



BRAKES ON... THROTTLE SET...  
**CONTACT**

**FEBRUARY 2012**

www.eaa.org.za

**CHAPTERS: 322 575 778**

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THE OFFICIAL NEWSLETTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION OF SOUTH AFRICA

# EAA NATIONAL CONVENTION AND FLY-IN 2012 WILL BE HELD AT MARGATE 27 APRIL - 1 MAY



## Karl's View

The EAA is a great gathering of good people with fertile ideas, good intentions and in some cases much energy and dedication.

On 21 January, an EAA of SA National Council meeting was held at the EAA Auditorium at Rand Airport. The National Council consists of the President, Vice President, Hon Treasurer, Secretary, PRO/Media liaison, Safety Officer, Technical Officer, Auditorium Convener, Young Eagles Convener and the Chairmen of each Chapter. Members are free to attend these meetings as all activities in EAA of SA are intended to be transparent. The EAA of SA Council is the body that determines EAA policy and liaison with the Aero Club of South Africa who in turn is our direct link to the CAA and their subsidiary RAASA. RAASA is charged with recreational aviation administration.

It is with a certain sadness that so many of the Chapter Chairmen did not attend or extend their apologies for the meeting. Dear fellow EAAers, we have to sing from the same hymn sheet and try and shed the apathy that is the cause of the poor turn-out. The meeting had been advertised for months, so stand-ins and proxies would have at least indicated solidarity.

EAA is most fortunate to have senior and capable members as the Chairman and Vice Chairman of the Aero Club. Let us not squander the opportunities of

their influence. General aviation and recreational aviation in particular is under constant legislative threat and all manner of restrictions. Our leaders at the Aero Club require and deserve our total support to strengthen their elbows.

In a mere 3 months, we are holding our Annual EAA Convention and Fly-in in lovely Margate from 27 April to 1 May. The convening body on behalf of EAA of SA is Chapter 1502 East Coast headed by Craig Ralphs. It is incumbent on all of us to assist and provide input for the Convention. We cannot expect or allow a small body of EAAers to carry the can for the entire function.

A relatively meagre grant is made by EAA of SA for the Convention as this event encompasses the AGM. Every EAA member must please get involved with the planning and execution of the Convention.

Before we were forced to move away from Margate all those years ago, we regularly had 250 to 438 aircraft at the airfield. The Margate (Hibiscus) Municipality have repeatedly said how welcome we will be and to this end are providing the airfield for our use free of charge. The weather gods should be kind to us at the time of the year we have chosen for the fly-in.

There is a list of just a few of the items that require resolution on Page 2. Craig has not been Chairman of the convening Chapter for a Convention and any suggestions and assistance you can provide will be appreciated. Let's make this one the best ever. Craig can be reached at [CraigRal@Nedbank.co.za](mailto:CraigRal@Nedbank.co.za)

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## **SOME 2012 CONVENTION ARRANGEMENTS where your involvement would be appreciated**

The EAA National Convention is being hosted by Chapter 1502, but we would like to involve as many of our members as possible. If there is anything that you can help with, please email Craig Ralphs on [CraigRal@Nedbank.co.za](mailto:CraigRal@Nedbank.co.za)

Source Margate accommodation for pilots & crew  
Transport for pilots & crew between airfield & accommodation  
Apply for & manage AIC 19.1 & AIC 19.2 authority for the event  
Guest Speaker(s) - Event  
Guest Speaker(s) - Prize giving function  
Plan event and programme schedule & assign tasks  
Source and appoint Safety Officer for the event – Walter Doubell will be in charge and will need volunteers to assist  
Appoint head marshaller – Paul Sabatier will be in charge and will need volunteers to assist  
Obtain authority from Margate council for free use of FAMG & Fire & Rescue  
Arrange overnight security  
Event food stalls  
Inform on site suppliers of catering arrangements  
Contact and confirm vendors for a request to display at convention  
Forums  
Programmes  
Invite all LSA Flight Schools as vendors

Agree categories and format for judging of aircraft – Marc Kuster will be in charge and will need volunteers to assist  
Arrival and Departure Instructions for FAMG  
Contact CAA for inclusion  
Contact other Aero Club divisions for inclusion  
Contact ATNS for inclusion  
Contact SA Weather for inclusion  
Invite aviation magazines to attend convention  
Local Margate newspapers/tourism  
Place details on EAA website and other aviation forums  
Procure and market 2012 EAA Convention Apparel, if required  
Awards Dinner Catering – any volunteers from KZN?  
Arrange Keynote Speaker  
EAA Caps/Shirts/Trophies/Prizes/Certificates - EAA 322  
Forums – suggestions to Craig Ralphs please  
Young Eagles participation  
Public Address System  
Appoint public spectator controllers  
Pre-registration RSVPs  
Welcome Packs for arriving delegates  
Programmes

## **WHERE'S WOLDOW - OUR EAA 322 MEMBER IN THE USA - by Ric Woldow**

We are off to a 'flying start' for aviating this year with a mild winter so far (Global warming does have its advantages). The first mission was to pick up Don's new acquisition, a 1942 Waco UPF 7. Thanks to clear skies between Chicago and Denver and relatively warm temperatures (40's F), we made the decision to go for it the first weekend. Chad and I made a pre-dawn departure from C15 to pick up Don and Dean in Davenport Iowa, then the four of us out to Crete Nebraska. Dean was the lucky (?) cold person to bring the Waco back to Davenport, with one fuel stop in Ottumwa Iowa, while Don, Chad and I watched from the warmth of the Beechcraft, along with a full cowling, tires, covers, and other spares, until we got bored at 100 mph and went on ahead. After the homecoming celebration for the new arrival, Chad and I headed back to Peking in the early evening. The utility of the Travelair is fantastic, so I still question my sanity for putting it up for sale. Chad took a few photos which can be viewed at:

<http://www.youtube.com/watch?v=xFnNihHbVjw>

In other adventures, I finished the annual inspection

on Linda's Luscombe 8A, so of course needed to test fly it. I don't regularly fly the type, so am always pleasantly surprised at the sprightly performance and great flying qualities of these aircraft on only 65 hp. Climbing in and out of the cramped (for me) cockpit is one way the performance is achieved. I also took the opportunity to fly my buddy's J-3C (also a stock 65 hp machine) as it had been a couple months since its oil was last stirred. Since he goes away for the winter, it is my duty to help out and keep the toys exercised. Besides, I thoroughly enjoy the flying qualities of a Cub, and am lucky to be able to go. Finally, I took the opportunity to fly up to Davenport in a friend's Cessna 170 (same as December flight) to wish the gang up there a happy new year and start planning for the upcoming flying season. I wanted to be sure to schedule my time in the 'new' Waco once the weather starts to warm up. I hope you're able to fly even more, taking advantage of your wonderful year round climate. Enjoy the freedom of flight that we have, and strive to be safe and ambassadors for our sport. - Ric

*[Follow the YouTube link for some great sounds – KJ]*

# EAA SUBSCRIPTIONS ARE DUE

The new **FUNDI** system for paying subs is up and running smoothly. If you have not received a notification to pay your subs, it means that your details are not logged on the Aero Club database. This is possible due to issues with the EAA membership lists not being up to date or you have only been a social or family member. This is a problem that we are doing our best to resolve.

EAA Subscriptions run for the calendar year from 1 January-31 December and are as follows:

**Chapter/Social Membership R200** - this covers your social involvement in EAA Chapters and must be paid by all EAAers.

**Family Membership R50** - this is for all DEPENDANT family members.

**EAA National Membership R215** - this must be paid by all EAAers who own, are building or flying NTC aircraft or participating in EAA and other Aero Club Section activities (e.g. SAPFA nav rallies) .

**Aero Club of SA Membership R300** for all EAA National Members who are required to pay EAA National Membership.

To pay, log on to <http://www.aeroclub.org.za/> The home page as shown below will appear. Click on the Renewal or New Member link circled and follow the instructions. If you have not had an invoice yet, you will be required to fill in your details. You can print your own receipt. Should you have unresolved difficulties, contact Walter Doubell at [walterd@lantic.net](mailto:walterd@lantic.net) or call him 079 830 6452.

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## THE AERO CLUB OF South Africa

*Preserving The Spirit*

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**Important Notice**

- Board Meetings
- Annual General Meeting
- Annual Awards Function

**Weather Links**

## A REAL REBUILD

There are only seven Jodel aircraft in South Africa. The Jodels are of wooden construction.

A long-standing EAA member, Fanie Bezuidenhout, completed the rebuild of ZS-UJM, the only F12 Jodel in South Africa.

This aircraft is featured on the 2012 African Pilot Airshow calendar. A unique feature is that although it has a ZS registration, it is still an NTC aircraft. Fanie has now embarked on a refurbishment of the recently rebuilt Jodel. He is having the structure checked, the wings, rudders and elevators covered with new fabric and intends applying a new smart paint job to the aircraft. Watch this space for progress on the project which should be completed in time for this year's EAA convention at Margate from 27 April to 1 May.



## EVENTS TO DIARISE - FORTHCOMING ATTRACTIONS

In the previous issues of CONTACT, I asked all Chapter Chairmen to please keep us informed of any local events, fly-aways, projects, or other interesting snippets. It's hard to believe that nothing is happening in the various Chapter regions. Let us know when you hold your monthly meetings so that we might attend if visiting for pleasure or business. It is a requirement of the constitution of the EAA of SA that each Chapter hold a minimum of 4 meetings per annum. If these dates are published on the website it allows new members to join and swell your ranks. Understandably there was little EAA activity during the holiday season, but let's get our act together for 2012!

1 February: **EAA Chapter 322 Johannesburg monthly meeting** at 18h00 for 19h00 at the Dickie Fritz MOTH Hall in Dowerglen, Edenvale.

4 February: **MISASA Microflight Africa 'Spoilt by Choice' Aircraft Leaderboard Shootout at Tedderfield, entrance is free.** It's an all-day event with live show in the evening. EAA has been invited and a prize will be awarded for the 'Best EAA Aircraft'. They've given us a 15-min slot to promote the EAA, this will take place at 09h15 in Hangar 8. The full programme is on the MISASA website - [www.misasa.co.za](http://www.misasa.co.za)

9 February: **EAA Flying Legends Talk Show** kicks off the 2012 season with a cracker show featuring Air Commodore Rick Peacock-Edwards. Bookings are essential, contact Anne Woods at [wbmeaa@tiscali.co.za](mailto:wbmeaa@tiscali.co.za) or 011 888 8495/6 during office hours.

11 February: **322 Monthly Breakfast Fly/Drive-in at Krugersdorp Airfield Clubhouse.**

3 March: **Kitty Hawk SAA Crew Reunion** fly-in 11h00-17h00.

10 March: **Bultfontein 10<sup>th</sup> Anniversary Airshow** Skud reg julle vere, Bultfontein gaan weer lewe!

24 March: **322 Monthly Breakfast Fly-in at Welgelegen** [www.welgelegenmanor.co.za](http://www.welgelegenmanor.co.za) at the Rietbult airstrip near Balfour. Coordinates are S26 37 21 E28 36 42 elevation 4582'. Everyone is welcome, but please contact Emmie Oelofse [emmie.oelofse@intekom.co.za](mailto:emmie.oelofse@intekom.co.za) 084 399 5089 to facilitate catering.

1 April: **Tedderfield breakfast fly-in.**

13-15 April: **SAA Pilots' Association Zebula Airshow and Fly-in.** EAA members and family have been invited by the organisers. Contact Marie at Zebula 014 734 7700 [conferencing@zebula.co.za](mailto:conferencing@zebula.co.za) A discounted rate is offered for the SAA weekend. Last year there were 218 aircraft that flew in for the weekend, so early bookings are imperative - 'you snooze, you lose'.

27 April-1 May: **EAA National Convention - Margate.**

4-5 May: **Wonderboom Airshow.**

12 May: **SAAF Museum Airshow - Swartkops.**

20 May: **Grand Rand Airshow.**

21-23 June: **EAA 322 Prawn Festival Fly-in - Komatipoort** [woods.associates@tiscali.co.za](mailto:woods.associates@tiscali.co.za)

21-22 July: **Nylstroom Vliegklub and EAA Taildraggers Fly-in.**

23-29 July: **EAA Airventure Oshkosh.**

10 November: **Peter Hengst Memorial Fly-in breakfast - Brits.**

17-18 November: **EAA Sun n Fun fly-in - Tempe.**

### Snippets

1. Dr Mike Brown (Vice Chairman EAA Chapter 322) has been retreaded and is now certified to carry out flying medical checks for Class 2 and Class 4 medicals. When he is established in a practice, we will advise our members.
2. Justin Gloy who arrived on the scene as a Young Eagle a few years ago, passed his matric with University Exemption and is presently at 43 Air School at Port Alfred undergoing a Private Pilots Licence course on a full time basis - good luck Justin and have fun.
3. Archie Kemp's Cessna 195 is now airworthy with the test flying being carried out by Brian 'The General' Stableford.
4. This might help so many of our friends - a hanger is usually made of wood, plastic or bloudraad and is most often used to hang clothes on. A hangar on the other hand is a shed like structure where aircraft are often housed. OK! - *by Leon Erwee*



**Letters:**

Q: Can you still design, build and fly your own aircraft in South Africa??? I'm looking at LSA type aircraft - Leon Potgieter

A: Yes Leon, you certainly are permitted to design and build your own aircraft in SA if you comply with the regulations. This is one of the main purposes of having an Experimental Aircraft Association where a lot of information and advice is available. Recent examples of highly successful indigenous designs are the Raven, Teddy and Sling aircraft. I've attached our previous 2 newsletters for your reading pleasure and put you on our email list for future issues until you instruct me to stop. - Karl

Q: That is absolutely great news. I'm a trike pilot but need some new fun. Thank you for your help and putting me on the mailing list. I attached a copy of a painting of my Trike and a Tiger moth ZS-BYM, my dad used to fly. He is no longer with us but I had this painted to remember him. How can I join your chapter? - Leon Potgieter

A: Ek stel voor dat jy 'n EAA vergadering of twee eers bywoon voordat jy aansluit. Ons wil natuurlik soveel lede as moontlik werf, maar hulle moet vrywillig aanteken. Ek heg in elk geval die aansoek vorm hieraan soos jy gevra het. (Means: Attend a few meetings and then decide on joining, membership application attached.)

**On artwork and decals:** Hi Archie, Thought you might like to see what the Tiger looks like completed. Great job as usual. Thanks Archie - Gavin Brown



I am planning to go to Margate in the Alo in April, departing Jhb on 26 and overnighing at Virginia. My intention is to fly from Virginia to Margate and back to Virginia on 27th, and depending on the format of the Convention, travel to Margate and back to Virginia on a daily basis on those days I choose to go to the convention. I expect to fly back to Jhb on 1 May. I have not yet finalised my fuel planning, but it may be that I have a seat for a lightish body. Please let me know of anyone who might like a ride and as soon as I am sure of my plans, I will chat with them. - Eugene Couzyn [eugenecouzyn@gmail.com](mailto:eugenecouzyn@gmail.com)



To **Ivor Link** ex 575 East Rand member: Vernon McLaren brought the Omaka DVD to our 322 meeting in Jan. The airshow certainly is outstanding with very few spectators! - Karl

Reply: Glad you saw the DVD! The Airshow actually has 1st day of practice & then 2 public display days. I suspect the clip of film where you saw the number of people was practice day one. 2011 we had about ±25 000 on each of the public days which I gather was about average. Sure nothing like Oshkosh but for our small town of 40 thousand people and distant country to attract visitors from UK, Australia and USA not bad! For my sins I organised the Gliding NZ static display stand and low level air display by the NZ / World record holder, so saw it from the inside out so to speak. I have now curtailed my gliding to a large extent as I took on a 4 year study course in Clinical Hypnotherapy to up skill in an area of interest that I could not do in SA. - The private practice in this field will also keep me revenue producing to feed my aviation addiction in later years, without the dreaded retirement financial syndrome being a factor! People seem to live to ripe ages in this country with many acquaintances in their late 80s and sprightly 90s.

*continued on Page 6...*

*continued from Page 5...* After doing a bit of gliding I had to admit that powered aircraft aka LSA type is where my passion actually is and have ensured that the house we bought late last year has a suitable man-cave to resurrect my home building passion and offices to conduct a private practice. I brought my Zodiac 601XL templates plus my hand tools and plans collection with me (I do regret not biting the bullet and also bringing all my bench mounted tools I had!). So as soon as the pressure of the theory studies are complete and the internship is underway in 2013, I will be back on the tools making dream plane # 2 a reality. Seems once you have built an aerie that grin of the first flight eventually wears down to a frown of what project next? - I have had that frown stuck on my forehead for far too long!

Not sure if you know - Steve Boshoff is emigrating to NZ . He will be living initially south of Auckland - we have been regularly in touch and he will be joining the equivalent of EAA here

- SEA (Sport Aircraft Association) - He will be a welcome AP who I am sure will be quickly assimilated into the keen aviation fraternity here. (Not many here that can boast of a Rooivalk on an engineering ticket!) – Cheers, Ivor  
*[Next issue we will show some pics of the many aircraft in NZ which Ivor has photographed – KJ]*



Ivor Link holding up a billboard

Hi Karl, On the back of our YOUNG WINGS adventure into Knysna (see CONTACT Page 8), it seems as if quite a large scope of opportunity has arisen from the 'marketing gurus' of Knysna. I have been approached by Francis Cusens to explore ways of incorporating a strong aviation segment into the 'Knysna Speed Festival', which takes place in the 2<sup>nd</sup> week of May. Suggestions included Pylon Racing using various classes of aircraft ranging from Microlights, 3-axis LSA to Pitts/Zlin, with everything in between being considered! I know that this is only 5 months away and events like these take a great deal of planning. Would it be a viable/feasible consideration amongst the more 'serious' aviators?

In spite of the nature reserve declaration covering Knysna Lagoon, the organisers are seeking to have this relaxed for the duration of this festival in order to accommodate the aviation segment. In doing so, Knysna are pulling out all the stops in order to make participants, in general, and aviators, in particular, be treated like kings with view that they will be pulling in the crowds through tourism, bringing in much needed revenue as their numbers are in serious decline (as is with the rest of the world, I guess!). Please let me have your (and any other interested parties') comments in this regard.

Kind regards, Baden Hall. [baden@melaniehall.com](mailto:baden@melaniehall.com)

### **Prawn Festival Fly-in - Komatipoort - 21-23 June 2012**

Hi Stefan, It was good speaking to you about the plans for our EAA Chapter 322 fly-in to Komatipoort in June. I'm already excited about the possibilities we discussed and will await the list of accommodation establishments so that we can start booking. As discussed we will send out invitations for all the other EAA Chapters nationwide to join in the fly-in. The fact that you are prepared to provide ground transport for pilots and passengers between the accommodation and the airfield for a nominal rate is a big plus. You also mentioned that you have a shower and a toilet on the airfield so that some may be able to camp under the wings of their planes.

Even more thrilling is the fact that you are an AP and that you have been talking about the possibility of opening a chapter of EAA in Komatipoort. I will ask our National Chairman Paul Lastrucci to contact you in this regard as well as our own illustrious Chapter 322 Chairman, Karl Jensen (Captain SAA - retired) who has some guidelines on how to run a chapter. Karl is also the Editor of "CONTACT", our monthly e-zine which gets each Chapter's reports in each month from the various chapter Chairmen. Best wishes, Jeremy Woods

Hi Karl, Thanks for your e mail. I'll definitely try and get more involved with 322 again. I've been madly busy with work and trying to get my Sling finished. I'll try get to the next meeting and have a chat. Thanks for all the effort you have put in to keep things going! Neil Bowden

*[KJ input- Neil has for many years organised inclusive tours to AirVenture, Oshkosh with a well-run camp. We will give Neil the opportunity to promote his 2012 tour at the 1 Feb Chapter 322 monthly meeting.]*



**EAA 322 Breakfast Fly-in to Tedderfield on 14 January 2012**

Some 36 EAA 322 members, family and friends flew, drove, crawled and jogged to Tedderfield to meet at Nico Brandt's magnificent hangar for a breakfast prepared by Boerewors BaRon Van Lear. The secondary reason for the visit was for the members to inspect the ground that 322 has kindly been offered by the Tedderfield owners for EAA to be able to erect a hangar. This will result in a debate at the next 322 meeting on 1 February on how we will proceed in this matter. Most pics supplied by Ian Wylde.



Moose Woods and his J5 Cub, far right the J5 interior



Boerie BaRon van Lear mit Claus Keuchel



Some of the visiting aircraft



Treesie



Discussion on the hangar ground in front of Nico's hangar



Aerospace aces Stephen Theron, Tendo de Paravicini and Jonty Caplan swanning through the sky



Karl Jensen, Irene Naude, Fanie Bezuidenhout und Claus Keuchel



Tedderfield site inspection for the proposed hangar

## Part 1 Young Wings Flight of Hope - Johannesburg to Knysna 27-31 December 2011



Chris Hall and Chéleigh Esterhuisen

27 December 1911 at 19h15. After receiving consent from the Minister of Posts and Telegraphs, Evelyn (Bok) Driver became airborne in a Blériot Monoplane from the Kenilworth Racecourse with a cargo of 729 postcards originating from the Kenilworth Post Office. Destination: Muizenberg Post Office, 8 miles

away. Bok landed at chemist and dairy farmer Mr Oldham, on a field on the verges of Zandvlei at Muizenberg. He was met by Postmaster PJ Hutchings who received the postcards, and presented Bok Driver with return post. Bok became airborne once again and returned to the Kenilworth Race course. Flight time: 7,5 minutes.

Thus began the first 'Airmail Service in Africa', with Muizenberg being the first destination.

27 December 2011 at 10h30. Aviators Christopher Hall (22) and Chéleigh Esterhuisen (20) became airborne in an Aquilla weight-shift microlight (*powered by a Rotax 503 engine and three blade propeller*) from Petit Airfield, Benoni. Destination: Knysna - 1083km away. Purpose: To commemorate the 100<sup>th</sup> Anniversary of the 1<sup>st</sup> Airmail Flight, and to retrace one of the more popular routes used by the pioneering Airmail Service Pilots, whilst drawing attention to the fact that personal challenges will never stop the determination of a person with a dream.

Why a weight-shift microlight? As aircraft are becoming more and more slimline, faster and efficient, it was necessary to recreate the similar speed of the Blériot Monoplane (of 47mph) with an engine of a similar power (50hp, though the original plane that flew the English Channel was only 25hp). The route would be: Day 1 (27 Dec) - Deneysville (precautionary refuelling stop) - Senekal (refuelling stop) - Ladybrand.

Day 2 (28) - Ladybrand - Bethulie (refuelling stop and traditional stop-over) - Gariiep Dam (only because of facilities no longer available at Bethulie!)

Day 3 (29) - Gariiep Dam - Middelberg (traditional stop-over point) - Graaff-Reinet (traditional stop-over point).

Day 4 (30) - Graaff-Reinet - Willowmore (traditional major stop-over point).

Day 5 (31) - Willowmore - Knysna.

Awakening at 02h15 on the morning of the 27<sup>th</sup>, Christopher's dad, Baden Hall, took the latest aviators weather forecast and it was not at all promising. However, the decision was taken to leave for the airfield at 04h30, so that should the weather improve they would be on schedule for a 05h30 take-off. A good decision, because a good hour was wasted trying to locate petrol stations with Mogas, as they had all run out from the recent fuel supply problems experienced in Gauteng. Baden decided to do one more check on the newly installed ½ wave antennae. Another good decision, for it was discovered that there was a dead-short between the earth and hot-leg which would've rendered transmission useless outside of 500m. Time was spent fixing that problem out. All the time, the rain was pelting down and the ground was becoming more and more water-logged.

Eventually, there was a gap in the weather and it was 'green for go'. From a very water-logged Petit Airfield, Christopher

and Chéleigh became airborne from Petit to Deneysville, via Dunnottar and Heidelberg, touching down at Deneysville 43 minutes later. Weather turned sour once again. Decision to breakdown the wing and trailer through to Ladybrand, the first overnight stop. It was solid rain the whole way from Deneysville to Ladybrand, travelling via Senekal and Ficksburg. December 28, 2011 - 06h30. Weather on the ground. Nobody was flying anywhere! Decision to continue trailering to Gariiep, but not before we obtained the necessary Letter of Goodwill from the Mayor of Ladybrand! A hearty breakfast was enjoyed by all following a very restful night at a local B&B. With the Letter in our grubby paws, after much amusement at the local municipal offices, we were on the road again! Bypassing just north of Wepener, we turned the nose towards Smithfield and then onwards to Bethulie. Although the weather was still IMC, it appeared promising as the clouds and rain appeared to be abating. Arriving at Gariiep, our spirits were completely lifted as the rain had stopped and the clouds were a good 3000ft off. Pulling into the airfield, we were met by a complete menagerie of foreign glider pilots who cast a very suspicious and doubting eye in our direction. It was only after Christopher befriended Scotty, the C182 tug pilot, and



Chris and Chéleigh set up camp in the Gariiep hangar

compared their 43 Air School notes, did the foreigner glider pilots eventually warm towards us when they realised that Christopher was more than 'just a toy deck-chair' pilot, as was about to complete his CPL! Such is the folly of presumption! Being in the middle of peak holiday season, all our chances of checking into anything that resembles four walls and bathroom were thwarted. Returning to the airfield with our tails between our legs, permission was granted for us to set up camp inside the hangar.

Settling down after erecting the tent and inflating the mattresses, it was not long until we were all blissfully asleep, well at least, mom and dad were! Christopher and Chéleigh's mattress had a slow leak, that required topping up every 45 minutes or so! Needless to say, their night was spent either on cold cement or doing regular exercise with the pump!



Dad Baden Hall sees them off at Gariiep

....to be continued in the March 2012 CONTACT

PICTURE GALLERY



Brian Appleton at Brits



Hennie Roets and Juri Keyter at the Auditorium



The skirl of pipes to start the Chapter 322 monthly meeting in January



January EAA of SA Council Meeting in progress



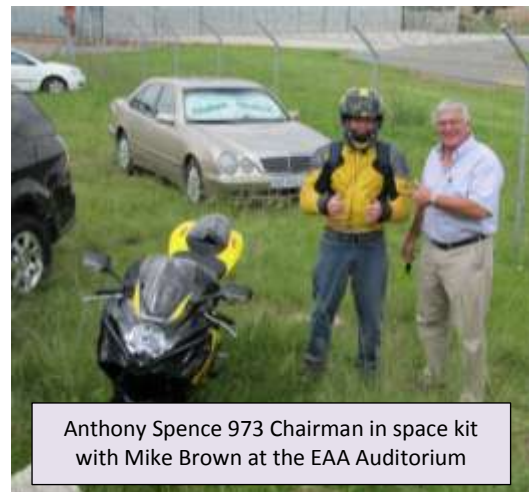
A quick braai after the Council Meeting



Juri Keyter addresses the EAA Council with Pres. Paul Lastrucci



L: Ralph Hurwitz' new Sling avionics being explained to Karl Jensen by James Pitman



Anthony Spence 973 Chairman in space kit with Mike Brown at the EAA Auditorium



EAA planes and people at Tedderfield at the 20 January fly-in

## NEWS FROM CHAPTER 1504 KLERKSDORP - by Mike Visagie

I am in Dubai and will be off tomorrow for about five weeks of leisure hopefully uninterrupted by uncivilized and unwashed hordes of hungry Somalis wanting to board my vessel. The anticipation is killing me!

Last year Cliff Lotter had mentioned doing the Young Eagles thing on an annual basis. Please see below for my suggestions as the Klerksdorp Chapter initiative for 2012:

I shall again host it on my farm. It is in the middle of nothing and nowhere, within easy flying distance from the main centres with some fuel reserve for a flight or two with Young Eagles. (A discernible effort will be made to better prepare the runway and clear away the cowpats). The event will be called the

### **2012 MAQUASSI MID-WINTER MOJO**

We anticipate doing it as our annual youth day festivities, as we did last year.

My friends and neighbours are very enthusiastic to host as many visitors as possible this time around at no cost except for the collectibles, to follow.

I shall prepare camping accommodation for as many as possible with some shuttles to two guest facilities in town for the more comfortably inclined.

We shall be providing a welcoming breakfast from early Saturday morning until about 10h00, Light lunch to follow from 13h30 and a braai (or a once buried lamb or piglet, you will love this) with all trimmings, belly dancers if we can find any and so on for the evening.

There will be limited free beer as the budget allows. Sunday morning there will be a voluntary sunrise meeting for those religiously inclined, followed by a continental breakfast before the flights home.

I suggest a deposit of R500 per visiting pilot and aircraft. We shall have to do this or the cost will become prohibitive should some people book and we prepare the following and they then do not turn up. This will entitle every participant to receive some piece of clothing (whether it will be a Lacoste-type golf shirt, or a light windbreaker (Drimac or similar) will still be determined. The idea is that it will be used to wear to every year's event and accumulating participatory badges on an annual basis. This year's event will be permanently embroidered. The pre-registry will allow us time to prepare the personalized wine gift sporting logos, names and aircraft registrations on the pewter labels as per last year.

The best thing is that if any pilot participates in the Young Eagles part of the day's programme, they will be refunded their deposit!

Please indicate whether I am on the right track here and also feel free to add any suggestions you could think of at this stage. Nothing is set in stone.

Regards, Mike

*[KJ input – I attended last year and let me assure you that you all need to experience the Platteland hospitality and generosity that will definitely have me going again this year. I am not happy about you sailing in the pirate infested Horn of Africa region, Mike!]*

## Bateleurs Bonizwe / Young Eagles Flight

Every year student game rangers, South Africa's conservationists of the future, study and work hard to be recognised as one of the top 3 achievers in all aspects of their college training sponsored by the Endangered Wild Life Trust (EWT).

For the second consecutive year a Bateleurs pilot (also an EAA Young Eagles pilot), Jeremy Woods, met early on Sunday 10 July 2011 with Siphso Dlamini, Nzalama Chauke and Nompilo Ngcobo, the three winners from the Endangered Wild Life Trust's (3 year) college training course for Game Rangers and Conservationists. Informed conservationist organisations will already know that they are invited to request the Bateleurs to provide them with free 'aviation services', other than charters. Bateleurs will gladly provide pilots and suitable aircraft for missions such as photographic surveys, animal search and location, game counting, pollution monitoring, poaching control. These and many other varied types of missions is how the Bateleurs fulfil their goal of 'Flying for the Environment'.

In this particular mission, each year, the Experimental Aircraft Association (EAA) as part of its own 'Young Eagles' programme provides Bateleurs with 'free aviation services' in the form of a pilot, plane and fuel. The normal purpose



of the Young Eagles programme is to introduce young people to aviation by giving them their first experience of flying. The purpose of this flight serves the same purpose but with a slight twist. In this mission the young conservationists are shown how aerial surveys can be used in their future work. Hopefully, if the flight is an enjoyable one to the students and a reward for the achievers for their efforts and passion for the environment.

After getting the appropriate overfly permission from Nic & Strilli Oppenheimer the week before, we departed Rand Airport at about 08h00 heading North East for the Ezemvelo Game Reserve and Telperion situated North of Bronkhorstspuit and South of Loskop Dam. On the game reserve there is accommodation and classrooms where students get 6 months of hands-on practical game ranging experience during their 3 years at college. The idea of the flight is that seeing the area from the air that they have come know only from ground level, will give them a new perspective of how conservation can be carried out with the aid of aerial services.

Unlike last year's mission which was subject to low cloud and rain, this year we had bright sunshine. As usual, there

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was much excitement with these groups and the two young ladies, Nzalama and Nompilo, decided that they would sit in the back together and the slightly bolder Siphon could sit up front with the pilot.

The Comanche, although not suitable for many Bateleurs missions, was suitable for a first flight experience where accurate survey or photography was not required. We arrived overhead the game reserve 25 minutes after take-off flying to the South first to remain clear of ORT airspace.



Jeremy Woods with the Boniswe students at Rand Airport

*[KJ input - I have transcribed the thoughtful hand-written letter in the interest of easier reading from Siphon without editing it]*

Being on a light aircraft is different from when flying on a big plane. From taking off until the landing, one of the interesting parts of the flight was how the pilot does his plane check before even starting the engines. Driving a car and flying a plane has similarities, though with flying the pilot has to communicate with the air traffic control, while with driving the driver uses indicators to communicate with other road users.

I had an opportunity to notice the thick band of air pollution from the sky on top of the CBD. When we flew towards the direction of Bronkhorstspuit dam the air started to clear up. I also had a chance to see the top of a mine dump for the first time. Mr Woods (the pilot) landed at a small airport from Bronkhorstspuit and he gave us broader information on different planes and flying planes. He also shared with us a few missions he had done for Bateleurs.

The view from a light aircraft is amazing, the scenery was breath taking. With all the beauty on how much you could see helped take my anxiety away. I wish I could do it more often more like a hobby.

It would all not have been possible without the EWT and Bateleurs. Most of all Mr Woods was a great help in giving insight and answers in whichever question I had and making us comfortable throughout the flight. - Siphon Dlamini

GPS co-ordinates of the Ezemvelo boundaries had been obtained the previous week, from Capt. Johnny Laing, the Oppenheimer's personal helicopter pilot and manager of Aviation Services at Anglo American, so we could immediately start identifying points of interest that they knew on the ground and could recognise now from above. We observed most of the reserve from heights of between 300' and 500' AGL which would not have been possible without the good graces of Mr & Mrs Oppenheimer who had granted special permission for this low altitude flight.

One has to be careful to do shallow turns and not pull G with new passengers on board. This we did to the best of our ability. After about an hour in the air, we landed at Kitty Hawk for a break. This proved to be just what the doctor ordered and gave us all the chance to have a bit of breakfast at the well run Kitty Hawk Flying Club restaurant.

The flight back to Rand was via the Pinedene route and over the city which was almost exciting for the winners as the game reserve as they tried to identify some of their usual haunts from the air. The animated chatter during the two hours of flight and after landing, together with the expressed gratitude (see Siphon's handwritten report) is sufficient proof to me that the Boniswe flights must be continued if not expanded to include a greater number of future potential conservationists.

### Submitted by Gerald Maddams EAA Chapter 1502 East Coast For Sale - Auster J/1 (modified) Project

G-AIZU is a standard 100hp Cirrus powered Auster J/1. Potentially the best performing Auster in the world. The conversion to the 160 HP fuel-injected Walter-LOM motor will make this an ideal 'highveld' aircraft. The project for sale is based on an airframe similar to the picture and is currently registered in SA in the NTCA category.

The project includes:

Engine: Walter LOM M332B - 160HP with altitude compensating fuel injection, plus new engine bearers.

The fuselage is corrosion free (X-rayed by Denel). The wings and empennage are complete and undamaged. New control cables made up by SAA. Both standard and long-range belly tanks.

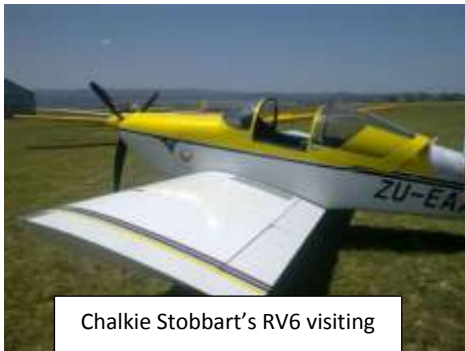
This engine is factory brand new, zero timed and still has the inhibitor fluid in it. Its value would be at least R135 000. New purpose-built engine bearers to fit the motor to the Auster frame have been specially fabricated at great expense by DENEL.

i.e. You are getting the airframe virtually for free! Still required: reassembly, covering and a propeller.

Price: R200 000. Phone 083 267 3467 [DavidCarsers@vetdefenceco.com](mailto:DavidCarsers@vetdefenceco.com)



## Pictures from Régo Burger EAA Chapter 778 Port Elizabeth



Chalkie Stobbart's RV6 visiting



Colin Dettmann



The newly marked spats on Régo's Fish Eagle



Vaughn Griffin and Colin Dettmann



Vaughn Griffin in full kit

### News from EAA Chapter 778 Port Elizabeth - submitted by Régo Burger

Vaughn Griffin was our only outsider (long distance member) to visit by air.

He was in need of fuel to get back to Plett after having left his Tiger at FAPA after the 80-year photo shoot and stopped off at FAUH and took our fuel host Colin Dettman for a nostalgic ride - Colin had soloed in a Tiger many moons ago.

Chalkie Stobbart arrived in time for tea on a taxi ride bringing a local flyer back to base. 90% of our members were away for the long weekend with family. The rest that arrived by car had a lot to chat about over the campfire. We hope to meet at my hangar at FAPE next... date to be announced.

I have fitted my newly marked wheel spats to match the nose. Sadly I am having no joy with my 4 barrel carb, so back to the drawing board. I did a ground run yesterday and sat in the cockpit making flying noises while the engine churned. Less than previous experience with the SU carbs, and as rough as a sick dog. Note the box exhausts outlet no longer blows soot on the prop... well not as much. I then did what I should have done long ago, checked the panel for data. Normal fuel flow at full power was 45l/hr 25l/hr in cruise - well my fuel flow computer only displayed 26l/hr at full throttle, something is wrong. Time to do a systematic check!

CONTACT is the official newsletter of EAA of SA. This edition was happily compiled by Karl Jensen and edited by Trixie Heron 30 January 2012. All contributions gratefully received from all Chapters and members. Please submit material before the **last Wednesday** in the month to [editor@afskies.co.za](mailto:editor@afskies.co.za) or [karlpix@icon.co.za](mailto:karlpix@icon.co.za).

Thanks to all who contributed to this edition of CONTACT - keep 'em coming!

**If you tell the truth, you don't have to remember anything**

**If at first you don't succeed, skydiving is probably not for you**



**Your job is not just to work. Your job is to leave a trail of leaders behind you**