

# ...Contact!



**August / September 2022**

**This Month – MACH Man, Karl Jensen in Oshkosh!**



*Karl and Gordon in the B 25 Mitchell*

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# President's Column

**Paul Lastrucci**



## Greetings!

And here we are again, the annual pilgrimage resumed again this year for lucky guys and gals to Oshkosh 2022 has now come and gone and what a Convention it was. I was not fortunate to go this year however with the aid of the online, I was almost riveted to my PC screen, watching live the air shows and forums that were streamed and I also hooked into a couple of the fascinating technical forums in our nighttime hours here in sunny South Africa. Not the same as being there I guess, but needless to say the vibe could still be felt albeit "Electronically"

What a Convention it was!! The numbers attending was more than 650 000 guests from 92 countries attended this year which is the best ever in the history of the convention. It was themed "Unlike Anything Else" and for those in attendance I'm sure it certainly was. Celebrations of the 75<sup>th</sup> Anniversary of the US Airforce as well as the 50<sup>th</sup> anniversary of Vans aircraft and the showcasing of their latest RV 15 prototype high wing aircraft.

Talking High Wing, an amazing feat of which most of our EAA members were watching closely was the Sling High Wing trio of nose and tailwheel steeds, trip to Oshkosh and beyond led by Superman James Pitman, flanked by his founder wing man for most of the journey, Mike Blythe

who led the equally charged enthusiasts and builders, JP Schulze, Capt. Linda Sollars and copilots on this epic trip.

In command of their own freshly completed handiwork, originating through the Sling High Wing build assist program, to first flight and then straight into traversing the vast globe over sand and sea from the city of gold to Oshkosh USA and beyond is just phenomenal in any adventurers book.

Blasting off in loose formation from the "Teddersonia" Sling home base in their brand new self-assembled creations, along with an eagerly virtual audience of enthusiasts like myself, hooked up to the latest tracking and apps etc. watching the progress, being regularly updated with a hoard of pics coming back over the wires, we were able to "one dimensionally" tag along their route from a myriad of armchairs dotted across our country and beyond! Take that! Wilbur and Orville!!

The reception as the Sling Formation taxied up on their arrival at Wittman field to a jubilant SA contingent at the convention and an equally jubilant but lesser fortunate mere mortals like us back here at home central, huddled behind whatever device that could capture the events, sent goose bumps of patriotic admiration for this well-planned, well-orchestrated, professional and safely completed mission. The energy on that day was so electric, it could have ignited a fish pond.

Equally proud was the Chapter 322 Johannesburg, EAA Chapter Major Achievement Award scooped by 322 Chairperson Neil Bowden and team at the awards breakfast held during the convention.

322 and the SA camp is a well-seasoned institution at Oshkosh, nurtured and led to achieving this major award winning status by Neil and his family and the team of volunteers that do fine work, to make this the happy place it is, for the South Africans that attend. Through Neil it's gained significant prominence and is now referred to as a reference point, when any of the organisers give directions in the campsite. Huge accolades and respect to Neil and the enormity of this task, and we certainly are very privileged to have guys like this in our midst.

Last year's Mach winner attending this year, Cap'n (Ret) Karl Jensen who always does a fantastic job providing plenty pics and feedback, donning his hat and a bicycle relaying all sorts of interesting stuff during the convention was superb. The Convention was well covered during and after as always by our equally enthusiastic and capable and professional aviation press guys that capture the moments for ever.

I am extremely saddened by the passing of our long time KZN EAA Chapter past chairman and all round great guy Gerald Maddams. I met Gerald many years ago at the then Margate EAA Convention and developed an instant liking for this guy. A retired schoolteacher and walking encyclopedia, an insatiable enthusiast on anything aviation, who spent many years building an Auster he was given by a pal from Zimbabwe in 2000. There is a story written by his mate Paul Van de Wall on how he collected it with near death experiences and how over the years he painstakingly restored it, until it first flew in the capable hands of Dale de Klerk in Sept 2018. I also visited Gerald at Cato Ridge and he took me through the restoration he had done. On behalf of the EAA here in SA, Blue Skies my friend, a humble capable man that will be sorely missed.

As we now move into spring the local EAA aviation scene is a lot more energetic and is set to gain momentum compared to same time last year. Airshows are on the cards, the Sun n Fun as well as Fly in breakfasts and hopefully a healthier reduction in the fuel price going forward will get us into the air a bit easier.

The EAA Auditorium at Rand Airport for the up country EAA guys is now being frequented again for meetings now again where camaraderie and like-minded interaction "sans masks" is once again in attendance. Thanks to all our volunteers that make all of this work, your contribution is absolutely fantastic.

It is certainly a privilege to be part of the EAA and interact with our members and friends locally and internationally, we are very fortunate to be able to pursue this passion.

**Take Care!**  
**Paul**



## Chapter 322

### September Spring Gathering

## ✦ High Wings to Oshkosh ✦



We followed their build, we tracked them over the ocean ... now it's time to hear their story and answer your questions!

We are truly honoured to have the Sling team presenting from all corners of the globe

Wednesday 7<sup>th</sup> September 2022 18h30  
EAA Auditorium Rand Airport Germiston

Virtual attendance meeting link

: <https://us02web.zoom.us/j/89734285345?pwd=Q1FTajh5TTB5VytQUkpwR010V0g1UT09>

Meeting ID: 897 3428 5345 Passcode : EAA322  
Time: Online waiting room opens from 18h00.

# SILVER CREEK

## Annual Camp Over & Pancake Breakfast



Friday 16<sup>th</sup> Camp Over, live entertainment,  
ablution facilities

Saturday 17<sup>th</sup> Pancake breakfast  
Fly in or Drive In – see you there!

# RIP Gerald Maddams

Past Chairman EAA Chapter 1502



*Thursday morning 25/8 Dad was advised by the LEA in the UK that his Auster, 22 years in the making, was finally certified fit to fly. He was overjoyed and spent the day sitting in the sunshine in my garden watching the birds and every aeroplane which flew overhead. We as a family believe that he was finally at peace. I have attached a photo of him on Thursday morning with a glass of water (all he could drink at the time or it would definitely have been red wine 😊) toasting his Auster success.*

*Thank you again for your support of our Dad xx*



**Karl Jensen, Marie Reddy, Gerald Maddams and Bruce Harrison**

*I will always remember you for your friendship and infectious enthusiasm. You will be missed.  
Marie R*

The following note was posted on the EAA 1502 WhatsApp group on Monday after Gerald's passing last Friday 26 August 2022. He had been working on his Auster for a few years and took it along to the UK when he relocated in March 2020.

*Good evening all. This is Miranda (Gerald's eldest daughter in Jhb).*

*I want to thank you all for your wonderful messages and memories you have shared. Dad will be sorely missed by many and I know that your group kept his spirits up through the very tough year he has just had with the very quick onset of cancer. On*

Gerald arrived from the UK for his last visit on Thursday 2 August and joined us at our Chapter 322 Meeting on Wednesday evening. We were fortunate to enjoy his company one last time.

He was offered an opportunity to fly the following day and he very politely declined and explained that he would like to spend as much time as possible with friends and family.

Chapter 1502 hosted their monthly meeting in honour of Gerald on Sunday 4 September at Baynesfield Airfield.

# PASSENGER BRIEFING

*... should it be formalised?*



**by Dr Robert Clark**

There really is something special about taking a passenger flying in a light aircraft, especially when they have never experienced the privilege of flight. The tangible excitement, the nervous energy when they get in the aircraft and of course, the non-stop chatter whilst you are doing your safety checks. It was during one of these flights where I came to the realization that my aircraft safety checks are formalized and well documented on a series of check lists for every phase of flight. My passenger briefing however, was merely based on memory. What happens on the day where you forget to tell your passenger how to release a safety belt, and your passenger gets stuck in the plane with flames licking around the fuselage after a loss of directional control incident whilst landing? My passenger briefing includes the safety checks on the plane, the taxi to the holding-point and what we will be doing, the sterile cockpit requirements, engine failures on the runway, after take-off and in flight, how to release and tighten a safety belt, how

to open doors and FOD (foreign object debris) near the flight controls. As humans are fallible, these and other passenger safety briefings should be formalized.

In the interest of safety, I have subsequently amended my passenger briefing to include the following points, based on the word **SAFETY**

**S Sharp objects:** Sharp objects like pens and pencils in your pocket that may pierce your skin, sunglasses that could cut your face and eyes and false teeth to prevent a choking hazard, should be removed in an emergency.

**Storage:** Discuss why any loose articles like water bottles, cell phones, handbags etc must be safely placed in the allocated storage compartments. These compartments are to be pointed out to the passengers.

**Safety belt:** Discuss why a safety belt **must** be used during the take-off and landing sequence, and preferably, why it should be used during all phases of flight. If in doubt, read the Civil Aviation regulation 91.07.18. Discuss how to release the

regulation 91.07.18. Discuss how to release the safety belt should the passenger need to exit the aircraft in an emergency. There should also be a preference to always keep the shoulder harness in place.

**Smoking:** This is a non-smoking flight and smoking is strictly prohibited. Any passenger under any intoxicating substance will not be allowed in the aircraft.

**Seat position:** Seats are to be correctly adjusted, and then locked in position.

**A Air sickness:** Brief the passengers about air sickness, and if they should feel nauseous, the aircraft is fitted with emesis bags (sick sacks). Also tell the passengers that it is perfectly acceptable to tell the pilot if they are not feeling well.

**Air vents:** Show the passengers where the air vents are, and, how to use them.

**Actions to be taken in turbulence:** Should you experience severe turbulence, tell the passenger what you will do as the Pilot in Command to make the flight more enjoyable, and the passenger should tighten their safety belt.

**F Fire extinguisher:** Discuss the position of the fire extinguisher, how to remove it, and when it should be used in flight. Also discuss what role the passenger will play when it comes to using the fire extinguisher.

**Flight controls:** Light aircraft generally have limited space within the aircraft. On the ground, demonstrate to the passengers how much movement is on the flight controls. Passengers should never be obstructing the full movement of the flight controls.

**FOD:** Foreign Object Debris in an inappropriate location can jam flight controls, with devastating consequences. All foreign objects like water bottles, cell phones, camera's etc should never be placed on the floor where they can jam the rudder and brake pedals, or, other flight controls.

**Flicker effect:** When the propellor is turning at idle speed with the sun in the foreground, the flickering light could affect people who suffer from epilepsy. It is just a cautionary note, and not necessarily saying that an epileptic reaction will be triggered.

**E Exit of aircraft:** Explain to your passenger how to open the doors as some aircraft have double locks on the doors. Ask them

to demonstrate to you how they would open the door.

**Emergencies:** In the event of an emergency, explain what actions you need the passenger to do like unlocking the door, tighten the safety belts, remaining calm and following the pilot's instructions. Also point out the emergency check list in the aircraft and what you would want the passenger to do in terms of reading it point for point, with the pilot confirming that each point is checked.

**Emergency equipment:** Show the passenger where all the emergency equipment is in the aircraft, including, the first aid kit.

**T Traffic.** Any extra eyes in the aircraft looking out for traffic are of benefit to the pilot. Also explain to the passengers that should they see traffic, they can state "traffic to the left" or preferably, use the "o clock" position and state "traffic at 10 o'clock".

**Talking.** Have you ever had a talkative passenger when you are trying to focus on your safety checklist? A sterile cockpit is where the passengers, during the critical phases of flight, refrain from distracting the Pilot in Command **unless** it is a safety related matter. As all your passengers are on the same intercom as you, keep them aware of the times when a conversation is appropriate, and when it is distracting you from performing your duties as a pilot.

**Y Your questions:** Allow the passengers to ask their safety related questions and answer them as professionally as possible.

Passengers need to confirm their understanding of the passenger briefing and demonstrate that they can open a door, and remove a safety belt.

Whilst the aforementioned list is fairly straightforward, it is vitally important and should never be disregarded. Your passengers must be sufficiently briefed before they climb into your aircraft. Once they are in your aircraft, you cannot be distracted by a passenger briefing that could result in you missing a critical step in your take-off checks.

The passenger checklist in my aircraft looks **like this**:

## **S**

- **Sharp Objects (Pens, pencils, false teeth)**
- **Storage Compartments**
- **Seat Position**
- **Safety Belts (demonstrate and useage)**
- **Smoking or intoxicating substance**

## **A**

- **Air sickness and emesis bags**
- **Air vents, and how to use them**
- **Actions to be taken in turbulence**

## **F**

- **Fire extinguisher position and use**
- **Flight control (obscure movement)**
- **Foreign object debris**
- **Flicker effect**

## **E**

- **Exit aircraft (door locks)**
- **Emergencies**
- **Emergency equipment**

## **T**

- **Traffic and how to report**
- **Talking (Sterile cockpit)**

## **Y**

- **Your questions**

## **Passenger Briefing**

If you do not have a formalized “Passenger briefing” list in your aircraft, use this one as a basis. Expand on the list as need be, to suit your aircraft type. The passenger briefing will also put your passengers at ease. They realize that you take safety seriously, and care for the passenger’s wellbeing and comfort whilst under your command in the aircraft.

# Piper Pa-17 Flies Again!



By Alan Lorimer, EAA Chapter 1503 President

I purchased VLN from a past life member Bob Illsly just before he passed away. He was busy with a “midlife” refurb and I took the aircraft up to Grass Roots to continue the project.

This included a total strip and a full recover of fuselage and wings. The motor was also stripped and bearings, rings, seals and gaskets were replaced. During this work EAA Chapter 1502 East Coast moved to our new home at Baynesfield where work continued. The aircraft was completed in January this year and with the amazing help from Marie Reddy we managed to get the ATF issued.

Marie also put me in touch with Keaton Perkins , who is currently busy flying game protection up in Zululand. Keaton spent a weekend with me going through the aircraft and then taking it for its 1<sup>st</sup> flight.

Our main objective was to confirm that oil pressures and temps were good/Normal and obviously to check out handling characteristics. The attached Pic shows the moment of becoming airborne.

We set up some temp and pressure limits and proceeded to fly. 12 minutes in we had 218 F oil temp and the pressure dropped to 10 PSI. We aborted the flight for pressure issues.

Keaton remarked on how nicely it tracked on take off and how responsive she was for an aircraft of her age (74yrs).

So now we know we have an oil pressure issue, which is the Achilles heel of all small bore continentals. I have managed to find another

accessory case with oil pump gears and I will swop it out shortly and then get Keaton back to fly.

There are a few people I would like to thank for helping me get this far.

- Past Chapter presidents Chris Hicks and Gerald Maddams for assisting with me acquiring the project.
- The Late Len Cormack and Dave Cormac for guiding me through the rebuild.
- All the Baynesfield guys for the motivation through the flat spots.
- To my wife Rosemarie for the support throughout the years of build.

## Sun 'n Fun

EAA Annual Fly-In

### Brits Airfield

Friday 7<sup>th</sup> to Sunday 9<sup>th</sup> October

Camping on Airfield ♦ Catering ♦  
Accommodation in Town ♦  
Flying Competitions

In conjunction with the Brits Flying Club



# MY OSHKOSH 2022 EXPERIENCE



**by Karl Jensen**

I heartily thank Neil Bowden, EAA National and EAA Chapter 322 for enabling me to experience Oshkosh 2022 by means of Neil Bowden's MACH (Members Awards for Chapter Help) points from about 18 months ago. The prize which I was awarded was the Oshkosh trip. I just cannot sing Neil's praises enough for his incredible input into the time at the EAA Convention and Fly-in to make it as pleasant as possible for everybody. He is an example to all of us with his gentle manner and seemingly boundless energy, as well as never being ruffled by setbacks that inevitably occurred. I found it hard to believe, if I hadn't experienced it myself, the lengths he went to, to make it such a

success for all who are fortunate enough to travel under his wing.

I departed JHB on a Tuesday evening in August in a magnificent United Airlines Boeing 787 Dreamliner to Newark, just across the Hudson River from Manhattan and then by Embraer 175 to Milwaukee with a great travelling companion Phil Cronje. Neil personally collected us at Milwaukee and drove us to Oshkosh 150km distant. The total journey time was just on 30 hours, kinda exhausting for an enthusiast who admittedly is no longer a spring chicken - airline delays and connection being missed being the reason through no fault of Neil's planning.

However, the arduous journey was a trifle fee for the mind-blowing experience of 12 days of total aviation immersion, also known as EAA AirVenture or simply Oshkosh

My wife in collaboration with Neil, had hired a camper for my stay. I considered this a great gesture for me to be accommodated in my own digs with a queen size bed, shower and toilet, air conditioning, fridge, and facilities which I did not even require, such as a microwave oven, gas stove and TV.



*Early birds, Karl and Phil Cronje acquainting themselves with the bar*



*Neil's camp and the camper which was my home for 12 days*

Neil Bowden's camp in the 350-acre Camp Scholler (EAA property) is an extraordinary operation, serving a great breakfast and a feast for the evening meal. Of course, there is a facility for chilled liquid refreshments in copious quantities and a large open sided marquee for shelter from the sun and weather. There are a handful of bikes if you want to use them. Camp Scholler has to be experienced to be understood. The grounds are so huge that there are free yellow buses to carry you around the camp or to the Convention entrances or even to the malls in Oshkosh town. Within the convention grounds, bikes are not permitted, but there are free trams and yellow buses running frequently to all areas, including the Seaplane Base a few kilometres outside the Convention grounds.



*Heading off in the golf cart compliments of EAA*

As I had arrived 4 days prior to the Convention proper commencing, I was able to see up close much of the setting up with amazing vehicles, equipment, thousands of early aircraft arrivals, in the relative comfort of a golf cart compliments of EAA, piloted by Ray Hollis, a regular camper from Bulawayo. This insight into the massive operation

that Oshkosh is, allowed me to at least at least experience 70% of what was on offer. Despite the readily available transport, I walked most of the time to be able to chat with the organisers, exhibitors, many pilots and enjoy the spectacle close-up of so many thousands of aircraft. Everybody at Oshkosh is an enthusiast – such courtesy, enthusiasm, and honesty will be difficult to find in such abundance anywhere. I reckon I walked at least 10-15km every day and consequently slept like a baby every night after regular jollifications in Neil's Camp 'Plakkerfontein' as it was informally named by Chalkie and Maureen Stobbart years ago.

Regular presentations are made most days and well into the night at the Theatre-in-the-Woods adjacent to the Vintage Aircraft Zone. Prime movies are shown at the outside movie venues. The Top Gun Maverick movie was shown in the Camp Scholler outdoor theatre in IMAX to an audience as reported by Jack Pelton, CEO and Chairman of the EAA Board, about 22,000 people seated in their camp chairs and on the grass.

Despite more than 680,00 people sporting EAA issued wrist bands, there was hardly a piece of litter anywhere. If litter was accidentally dropped, somebody would pick it up and drop it into the many wheely bins spread all over the grounds – this even included a cell phone belonging to one of



*Sunset during the night airshow*

our group.

Although there are aircraft from home-builts to heavy metal military hardware in the sky throughout the day, the formal airshows commence every afternoon at 2:30pm and usually end by sunset. Daily, the theme changes, but every show is spectacular. Hundreds of thousands of spectators watch these shows. The discipline of



*Aircam at the Seaplane Basin*

the aviation community is such that there is merely a marked line in the short green grass denoting the crowd line parallel to the main runway 36. Marshals continually patrol the line on scooters - should you so much as put your foot across the line, they are all over you like a rash and simply ask you not to do so. There are of course night-time activities such as night airshows on Wednesday and Saturday.



*Airshow crowd*

The PA system runs the length of the main runway at about 75m intervals with appropriate music played at times during the airshows. At other times, the ATC comms are relayed over the PA system. Oshkosh ATC is manned by 72 controllers

who handled up to 3,400 movements each day, pipping the next busiest airport's record of 2,450 movements in a single day. Listening to the ATC, I was deeply impressed by the kind ATC messages. Each and every aircraft was welcomed to Oshkosh, and usually, when possible, with a comment like 'Where are you from?' 'Colorado' 'Great journey, welcome to the Flatlands!'. To identify the aircraft, ATC would as an example say 'Yellow high wing at FISK, rock your wings' and then would say 'great rock, land on the green dot'. The runways were marked with large brightly coloured dots at about 500m intervals.



*Grumman Tracker*

Anybody flying into Oshkosh during the Convention, was required to study the mandatory briefing and of course, be conversant with the track, speed, and altitude requirements.

2022 is the 75<sup>th</sup> Anniversary year of the USAF. Naturally there were all manner of US Air Force aircraft flying around and parked on the main apron, presently known as the Boeing Plaza



*Fighter Town P51 line-up*

On the final Friday of AirVenture, all foreign visitors were invited by EAA to a sunset party where excellent chilled Miller Lite beer, sponsored in a quantity that would complement the Amazon River flow, in addition to masses of quality snack type foods in the beautiful surrounds of the Nature Centre.



*Karl and Graham Smith heading up the parade*

I had the pleasure of a ride in a B-25 Mitchell bomber, compliments of Gordon Dyne. This was exciting flying in the 'Berlin Express' to experience what the youngsters who operated these bombers had to endure during combat, and we were not being shot at. I was truly humbled by remembering the 57,207 young men who died

when they crewed the RAF Bomber Command aircraft in World War II



*Karl Jensen and Gordon Dyne(back) in the B-25 Mitchell bomber*

The Museum was the venue for the EAA Chapters Award ceremony held after a delicious breakfast in one of the cavernous halls, adorned with museum artifact aircraft hanging from the roof and the walls decked out with pictures of memorable moments in the development of EAA which now has more than 260,000 members. Four awards each were made for Chapter Websites and for Chapter newsletters, with a single Major Achievement Award that was presented to Neil Bowden for his contribution to the EAA Movement.



*Neil Bowden and Carolyn Bowden with Neil's Major Achievement Award*

His tours have encouraged thousands of South Africans and others to attend Oshkosh. The MACH initiative I mentioned earlier, captured the imagination of the judicators. This Award was most certainly a richly deserved recognition for our Chapter 322 Chairman.



*In front of the EAA Museum*

The EAA Museum is a beautiful establishment that houses more than 200 unique airplanes, all in pristine condition. Numerous forums, films and presentations are a feature of this magnificent complex which also houses the new EAA Pilot Proficiency Centre and the Youth Education Centre. Some iconic aircraft were stored outside during the Convention. Opposite the EAA Museum lies Pioneer Airport's manicured grass runway. Year round, rides in ancient biplanes and Bell 47 helicopters are available. During the Convention, a fleet of Bell 47s are constantly airborne giving visitors unique views of the Convention grounds and the thousands of parked aircraft.

Adjacent is the Youth Education College, a beautiful building worthy of recognition



*Beautiful sculptors on Compass Hill*

As I have so often said, I have described Disney World in the most glowing of terms to many people and not disappointed any first-time visitor. Exactly the same applies to Oshkosh. I would require a lengthy chapter in a book to do justice to what the experience of AirVenture was for me and to hopefully infect others to make the pilgrimage.

These are suggestions from EAA; are you a pilot, but have never had the chance to attend EAA AirVenture Oshkosh? Well, here are 10 reasons why you should try to make it at least once in your life.

1. All your friends are here! There are those you know well, and those you haven't met yet. But you will.
2. Put KOSH in your diary for July. There's no better feeling than to hear the Wittman Regional Airport controller say to you, "Great landing. Welcome to Oshkosh!"
3. You really did need that new thing, after all.
4. With 800 exhibitors, you can shop, compare, and get direct information on anything from new avionics to a brand-new airplane.
5. Everybody speaks the language. You have to explain to your neighbours back home why you fly, why it's safe, why it consumes your spare time. At Oshkosh, there's no need to explain. We all get it.
6. Ultimate hangar flying experience! Yeah, everybody at home has heard your stories, but there's a whole new audience here! (Plus, when you get back home, you'll have new Oshkosh stories...)
7. Drool-worthy aircraft. Never thought you'd see one of those in-person until you stood next to it on the Oshkosh flightline. And there are at least two of them here.
8. Ultimate sunrises and sunsets. See the golden-hour sunlight over rows and rows (and rows) of airplanes.
9. You're going to learn something. Whether it's in one of the 1,000-plus forums or seminars, or in an informal gathering of owners, there are titbits of knowledge and information that you'll discover about airplanes and your piloting skills.
10. Make yourself a better aviator. A pilot certificate is a license to learn and at Oshkosh, you'll learn from the best, because they're here sharing their expertise.
11. Get hands-on. Want to master that new skill, whether it's installing flight software or changing your own airplane's tyre? You can do it here under the guidance of experts.

**Karl Jensen EAA Chapter 322 and EAA USA member**

# Karl's Photo Album



Me and Pierre Dippenaar watching early arrivals



Now that's a menacing ship! (A10 Warthog)



On a camp bike in front of the Museum Mig 15



Me with a truthful 'Fun Meter'



Resting on the wheel of a Grumman Bearcat



The Iconic Oshkosh Brown Arch



JP Shulze being interviewed for TV on arrival from SA in his Sling High Wing taildragger



Jesse (Monster) Jeffries, Neil Bowden's grandson



Linda Sollars and husband Gordon on arrival at Oshkosh



Me with Mike Patey - designer builder of 'Scrappy'



James Pitman (hero) and fellow pilot Matt Cohen on arrival from SA



Aeroshell Aerobatic Team

# The Orion Cub Flies!



The Orion Cub is a brand-new aircraft designed from scratch over many years by Kevin Hopper (EAA # 1092172) who is a highly experienced aircraft builder. His love for aviation started at a very young age and only grew from there.

The Orion is not the first cub variant that Kevin has designed and built. His first design, called the Teddy, started its life in 2006 and took to the skies in 2007. A shortage of funds meant the production of the Teddy could not be fully realised, and although there are 6 iterations of the Teddy flying, the level to which Kevin would have liked to see production was not to be. This was also due in part to the aircraft being of wooden construction which is too labour intensive for large scale production.

The amount of research and development carried out for the Orion Cub far exceeded that of the Teddy in terms of ease of production and kit assembly. The actual design process was vastly different to that of the Teddys' due to it being done on CAD software, which allowed all components, including the fuselage tubes, to be CNC cut. The Orion Cubs' development was aided by Kevin taking on partners and starting a new business called Orion Aircraft. Having the valuable help of his son, Dean Hopper, and Aidan Cantin, Orion Aircraft was able to complete production ready jigs and moulds, including the prototype aircraft within 20 months.



The new design comprises of an all-aluminium high-wing, sporting an overhead flap handle allowing for flap settings of 15, 30 and 45 degrees, with a single strut and tandem seating 4130 chromoly fuselage. Empty weight is around 380kg and MTOW of 800kg.

The first flight showed very good slow speed properties and was flying well below 30 mph, with a 20 mph indicated stall speed on only the second stage of flaps (30 degrees). The prototype currently has a Rotax 912, and we saw a 105 mph top speed while operating from Krugersdorp airfield with a density altitude of 7500ft at 24 degrees Celsius on the day, but we will soon swap it out for a lot more horsepower. As soon as the test flying program is finalized we will be able to confirm more performance figures. Our goal is to offer high-end homebuilt kits and ready to fly aircraft.



# My Galt Airport Visit



By Neil Bowden

After getting back to Oshkosh for the first time since 2019 we had a busy time sorting out camping equipment and goods stored in our hut on Wittman Airfield. Mice, racoons and heaven knows what else had taken over our place for nearly three years, so a lot of work went into sorting out the mess, thanks to helpers Ray and his son David, Phil and my wife Carolyn. We needed a holiday after this and spent some time in Florida before heading back to Illinois to spend some time with EAA Chapter 932 President, Arnie Quast and his wife Dawn at their beautiful home in Wonder Lake just north of Chicag0.



*Dawn, Cheryl and Arnie*

The stay was definitely the highlight of our USA trip, we were treated like royalty. We arrived at Arnie's house Thursday afternoon after a long drive from Memphis, Tennessee. That evening they arranged a Braai or Barbeque inviting

over friends we had met over the years at Oshkosh, a wonderful evening with food fit for kings!

The next morning, Arnie, Rob (my son-in-law) and myself headed out to the airfield in Arnie's classic Volvo. The car belonged to his father and was the vehicle Arnie and his sister were taken home in after birth, Arnie has restored the car to showroom condition and it was beautiful to ride the quiet country roads of Wonder Lake in this classic, original radio tuned into one of the local radio stations



*Rob posing next to Arnie's classic Volvo*

Arriving at Galt, it was so good to see this airfield we had only previously visited virtually, neat lawns, taxiways and hangars – a GA airport dream! We pulled out Arnie's Piper Arrow, and after a good preflight, the three of us boarded the aircraft for a wonderful flight down Lake Michigan and



*Arnie's hangar and Piper Arrow*

past the Chicago skyline. Just past the position of the unfairly destroyed Meigs Airfield, we turned around and headed back, looking at some of the tourist attractions along the way including a maze, an amazing (excuse the pun!) sight from the air!



*The Chicago skyline and below – the maze*



After landing we headed on down to one of the many waterways in the area where Arnie keeps his boat.



*The boat club where Arnie keeps his boat*

As with the airfield, the scenery was magnificent along the waterfront with beautiful houses and boat clubs, even a few bars!

Then back to the airfield where our friend Parker and his wife, Cheryl, had organized a get together meal at the "Taj Mahal", the airport owner's hangar, Claude Sunday.

Well, what a surprise when I was introduced to Claude, who informed me that we were going to do some aeros in his Stearman. This flight was great – open cockpit over the farmlands of Illinois, the air was warm (got a bit chilly as we climbed to 2 000', but everything was just perfect! After letting me fly this magnificent aircraft, Claude called me on the intercom to check my straps and then proceeded to execute a roll, loop and hammerhead before returning to the airfield. He really knows his aircraft after having owned it for nearly 30 years! Thankyou Claude for this great experience.



*Howie and Rob*

Rob was also taken up in a Piper Cub by Howie Stock, for a flight that he will also no doubt remember for the rest of his life – door open and low and slow over the corn fields of Illinois!

The meal that evening was superb, a wonderful setting and great EAA folk. I was given an award by their chapter, honorary membership and presented with a signed copy of Dan Johnson's boot, "Duster".

Many thanks to Arnie and Dawn, their two children Bree and Thomas – we hope to see you all in SA one of these days so we can reciprocate! Also, a big thank you to Parker and Cheryl, Claude, Howie, Dan, Howie, Claude and all the wonderful folk at Galt Airport. Thankyou for your hospitality - you all really put the cherry on top of our trip!

# For Sale



## JABIRU SP120 (Short Wing)

ZU-JMT

Year: 2010

Airframe Hours: 555Hrs

Engine Type and Hours: 2200 4cyl 148Hrs

Prop Type and Hours: Jabiru 4A482 392Hrs

Equipment: Trigg TT22 Mode S Transponder, Velocity TC3 (EGT/CHT) Indicator, Microair Aircraft Radio, 2x Headsets, Garmen Aera 500 GPS, All Std Engine Gauges, 4 Pack Instrumentation, First Aid Kit.

ATF expires 01/12/22

Reason for Sale: Retiring from Flying

Viewing Location: Margate (FAME)Kzn

Price: R380 000

Information: The SP120 Short Wing provides 100KNT TAS @ 13L?Hour, making it a very affordable LSA aircraft.

Marginally slower than bigger Jabiru's. The engine was completely modified 148Hours ago. It was modified to provide longevity and safety by fitting forged pistons, 2 valve springs per valve, under piston oil cooling sprayers, reprofiled camshaft and plasma nitrate. Price includes P prop, wheel spats and aircraft covers.

Contact Rod Norton Cell 0833012592 E mail [rgnorton@vodamail.co.za](mailto:rgnorton@vodamail.co.za)

## Wanted for Hire & Fly

Any C 172 or C 150 with larger engine for hire and fly from 5<sup>th</sup> to 19<sup>th</sup> November for Rally Flying World Championships in Brits. Also looking for 1 Tecnam for the same.

If available please call Ron Stirk 082 445 0373 or Martin Meyer 083 628 3324

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**Newsletter** Neil Bowden  
**Safety Officer** Nigel Musgrave  
**Finance Asst** Brad Stephenson  
**AP Rep / Technical Officer**

Peter Lastrucci &  
 Andy Lawrence  
 Marie Reddy

**Auditorium**

**EAA Chapter 322 Johannesburg**  
 Virtual monthly gatherings until further notice 1st  
 Wednesday of the month

**Chairman** Neil Bowden  
**Vice-Chairman** Sean Cronin  
**Treasurer** Mark Clulow  
**Secretary** Ronell Myburgh

**EAA Chapter 1502 Durban**

**Chairman** Alan Lorimer  
**Vice-Chairman** Russell Smith  
**Treasurer** Robbie Els  
**Secretary** Mike Korck

**Chapter 1262 East London**

Meets last Saturday of the month Wings Park  
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**Vice-Chairman** James Wardle  
**Treasurer** Dave Hartmann

**Chapter 870 Kroonstad**

**Chairman** Niel Terblanche  
**Secretary / Treasurer** Hennie Roets  
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