

NOVEMBER 2019



BRAKES ON.....

THROTTLE SET.....

# CONTACT!

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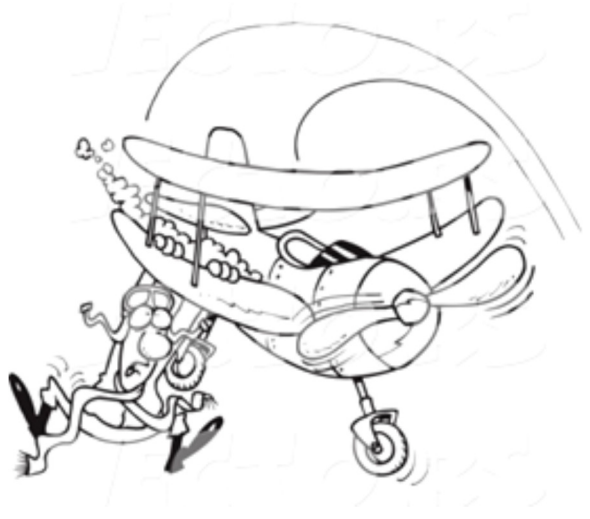
**LAST WORD**



A Ron Belling painting of one of the DH9 mail service DH9s over Port Elizabeth. Note the four-colour roundels in use at this time. [Belling Gallery, PE]

# FROM THE COCKPIT

SEAN CRONIN



*Sean Cronin*

PRESIDENT EAASA

With the year coming to an end and rather quickly, we have functions and events to celebrate, recognize and honour those members who have given up so much of their precious time for aviation.

One of those members and recently retired chairman of 322, Karl Jensen.

Thank you for all you have done in the past and I know will still be hanging onto a microphone somewhere doing some extra work behind the scenes.

Karl was certainly not alone in keeping EAA going but assisted as always by "someone". Now "someone" has a few faces, not sure of the gender and also always pitches up when EAA needs "someone" to assist, normally at the 11<sup>th</sup> hour.

To the "someone", thank you for all you have done too this last year, you will know who you are.

Congratulations to Neil Bowden for taking on the chairmanship of 322 for 2020. I look forward to working with you along with "someone" I hope.

Work still continues with CAA on the technical side of things and the even more technical side of the regulations. This is taking some hard graft and we can all but hope that the over regulation we are headed for is somehow reduced to logic and common sense.

Once again happy flying and let's keep our EAA flying high too.

*Sean Cronin*

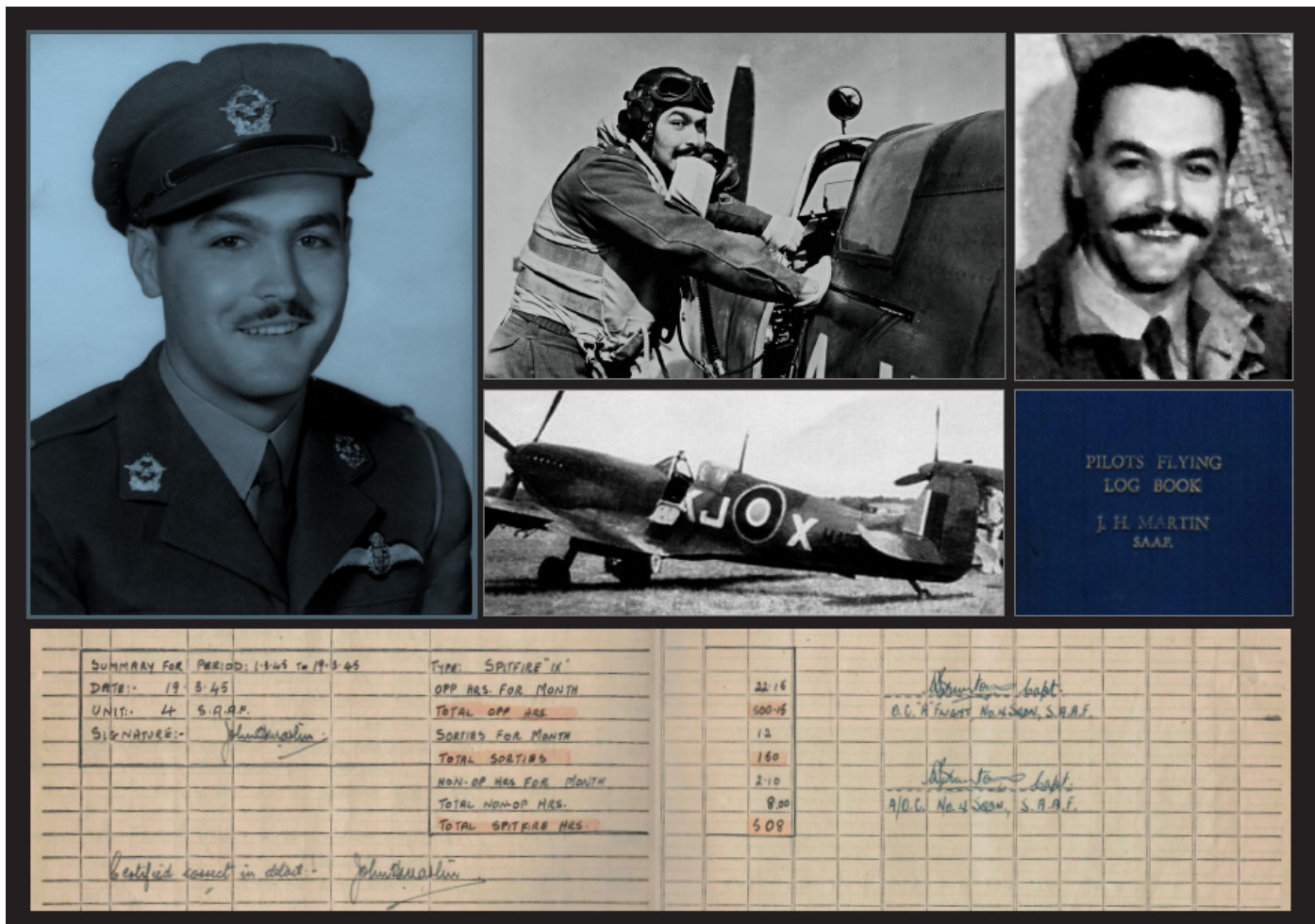
# IN MEMORIAM

OBITUARY FOR LT. JOHN HENRY JOSEPH (508 HOURS ON SPITFIRES) MARTIN.

4 SQUADRON SAAF (RETIRED)

2 JUNE 1923 - 21 NOVEMBER 2019. 96 YEARS YOUNG.

By Gordon Dyne



It is with sadness, tinged with relief, that I have to advise everyone that John Martin has made his last journey - to the big hangar in the sky - on 21 November.

John suffered a serious fall two weeks ago and although he had the strength of a lion, he finally succumbed to the ravages of time and his injuries.

John 'passed on' at the Sandton Clinic with many of his family by his bedside.

John was a devout Catholic and was happy with his faith.

I believe he was really excited at meeting his Lord.

Rest in peace John at the right hand of God.

John was born in Johannesburg on 2 June 1923. His mother was born in England and his father was born in Mauritius.

John was educated at St. Aidan's College in Grahamstown from where he matriculated.

After school, John worked in the family business - the well-known jewellers - Max Martin.

# IN MEMORIAM

JOHN MARTIN

John joined the South African Air Force (SAAF) in 1942 as a trainee pilot. He completed his initial training of 78 hours on De Havilland Tiger Moths from April to June 1943.

He then transferred to 22 Air School in Vereeniging flying North American Harvards and was awarded his 'wings' on 13 November 1943.

"Once the wings go on, they never come off whether they can be seen or not. It fuses to the soul through adversity, fear and adrenaline." This is a long poem, but finishes with the words:

"Because we fly, we envy no man on earth."  
So true!

The Harvards were built in the 1930s and onwards. Many still fly today. One of John's favourite 'throw away lines' was: "that when he flew Harvards - they were new!"

John was flown to Cairo on 2 March 1944 and was posted to 73 Operational Training Unit (OTU) flying Spitfire Mark 1s and 5s.

He was then posted to Italy where he joined the SAAF's 4 squadron flying Spitfire Mark 9s.

John's first operational flight was 29 May 1944, just prior to D-day and he made his last operational flight on 19 March 1945.

John celebrated his 21<sup>st</sup> birthday, on 2 June 1944, whilst on operations in Italy.

On 19 March 2019, John celebrated his 74<sup>th</sup> anniversary of climbing out of his Spitfire for the very last time.

John spent ten months on operations with the squadron as it progressed north through Italy.

His squadron operated from nine different airfields during these ten months, carrying

500-pound bombs and flying close support work with the army on the ground.

His Spitfire was armed with 2 x 20mm cannons and 4 x .303" machine guns.

John completed 150 sorties and 508 hours on Spitfires and was flown home on 19 March 1945, with World War II practically over.

John transferred within the SAAF to flying 'twins' which he disliked intensely after the thrill of flying Spitfires.

In his own words: "I flew a Douglas DC3, as co-pilot to Cairo, to bring home some of our 'boys' and fell asleep!"

That was that! John was honourably discharged from the SAAF on 4 December 1945 and returned to civilian life, joining his father in the family business once more, which now became 'Max Martin and Son.'

John's squadron did not experience any 'air to air' combat during his time in Italy as the Allies had virtual control of the skies, so the task that befell 4 Squadron was to bomb and strafe enemy airfields and road and rail convoys.

This was vastly more dangerous than 'air to air' combat due to intense anti-aircraft fire – Ack Ack from the ground.

The Spitfires had to fly very low to ensure bombing accuracy.

So much so that in John's ten months of operations, 25 of the squadron's Spitfires were shot down or crashed and 13 of John's fellow pilots were killed.

That was about 60% of the squadron. John lost some good friends.

# IN MEMORIAM

JOHN MARTIN

John married Maureen on 31 January 1948 and enjoyed 61 years of marital bliss until Maureen 'passed away' on 2 January 2009. They were a devoted couple. A wonderful example to us all.

I was introduced to John Martin and his delightful family in 2009 and took John flying in my Nanchang Dragon – a Chinese trainer war bird with tandem seating resembling a Spitfire, although very far from one!

This was his first flight in a small aircraft for 64 years! I gave John control and one would think he had been flying all his life. He was an absolute 'natural!'

We had two hours of absolute heaven! The first flight of many we have taken together.

For the past decade our families have become firm friends and thanks to many dear friends and pilots within The Experimental Aircraft Association (EAA) Chapter 322 led by the irrepressible Captain Karl Jensen SAA (retired), the SAAF and the Royal Air Force Officers' Club (RAFOC) we have kept John up in the air, attending lunches and dinners so that he barely had time to draw breath.

I genuinely believe that the camaraderie amongst our aviation community has helped towards John's longevity.

John leaves behind three wonderfully supportive children - Kevin, Linda and Michelle,

six grandchildren and eight great-grandchildren. A delightful family.

Fly safely in your Spittie John and keep a few beautiful angels for me.

It has been my privilege to write these few words of tribute to my dearest friend and surrogate father John Martin.

The family would like to thank the wonderful caring doctors and staff at the Sandton Clinic and all the friends who visited John whilst he was there.

Also grateful thanks to those many people who flooded the family and me with dozens of e-mails, whatsapps and phone calls of support. Thank you all.

The funeral will be held at the Lady of Lourdes Catholic Church, corner North and Rivonia Roads, Rivonia on Saturday 7 December at 1030 hours.

A fly-past will take place followed by refreshments.

Finally, John said to me and his family: "By the time I 'fall off the perch' all my friends will have pre-deceased me, so there will not be anybody to come to my funeral!"

I am sure we can safely 'knock that notion' well and truly on the head on the 7<sup>th</sup>. Hope to see you there.

*Gordon*

# CHAPTER CHATTER

KARL JENSEN CHAPTER 322 JOHANNESBURG

## CHAIRMAN'S ANNUAL REPORT

This time last year, I reluctantly stood once again for the position of Chairman of the Chapter.

This was a month after I had to have a cardiac stent fitted. What a cruel and telling blow the stent was, disqualifying me from holding a pilots' licence for 9 months, six months being the required sin bin time and 3 more months due to the ineptitude of certain CAA officials.

I had regained my licence for about 10 days when I had an accident with an angle grinder that severely hampered the use of my left paw.

I was most fortunate to know this young fellow Greg Clegg from our Chapter who was rated on the Cessna 170.

Greg obligingly agreed to act as baby-sitter for me so that at least I could fly in my aerie legally with him acting as PIC.

I gained from Greg's willingness to fly at any time over weekends that I chose, and he flies very well.

This was a real pleasure and even more so when on rare occasions I found him to not be doing things the way my experience had taught me.

When I pointed out these minor variances, Greg would apply the corrections without fail and at the same time log quite a few hours for his logbook too.

Looking after my aerie was difficult, especially with the sore paw, but Greg was most often at hand to assist.

The medical issues made for a gloomy time for me.

I complained excessively, but instead of bemoaning my fate constantly, I immersed myself into the running of EAA, involving myself with the SAAF Association, the RAF Officers' Club and generally helping others.

We had a busy year in our EAA Chapter. I was very ably supported in Chapter 322 by the Vice Chairman Sean Cronin, a highly efficient and professionally qualified Treasurer Mark Clulow and an efficient and ever helpful Secretary Ronell Myburgh.

Of course, Marie Reddy was ever in the background giving advice and her input and organisation of events as well as the efficient distribution of EAA and our Chapter news, reminders, survey forms and registrations for our many events this past year.

Being the Chairman has been a challenge, but anything in life that is worthwhile requires commitment and effort.

I urge every one of you to try and achieve this position in EAA. It has been a learning curve, but not to the extent that you should see it as an impossible challenge.

I have often sat with difficult decisions to make, but always with the intellectual resources of the members, I believe together we've arrived at the correct conclusions.

I thank every one of the committee members who has served while I have been chairman for their efforts as well as those on the periphery of the committee for their sterling efforts and commitment in propping me up.

To those of you who have regularly attended our meetings and activities, I will always be grateful.

# CHAPTER CHATTER

## EAA CHAPTER 322 CHAIRMANS REPORT CTD

At our 1<sup>st</sup> Committee meeting, I was cajoled into an attempt to confine meetings to an hour, a nag that occurred at every subsequent meeting, but impossible to maintain without making the monthly gatherings meaningless.

We virtually eliminated essentials like the minutes and financial reports that were posted to all paid up members and only ratified them from the notice board every month.

This part of proceedings was replaced by most interesting technical talks by various members, although most were presented by Sean Cronin.

It is quite apparent that many of the members are reaching TBO and to encourage younger members, we made the membership fee for those younger than 30 a mere R100 per annum for their 1<sup>st</sup> year in 322.

This did work and through concerted efforts by some members, especially Sean Cronin, we have gained at least 20 members in this age group this year.

You are our future and I do hope you that you see your way to becoming involved in the running, policies and direction that EAA should take

Nigel Musgrave was seconded as our 322 and EAA National Safety Officer – what a wonderful job Nigel has performed, so much so that there is not a single major airshow or event in the country that Nigel has not officiated at.

He has taken a massive burden off the rest of our backs by his fastidious preparation for the necessary paperwork required by CAA for all our events.

Thank you, Nigel.

From our 1<sup>st</sup> post AGM meeting, Sean Cronin has made valuable contributions to EAA with his short periodic technical presentations and recruiting many members into our Chapter (about 14 I believe).

Regarding fiscal control of our Chapter funds, Mark Clulow has provided a detailed report punctually about 3 days before the following meeting, a report of our finances for which I am most grateful

Marie Reddy would not take on an official position but contributed an enormous amount to EAA event organisation as well as involvement at a high level in Aero Club.

In my years as Chairman of Chapter 322, there have proudly been a few notable achievements.

Our membership has grown to an almost acceptable level – we should however not sit back on our laurels and every single member should make a conscious and concerted effort to grow our movement and not simply leave it to others. General aviation is constantly under threat by hostile legislation and other issues. Unless we show our resolution to continue enjoying our relative freedom of the skies, recreation aviation will become an increasingly difficult pastime to enjoy.

In spite of my happily expended energies on EAA, in my view a malaise exists among oh so many members who don't take part in our activities, let alone attend our monthly meetings, and who see EAA merely as a medium through which to obtain an Authority to Fly. I wish I knew how to change this. I have yelled across the rooftops to the point of boring everyone, that the more one is involved, the more you will enjoy the organisation and camaraderie of the wonderful people in it.

# CHAPTER CHATTER

EAA CHAPTER 322 CHAIRMANS REPORT CTD

It has been a privilege and a pleasure sharing my airplane with so many of our members and I especially cherish your spontaneous expressed appreciation.

## **Social Conscience**

It is important in my view for EAA to have a social responsibility.

I believe we have carried this out to an appropriate degree with support for Gerhard Potgieter with his school and orphanage activities as well as some of us contributing to the MOTHS' constant drive for funds.

The efforts of members to assist with the Vulpro Kimberley Flamingo Rescue project and the donation of R10,000 to this very worthwhile ecology saving project is recorded with gratitude.

We donated R10,000 to the UDream Global Cape Town to Cairo project to promote youth interest and involvement in aviation, which sadly seems to have faded after the death of Des Werner in an aircraft accident in Tanzania.

The JUST LOVE mission with the "Little Annie" An-2 project was a recipient of R5,000 from Chapter 322 which we hope has helped their cause.

Some R26,400 was contributed to the EAA of SA Auditorium upgrade project

Sadly, long serving 322 members Noel Otten, Bob Hayes and Ian Popplewell passed away this past year.

We also bade farewell to Mike Spence who was the founder chairman of EAA 322, a character and legend who did so much for Recreation Aviation and especially for EAA which is committed to keep the spirit of aviation alive in SA

The year's Chapter activities were intense and there was something for everybody, even if you were not blessed with your own aircraft.

The year started off with Sun n Fun at Brits, which happens again in 2 days time.

We had arranged fly-ins throughout the year, inviting all members.

I really enjoy the company of our members, especially at fly-ins. It is very unifying and lots of fun to go places together and have a purpose to what you do with recreation flying.

I have tried to offer members a seat or two whenever I could.

We had fly-ins and air events, some often more than once, to Mabalingwe, Krugersdorp, Circus, Springs, Benoni/Brakpan, the Middelburg Airweek, the EAA Annual Convention at Vryheid, Nylstroom Taildraggers, Aviators Paradise, Brits, Rustenburg, Witbank, Aloe Bush Lodge, Silver Creek, Tedderfield, Aero SA at Wonderboom, Baragwanath Syferfontein, The Coves, Kroon, Kitty Hawk, Tranquillity Lodge, Rhino Park and Heidelberg as well as the terrific Fun Rallies organised by Rob Jonkers.

Most of our events were close by, so driving to them was also possible.

It really saddened me that it was the usual handful of active members who took part despite a membership of around 260 - similarly our monthly meeting attendance usually drew about 60 persons (about 25%) even though we had many really amazing speakers and presentations that were worthwhile experiencing, no matter one's aviation affiliation or addiction.

We had numerous project visits and among them was one to view Derek Frasca's Radial Rocket, with a braai at Ricardo's hangar compound at Krugersdorp. We went to see Arjan's Schaap's Wilga first flight at Brits, and Rob Jonkers' amazing F1 Mirage operational simulator at his home where about 17 members flew the simulator.



# CHAPTER CHATTER

EAA CHAPTER 322 CHAIRMANS REPORT CTD

We had a gliding day at Brits with the Kranskop Gliding Club that 15 people took part in - what a blast.

A real pity in my view that we had too few takers for the Flying Upgrade and CRM training camp weekend with very experienced mentors voluntarily offering their time.

The Auditorium, which belongs to our National Body, was beautifully upgraded and the gala opening, with guest Scully Levin, was a sell-out and a wonderful evening for all who attended.

Thanks to Archie Kemp, Sean Cronin and Jeremy Woods for their not insignificant contributions.

The upgrade was the brainchild of Marie Reddy ably assisted by Eugene Couzyn who personally contributed the entrance upgrade and adjacent garden and the EAA logo's on the roof.

Eugene has also, in the short term, taken on the task of collating our newsletter CONTACT! to help us keep abreast of developments in our chapter and aviation in SA as a whole.

Several of us have also been involved with interaction with the CAA such as the CAA officials' familiarisation with Aero Club and recreation aviation at Orient and Krugersdorp, the A/P workshops as well as the ARO workshop a fortnight ago.

Many thanks to those of you who made meaningful contributions and gave up your valuable time to deal with CAA officially on our behalf.

Our membership is respected for their input to CAA through the Aero Club to continue striving to maintain reasonable legislation and our continued freedom of the skies which is constantly under threat.

Richard Becker, Sean Cronin, Alan Evan-Hanes, Rob Jonkers, Andy Lawrence, Paul Lastrucci, Peter Lastrucci and Marie Reddy were the prime movers in this initiative.

Thank you to Sean Cronin, Ronell Myburgh, Irene Naude and Marie Reddy who helped arrange the Awards Dinner and the terrific EAA Menu holders crafted and donated by Sean were a gift to all attendees as well as the menus which were intended as memento bookmarks.

I will be stepping down this evening after many years at the helm of our Chapter.

It is now time for me to do other things and give my wife and family of my time.

Our EAA is a lot more fun if you are involved!

Our EAA Chapter goes about being with true friends

Thank you

*Karl Jensen*

I request formal confirmation through a formal Proposer and Seconder, that this report reflects the 2019 Chapter activities .



# AS A MATTER OF FACT

JOHN ILLSLEY

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

The Airco DH9



An excellent photograph of a group of SAAF DH9 aircraft over Johannesburg, probably in the late 1920's. The three-colour roundels had been adopted by this stage.

The South African Air Force owes its origins to Britain's offer of one hundred aircraft to each of its dominions after the end of World War One. Britain was faced with disposing of thousands of military aircraft that were now surplus to her needs. Only South Africa accepted the full offer (together with some other donations from British clubs) as the basis for establishing its own air wing. Colonel Pierre van Ryneveld, chosen by Jan Smuts to be head of a new air wing, was tasked with selecting and shipping the so-called "Imperial Gift" to this country.

Four aircraft types were chosen, namely the Avro 504K, SE5a, DH4 and DH9. It was the last of these that would become the principle workhorse of the early SAAF and the aircraft that would be associated with many of the new air force's first operations.

With 48 of them on SAAF strength, it made up nearly half of all the airframes accepted from Britain.

# AS A MATTER OF FACT

## IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

The DH9 was designed during World War One as a fast bomber for the RFC and intended as a replacement for the DH4.

First flown in mid-1917, its Siddeley Puma engine proved problematic from the start and when de-rated from 300 to 230hp it gave the DH9 a poor performance compared to the aircraft it was designed to replace.

Although over four thousand were built and served on the Western Front and in the Middle East, the type never superseded the DH4.

Its poor performance was mainly attributable to the Siddley Puma engine which limited payload at higher altitudes.

The first DH9 assembled and flown in SA was the one used by Pierre van Ryneveld and Quinton Brand to complete the first flight by a crew from England to Cape Town in 1920.

The other competitors in the race to the southern tip of the continent all suffered accidents.

Indeed the South Africans themselves had written off two Vickers Vimy bombers (named "Silver Queen") in accidents in Egypt and Rhodesia before completing the flight in a DH9 assembled at Cape Town, named "Voortrekker" and flown up to Bulawayo so that they could take the honours.

Both men were knighted for their achievement.



The very first DH to be assembled in SA was this one, named "Voortrekker", at Cape Town in 1920. It was flown to Bulawayo to allow Van Ryneveld and Brand to complete their trans-Africa flight after the crash of the Vickers Vimy.

# AS A MATTER OF FACT

## IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

The SAAF had barely set up the first hangars at Swartkop, when it was called upon to support a police action on the Witwatersrand in 1922.

A gold miners' strike among white workers had turned violent, with martial law being declared on the Reef. The army was called upon to assist the police and van Ryneveld was soon pushing for the deployment of aircraft, no doubt to show their usefulness and hence the value of the new air wing.

It was the DH9 that was used for reconnaissance flights; the dropping of leaflets and, most controversially, the bombing of certain strike strongholds.

So few aircraft had been assembled when the crisis started, that additional examples had to be hastily put together from the stores in the Aircraft and Artillery Depot at Roberts Heights.

The SAAF's very first military action was to be flying sorties against the strikers, with bombs being dropped on targets such as the Benoni Trades Hall and Fordsburg square.

Although controversial in its own right, the bombing became even more so when bombs fell wide of their mark and exploded in houses, killing women and children.

The DH9 aircraft were flown on low level sorties which make them vulnerable to rifle fire from miners.

The air force sustained its first ever casualty in action when the adjutant, Captain WW Carey-Thomas, was killed in the rear cockpit of a DH9 while flying as an observer.

Another two crews almost became casualties when one crew landed to try and assist the crew of another aircraft that was forced to crash land near Aasvoëlkop.



A Ron Belling painting depicts an air strike by DH9 aircraft on the Trades Hall in Benoni during the 1922 miners' strike. The aircraft were still in RAF markings. This was the first operation undertaken by the SAAF. [SAAF Museum, Swartkop]

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# AS A MATTER OF FACT

## IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

Small batches of DH9 aircraft were used in other police actions in South West Africa in 1922 and 1925.

The territory was a League of Nations mandate held by SA and aircraft were used to suppress defiant actions by the Bondelzwarts and the Rehoboth Basters through the dropping of bombs and by providing an intimidating presence.

In a less military role, the DH9 came to be used in the first experimental air mail service in South Africa.

When no civilian operator emerged to fly mail in the 1920s, the government decided to set up a system using the SAAF to provide the aircraft and pilots.

The air mails service would take mail off the

ships arriving in Cape Town and fly this along the coast to various cities and fly mail back to Cape Town, thereby speeding up postal deliveries between several cities and Britain.

A special postage stamp for air mail items, the first in SA, was printed and showed the aircraft type that would carry the mail bags.

In February 1925 a trial flight took place down the coast from Durban to test the system which was to have pairs of DH9 aircraft flying each of the legs between Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

An accident at Mossel Bay related to the foggy conditions led to Oudtshoorn being substituted for the coastal town for the service.

The first official mail flight left Cape Town on



Six SAAF DH9 aircraft at Fairview airfield in Port Elizabeth in 1925 during the operation of the experimental-mail service. Civilian access to the airfield is noteworthy!

# AS A MATTER OF FACT

## IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION



One of the SAAF experimental mail service DH9 aircraft after an accident at Oudtshoorn.

The experimental service continued until the 15<sup>th</sup> June 1925 and although run with 100% efficiency and with no serious accidents, the revenue was disappointing, despite much coverage in newspapers.

The Air Force had done itself proud by maintaining an efficient service, often through adverse weather.

In doing so, its main achievement was in carrying out a "proof of concept" demonstration.

It is worth noting that in the year ending June 1925, the SAAF had flown 1065 hours in service of the mails service compared to 1825 hours on all other flying it undertook within the country that year.

With the costly experiment complete, the country reverted to having no air mail for another five years until Allister Miller established Union Airways.



The postage stamps for the experimental air mail service along the coast featured the DH9.

# AS A MATTER OF FACT

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION



A DH9 is started by a group of SAAF mechanics linking hands to achieve sufficient momentum. A typical scene at Zwartkop in the 1920s when the DH9 was the backbone of the young air force.



A formation of DH9 aircraft flying to the original Baragwanath airfield to open an air show there in 1927.

# AS A MATTER OF FACT

## IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

The DH9 was utilized for several other jobs on behalf of government departments. Officials were flown on state business.

Examples were used to carry out aerial photography in different parts of the country and also to drop pesticides on locusts and snout beetles.

After the state-owned diamond mine opened at Alexander Bay, the DH9s were utilized to fly wages up the west coast and return with bags of uncut diamonds.

This was to obviate the dangers of transporting these items through some of the remotest parts of the country with the associated security risks.

The DH9 made up the SAAF contingent that flew to Kenya in 1927 in a joint exercise with the RAF which sent Fairey III F aircraft from Cairo to meet them at Kisumu and accompany the South Africans on the last leg of the journey.

Cooperation with other British forces involved exercises with Royal Navy warships

along the coast of South Africa.

For all of its uses in SAAF service, the aircraft was in fact highly problematic to maintain.

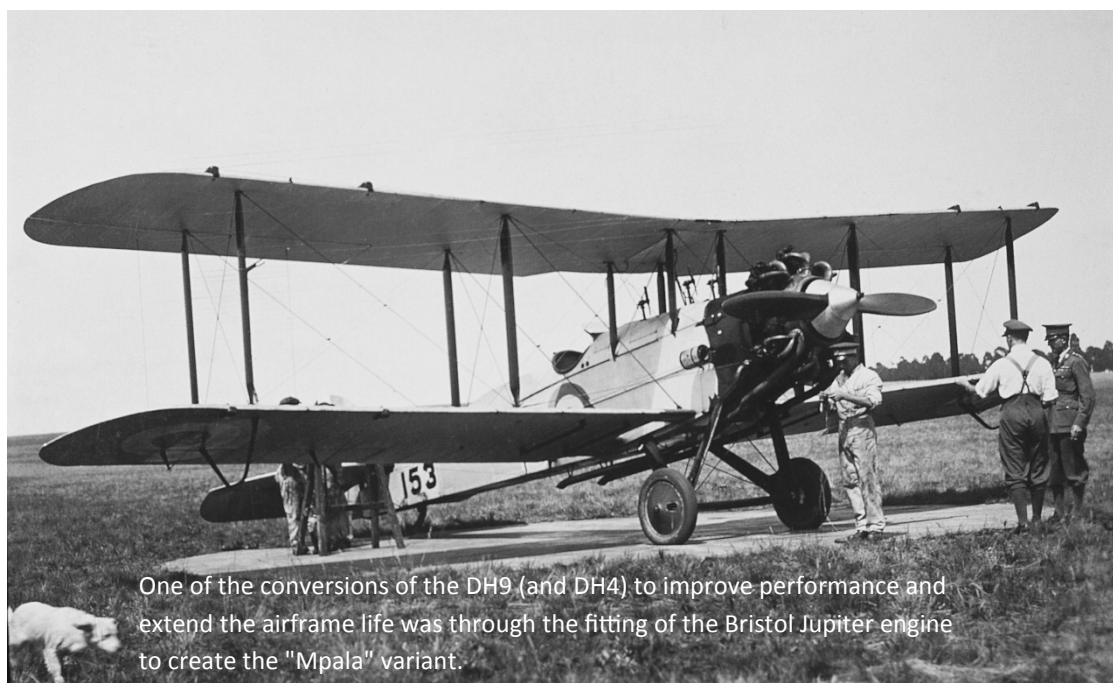
This trouble centred almost entirely on the Siddeley Puma engine with the water jackets on the cylinders frequently springing leaks, among a host of other problems relating to components that repeatedly failed.

This together with the poor power output, explains why the DH9 not only flew in its original guise in the SAAF but was modified with a host of other engine types.

Using a Wolseley Viper engine from an SE5a was unsuccessful but more modern engines breathed new life into the airframes.

The ADC Nimbus engine created the DH9N while the fitting of the Armstrong Siddeley Jaguar engine resulted in the DH9J.

Later the fitting of Bristol Jupiter VI radial engines to some of the DH4 and DH9 airframes (which were almost identical) created the Mpala.



One of the conversions of the DH9 (and DH4) to improve performance and extend the airframe life was through the fitting of the Bristol Jupiter engine to create the "Mpala" variant.



# AS A MATTER OF FACT

## IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

Four of the latter were flown to Khartoum in 1928, the furthest that the SAAF had ever ventured into Africa.

The feat was repeated the following year.

Yet more powerful Jupiter VIII engines were installed in another local hybrid, the Mantis of which about five were built.

It is interesting to note that the funding for many of the DH4 and 9 upgrades was provided for by the creation of an "Aircraft Replacement Fund", instituted by van Ryneveld to accumulate funds from goods and services provided by the air force to civilian flyers.

For all of the 1920s the SAAF facility at Zwartkop was the only major supplier of parts and maintenance in the country and this income was earmarked for SAAF modifications such as described above and for new aircraft when those of the Imperial Gift became obsolescent.

Also remarkable was that the local variants of

the DH9 aircraft were all converted in the workshops of the Aircraft and Artillery Depot under the supervision of one Sergeant Major H McQueen and that almost all the first flights of the new types were carried out by the Director of Air Services, Colonel Pierre van Ryneveld!

Some SAAF Puma engine DH9s soldiered on into the 1930s as two seat trainers (supplementing Avro Avians and later Avro Tutors) but their role as the main general duties aircraft was taken over by the Westland Wapiti.

Nevertheless, for a type that dated back to World War One and which was not deemed a great success in that conflict, it had given good service to the air force.

Five of the original DH9s were auctioned off to civilian owners, with most ending up flying for a while longer just down the road from their original base at Grand Central with African Flying Services.



One of the DH9s taken over by African Flying Services and operated from Grand Central in the late 1930s as ZS-AOE. It went on to a second stint of SAAF service in WW2.

# SPECIAL FEATURES

## IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION

Doreen Dunning, the first women pilot in South Africa to obtain a commercial licence was among those who flew the DH9 as trainers from this airfield.

At least one of the aircraft disposed of by the SAAF ended its days in a Johannesburg scrap yard.



An unidentified and forlorn DH9 ends its days in a Johannesburg scrap yard in the late 1930s surrounded by vehicle engines and gearboxes. What a shame that someone didn't fork out a few pounds and save it.

When SA entered the war in 1939 civilian flying was soon entirely shut down and every aircraft in the country that could serve any kind of purpose was impressed into SAAF service. The last two DH9s (ZS-AOE and AOJ) were bought back from African Flying Services for £10 each and were allocated serial numbers 2001 and 2005 in their second incarnation as SAAF aircraft! The aircraft, due to their obsolescence, were soon relegated to become instructional airframes. This helped to ensure that one of the aircraft (ex-ZS-AOJ/2005) was earmarked for the military museum which Jan Smuts had approved in 1942.

Thus it was that the country came to have one of only a handful of the DH9 type preserved in the world. It is displayed in the National Museum of Military History in Johannesburg in a colour scheme that approximates that used by the SAAF. As a WW1 aircraft type and one of only two of the original Imperial Gift aircraft that survives, it is deserving of a thorough restoration, although this seems unlikely in the foreseeable future. But it can at least be admired at Saxonwold as a relic of the first years of the SAAF and a type that was immensely important in its founding years in a variety of roles.

# SPECIAL FEATURES

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION



The DH9 preserved in the SA National Museum of Military History in Johannesburg, one of only two Imperial Gift aircraft that survive today.



A very original DH9 preserved in the Air and Space Museum at Le Bourget, Paris.

# SPECIAL FEATURES

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION



16 Another original DH9 is this one preserved in the Australian War Memorial (museum) in Canberra. It was flown in the 1919 air race from England to Australia by Lieutenants Ray Parer and John McIntosh. The "PD" insignia acknowledged the sponsor, Peter Dawson.



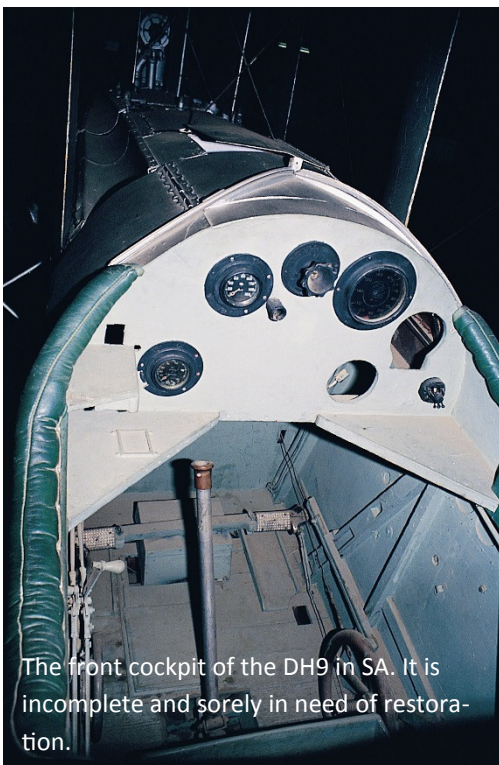
One of the two DH9 aircraft found in an elephant stable in a palace in India and restored by Guy Black. Now on display at IWM Duxford. The second example is now flying from the same airfield.

# SPECIAL FEATURES

IMPORTANT AIRCRAFT TYPES IN SOUTH AFRICAN AVIATION



The standard of workmanship in the restoration of this DH9 to its authentic appearance is very evident. The white ants had got into much of the woodwork, which required extensive replacement.



The front cockpit of the DH9 in SA. It is incomplete and sorely in need of restoration.

Until relatively recently, the DH9 preserved in SA together with another in the Air and Space Museum at Le Bourget in Paris and one in the Australian War Memorial in Canberra, were the only three in the world that could be viewed in museums. That situation changed when the substantial remains of two more were found in an elephant stable in a palace in India. Acquired by British restorer Guy Black, both have been restored to pristine condition, one for the Imperial War Museum collection and Duxford and the other to airworthy condition. The first display flight of the latter one took place at Duxford earlier this year as part of the Flying Legends Air Show. With its original WW1 markings, it gives an excellent idea of what the first SAAF DH9s would have looked like back in 1922 when they went into action in a very different context.

# SPECIAL FEATURES



A line up of DH9s at Zwartkop Air Station early one morning in the 1920s when this type was the work horse of the newly-established SAAF.



The above spectacular pic, taken in the Swiss Alps by one of our long standing members, retired Brian Poulton, in preparation for an anecdotal account of his flying experiences over 36 years of aviation.

The pic features on the cover of his book – My Girlfriend Has Many Cars, which should make entertaining reading. But space prohibits reproduction of his stories in CONTACT!

# SPECIAL FEATURES

## APPROACH PROCEDURES FAKR

By KIM PRATLEY

Dear Fellow Aviators,

We continue to get reports of aircraft joining the CCT at FAKR without following the published procedure.

The Krugersdorp Flying Club requests your assistance in disseminating the procedure far and wide.

It is incumbent upon pilots to consult the SA-AIP before flying to an airfield.

Unfortunately it appears that many of them do not do so.

Also, the CAA is (in my opinion) part of the problem here.

A few years ago they removed a lot of smaller airports from the main AIP and placed them into a separate electronic document called the "**Aerodromes and Helistops Directory**" but did not really put much effort into making the flying fraternity aware of this important change.

Also, I am not aware of a paper version of this directory (one may exist?).

The electronic version is available on the CAA website.

Click "Aeronautical information", its No 5 on the drop down menu.

FAKR and its joining procedures can be found in this directory in the same format as airports in the AGA section of the AIP.

A copy of the relevant document follows for your convenience.

Regards

Kim Pratley

Safety Portfolio KFC Committee

# SPECIAL FEATURES

## APPROACH PROCEDURES FAKR



Aerodrome Directory

FAKR AD 2.1 - 1

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### AD 2 AERODROMES

#### FAKR AD 2.1 Aerodrome Location Indicator And Name

##### FAKR - KRUGERSDORP (28)

#### FAKR AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP Coordinates and site at AD	Ref. Point: 8260453.93 E0274332.44
2	Direction and distance from city	2 NM W
3	Elevation / Reference temperature	Elev: 5499 FT
5	MAG VAR / Annual change	17°W (2003)
6	AD operator, address, telephone, telefax, email, AFS address and, if available, website address	Authority Supervising the Aerodrome and Remarks: PUB AD CHF: Krugersdorp Flying Club, P.O. Box 1080 KRUGERSDORP 1740 TEL: (011) 660-7627 FAX: (011) 955-3918 Chairperson: (012) 346-2782 Secretary: 082 3749482

#### FAKR AD 2.3 Operational Hours

1	AD operator	AD Operational hours: HJ, HN. - Night flying may only be undertaken by pilots based at Krugersdorp and who are acquainted with the AD. No night flying training may be undertaken from this AD.
8	Fuelling	Supplier : BP/Krugersdorp Flying Club. Contact: John Addis: 083 229 9141 MON - SAT: 0600 - 1445, SUN and Public Holidays: 0600 - 1245. No MON services in August.

#### FAKR AD 2.4 Handling Services And Facilities

2	Fuel/oil types	AVGAS100LL, Aero Shell W100 Plus, Aero Shell W100 Straight.
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# SPECIAL FEATURES

## APPROACH PROCEDURES FAKR

FAKR AD 2.10 - 2



### FAKR AD 2.10 Aerodrome Obstacles

In Area 2					
OBST ID/Designation	OBST type	OBST position	ELEV/HGT	Markings/Type, colour	Remarks
a	b	c	d	e	f
Nil info avbl	Radio mast	Nil info avbl	5671/115 FT	Nil info avbl	2.8 NM E
Nil info avbl	Radio mast	Nil info avbl	5389/115 FT	Nil info avbl	3.0 NM E
Nil info avbl	Radio mast	Nil info avbl	5241/115 FT	Nil info avbl	3.5 NM WNW

### FAKR AD 2.12 Runway Physical Characteristics

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08 26	054°T/081°M 244°T/261°M	842 x 29	GR/ASPH (3) LCN 4	S260457.44 E0274318.06 S260445.45 E0274345.33	5460FT 5499FT
Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ
1	7	8	9	10	11
08 26	Nil info avbl	74 44	74 44	Nil info avbl	Nil info avbl

#### Remarks 12

- (1) Circuit height 800 FT  
 (2) Circuit Procedure:  
 RWY 26 right hand; RWY 08 left hand  
 (3) 9 m wide ASPH strip down middle of the RWY. VHF 122.0 MHz.

#### Warning:

NW BDRY FAP80 1 000 FT GND 9 NM SE of AD

04 JAN 18

Civil Aviation Authority

# SPECIAL FEATURES

## APPROACH PROCEDURES FAKR



Aerodrome Directory

FAKR AD 2.13 - 3

### FAKR AD 2.13 Declared Distances

RWY DESIGNATOR	TORA (M)	TODA (M)	ASDA (M)	LDA (M)
1	2	3	4	6
08	886	960	960	842
26	916	960	960	842

### FAKR AD 2.14 Approach and Runway Lighting

RWY and TWY lighting available. Wind direction indicator available.

### FAKR AD 2.22 FLIGHT PROCEDURES

- 1) Unless special prior arrangements have been made with the Operator, only aircraft equipped with serviceable RT (122.0 MHz) may operate within 5 NM of the airfield.
- 2) Unless specifically approved by the Operator, no microlight aircraft (i.e. <450 KG MAW) or gyrocopter may operate within 5 NM of the airfield.
- 3) All aircraft to approach from the Southern side of extended centre line RWY 08/26 and to join overhead at 6300' and proceed for LH or RH downwind RWY 08 or RWY 26 as appropriate.
- 4) Aircraft routing inbound from sectors North of extended centre line RWY 08/26 to route clear of the circuit via Talton Tank Farm (S2604.56 E02738.87) then via the grain silos at Battery Station (APPROX S2606.86 E02740.98) and broadcast when overhead the silos on 122.0 MHz or alternatively to route West of Lanseria CTR/ATZ and East of the Krugersdorp circuit roughly along the Magaliesberg/Sterkfontein R24 road until South of the airfield before joining overhead.
- 5) Unmanned airfield radio calls on 122.0 MHz within 5 NM.

### FAKR AD 2.23 ADDITIONAL INFORMATION

Daily aircraft parking fees will be levied for overnight parking. Contact 082 374 5559 for more information.

# AUDITORIUM

## EAA AUDITORIUM UPDATE

As very little activity was planned for the Auditorium in 2019, it seemed like a good opportunity to “renovate”. On completion of the limited renovation plans, which were just the basics, we re-launched with a great Legend – Scully Levin. This talk show was sold out within a few hours of opening bookings and even though there were cancellations, we were able to keep filling up with the waitlist,

What a treat it was to have Scully sit in the hot seat in September !



Brian Stableford AKA “The General”

October and November were busy months with lots of activities, 322 AGM, awards dinner and Sun ‘n Fun. December is not really a functional month with most people away, so we kick off again in 2020 with our first Talk Show on Thursday 23<sup>rd</sup> January 2020, with the legendary Brian Stableford, AKA “The General”. We look forward to hearing about his illustrious career and especially his aviation experiences. Bookings will open early January 2020 for this evening and we hope to see you all there. Capt Jensen will be upfront with The General, the braai masters will be in attendance and our lovely secretary, Ronelle will be on hand to welcome guests.

There is still a lot that needs to be done at the Auditorium, which will be a long term project as funds become available, but for now, if anyone is seriously considering assisting with the Auditorium, and has the required skills and time, please let me know.

We look forward to seeing you all there and listening to The General’s many stories over a refreshment and a boerie roll.

Marie Reddy  
EAA volunteer (Just another)  
[rsvp@eaa.org.za](mailto:rsvp@eaa.org.za)

# SPECIAL FEATURES

*"If you don't know, you don't go".....*

by Dr Robert Clark

Have you ever been to Haggards Hilldrop B&B in Newcastle? It was the former home of Sir Ryder Haggard who wrote King Solomon's Mines. The members from Witbank Aeronautical Association normally go there once a year. It really is a fantastic flight over the Majuba mountain area and then the long descent to Newcastle. The scenery is breathtakingly beautiful. Once you arrive at Newcastle, the staff from Haggards B&B collect you at the airfield and chauffeur you in the back of a bakkie to the Guest house. The evening is traditionally accompanied with liquid refreshments and a good South African braai with rib eye steak and "pap en sous".

In August 2018, my wife and I hopped in the Jabiru 430 and started making our way to Newcastle. After an uneventful take off and busy with the climb to 6 500 ft, the auxiliary fuel pump was switched off at 400 ft. Approximately 2 seconds later, the engine started to cut. With this situation getting my full attention, I immediately started the auxiliary fuel pump again. The engine power was restored within 2-3 seconds. After a safe landing and a full power test on the ground to prove the engine's integrity, we headed off to Newcastle again. After a second uneventful take off and busy with the climb to 6 500 ft, the auxiliary fuel pump was switched off again at 400 ft. Approximately 2 seconds later, the engine started to cut again. We landed safely and decided to pack the aircraft away in the hangar until the AMO finds the fault, which was clearly a fuel related issue.

They say you don't know what you don't know.

Whilst this is true, it is imperative that you fully understand the fuel system on your aircraft and *"if you don't know, you don't go"*. It really is as simple as that. Statistics suggest that fuel exhaustion (no more fuel on board) and fuel starvation (fuel on board but not available to the engine) amount for a considerable amount of aviation related incidents. Essentially you select your fate and that of your passengers if you get the fuel management incorrect on your aircraft.

The Jabiru fuel system, simplistically speaking is as follows:

The wet wings are above the engine. In this regard, gravity helps get fuel to the engine. Each wing has an isolation valve, and a sight glass within the aircraft to see the fuel level in the wings.

The wings have breathers which are directed into the airstream. This helps pressurize the wing tanks. Research on the internet suggests that this gravity / pressurized system alone is sufficient to supply 125% of the cruise fuel flow to the Jabiru 6 cylinder engine.

The two wing tanks feed a hopper tank underneath the passenger's seat. The hopper tank is fitted with an electrically driven auxiliary fuel pump.

The fuel flows from the hopper tank, through the main isolation valve and inline filter to the mechanical fuel pump mounted on the side of the engine.

From the mechanical pump, the fuel flows to the Bing 94 carburetor.

# SPECIAL FEATURES

*"If you don't know, you don't go" .....*

So what happened on our flight to Newcastle? The mechanical fuel pump has very simplistic suction and discharge non-return valves (NRV's). With debris holding the discharge NRV in the open position, the mechanical pump was sucking fuel from the hopper tank.....and the carburetor simultaneously. This sucked the carburetor bowl dry in a few seconds .

Some things you may want to consider about the Jabiru fuel system:

In the cruise, you don't know if the mechanical pump is working or not, as gravity and the pressurized tanks force fuel to the carburetor. The problem becomes apparent in the climb when you are at wide open throttle and maximum fuel flow. Whilst the problem will present itself on the 6 cylinder engine, the gravity fed fuel flow may be sufficient to mask the problems on the 4 cylinder engine. After my incident, our trusted AMO, at Springs Airfield, scheduled a fuel flow / pressure test on the mechanical pump on a regular basis.

The Jabiru fuel system is equipped with an inline fuel filter. In addition to this, the mechanical pump has a strainer within the pump to prevent debris from holding the discharge NRV in the open position. So how did debris impair the operation of the mechanical pump? Analysis of the piece of debris and the pump would suggest that the piece of debris actually broke off from the discharge NRV. Whilst this could be viewed as bad luck, it can happen, and you need to know how to deal with these eventualities.

For the DIY aircraft maintainers...Have you ever seen the inline fuel filters that can take two different sizes of pipes?

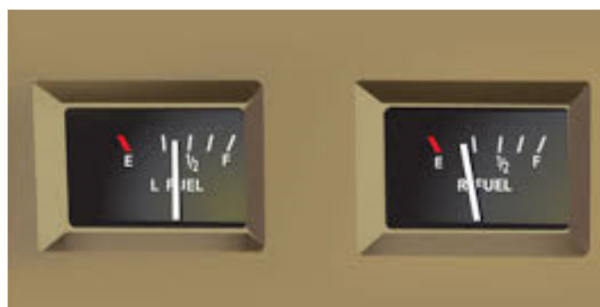
If your aircraft takes the larger pipe, you simp-

ly cut off the smaller part of the nozzle on the filter and fit the filter to the aircraft. Just be careful as the larger nozzle still has a small inner diameter. This essentially means that you are unknowingly fitting an orifice to your fuel system which could have dire consequences when you demand full power, and maximum fuel flow to the engine.

After our incident, we have amended our after take-off checks to switch off the auxiliary fuel pump at 1 000 ft, rather than 400 ft. It just buys you extra time should a fuel related problem occur.

Do you fully understand the fuel system in your aircraft, and more importantly, are you able to analyse the problem, and deal with it effectively? If you are not able to draw the fuel system on a piece of paper and explain it to another Pilot, chances are you don't know your fuel system adequately enough.

Whilst a fuel exhaustion problem could raise



eyebrows, a fuel starvation problem could be managed in the air if you truly understand your fuel system. When you are lined up on the runway for your next flight, ask yourself, if you fully understand your aircrafts fuel system. **"If you don't know, you don't go!!!"**. It really is as simple as that.

If you choose to ignore this cautionary note, you could be selecting your fate, and that of your passengers.

Rob Clark

# TECH TALK

## KEEPING YOUR COOL

BY PETE LASTRUCCI

Our summer months really get the ambient temperatures up and on an average summers day on the Highveld can easily exceed 30degrees Celsius.

This article is not about density altitude an equally debilitating condition but rather to do with those under the engine cowl temps that if not controlled or monitored can cause expensive problems or even worse, failures.

Our aircraft are proven by either certification of the TCA types or tests during the proving flights of our NTCA machines.

Problems are most likely encountered as a result of cooling systems that have become worn, changed, or simply incorrectly installed.

The first and simplest check is to remove the cowlings and thoroughly inspect the engine baffles for cracks, broken pieces or sloppy fits that would not direct the cooling air via the correct channels.

Another basic check is those baffle rubbers that provide a seal between the engine and cowl.

How often have I seen these folded backwards causing severe pressure losses or even worse missing rubber pieces that one can only marvel at Mr Lyconti's great tolerance to abuse!

Ideally (take this as a MUST!) for maximum service life, cylinder head temperatures should be maintained below 435°F (224°C) during climb / high performance cruise operation and below 400°F (205°C) for economy cruise powers.

If you are seeing temps above these, a thorough investigation starting with the basics should be carried out and in most cases will be solved by sorting the simple things.

One must also remember that oil temp. is also directly affected by high CHT's as the oil trying to carry out one of its primary functions as a coolant is compromised.

There are also the handling aspects to be considered, steep climbs at low airspeed should be avoided especially in elevated temperature (ISA +20 ) environments.

If possible and terrain allows, rather cruise climb and get that mixture knob pulled well back below 75% power!

In recent times we have seen a marked increase of decent engine monitoring equipment.

Most aircraft nowadays have multi-channel monitoring systems that have become a lot more affordable and are able to provide really accurate information.

It is the interpretation of this information that needs to be developed, in order to get the most out of looking after your engine as well as deriving the best possible performance.

Safe flying

*Pete Lastrucci*

# SAFETY MATTERS

NIGEL MUSGRAVE EAA NATIONAL SAFETY OFFICER

Thankfully not a lot to report this month, but Sun and Fun at Brits did have a couple of incidents worthy of mention.

The FIRST LESSON to be learned in Brits relates to an aircraft which performed a deep landing and missed the turn-off to the taxiway.

The pilot continued with his landing roll until he was able to bring the aircraft to a standstill, at which point he turned around on the runway and started to backtrack towards a point where he could exit.

A following aircraft called "Final" when the first aeroplane had touched down but had not yet cleared the runway.

The second aircraft was fortunately able to stop before a collision occurred between the backtracking aircraft and the landing aircraft, but the result could easily have been different and had the potential to end in tragedy.

So where is the fault and what can we learn?

Certainly, the first aircraft, hearing an aircraft call "Final" behind his landing, should have continued with his landing roll to the end of the runway before turning around to assess the situation and begin his backtrack. Given that there was an AFIS on duty at the airfield, the first aircraft should also have requested clearance from the AFIS before commencing his backtrack.

The second aircraft, seeing that there was still an aircraft on the runway, should have performed a "go-around"

Neither of these took place and the good outcome was fortunate indeed.

Where was ATC during all of this, you may ask? Good question! An alert ATC might well have been able to see what was happening and could have averted the situation.

However, the airfield only had an advisory AFIS in place, and the pilots were both responsible for their own actions, safety and airmanship.

The SECOND INCIDENT also involved an inexperienced ATC, which is sadly a threat to aviation as a whole in SA going forward, unless reason prevails and the current employment policy of the country is revisited.

A pilot planning to attend Sun and Fun at Brits was inbound for FABS from the East. At 5 miles out, the pilot called the ATC to request joining and landing and was advised to join Right Base for Runway 02.

Smoke from fires in the area indicated that the wind would favour runway 20, so on the next radio call on approaching the Base leg, the pilot was surprised when the controller again confirmed Runway 02, adding that the wind was Southerly.

The pilot immediately and specifically queried the runway in use with the ATC, who again confirmed Runway 02.

The pilot assumed that there were unknown factors affecting the choice of runway, in spite of it being a downwind landing.

This is not altogether unheard of and in some instances, could be the preferred choice.

For this reason, the pilot continued to Base and Final 02, to land safely on Runway 02 but was castigated by onlookers for landing in the opposite direction to the runway in use.

The lesson here is that other than when in CONTROLLED AIRSPACE, the PIC is exactly that: PILOT IN COMMAND, and has the option to make the appropriate decisions in line with his or her judgement, irrespective of input from other sources.

# ADVOCACY

PAUL LASTRUCCI

## Progress made on the Approved Persons Scheme with the SACAA and the Aviation Recreational Organisation position at the moment.

As per the previous articles, the EAA as part of the Recreational Aviation environment within the Aero Club and its AROs and Sections have had Stakeholder meetings with the CAA to gain an understanding of the Recreational Sector, which was held early in the year. The last engagement was held on the 27th May, where discussion revolved around restructuring of Training ATO's and exam centres, discussion on Part 61/62, Part 141 & Part 149, where Part 149 which governs ARO's will be receiving significant attention given the problems seen in the past.

Since this engagement the AP workshop was held in late June, and communication on this was shared with the APs, in summary some progress has been made where an AP Panel has been constituted represented by key members of AROs, however the 4 day workshop that was planned to review the most elements of the AP scheme Part 66 sub part 4 has not yet materialised to re-align the many anomalies of Part 66.4, validate the APs in terms of their active status and their ratings, and further define the terms of reference of this panel. In further discussion with the CAA there has been delays which remains concerning.

There has been an instance where an AP certificate of an AP has lapsed only by a few days and given the system problems the SA CAA and the recent transition by RAASA into the SA CAA the directive is to have the AP re write

Air Law was requested for the reissuance. This is typical of the SA CAA folk summarily deciding outside of their mandate. The AP has been doing this for many years and all of a sudden wham! Comply or you don't get your certificate. Ironically a certified AME certificate can lapse for 36 months prior to any rewrite of air law is required, and this is the disparity that is causing the problems.

There was an extensive ARO discussion in October at Ambrosia Hall in Midrand convened by General Aviation department within the SA CAA and it that dealt with Part 149 which is the part that deals with the governing of the ARO within the SA CAA regulations. It was a lengthy 4 day discussion of which a consensus was agreed that a large part of these regulatory requirements would be now handled by the respective ARO's as they all have unique requirements within the aviation environment here in South Africa.

The EAA ARO Manual of procedure that was completed in 2011 to comply with PART 149 was reviewed by RAASA at the time and for almost seven years sufficed without any major updates. EAA members, in their going about of their daily business does not require us having to assume any regulatory role we simply comply to the aviation regulations and we fly and build our aircraft and there is a huge social aspect to promote recreational aviation.



# ADVOCACY

CONTINUED

During RAASA's final tenure further detail on how we operate needed to be documented so that if there was any transgression to what was documented, we would be audited against same and where there are disparities we either suspended as an ARO which happened or taken to task which I believed was wrong and utterly heavy handed. Nevertheless our EAA exec ironed out the requirements and through the help of SAPFA we reverted membership through this section to remain compliant with this draconian requirement and the EAA ARO is in its final stages of compliance. Many thanks to Marie Reddy, Marc Clulow and Rob Jonkers for the many hours they put in.

In 2018 an extensive detailed position paper with recommendations and a way forward was submitted by the Aero Club put together by the AeCSA exco on behalf of all the sections with considerations and inputs detailing the way forward from an Aero Club perspective on ARO's. It was sent again as reference material for the Oct 2019 conference. Frustratingly a new set of faces take us back to square one. This is where the one step forward two step back waltz with the CAA folk seem to roll and for the volunteer folk that take 4 days out of their places of employ to endorse rather than rewrite of these issues is not acceptable.

The position paper dealt with Inputs going forward including, Rewrite of elements of Part 149 and alignment of Part 149 for all sections EAA included, to be commensurate

with the ethos of Recreational Aviation and take into account:

- Self-Governance – established via a discipline specific MOP
- Establish a peer review system that is set up and agreed to by the various stakeholders
- Embody limited policing
- Establish simplicity in paperwork, forms, licencing - to be completed in the various disciplines and actively limit levels of bureaucracy
- Establish cost effective fee system, and vital with the transition to ensure costs are contained and kept to a minimum, which will be different for each ARO.
- Discipline based ARO's, with no similarities allowed between them to ensure parity of regulations and MOPs

Issues such as licensing would be best served by the regulator; however, agreements must be in place to structures any requirements per section.

We will continue to ensure the common sense type of requirements find a place in the regulations, and we continually challenge any tea time rule in order to create a workable plan going forward. Not so easy!!

Fly Safe  
Paul

# LAST WORD

With the year's flying events drawing to a close, I give thanks that our EAA get togethers around the country have been safe and without serious incident.

For those of you flying to your holiday destinations, don't get tempted by "get-there-itis" and if weather conditions, aircraft condition or your own condition mitigate against flying, stay on the ground.

Flying is safe, but unforgiving and pushing the boundaries when conditions are not right can only result in tragedy.

This will be the last CONTACT! For 2019, so I wish you all a wonderful, safe, festive season and look forward to a year of aviation fun in 2020.

*Eugene Couzyn*

