



BRAKES ON...THROTTLE SET...
CONTACT

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THE OFFICIAL NEWSLETTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION OF SOUTH AFRICA

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EDITORIAL

THE TZANEEN ALBATROSS DISASTER – 14 AUGUST 2011

13 people aboard two Piaggio P166 Albatross aircraft, including 3 children, died tragically when the aircraft crashed near Tzaneen in mountainous terrain on the Mamatswiri peak on Sunday 14 Aug 2011, shortly after departing for Rand Airport after the Airshow and Race of Champions that was held the previous day. This dreadful accident is the worst general aviation accident in South Africa's history. The accident has devastated those left behind, not only friends and family of the victims, but the entire aviation community in South Africa. The reverberations from the accident have been felt and commented on throughout the world. The 2 ex SAAF Piaggio PI66 Albatross aircraft ZS-MMI and ZS-NJX departed Tzaneen at about 10h30 on 14 August. Search and Rescue operations commenced at about 13h30 in what were described as appalling met conditions with low cloud and poor visibility and most of the high ground totally obscured by cloud. Almost two days later, on Tuesday morning, Chris Briers in helicopter Rescue 3 spotted wreckage of both aircraft in a mountainous area reportedly about 100m apart, having impacted almost vertical terrain. Both aircraft were totally destroyed with no chance of there being any survivors. On board ZU-MMI, were pilot Brian Guar and passengers Marion Anderson, Maddison and Alexandra Doak, Tess Spence, Louise Warden, and Kevin Woolacott. The occupants of ZS-NJX, were pilot Peter Gildenhuys, passengers Stuart and Peter van Oldenburg, AVPIX photographer Frans Dely, Marietjie de Witt, and Linda Pierce. Linda Pierce was the fiancée of African Pilot magazine owner and editor Athol Franz who is an EAA Chapter 322 member. After a flypast followed by a sunset Missing Man formation of 4 Harvards of the Flying Lions led by Scully Levin, EAA of SA national president Paul Lastrucci laid a wreath at the Rand Airport terminal on Thursday afternoon on behalf of all EAA members and their families as a tribute to those unfortunate souls who perished in the disaster. The RAF Officers' Club, The Aviation Museum of SA and AvCom also laid wreaths with EAA into the flower adorned vestibule of the airport.



The Albatross impacts on Mamatswiri



Not much remains after an impact into a cliff face



Paul Lastrucci, EAA of SA President, lays a floral wreath at Rand Airport on behalf of all EAAers

The EAA Flying Legends Talk Show followed at the EAA Auditorium at Rand Airport where 2 minutes of silence was observed by a capacity audience as a mark of respect prior to the show. During the silence, Talk Show host Eon de Vos read the beautiful poem *High Flight* by John Gillespie McGee. On Saturday 20 August the Missing Man formation was again flown by the Flying Lions to open the Secunda Airshow while I read *High Flight* on the public address system and only just managed to do this without a stop.

On Sunday 21 August a remembrance service was held at Skyriders at Rand. Moira Beckley, whose husband Mark died after his Stearman crashed at Tzaneen four years ago generously made the premises available for the service which was attended by more than 1500 people. I have never experienced a service for fellow aviators that has moved me emotionally to the extent that this one did. Speakers and participants in the service were Nigel Hopkins, Pierre Gouws, Pastor Gerard Hattingh, Larry Beamish, Andre Swart, Hon. Minister of Transport, Sbu Ndebele with a message from President Jacob Zuma and former President Nelson Mandela, and Gen. Khumalo, representing CSAAF. The audience was escorted from the hangar out onto the airfield by 3 pipers in full regalia. A unique Missing Man formation of 3 of the Goodyear Pitts aircraft and 2 Yak 52s representing the 2 Albatross aircraft was flown, commentated by Brian Emmenis with the music of *The Wind Beneath My Wings* sung by Bette Middler being played. Well, there wasn't a dry eye among the large crowd.



L: The remembrance service at Skyriders
R: The Missing Man flypast of 2 Yak 52s and the Goodyear Pitts team



L: Pierre Gouws addresses the Remembrance Service
R: Part of the crowd watching the Missing Man flypast

This dreadful accident brought out the best in so many people that it would fill a book with the generosity, spontaneity, and an incredible demonstration of what wonderful people we have in our great country. All manner of disaster management services and the people from all over SA opened their hearts, made resources available with no requirement for compensation. Car dealers made vehicles available, as well as hotels and restaurants, and Letaba Flying Club members ensured there was a constant supply of food and beverage available as well as shelter. Prof. Johan Coetzee made Henley Air offices and classroom available as a counselling and crisis centre during the search period where a continuous supply of catering and much needed professional counselling was provided. The local Travel Lodge hotel as well as nearby Elephant Lodge B&B made accommodation available to anyone who needed it free of charge. I hope all these kind folk are repaid somehow by those of us who are able to support their enterprises.

The good that so clearly shone through was the unity which a tragedy of this nature creates and hopefully lessons will be learnt to try and avert any further tragedies of this proportion.

From EAA of South Africa, we send our thoughts, prayers and condolences to the surviving family members and friends of the victims, as well as the entire South African aviation community.

Karl

PORT ST JOHNS AND WILD COAST JAUNT - by Mike Brown, Vice Chairman Chapter 322

The recent National Convention of the EAA of South Africa, held at Wings Park near East London, was the catalyst for a group fly away by a number of our Chapter 322 members. Looking at the options for getting to East London, the coastal route seemed ideal and a plan was soon hatched to include an overnight stop at Port St John's on our way down the coast.

I was quickly volunteered to make the necessary arrangements, ensuring accommodation, secure overnight parking for the aircraft, transport from the airfield situated 1200 feet above the dorps and a venue for dinner. Having previously landed at PSJ, the logistics of the exercise were apparent to me and seemed quite daunting – little did I realise that trying to coordinate the activities of a bunch of independent-minded pilots was going to be much more challenging, akin to herding a horde of cats! With everything in place, a final briefing was held during the Chapter meeting on 3 August, all the i's crossed and t's dotted, with Karl being entrusted with ensuring the weather would be suitable.

Friday morning dawned bright and sunny up here in Gauteng, but the forecast for the coast was not great so anxious time was spent consulting favourite weather sites. Eventually 6 aircraft set off, with 4 of us agreeing to rendezvous at Glenside in the KZN Midlands for a brunch at the nearby Waffle Hut, reached after a short stroll down the road. The picture shows ZU-VAL, ZS-BCE, ZS-EDI and ZU-FLF at Glenside,



Our planes at Glenside



Strolling back from breakfast at Glenside

anxiously awaiting the return of their respective pilots and pax. Karl, Walter, Justin and I enjoyed a traditional "Zulu" breakfast, suitably endorsed by the Heart Foundation, while Brian, Stephen, Rob, John and Janet elected to forgo the repast in favour of getting underway on the next leg to Margate. Tailwinds aided our travels as we passed over

pristine farmlands, with the snow covered Drakensberg off to our right.



The Drakensberg near Giant's Castle

Arriving at Margate we found Gordon Dyne and Tony Kent (ZS-FYM) and Jeremy Woods' team (ZS-WMB) of Trixie Heron, Nico Brandt and Keith Irwin on the deck. Refuelled, fed and watered, the 6 aircraft with their 15 intrepid crew and pax set off down the coast for Port St John's. Gone was the friendly tailwind, replaced by a 20+ knot headwind, sullen sky and lowering cloud base, but we revelled in the proximity to the coastline and thick coastal



Lunch at Margate Airport

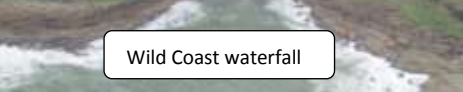
air. Exclamations of "did you see those whales, there's a pod just off there" and "look at that, passing the lighthouse" came over the headsets as we chatted away on 124.8, seemingly the only aircraft to be in the vicinity that afternoon.

Karl, in his re-engined Reno Racer ZU-VAL was first to arrive at PSJ, and provided the rest of the gaggle with a METAR from the lofty elevation of around 1500' AMSL, reporting that runway 27 was in use, and to expect significant turbulence on final approach. Having seen pictures from a



Our first of many whale sightings

previous landing at PSJ, we all knew what lay ahead and so began our approaches. With 5 aircraft safely landed, and 1 wisely having decided that a warm bed in Margate was a better option, we began the task of tying down for the night, lest we find our birds in the gorge 1200' below in the morning. Executive transport (2 clapped out minibus taxis) transferred us to our lodgings in the town - Gordon's first



Wild Coast waterfall

exposure to rural South Africa and its transport systems elicited a few choice phrases!



Port St Johns clifftop runway

PORT ST JOHNS AND WILD COAST JAUNT *cont.*



Our aircraft tied down at PSJ



Safely settled at our billets, the dust from the road leg of the journey suitably slaked, we headed off to the Delicious Monster for a seafood extravaganza.

Unfortunately the weather didn't cooperate with my meticulous planning, so our sundowners looking out over the sea turned into a rather damp squib. Nevertheless, the company and the food ensured that we all had a very pleasant evening - thanks Gordon!



Supper at the Delicious Monster

Saturday morning's weather was not much better than Friday, with a cold front passing overhead and a 30 knot wind on the nose, but calls to our colleagues at Wings Park reassured us that the coastal route



The Port St Johns brave hearts

was flyable, so off we went once more – well, off we went once the Jabiru had decided that a can of Justin's deodorant was what it needed to wake into life, and Justin had provided the Armstrong Mark 1 starter power to the Swift! Coastwise once more, easy navigation provided you kept the land off to the right and the big dam on the left. We passed familiar landmarks such as Coffee Bay, the Hole in the Wall, Kob Inn, Wavecrest and Trennerys before turning inland to Wings Park at Kei Mouth. All in all, a great trip and hopefully something that we as a Chapter can repeat in future, perhaps flying inland to East London and then up the coast to Margate for the Convention next year.

HISTORY TOUR OF THE EASTERN CAPE BATTLEFIELDS

John Waterson, based at Wings Park where he builds the Savannah and the Oribi, had a surprise in store for those of us who braved the elements and made our way to the EAA National Convention, held at Wings Park private airfield north of East London over the long weekend 6-9 August. On Sunday morning, which was a glorious wind and smog free extravaganza for those of us used to the Gauteng skies, he led a loose formation of 10 aircraft on an aerial history tour of the Eastern Cape battlefields.



Athol Franz props Mike Brown's Swift

Following a safety briefing by John, we set off in three groups of 3 aircraft flying in loose formation, Jeremy urging his group to speed up as the Comanche wanted to fall out of the sky. I had Athol

Franz with me in the Swift, and we flew in a group with John Waterson in his Savannah, the subject of an article in the current edition of African Pilot, so that Athol could take air to air pictures.

The route took us from Wings Park overhead Sandile's Grave, St Matthew's Mission Hospital, Mdlankomo Neck,

Fort Hare and on to Fort Beaufort, where we landed to enjoy coffee and rusks. En route, we had an aerial commentary on a discreet frequency provided by retired teacher and well known historian, Trevor Webster. Having grown up in Port Elizabeth, I thought I knew something about the history of the Eastern Cape, but Trevor really brought it all to life with his descriptions of the Frontier Wars that were played out in the region between 1779 and 1879. Seeing it from above, we were able to get a wonderful bird's eye perspective of the terrain, something the opposing commanders of the ground forces would really have appreciated at the time. Sadly, the Wright Brothers had yet to invent the aeroplane!

The airfield at Fort Beaufort was in pristine condition, no doubt because Frikkie Greeff keeps his beautiful Mooney Acclaim hangared there. It was also a nostalgic return for



Assembly at Fort Beaufort

my Globe Swift, which was recovered from a barn at the same airfield on 18 July 1994 and flown by none other than our esteemed general, Brain Stableford in 1 hour, on a

HISTORY TOUR *cont.*

once off permit to Port Alfred to be brought back to airworthy condition by Pat Hanly for its former owner, Graham Ross. It was next flown again by Brian in January 1996 after the rebuild.

From Fort Beaufort, we took off again and formed up over the field into our groups of three, before setting off for Grahamstown via Double Drift and over the pristine Eastern Cape bushveld and game farms. The Grahamstown Golf Club, located a short stroll from the airfield, provided us with a delicious traditional Sunday roast lunch including a unique dessert sauce for the ice-cream, made from chocolate and blueberries - scrumptious!



I was initially a little concerned about the length of the flight versus the endurance of my aircraft, but Jeremy Woods kindly offered to take additional fuel in the Comanche's tip tanks for me, allowing the Swift to suckle from the Comanche at Grahamstown!



Transferring fuel from Jeremy Wood's Comanche

Departing Grahamstown, we again flew in loose formation towards the coast, passing over the Blaaukrantz rail bridge at Fort Beaufort, the scene of an earlier train accident, and then on to the coast at Fish River

Mouth with Port Alfred off to our right, before flying along the coastline past East London airport to Gonubie Point and then back inland to Wings Park. Athol used this coastal background for his air to air photography, shooting out of the Swift with the side window open to allow for a clear view of the very capable Savannah flown in formation by John Waterson.



John Waterson's Savannah S

This aerial tour was a first for me, and I thoroughly enjoyed the entire day - the flying, the company, the breakfast break at Fort Beaufort, the lunch at Grahamstown, and the wonderfully interesting historical commentary provided by Trevor Webster. Well done to John and his team for their superb organisation.



The Battlefields Tour group at Grahamstown

CHALKIE STOBART RETIRES FROM SAA - TUESDAY 30 AUGUST 2011

Chalkie Stobbart, one time Chairman of EAA Chapter 322 retired from SAA on after an incredible 43 years in SAA service. Chalkie spent 10 years as a mechanical apprentice and mechanic, 10 years as a flight engineer and 23 years as a pilot in the airline. He retired as a Senior Captain on the Airbus A340. His final flight was delayed in New York for 2 days due to Hurricane Irene. He said at his farewell that he is most anxious to pack away his Delsey permanently. *[We'll see! - KJ]* Among Chalkie's many achievements are flying to Oshkosh and return in a



Chalkie and Maureen at his farewell function

Fairchild F-24 at 65 mph, again in an RV6 and his record breaking flight to Beat the Henshaw Challenge in Tony van den Heuvel's GP4. Chalkie has rebuilt several aircraft, built his RV6 from scratch. He heads the Approved Persons Scheme on the Board of the Aeroclub of SA. Chalkie and his ever supportive wife Maureen have recently relocated to Jeffreys Bay where he has 3 RVs awaiting his attention and skill to put together - something he said he is really looking forward to. Congratulations from us all in EAA and may you enjoy your busy retirement!



Chalkie drinks a toast after landing in Cape Town conquering the Henshaw Challenge in May 2009

Experimental Aircraft Association National Convention

Award Winners Wings Park Airfield East London 6-9 August 2011



Award	Aircraft	Aircraft Registration	Owner/ Builder	Chapter
EAA Grand Champion Award:	Vans RV7	ZU-JUR	Juri Keyter	322 Johannesburg
EAA Concourse D' Elegance Award:	Taylorcraft Auster AOP MkV	ZS-VUG	James Wardle & Dave Hartmann	1262 East London
Pertec Shield for Best Homebuilt All Metal Construction Award:	Savannah VG XL	ZU-OEM	Abré le Roux	1262 East London
Pertec Shield for Best Homebuilt all metal construction runner up Award	Vans RV6	ZU-RRV	Andy Lawrence	322 Johannesburg
Best Designed Aircraft Award:	Not awarded this year			
EAA Trophy for best Rotorcraft Award:	Not awarded this year			
EAA Best Warbird Award:	Taylorcraft Auster AOP MkV	ZS-VUG	James Wardle & Dave Hartmann	1262 East London
Piper Concourse D' Elegance Award:	Piper PA 12 Super Cruiser	ZS-BIG	James Wardle	1262 East London
Best Restoration Award:	Globe Swift GC1B	ZS-BCE	Mike Brown	322 Johannesburg

Aircraft Judges: Marc Kuster Approved Person No: 071 EAA Chapter 1502 East Coast, Hennie Roets Approved Person No: 007 EAA Chapter 870 Kroonstad, Assistant Justin Gloy
EAA Chapter 322 Johannesburg

EAA Meritorious Award Recipients

SAAF Safety Awareness & Airmanship Award:	For turning back and averting bad weather at Port St Johns due to below VFR minima	Rob Makinson	322 Johannesburg
Best Chapter Contribution to 2011 EAA National Convention Award:	Chapter 1262 East London	James Wardle Chapter President on behalf of Chapter 1262	1262 East London
Youngest Pilot Award:	Not awarded this year		
Dave Smith Memorial Cup Award:	For Most Enthusiastic EAA Member	James Wardle	1262 East London
Most Enthusiastic Lady Member Award:	Most energetic and untiring help and enthusiasm at all EAA events	Trixie Heron	322 Johannesburg

EAA NATIONAL CONVENTION WINGS PARK EAST LONDON 6-8 AUGUST 2011 - by Paul Lastrucci

At the awards evening on Sunday 7 August much was mentioned about the sterling job that was done by Chapter 1262 under the leadership of James Wardle and his able team for organising the 2011 EAA National Convention at Wings Park. This picturesque little airfield with great amenities situated on some High ground inland, surrounded by undulating green hills and a little more than a stone's throw away from the Indian Ocean at East London. It was the perfect setting for a grass roots EAA type fly in, and it served just that.

Mother Nature decided that on this week end she was going to ensure that the green hills got enough moisture, which played a major part in delaying arrivals for most visiting aircraft to the



Wings Park



Rudi Greyling presents his subject

Sunday. An interesting talk on the RV12 build presented by Rudi Greyling explaining just how it is possible through good leadership and teamwork a real live RV 12 was built and flown to Wings Park from Springs. The EAA National AGM was held at 15h00 on Saturday 6th and a new National Vice Chairperson, Craig Ralphs and Treasurer, Walter Doubell were elected for the 2011/12 term.

The Saturday evening's entertainment was a hoot to say the least and everyone in attendance enjoyed a fun filled evening and a hearty meal.

Sunday saw more arrivals as the weather cleared and for some participating pilots, the Battlefields tour got underway and there was aircraft judging and general flying

taking place at the field.

However it was truly discerning and heartfelt that the overall attendance by the regional chapters that was almost non-existent. There were various reasons; some good, however most were just downright lame. Three new chapters were established this year and it was truly sad that no members came along to Wings Park for the convention. This reflects a hampering of enthusiasm particularly for the folk who made the effort, to come to the convention, and equally disappointing for the folk that organised the event. Sporadic participation hampers the success of an organisation like the EAA and it is up to us to fix this. I appeal to each member that it is paramount that we all support these events from the bottom of our hearts as this is our passion. The EAA convention is a pinnacle date etched almost



Wings Park clubhouse

cont.

a year in advance to specifically ensure ample time to plan for the coming together of likeminded enthusiasts and their families to exchange flying experiences and information.

This event provides the opportunity for aircraft to be showcased and compared, avail benchmarking and best practice skills from members which is shared and taken away free, creating enthusiasm for future builds and is supported by information sharing through relevant topic forum discussions that are held at this event. This all culminates in a grand champion and a host of other achievements and prizes awarded at the evening's festivities. This is just one of a few examples and there are many, of what must be kept in mind to advance and encourage member participation at this event.

We will be announcing the EAA National Convention Date for 2012 in the near future and once again appeal to each and every member to make the effort to participate.



Paul presents the Grand Champion Award to Juri Keyter

Regards *Paul*

Have a look at this amazing website of the USAF Museum <http://www.nmusafvirtualtour.com/full/tour-pkg.html>

FIRST FLIGHT OF NAVION ZU-ROB - by Rob Nilius

In February 2002, I found a derelict looking 1948 Ryan Navion under an "afdak" at Wonderboom Airport and decided that this was to be the replacement for the Cessna 150 I'd flown about 388 hours in. The Navion was part of a deceased estate, so the wheels were put in motion to obtain this "wreck". My very good friend, Peter Lastrucci and I spent 4 days at Wonderboom knocking this derelict aircraft into some sort of condition for a ferry flight to Krugersdorp. The day came for the flight and we organised another good friend, Steve George, to fly the aircraft back to Krugersdorp. That was in Feb 2002.

Once at Krugersdorp, I proceeded to strip the aircraft of everything and replace anything that wasn't up to standard from a safety point of view. Again, with the help of Pete Lastrucci (who was to sign the aircraft out), I set about sourcing parts to replace damaged/pilfered items on the airframe. This was not easy as the aircraft was built in 1948 and the factory no longer existed. I found that the only way to overcome this hurdle was to join the American Navion Society in the USA as they have an inventory of new and used serviceable parts. This done, the game was on, as they say in the classics.

I removed the engine (which only has about 30 hours on it) and inhibited it as it would be some time before it was to go back into the airframe. Once all the airframe bits and pieces were paint stripped. (I used 80 litres of Ardrex paint remover) and

prepared for painting, another good friend, Kevin Hopper of Skyworx, painted it in the Korean War USAF livery. While the painting was in progress, I set about having new windows made. Now this is another story, because again my friend Pete and I loaded the canopy onto a trailer and took this plus all the old crazed and broken windows off to Aces Plastics in Potchefstroom so that Dirk Uys could fabricate new blue tinted windows for me.

Eventually, after many years of cleaning, fixing, making and replacing, I put the aircraft together piece by piece. I had to obtain new avionics as the existing ones were beyond repair. The interior was a ghastly pink & brown colour, so that was also redone in dark blue & light grey to blend in with the paint job. At long last it was time to toddle on off to our friends at SACAA to obtain an authority to fly. Again, my friend Pete, who is an AP, made an appointment with Braam Hechter at SACAA. After no longer than 3 hours with Braam, I walked out of Ikaya Lokondiza with my 5 hour proving flight ATF. On Saturday 20th August 2011, after a thorough briefing with test pilot Steve George, Engineer/AP Pete Lastrucci, my Navion ZU-ROB serial number NAV-1274 took to the skies for the first time in 9½ years. You will note that the word friend is mentioned repeatedly in this story, because if it wasn't for my friends AND my lovely lady Beryl, I probably would have taken at least another 9 years and then been too old to fly the thing.

ROB NILIUS, EAA 322 no. SA11218



The Navion in 2002



Pete, Steve and Rob preparing for the 1st flight

FIRST FLIGHT OF NAVION ZU-ROB *cont.*



NEWS FROM BLOEMFONTEIN EAA CHAPTER 1504 - by Jack Onderstall

We have 12 members in the Bloemfontein Chapter 1504 and more to come. We would like to arrange a Sun and Fun type of event at Tempe to launch the new Chapter, hopefully on October 8-9 or 15-16. I have already spoken to the skydiving and flying clubs. They are quite happy to throw in their support. It would be a Bloem EAA Chapter 1504 event, combining Chapter 322, the Tube and Rag Chapter 1500, the Bloemfontein Flying Club (they would run the bar) and the skydiving club. On the safety officer side I would ask Charlie Marais (Airport Manager) to be involved.

Please contact me ASAP with the date that suits you from the options above.

Jack Onderstall jack@cp.bftn.co.za 082 770 5505

LETTERS

WREATHLAYING CEREMONY AT RAND - Hi Karl, One of the great writers (I forget who), said something to the effect that "Self-praise is no recommendation." I believe however that 322 needs to be complimented on the attendance at the wreathlaying ceremony. I counted at least 18. This, on a weekday, battling traffic to get to Rand by 17h00 shows the 322 solidarity to remember the victims of the accidents.

Your "herding of the cats" also needs to be complimented. - Walter Doubell

GLIDING FRATERNITY APPEAL - I sent the July CONTACT to the new editor of South African Gliding magazine, Peter Wooley, together with your email address. The SSSA could do with much publicity as the membership is not growing, and the idea of going to email would widen the number of people to reach.

Interestingly, a group of candidates for gliding has been identified as the current qualified group of aviators. So the thought goes through my mind that the EAA membership may enjoy reading about gliding in South Africa. Another group is the 15 to 18 year old student. Sid Bottom EAA 322

Thanks for spreading the word Sid, Peter Wooley is now on our mailing list! KJ

EAA Convention: Hello Karl, On the way back home, I had a lot of time to think about all sorts and the issue of EAA members at the Convention popped up. I don't think we should worry too much about the fact that many members did not bother to attend. This will always be the case and is literally a matter of percentage. What is needed is an increase in membership, especially youngsters. This will happen again as everything moves in cycles.

We have hopefully hit the bottom of the curve with such a new cycle on the rise. Best regards, Marc Kuster EAA 1502. *Marc drove by car to the Convention - I hope your crystal ball is accurate, Marc. KJ*

Looking for WWII Replicas Dear Chairmen of all the Chapters, I am in need of a WW1 replica aircraft for a film shoot. The aircraft does not need to be airworthy or fly as this is a static shot for a series. If you know of anyone around the country who would help out, please let us know. The shoot is to be shot down in Cape Town at the start of the new season. At the moment the ground work is being done, so your help in this regard will be appreciated. Please go and look at our website www.moviesonlocation.com Hope you can help out. Regards Simon

Red Mountain Fly-in Good Evening Karl, I know we last chatted about the possibility of your EAA doing a visit to Rooiberg and doing a fly-in to Kunkuru and staying over with us at Red Mountain Country House.

At the moment we have a Spring Special where for every 2 rooms booked the 2nd room is half price, so 4 people get to stay over (including breakfast) for R1 050.00 per night including VAT instead of our usual price of R1 400.00. We look forward to welcoming you at Red Mountain Country House soon.

Janet Brown www.redmountaincountryhouse.co.za Tel: 071 244 2343 Fax: 086 571 1585

What a wonderful idea – come on guys, let's make a date. KJ

DUNCAN RALSTON: Major General (Ret) Duncan McDougal Ralston sadly passed away on 16 August. General Ralston was a lively and interesting guest at the EAA Flying Legends Talk Show some while back. This gentle man qualified in the SAAF as a navigator and re-mustered as a pilot. General Ralston was also a pilot on the flight which collected the second known specimen of the dinosaur fish, the coelacanth from the Seychelles on orders from Gen Jan Smuts. The aircraft used was a DC3 that is being restored to flying condition presently by the SAAF after much involvement by Gen Ralston. He also flew in the Berlin Airlift and served actively on the Berlin Airlift Memorial Committee until recently. During the SWA/Angolan border conflict, Gen Ralston headed Strategic Planning and Policy matters in the SANDF. At his funeral service General Denis Earp (CAF Ret), described the illustrious career and esteem that Gen Ralston was held in by all who knew him or were involved in the SAAF. I was honoured to know him. His son Trevor was also a guest at one of our Talk Shows. Trevor was chief test pilot for the development and test flying programme of the Rooivalk attack helicopter. We extend our condolences to Gen. Ralston's widow Doreen and her family – Karl Jensen

EVENTS TO DIARISE

PHALABORWA FLY AWAY WEEKEND 17-18 SEPTEMBER - Accommodation for 8 people is available at Willie van der Walt's place. Transport will be provided by Willie. Breakfast is available at WIMPY or Hans Merensky. Shopping after breakfast on Saturday for the Booze and Braai Cruise at Spar and Liquor Store at individual requirements. Willie can organise a visit to the Marula Processing Plant and also a Mine Tour. There will be a river boat cruise in the late afternoon with an evening braai on the boat. At time of compiling CONTACT, there were 4 confirmed aircraft participating. The only cost factor I can see at the moment is the food and booze. I have asked Willie about other costs but he said we should not worry. However, I feel we should contribute. Indemnities are required to land at FAPH and these are available from Claus. Please contact Claus or Caroline and not Willie for further info. *Claus Keuchel is at 082 335 1166 or ke100@mweb.co.za*

Waterkloof Airshow 1 October: The Waterkloof Airshow and Lifestyle Expo takes place at Waterkloof on Saturday, 1 October 2011, from 08h00 to 17h00 at the South African Air Force's most prestigious and largest aviation event this year. Tickets cost R50 for adults and R20 for children and pensioners and are available at Computicket or at the gate on the day. Website: <http://www.waterkloofairshow.co.za/>

EAA Chapter 322 AGM 5 October 2011: Notice is hereby given of the Annual General Meeting of EAA Chapter 322. The meeting will be held at the Dickie Fritz MOTH Hall in Dower Glen, Edenvale at 19h00 on 5 October 2011. Nominations for Chairman, Vice Chairman, Treasurer and Secretary must reach the Secretary vornbaum@netactive.co.za before the commencement of the meeting.

EAA Chapter 322 Chairman's Dinner 22 October: The annual EAA Chapter 322 Chairman's Dinner and end of year function date should be diarised. Details and reservations will be advised in the next edition of CONTACT. For earlier information, please contact Dr Mike Brown at harbrownm@mweb.co.za or Trixie Heron editor@afskies.co.za

Aeroclub of South Africa Annual Awards Banquet 5 November: The Awards evening will take place at Birchwood Hotel and Conference Centre near the East Rand Mall. Tickets for this prestigious evening are available from the Aeroclub at info@aeroclub.co.za or 011 082 1100. Only a limited number of tables are available. Individual tickets cost R350/person and tables with 10 seats can be reserved.

Breakfast Fly-in at Aeroden in the Brits District Saturday 10 September: - Just a hop over the northern ridge from Hartbeespoort Dam. There's always a warm welcome awaiting visitors to Aeroden, so let's support them with a mass turnout of EAA members. Coordinates: S25 43.6 E27 44.4. Runway 900m x 25mm grass - excellent condition, suitable for all light aircraft. See website: www.aeroden.co.za Weather info can be obtained by sending a sms to 36010 with the letters "AD" in capitals as the message. A return sms will give you all the info.

CONTACT is the official newsletter of EAA of SA. This edition was happily compiled by Karl Jensen and edited by Trixie Heron 4 September 2011. All contributions gratefully received from all Chapters and members. Please submit material before the **last Wednesday** in the month to editor@afskies.co.za or

Three old guys are out walking. First one says, 'Windy, isn't it?' Second one says, 'No, it's Thursday!' Third one says, 'So am I. Let's go get a beer..'

I wondered why the cricket ball kept getting bigger. Then it hit me.

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

So you have heard from Leon Erwee and Moose that Oshkosh was a raving success. I will defer to them for the highlights that impress visitors, and reporting of that spectacular event. I was glad to be able to make contact with a few friendly faces and share part of the experience with the folks that made my time in SA so worthwhile. Hopefully in the coming years more of you will be able to come over, and even better, come over for some of the many smaller, but very enjoyable aviation events that summertime has to offer here.

For my recent wanderings, I at least have had some flight and maintenance experiences. The flight to Oshkosh held its own challenges. The night before departure had the Lake Amphibian all loaded and ready for early departure. The thunderstorms in our home area delayed the take-off, making arrival into the airport in jeopardy with closure for the airshow due to the slow cruise and limited range. When dealing with weather, the best thing is to evaluate your options and adapt. I decided that with lines of thunderstorms, speed and fuel were two commodities invaluable to a pilot, so everything was moved over to the Travelair, and we departed for our scenic (not GPS direct) run up. We successfully detoured east, then west, and got up to OSH as the field went VFR, so I participated in the Rush Lake holding pattern at as high of altitude could be maintained while balancing cloud clearance requirements (clear). Not great conditions for a light twin, but we managed, and did get in.

Other memorable flights were taking the T-6 (Harvard) down to our Lake home for the weekend. The neighbours really appreciated that type of airport noise. On the maintenance front, there has not been anything dramatic: Torquing of wooden propellers for the changing of the seasons and humidity, replacing hydraulic lines, changing ELT batteries, rebuilding of hydraulic cylinders and struts as necessary... the endless list for all owners and mechanics, fortunately nothing too difficult or expensive. Hopefully we will be able to venture your way again soon, but remember to call if you are coming to the US and we will do whatever we can to make your visit enjoyable. - Ric



ABOVE: Jeremy (Moose) and William Woods with Ric at Oshkosh
LEFT: Photographs of the Lake airstrip where we go for weekends
TOP RIGHT: On the way to Oshkosh. You can see the yellow and red weather from the linked weather reasons for our scenic tour. We did not stay dry.
LOWER RIGHT: Proof that the T-6 could get into the strip.



THE TIG WELDING ODYSSEY - by Vernon McLaren, Chairman, EAA Chapter 575

It all began when Tony Forrester (Vice Chairman Chapter 575) asked a really weird question about the AP syllabus requiring an AP to have some sort of certification of competence regarding TIG Welding or at least some recognised experience in assessing the TIG welding of aircraft components. Tony's question raised a few eyebrows and after a few minutes of discussion, it was agreed that we should find a welding course by an accredited institution and JUST DO IT!

Not only was this an AP issue but Chapter 575 has quite a number of Rag & Tube projects being built or restored by our members and everyone seems to be having the same problem - finding someone to help weld up our projects without sacrificing an arm or a leg in the process.

Paul Sabatier and I even bought our own TIG welding equipment in an attempt to try and make this process a little easier.

It did not take me long to realize that Tube welding is not for the fainthearted and cannot be considered as something that can be done with relative ease. It is in actual fact quite an art, which requires a few hours of training and many, many more hours of practice. Within a few days Tony had made arrangements to hold a TIG Welding course at a special rate for EAA members at an accredited Training centre here in Benoni. Well the news went out and in all 13 EAA members from various Gauteng Chapters gathered at Hydro Training Academy on Saturday 20 August at 08:00 - great excitement filled the air. Notes, forms and theory began and after a short lecture we were sent to the workshop, where we

THE TIG WELDING ODYSSEY - cont.

were divided into groups of 2 and 3 folks per cubicle (Tony Forrester withdrew and will be doing his training on the next course - we will be holding more courses in the future). There were some really great works of art; however, Joanie and I produced bird droppings. I noticed Jayson van Schalkwyk (Chapter 322) was sweating a little trying to get the better of the deal while Charles and Mark Flee soldiered on like real troopers. Paul Kingsley seemed to be in control and provided great support to his son Dennis, who was showing great strides in making sure he got the upper hand.

Elroy Haasbroek was really enthusiastic and just smiled a lot, I never saw any of his welds but I'm sure they were not anywhere close to the worst and finally, last but not least, Padre Russel Dold who worked solidly on the far end of the workshop with Paul Sabatier, plodded along, quietly sharpening tungsten rods from time to time and most certainly enjoying himself.

At tea time, Tony joined us all and made a bold challenge, saying that anyone who wished to attempt the practical test should apply to the instructors, who would do an evaluation of their work and if considered proficient, would be allowed to do the test. (I thought he was joking.)

Step 2: Weld up a 90 degree joint and this is where the fun began. The instructors, Johan and Tony, really showed their metal and coached each group individually. The technique is simply to maintain a steady hand, watching the molten pool, feeding the filler material in and practise, practise and practise. **The unexpected:** Outside the welding cubicles, in the workshop passage before going home, some had gathered and to my surprise and amazement some had made application and collected their practical exam pieces.

We of little experience stood with open mouths as 3 candidates attempted the practical test.

Watch this space for the next instalment of the TIG welding odyssey.

So ends this 1st edition of our adventure and I hope this short article will in some way encourage other members to get exposure to TIG welding. Although this article is written in a light-hearted manner, every person who participated clearly demonstrated their commitment to ensuring a high standard of quality aircraft building and inspecting.

The final chapter: All the candidates qualified last Saturday after rigorous testing. Joanie and I, Jayson and Charles agreed we would rather test another time and Elroy will have to do the test again.



All participants in the welding course



Vernon and Joanie McLaren



Paul Sabatier and Jayson van Schalkwyk



Not toilets, but welding cubicles



Guess who?

EAA FLYING LEGENDS TALK SHOW - 18 AUGUST 2011 - by Gordon Dyne

The EAA Auditorium at Rand Airport welcomed Major Kevin 'Cuda' Currie of the United States Air Force. As the August guest. Major Currie assumed the duties of United States Air Force Attaché to South Africa in 2010. The youthful major is stationed in Pretoria and has his fiancée Rachel to keep him company.

Before the talk show began, Jeremy Woods the EAA talk show coordinator called for the audience to be upstanding and observe a minute's silence for the thirteen victims of the double Albatross air accident the previous Eon de Vos, well known former TV presenter, aerobatic pilot and now a Captain with Comair did a splendid job of extracting some amazing stories from this young fighter pilot. Major Currie entered the Air Force in 1998 as a graduate of the United States Air Force Academy. He was the first cadet to complete a triple major and a minor, earning bachelors' degrees in mathematics, operations research. The Major went on to complete a Master of Science degree in mathematics. Such degrees or similar are a prerequisite these days for any 'budding' fighter pilot. The days of flying by 'the seat of one's pants' are well and truly over.

Major Currie earned his pilot's wings and was selected to fly the iconic McDonnell Douglas (now Boeing) F-15E Strike Eagle. Lucky guy! The F-15 is my favourite fighter, next to the Spitfire and regarded by many in the know as the finest fighter ever built. It made its first flight in July 1972 and with various upgrades is expected to remain in service until 2025. The F-15 has to its credit 100 aerial 'dogfight' victims without any losses. In 2006, the Major was assigned to Seymour Johnson Air Force Base, North Carolina where he served as a multi-ship flight lead in the F-15 and Chief of Wing Fighter Scheduling, responsible for an annual flying budget of more than \$300 million. Aided by an audio visual presentation, Major Currie described in great detail some of his 50 combat missions in 2008 from Bagram Air Base in Afghanistan during Operation Enduring Freedom. Some amazing film and pictures and some humorous and some very serious stories. The Taliban can run, but they cannot hide. Somewhere up there at 30,000 feet some young fighter pilot in an F-15E is about to put a laser guided bomb through someone's letter box. Ouch!

To date Major Currie has more than 1500 hours mostly on the F-15 and has been awarded more than 17 major awards and decorations. What an incredible career. Thank you very much 'Cuda' for your time. We hope you enjoy the remainder of your time in South Africa and come back soon. God bless America, home of the brave and land of the free.

The next talk show will be on Thursday 15 September. For more information on the EAA 322 talk show please contact Jeremy Woods on wbmeaa@tiscali.co.za.



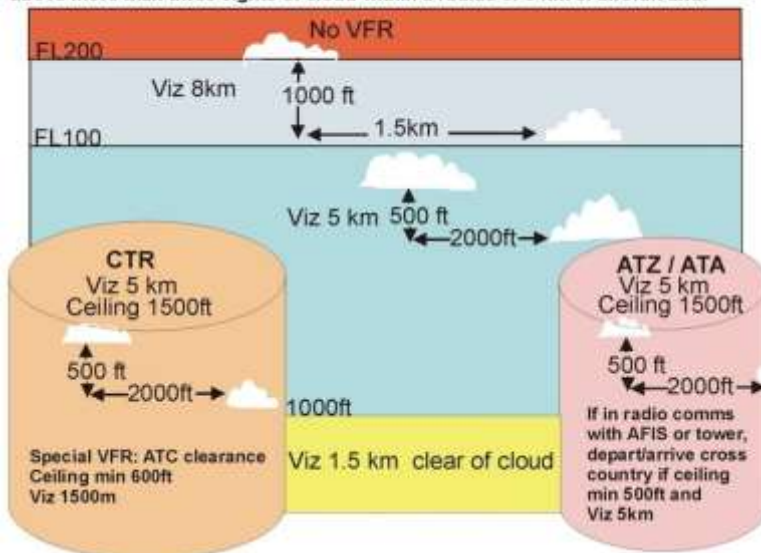
Eon de Vos and Major Cuda Currie in his flying kit



The EAA Auditorium packed to capacity for the show

CLOUD & VISIBILITY MINIMA : FIXED WING VFR BY DAY

Flights to be conducted with visual reference to the surface and at no time above more than three eights of cloud within a radius of 5 nm of aircraft and:



TAILPIECE COMMENT ON VFR

MINIMA – by Karl

A great good fortune of those pilots who fly professionally for reputable airlines, flying schools, charter companies and corporations is the constant requirement for proficiency and knowledge of aviation legislation. It doesn't hurt the rest of us to be reminded of certain aspects of the law that are in place to assist us in planning and making good judgements to ensure our own safety. Abiding by the law will reduce many of the flying accidents that so often claim lives.