side" at Old Warden! The Kitten was designed by a German designer, Alfred Weyl, who also worked on gliders. The aircraft is all wood and powered by a two-cylinder 40hp JAPJ99 engine. It has very pleasant flying characteristics, but only four were built prior to WW2 by Dart Aircraft at Dunstable. This example is the sole survivor.

MILES GEMINI



Being of all-wood construction, plywood over spruce frames, there are relatively few surviving Miles aircraft left today. The Gemini was a four-seat, twin engine design from the late 1940s and was sadly the last type produced by the innovative Miles company (which was working on Britain's first supersonic aircraft when it closed). The engines were two Cirrus Minor engines of 100hp each, which meant that the Gemini did not deliver great performance although its flaps offered good landing characteristics. A few were converted to 145hp Gipsy Major engines which helped matters and one of these was actually owned by Douglas Bader as a company transport. Despite being an attractive twin, the Gemini is a reminder of why British light aircraft in most cases could not compete with what was available from the USA from the 1950s onwards. The example registered in SA was owned by the member of parliament for Fort Beaufort. After it fell into disuse it went to



the East London museum who never displayed it and later passed it to the SAAF Museum. Very little remains of it today.

The example at Brighton currently displays some MAF markings that were applied for a documentary about this remarkable international missionary organization which is still operating over 60 years after its formation. The Gemini was the only aircraft that actually flew at Brighton on the most recent day I visited, as it took off to go and perform a flypast at an event on the Yorkshire coast. The owner explained beforehand how he would counteract the strong cross wind through the use of differential throttle on initial take off.

TIPSY NIPPER



This little single seat sports plane is of Belgian origin and was one of a series of designs that came from the imagination of Mr Tipps. Before WW2 the Topsy SR2 was an all wood, low wing monoplane flying on a two cylinder engine. The single example that came to SA ended up having the distinction of being the smallest ever aircraft to serve in the SAAF after it was impressed into military service, together with almost all other civilian aircraft in the country.

After the war, Tipps came up with attractive designs like the Belfair, unusual in being an open cockpit, side by side monoplane. Far cruder was the Nipper which was based on a welded tubular steel fuselage and wooden wings.



Tipsy Nipper cockpit with panel on main spar.

A number of the frames were constructed in Britain and became the basis of kits sold to homebuilders. A few Nippers have flown in SA with one currently active out of Worcester. Most Nippers fly behind converted VW aircraft and this together with the eccentric appearance belies the fact that it is actually aerobatic. The owner of the Nipper at Brighton could not resist accentuating the bulbous fuselage by painting it as a bumble bee!

FOKKER TRIPLANE REPLICA



Of all German WW1 aircraft, the one that has attracted the greatest interest from

homebuilders has been the Fokker Dr1 Triplane. This is in part due to its unusual configuration (copied from the Sopwith Triplane) but largely due to it being the final mount of Manfred von Richthofen, the so-called "Red Baron". The design came from the famous Dutch designer Anthony Fokker whose products proved highly successful in the hands of many German pilots. No original Fokker Triplane survives today, but many replicas can be seen flying, concentrated mainly in the USA, UK and New Zealand (where you can see no fewer than nine flying together at air shows), with others elsewhere. One replica was started in SA and the project has changed hands several times without being completed. It is currently believed to be on the West Rand.



The aircraft design lends itself to homebuilt construction as it is based on a tubular steel fuselage frame and a set of wooden wings (be prepared to make many ribs!). Almost none of the replicas use original rotary engines, utilizing instead more modern radials. The alternative is to have a modern flat four engine hidden behind a dummy rotary, as is the case with the one operated at Brighton.

MILES MAGISTER



The Magister started out as a civilian two seat training and touring aircraft in the late 1930s and ended up being adapted as an RAF primary trainer, second only to the Tiger Moth in importance. The original Miles Hawk Major was very similar to its successor and was of typical Miles construction, being all wood : spruce frame clad in plywood. The engine was a DH Gipsy Major, the same as used in the Tiger Moth. The Magister introduced standard RAF instruments but was otherwise almost identical to the civilian version. Ultimately over 1200 were built and used in sixteen elementary flying training schools in Britain. A few Miles Hawks were used on the Reef for pilot training prior to WW2 but no Magisters were sent to SA. The Magister was regarded as an effective trainer and was certainly easier to fly than the more numerous Tiger Moths. Although most Magisters dispensed with the wheel spats, the Brighton example has these fitted and together with an all yellow RAF training colour scheme makes for a very attractive aircraft. It is also a rarity, with only three airworthy in the UK.

COMPER SWIFT

This is one of the reasons I like to visit Brighton, although I have never actually seen the aircraft fly at its home base. This perfect reproduction of a Swift was built to the original plans by a British Airways captain who went to great lengths to achieve a perfect copy, right

down to the tool set in the pilots' headrest bulkhead! The Swift was the only design by Nick Comper to go into quantity production and the diminutive aircraft became a relatively successful racing aircraft as well as setting some records, such as Alan Butler's flight to Australia. The same Swift was bought by South African Victor Smith and used on an attempt on the England-Cape Town record, unfortunately thwarted by high headwinds in the northern Cape.



Because I am in the process of building a replica Swift in Pretoria, using an original Pobjoy radial engine, being able to inspect the example at Brighton without its cowls on was very useful and I was grateful that it was undergoing some maintenance by the resident engineer, Ian Ross.



As anyone building a replica aircraft will know, you can never have too many reference photos and so I added to my existing stock by

taking images from as many different angles as possible! My project is starting to resemble a Swift, so as they say in the classics: watch this space!

MORANE SAULNIER MS.317



This French aircraft dating from the early 1930s is a rare sight in Britain. The two seat primary trainer was derived from the MS.315 which was used by both the French military (army and navy) and some civilian operators in the pre-war period. About 350 were built. The 317 was a 1960s conversion from the 135hp Salmson radial to the more powerful 220hp Continental radial. This conversion of forty airframes was to allow the use of this type as a civilian glider tug.



The example at Brighton carries the markings of a French navy machine, but the engine is the clue to it being a 317 rather than a 315. The high wing configuration of all the variants uses the unusual "parasol" layout which has the wing situated well above the fuselage

supported by lift struts and cabane struts. Construction was of a metal framework with fabric covering. Some readers may recognise the aircraft from the 1960s film *The Blue Max*, in which it is used in the closing scenes to represent a new (and fictitious) German experimental plane.

RYAN PT-22 RECRUIT



The American Ryan aircraft company built a number of successful military and civilian aircraft in the inter-war period. One of the earliest to gain the company significant publicity was the special one-off that was built for Charles Lindbergh for the first solo trans-Atlantic flight, a feat accomplished in 1927.



One of the 1930s designs which achieved success as a civilian trainer was the Ryan ST which was a braced low wing, two-seat design powered by a four cylinder Menasco engine (sometimes nicknamed "Fiasco" due to problems it presented). The polished aluminium fuselage coupled with the neatly cowled engine and wheel spats in the same

material, made for an extremely attractive aircraft. Over 1500 were built. A number of these were operated by Haller Aviation from airfields in the Eastern Cape in the late 1930s after George Haller gained contracts for training air force reservists under the Thousand Pilot Scheme. Sadly, as with most of the aircraft impressed into SAAF service during WW2, none survived into the post-war period in SA. Flying examples can be seen in Australia and the USA. The military derivative of the ST was the PT-22 built from 1941 with over a thousand serving in the US military. The design is arguably much less attractive due to the use of a Kinner radial engine and the more rugged and gangly undercarriage designed to take the knocks of pupil pilots doing ab initio training. Nevertheless these features do add to its distinctive character. Most of the surviving PT-22s are finished in the attractive yellow and blue of the US Army Air Corps. EAA member, Harrison Ford, he of the *Indiana Jones* films, owned and flew one of these aircraft in which he unfortunately suffered an engine failure on to a golf course a few years' back.

WARD GNOME AND WARD ELF



These two homebuilt aircraft were both worthy of their names as they are some of the smallest aircraft ever built in the UK in terms of overall dimensions. They were both the work of Mick Ward of Lincolnshire who designed each of the all-wood aircraft around converted motorcycle and car engines respectively.



These had very limited horsepower which in turn made both aircraft very marginal performers and meant that they were not much flown. Ward was a woodworker by trade and so apart from constructing the airframes he also carved his own propellers.

The Gnome came first. The low wing monoplane was completed and flown in 1967 using a 600cc Douglas motorcycle engine of about 12hp, vintage 1915! . At the time it was the smallest flying aircraft in Britain with a span of just under 16 feet and a length of 11 feet.

The Ward Elf was a later biplane design from Mick Ward and used a Citroen car engine, which was useful because it was an air cooled boxer design. It was registered in 1984 but only stayed on the UK register for five years.

Both aircraft are suspended in one of the Brighton hangars and are unlikely to fly again.

MONOCOUCPE 90



This 1930s American light aircraft is something of a rarity outside of the USA and so it was a surprise to see one at Brighton. Designed by Don Luscombe who would go on to establish his own company, the two seat sporting aircraft

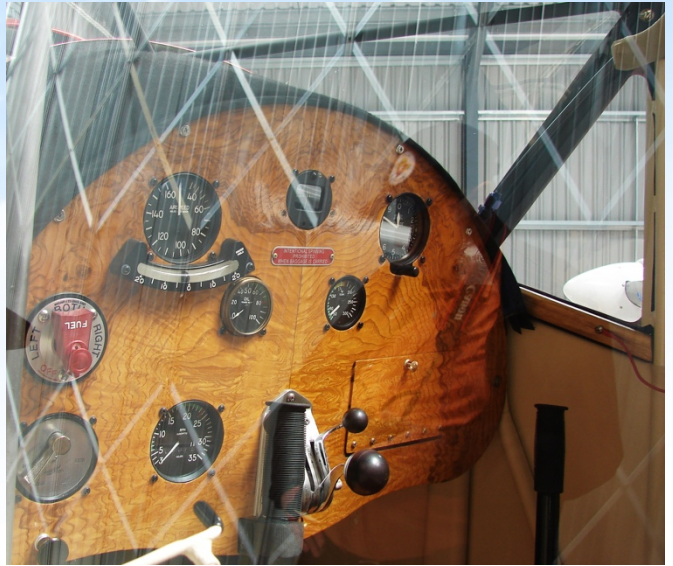


used typical construction methods of the time with tubular steel fuselage and tail surfaces and wings of wood. Several variants of the Monocoupe 90 were produced with radial engines of between 90 and 115 hp. The "hottest ship" was the 110 which was a clipped wing racing version. This had some success on the American racing scene of the early 1930s for aircraft in the 510 cubic inch capacity although the high wing loading meant that it was not for the faint hearted!

MAX HOLSTE BROUSSARD



Another type at Brighton that owes its origins to French military requirements is the Max Holste Broussard which was designed and built in the 1950s as a French equivalent of the DHC Beaver to which it bears a resemblance, except that the Broussard features a twin tail. it



Monocoupe Cabin

is powered by a P&W Wasp Junior. Over 360 were built up until 1961 and apart from French use, the type was exported to several ex-French colonies, mainly in Africa. The aircraft was used as an army liaison aircraft and had a useful carrying capacity of six passengers. It's name translates literally as "man of the bush" which ties in with the intended role. There is a single example of this type in SA which forms part of the collection of John Seyers at Hekpoort. Although restored, it has yet to fly in this country. It is believed that problems with registering an ex-military aircraft have caused the delay.



Memorial to Halifax bomber casualty

CHAPTER 322

Breakfast Fly in to Fly-Inn Airpark



Saturday 15 April 2023, Karl Jensen Chapter 322

Much preparation is required to hold a fly-in in airspace that is military controlled. Whilst the ATCs at Waterkloof are friendly and well-disposed to those who abide by their regulations, they do become peeved by the odd bod who enters the Waterkloof CTR (Control Area) without contacting them. The day of the fly-in weather was gin-clear until about 06h30 when dense fog rolled in from the east and lingered stubbornly. The visibility varied from 100-500m until about 09h30 when it had cleared sufficiently for the first aircraft arrival, Jean Pierre and Eileen Duponsel in their gyrocopter. Several airplanes could be heard overhead but were unable to penetrate the fog safely and cautiously diverted.



09h00 visibility still unflyable

Among the 'over-headers' were Jeremy (Moose) and son William (Mooselet) in their Bearhawk from Silver Creek Aero Estate near Rustenburg. They had to divert to Grasslands. This was to be



EAA Members Sean Cronin (flew in from Abidjan), John Illsley, Marie Reddy and Jack, Dean Nicolau

William's last EAA function as he has been employed by Ryanair and is departing shortly for Ireland. You go certainly with my best wishes William – they are fortunate to get an employee as enthusiastic an aviation aficionado as you are.



Tyla Puzey with her Cessna 150 at Fly Inn

Eventually as the weather improved, about 15 fliing

wing rotorcraft visited and outnumbered the 9 fixed wing types. It was most gratifying to see the number of members and friends who decided to drive in for the morning and leave their airplanes safely on the ground. If anybody ever says you were a sissy for not attempting to fly to the event in marginal weather, kindly refer them to me. Seriously, well done to those of you who exercised caution and chose to come along by road. There were 140 breakfasts served by Graham and Vanessa Richardson and their helpers from their beautiful 'made for entertaining' home in the Fly Inn Estate.



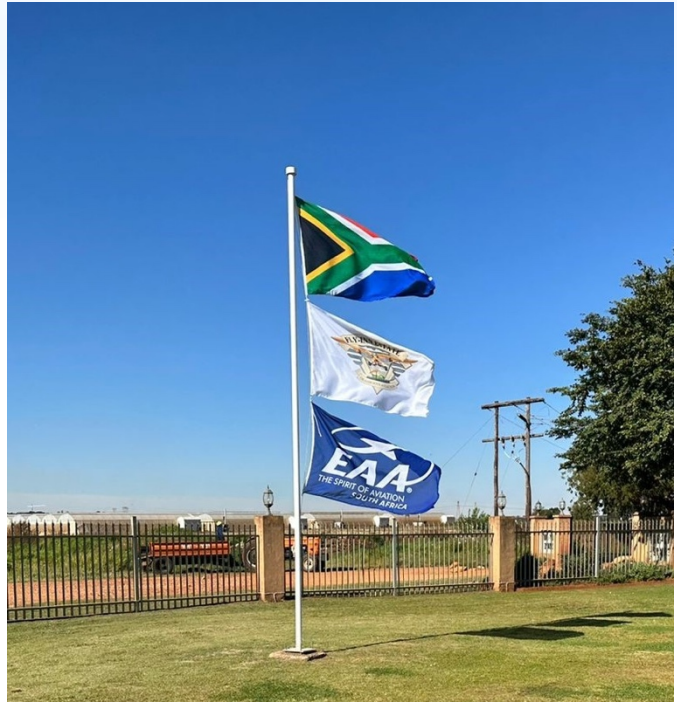
Graham & Vanessa's hangar apron at Fly Inn Estate

I have been involved for 28 years at Fly Inn, although I live in Joburg, and have had my Cessna 170 based there for 25 years. The airfield was the result of some fellow landing on a little road on the farm Plant Plain Seedlings. The owners the Venter Brothers, Gabi and some of his brothers were thrilled to have an airplane land on their property. This was a catalyst to develop the runway and convert the 2 large canning factory sheds into hangars. It didn't take long to decide to develop the magnificent Fly Inn Estate. In all my time at Fly Inn, I have never seen the runway and grounds manicured like a bowling green as they were for our EAA event.



The Road Grader used to smooth the access roads

The infamous access road was even graded by a volunteer for the event. Thankyou Gabi and all the fine people from the Estate for your efforts and unsurpassed hospitality and friendliness. I gather, there is a requirement to repeat the EAA visit for breakfast soon, both from our members and the local gentry!



EAA flag flying proudly at Fly-Inn



Kevin Reece's hangar fronting onto the taxiway



Gordon Dyne's practice touch and go at Fly Inn in his Nanachang C6 Dragon with Tony Kent



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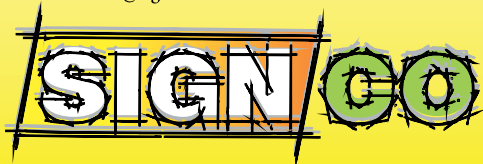
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