



BRAKES ON... THROTTLE SET... CONTACT

AUGUST 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 of SA National President Paul Lastrucci reports

EAA ARO: The first phase of the ARO (Aviation Recreational Organisation) status of the EAA has been completed how this came about was that the Civil Aviation Authority, (CAA), changed the way it deals with recreational flying, through the Aero Club and its sections (EAA which is one of the sections under the Aero Club) recognising the specific requirements of each subsection. The focus is on national safety and moves the responsibility for operations to the Aero Club, which in turn ensures that the EAA as a flying discipline has defined rules under which it operates.



To be approved as an ARO the EAA needed to have:

1. A Manual of Procedure, (MoP) that defines how the EAA operates, with clearly defined responsibilities, which has been completed with the help of EAA of South Africa exco and has been submitted and approved by RAASA and sent to the CAA for final rubber stamping and issuing of the ARO Certificate. With this we have achieved a major milestone, as this is where we are recognised as an ARO within the regulating authorities.
2. A Quality Control System to ensure adherence to the MoP.

We are working on Phase 2, which will define the rules under which the EAA operates. The focus is on national safety. This quality control system will map the landscape of safe flying for everyone involved in the EAA. The ARO also positions the EAA to handle all interactions via the CAA as the recognised ARO and not just a sub-section of the Aero Club. This gives us a vantage point to deal with specific concerns directly as the EAA, and will ensure that our contributions and concerns as a sub-section are recognised within the regulating authorities.

Revival of the dormant EAA Chapter 592 in Cape Town: We have been in discussion with an EAA enthusiast at Morningstar (Cape Town) who is a pilot and licensed AME and has indicated that he would be prepared to head up the Chapter. Chapter 592 in Cape Town has been dormant for some years, despite the fact that we have a host of enthusiasts who deserve to have a Chapter in their area to further the objectives of the EAA and instil the values and vision it represents as an organisation. We will keep you advised on progress - *Paul Lastrucci*

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Neil Armstrong passed away on 25 August 2012. I had the privilege of interviewing Owen Jones, a retired SAA pilot, at the EAA Flying Legends Talk Show at the EAA Auditorium at Rand Airport. Here is what Owen Jones had to say about this great aviator and first man to set foot on the moon. - *Karl Jensen*



At the time of the first moon landing in 1969, we did not have television in South Africa. As I happened to be a SAA Boeing 707 captain when the date of the moon landing was announced, I went straight to the crew rostering office and booked the flight to London in England for that date. Two friends, Dan Pienaar and Johan Kriegler, both directors of a primarily UK-owned helicopter company, arranged a directors' meeting to coincide with the date. The result was that for days we viewed the epic event. The coverage by BBC TV and ITV was exceptional. The astronauts' qualifications, their training, their experience, their history and their family lives were covered in the minutest detail.

Three years later, when I was privileged to have a long conversation with Professor Neil Armstrong, he was staggered when I mentioned that he had washed aeroplanes at the age of sixteen in order to pay for his first civilian flying lessons.

"How did you know that?" he asked. "British TV," I replied.

He remarked that the British appeared to have given greater coverage than the Americans. Anyway, Dan Pienaar and his wife Betty invited my wife June and I to a dinner at Johannesburg's Carlton Hotel in honour of Neil Armstrong and his wife. Armstrong was the guest speaker. It was quite fascinating and Professor Armstrong's main theme was not the moon landing but climate change and the foolhardy destruction of the earth's natural resources and of the atmosphere by human beings. He said that, when looking at the earth from the moon, the earth looked so small, isolated and fragile. The experience changed his whole attitude to life. I remember his words well, because he repeated them to me later:

"We always replenish our kitchen larders but we are taking from the earth with no thought or concern for replenishing what we take out. People must learn to change their ways before it's too late."

How prophetic were his words, spoken a third

of a century ago. And how little notice was taken. At this stage SAA was operating Boeing 747 aircraft. The day after the dinner, I was scheduled to fly to Cape Town and return and then on to Luanda in Angola. Then, after a layover in Luanda, to go on to Europe. Those were the days before the strict airport and aircraft security regulations became necessary and, to my surprise, when boarding the aircraft for the final Luanda leg, I saw Neil Armstrong and his wife ahead of me. I introduced myself as the captain and invited him to join me in the cockpit once we became airborne.

The original 747-200s had a passenger lounge behind the crew compartment and a small cabin reserved for the captain. We also carried two first officers as well as a flight engineer in the operating crew, the reason being that one crew member could rest while the standard 3 crew (including the captain) could control the aircraft. I therefore left the flying to the two first officers and the flight engineers so that I could talk with our esteemed passenger. One of the first officers, Geoff Fish (also a RAF Officers Club and EAA member) had served in the RAF, flying the famous English Electric supersonic Lightning fighter.

Neil Armstrong and I had both flown the P-51 Mustang on operations; he in the Korean conflict and I in World War II, not that this came into the conversation. All we spoke of was the moon landing and his primary topic, the conservation of the earth's environment and its resources. On discussing his first step onto the moon's surface, I told him that TV viewers were informed that his pulse rate increased to 140 beats per minute. He looked at me guardedly and said, "That is correct". I commented that "as a fellow pilot sitting in the safety of a London hotel room, I think mine was around 200". He burst out laughing, and then in a serious voice said, "I don't know what my heart rate was when we couldn't find a suitable landing site."

He went on to tell me that all automatic systems for the landing had failed. The area originally selected for the landing turned out to be uneven and undulating and it was essential that the "take-off" platform was within 15 degrees of perpendicular for a successful take-off. This was crucial for the moon landing module to be able to lift off for the link-up with the command module. The more he told me, the more I realized what an amazing achievement it was that the Americans had performed. I said that we were told they had a mere 40 seconds of landing fuel left on touchdown. "It was less

than that," he said.

To add to the problem, the jets of air pressure which were the flying control source caused dust to rise from the surface considerably reducing what little visibility they had. They had practised the landing in a simulator many times during their training, but the real thing was a completely new ball game. In sheer admiration I said to Neil that, unlike the Russians who quietly bury their mistakes and loudly boast of their achievements, the Americans kept the world fully informed, yet I wondered how many people were aware of the astronauts' enormous responsibility and the dangers they faced.

I said, "Not only were you within seconds of spending the rest of your lives on the moon, but the many who declared the mission was 'impossible' would be smugly declaring, 'we told you so'. Billions of dollars would have gone down the drain. The whole nation would be despondent. Your families would be proud but devastated and the whole project would in all probability, have been abandoned". He placed his hand on my shoulder, looked me in the eye and said, "Captain, it's guys like you who appreciate it and that is good enough for me." What really proved Armstrong's humility was this: he went on to say, "The real heroes will be the people who carry on without the acclaim we received". I replied, "If you three guys hadn't proved it possible, there wouldn't have been a next time". At the top of descent, I returned to my seat in the cockpit and Neil Armstrong followed me, spending five minutes there. A bright moon lay ahead of us and I said, "To think that you have walked on it. What was it like?" He smiled and said, "Have you been to Rome?" I said I had. He said, "What was it like?" We thanked him and he thanked us before returning to his seat nest to his wife.

In our earlier conversation, Neil told me that he collected postage stamps with a moon landing theme or motif. Later I noticed some stamps in a London souvenir shop from the Channel Islands. I bought them, phoned the American Embassy to get his university address, and sent them to him. In a covering letter, I asked him not to bother to reply as I knew he was a busy man. Nevertheless I was thrilled to get a letter of thanks which is now a family heirloom.

When you met and spoke to Neil Armstrong, you realized why he was chosen to head this incredible mission. He was a man of obvious moral fibre and substance, yet he remained unassuming and empathetic. A born leader.

Dr Mike Brown makes a sparkling debut as Master of Ceremonies at the EAA Flying Legends Talk Show - by Gordon Dyne

Last Thursday 16 August saw the debut of well known and popular pilot Dr Mike Brown as Master of Ceremonies at the EAA 322's Flying Legends Talk Show at the EAA Auditorium at Rand Airport.



Dr Steve Murray stresses a point

As usual the venue was packed as we welcomed Dr Steve Murray as our guest speaker. It was most unusual to have two academics sharing our stage. Mike took to his new role like a duck to water and was soon exchanging pleasantries with Dr Murray and probing him for interesting stories on his long and varied flying career. Steve is now 77 and still

flying with a Private Pilot's Licence. He joined the South African Air Force (SAAF) in 1952 which implies that he has been flying for more than 60 years. There are not many pilots out there who can boast

flying for that many years, although our own beloved EAA 322 Chairman Captain Karl Jensen is not far behind! Steve obtained his Air Force wings and flew Harvards, Tiger Moths, Meteors and Vampires with the SAAF. Unfortunately for Steve and his class of '52 the Korean War ended only days before they were due to be posted to this war-front and so these young eager pilots missed out on flying the United States Air Force's (USAF's) iconic P-51 Mustangs and F-86 Sabres. I think all of us would have loved to have flown these amazing aircraft.

Steve has 3000+ hours in his logbook. He has held private and commercial pilot licences on most fixed wing types (except twins), helicopters, gliders and motorised gliders. Steve has been an instructor on gliders for more than 32 years and was Chairman and then Director General of the Aero Club of South Africa. Following his retirement Steve took up studying again, not something simple such as art, but aviation psychology and was awarded his doctorate from the University of Johannesburg in 2008. As if this was not sufficient to occupy a septuagenarian, Steve then wrote his widely admired non-fiction "Why do Aircraft Crash".

Steve's book was on sale during the evening and all the copies were quickly snapped up, showing that we are all continually wishing to learn from experienced pilots such as Dr Murray. I think Steve's most telling statement of the evening was when he described flying as 'the most fun one can have with one's clothes on'. I think all we pilots would agree with that.

So our clever, cool, calculating new Master of Ceremonies Mike Brown managed, with his smooth 'bedside manner' to cover 60 years of flying in a mere two and a half hour talk show. Well done and thank you Mike. You were a revelation to all us aspiring future MCs. Thank you very much Dr Murray for giving us such a fascinating talk. May you continue flying forever.

As usual huge thanks must go to Jeremy and wife Anne-Louise Woods for pulling it altogether. There is so much work in the planning behind the scenes to which none of us are exposed. Without this amazing duo there would not be a talk show. Our stalwart Trixie Heron was as usual rushing around doing everything. Thank you Trixie. Thanks too, to our four braaiing musketeers, Mike Hartmann, Coen Swart, Ronnie Alcock and Pottie Potgieter. The steaks were as succulent as usual. Well done. Finally, thanks to Doug Norval for assisting in the bar [which is under the astute baton of Gordon Dyne - KJ] and to Alson Maphosa for doing just about everything else. All round, a great team effort.

In conclusion, it was another superb EAA Flying Legends Talk Show, made memorable by the keen participation of the knowledgeable aviation audience. Thank you all for coming. For more information on the EAA Flying Legends Talk Show please contact Jeremy Woods on wbmeaa@tiscali.co.za



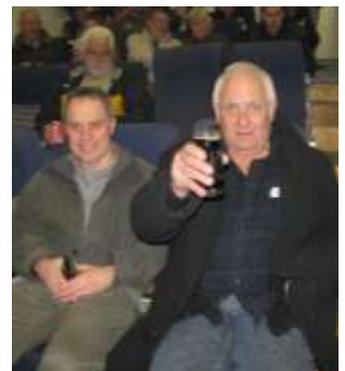
Steve Murray in the hot seat with host Mike Brown



Johan Lottering and part of the audience



Gordon Dyne, Doug Norval and Nico Brandt at the bar



Ralph Hurwitz and Eugene Couzyn

News form EAA Chapter 970 Kroonstad - by Niel Terblanche

The fly-ins you invite us to make me itchy to go to with my new plane, but I'll have to wait a while as CAA still has the 100 km rope tied to my RV4. I test flew it on Saturday 4 August after nearly 3 years and 2200 hours of building. The performance is spectacular with 180 hp and a constant speed prop. As it goes with all new aircraft, there are always a few minor snags to sort out and so far I have done 4 hours of test flying. I have not flown a lot of speed trials yet, I am busy fitting the spats and undercarriage leg fairings. Other RV4 builders reckon I'll get 8 to 10 knots improvement with them. So it looks like about 160+ knots in economical cruise 2,450 RPM 20" MP with a fuel burn of 32-33 l/hr. The 3-bladed prop is likely to be 3 to 5 knots slower than a 2 blade prop, but the take-off and climb performance is "Wow!"

It was really great of the Klerksdorp guys to pop in for a visit on Saturday morning. Despite the strong winds forecast, we had 8 visiting aircraft.

One RV9, one Zenair Zodiac HDS, one Citabria and Cliff Lotter with the Zlin - all from Klerksdorp - one RV9 and a Bellanca Scout from Viljoenskroon. One RV9 from Welkom. One Savannah all the way from Makwassie - none other than Mike Visagie. (You must ask him about his flight home. Imagine the wind speed being more than the Savannah's stall speed!) There was an R44 parked at our field for the weekend as well.



The flying scene down here in the fairest Cape is virtually non-existent. They do have the occasional fly-away but it always seems to be poorly advertised and I get to find

out after it has taken place. I go to the Stellenbosch Flying Club occasionally, but the spirit is not what I knew in Gauteng.

I decided some time ago that I was going to sell my aircraft but haven't advertised it up to now. As a longstanding EAAer, would you kindly place the ad in CONTACT.

The RV6 has a total time of 332 hours, is fitted with a 180hp Lycoming engine with a fixed pitch Sensenich prop. It is VFR night rated and is in excellent condition. The



Christen Eagle has a total time of 597 hours, a 200hp Lycoming engine with a constant speed Hartzell prop. The prop was recently overhauled and the aircraft is also in perfect condition. They are both based at Springs. Price for the RV6 is R700,000 and the Christen Eagle R600,000. - Contact Dave King, Somerset West davedeb@telkomsa.net 082 336 2634




**SA Flyer Fly-in
KRUGERSDORP**
Saturday 13 October 2012




SA Flyer and Krugersdorp Flying Club will be hosting our annual Fly-in and **SPOT LANDING COMPETITION** at the Jack Taylor Airfield, Mogale City on 13 October. Please join us for a fun-filled and eventful day – a great day for friends and family to enjoy!!

- Arrivals from 07h00
- Unmanned procedures for arrivals and departures
- Avgas will be available
- Aviation stalls
- Breakfast and lunch will be sold
- Snacks and drinks will also be on sale
- There are no fees applicable, such as landing fees etc.



Competition to begin at 09h00.

Prize-giving and braai to be held at the FAKR Cloudbase at 16h00.

To enter the Spot Landing competition please e-mail your details to sam@bbprojects.co.za



EAA of SA Convention 2013

At the 2012 EAA Convention in Margate, Fanie Bezuidenhout (EAA 322) and committee member of Heidelberg Aviation Association (HAA) made a suggestion that the 2013 EAA Convention be held at Heidelberg.

Motivation: Heidelberg lies close to the majority of EAA members home bases and, with alarmingly high fuel prices, this would be cost-effective for the majority of attendees.

Heidelberg is not in congested airspace and there is no need for country Chapter members to have any apprehension about flying in to the area, as Heidelberg is on the edge and below the Johannesburg TMA.

Heidelberg has an officially allocated frequency 125.9 Mhz. There are several members of the HAA who are also active EAA members.

Heidelberg has a lengthened and widened tarred runway, excellent avgas facilities and a large refurbished clubhouse. There are many B&B type establishments in the town as well as a caravan park and pleasure resort with accommodation and hostel type accommodation. Accommodation prices will be lower than one can expect in the larger cities and HAA have agreed to negotiate prices on behalf of EAA.

A large school hall is available with in-house catering facilities for the awards evening. Heidelberg is a historic town with many tourist attractions nearby for family members who might not be as involved with flying activities.

An informal meeting was held to discuss the 2013 Convention after the EAA Breakfast Fly-in on 4 August. The meeting was

Attended, among others, by Paul Lastrucci, Jan and Engela Kemp (1501 Volksrust), Walter Doubell (EAA National Treasurer and Safety Officer as well as HAA Vice Chairman), Stephen Theron (EAA National Secretary), Mike Brown (EAA National Young Eagles Coordinator), Karl Jensen, Frank Persson, Gordon Dyne, Clive King, Henk Schoute, Miles Pearce (HAA Committee), Trixie Heron, Juri Keyter (Krugersdorp FC Chairman and 322 member), Coen Swart, Brian Cilliers, Fanie Bezuidenhout (HAA Committee member and 322 member), Andre Vorster (HAA Chairman), and many others simply milling around. As this was an exploratory meeting, no attendance register was completed and the list above is from memory.

Decisions: All EAA Chapters in SA must be given the opportunity to bid for the 2013 EAA Convention with motivation before deciding to proceed with the HAA proposal. Letters were sent to all EAA SA Chapter heads the following day to gauge opinion. All of them, bar one, returned positive replies to proceed with the arrangement for 2013 as suggested. A small committee representing EAA and HAA are to meet within one month of the note's posting to determine the way forward. Any EAA Chapter head is automatically a member of the EAA of SA Council and will have preference to serve on the EAA Convention 2013 committee. Details of the decision will be communicated to all Chapters. Friday August 9 2013 is a public holiday outside school holidays and would be a suitable date to commence the Convention. - *Karl Jensen*



Where's Woldow - our EAA Chapter 322 member in the USA

I had the opportunity to take my father for his last flight last week as he passed away July 22. He had left instructions for his ashes to be scattered in the Pacific Ocean. With that assignment, the aviation community demonstrated its caring nature as all I did was tell a few friends of my father's wish, and three days later was talking to the owner (Mike Ritchie) of a Piper L-4 Cub that he would make available for the mission. As it was similar to what my dad learned to fly in, and was 2,000 miles closer to the coast, it was a welcome option. On the appointed morning, we met for the first time and as the fog cleared, we headed out to sea. 'Location of dispersal - off the coast, but not too far'. While there was some terrain, fishing boats, and visibility concerns, flying the Cub gave me time to reflect. He had a lifelong passion for aviation, working shipboard in WWII, then for several electronic and aerospace companies during his civilian career. He owned a Stinson 108 since 1956, which is currently hangared under my care. Flying was an important part of his life, and I was lucky to share some of the experiences.

[Our sincere condolences to you, Ric, and Lisa and the family. What a touching send-off in honour of your late father. - KJ]



Chalkie Stobbart presents the “Henshaw Challenge” to the Aeronautical Society of South Africa at the Aerosud facility in Pretoria - by Karl Jensen

About 120 EAAers, Pretoria Boys High, Waterkloof High, varsity students and aeronautical enthusiasts attended a stunning presentation of the incredible record-breaking flight by Chalkie Stobbart in Tony van den Heuvel’s GP4 Osprey homebuilt aircraft in 2009. Chalkie enthralled the audience with an audio-visual presentation of the harrowing flight from Cape Town - London - Cape Town which effectively demolished the 1939 record for this route which was established by 26-year old Alex Henshaw in a Percival Mew Gull. Alex Henshaw said in London, “I would challenge any pilot to fly any aircraft in the world with no more than 200 hp to the Cape and back in less time than did XF in 1939.” Chalkie’s description of the flight was a story of incredible stamina coupled with Chalkie’s extensive

technical skills and flying background which allowed him to tackle this formidable challenge. Pockets of excellence in any sphere deserve the recognition of one’s peers. General Des Barker, a world authority on flight safety and the discipline required, was heard to comment, “I stand in awe of this man!” This presentation was the fifth time I’ve heard Chalkie describe his adventure and every time it impresses me more. It is difficult to imagine the challenges of the hardships and endurance as well as the phenomenal flying skills that were required for this endeavour. If you haven’t heard this saga in person, you might want to coerce Chalkie to come and present his marvellous story to your Chapter. Chalkie was the A/P who oversaw the construction of Tony van den Heuvel’s

GP4, a real work of art, and in Chalkie’s words, “Tony is a master craftsman *par excellence*”. Tony was in attendance, as well as Mike Davis who carried out most of the test flying of ZU-CLC. A few days prior to the departure of ZU-CLC from Cape Town, the team realised that CLC was an acronym for Cape Town - London - Cape Town, a fine omen. The presentation at Aerosud was facilitated by Rob Jonkers (322 member) and Gen. Thack Thackwray. Aerosud have invited EAA Chapter 322 for a visit to the Aerosud works where more than 70,000 aircraft components are manufactured monthly for many major aircraft manufacturers. The visit will unfortunately have to be scheduled for a Wednesday afternoon during working hours. We hope many members will be able to make it - details next CONTACT.



Alex Henshaw’s Percival Mew Gull “XF”



A very weary Chalkie Stobbart after arrival in Cape Town



The GP4 Osprey during flight testing



After the 1st flight with Tony van den Heuvel, Mike Davis and Chalkie Stobbart



Chalkie addressing the enthralled audience at Aerosud

News from EAA Chapter 778 Port Elizabeth - by Régo Burger

I was flying on a Whisper sortie in the GF yesterday and Tony Bailes put his slow flying skills to the test in his RV-10 which looks very majestic in the sky. Sorry for the poor quality pics, I only had a cell phone camera with me.



The route cause failure on the V-8 of my Fish Eagle that experienced a high over-rev shows the rocker had failed. It is a steel insert into a lightweight aluminium rocker assembly and managed to destroy a valve guide after cracking the retainer which loosened up the valve. The replacements are steel units. The penalty for this is additional weight. Each bank adds 260g, but knowing it's stronger is worth it. A chain is only as strong as its weakest link.

To fit exactly the same system to a damaged engine without trying to improve the weakness, is not making any advancement on safety. It is simply cheaper to learn from others' mistakes.



Congrats to Russell Phillips, Chapter 778 member, for another new machine on the African continent, the maiden flight was on Saturday 18 August, econo cruise of 140 kts. www.whisperaircraft.com for more details.



Flight Plan Changes: On 15 November 2012 the International Civil Aviation Organization (ICAO) Filed Flight Plan (FPL) will undergo significant changes regarding Item and Field contents for FPLs and related messages The South African CAA and ATNS together invite you to the workshops of Flight Plan 2012. RSVP: Charmaine Shibambo shibamboc@caa.co.za 083 461 6052 for

further details.

Arrival and registration 08h30 for 09h00.

Province	Venue	Date
Durban	Blue Waters	24 August 2012
Cape Town	African Sky	31 August 2012
Nelspruit	Casa do Sol	07 September 2012
East London	Kat Lorraine	14 September 2012
Bloemfontein	Ilanga Estate	21 September 2012
Johannesburg	TBA	28 September 2012





News from the Dutch Homebuilders Association NVAV - by Theo Truter

I recently emigrated from RSA to my new home in Holland. The Lelystad NVAV Chapter asked me to do a talk on EAA type activities and especially home building and flight safety initiatives in South Africa. Karl Jensen supplied many images and a lot of data that I used in my presentation.

I was collected by car by Wolanda Dijkman-Dulkes and it took 1hr20 for the drive from Lelystad to Teuge Aiport. There was heavy rain en route and the GPS stopped functioning within 20 km from Teuge, so then it became irksome to find the airport. A motorist really does need the GPS to navigate through the myriad-maze of motor-ways and by-roads. Often one needs to find the way over the water-ways by finding the correct bridge.

In my humble opinion, my talk and slide-show went off OK. They enjoyed both the wildlife and the various aircraft in the slide-show.

There were 33 very friendly members present.

Wolanda introduced me to all. Can't remember many!



The hosts, Marius & Mary van der Steen and family, had prepared a feast, as my photos will attest. They even had a double gazebo erected over the simmering charcoal briquettes to ward off the intermittent rain showers. After all the food, they unveiled their pièce de resistance, namely a chocolate fudge fountain for dipping marshmallows at the peril of one's expanding girth.

[Theo Truter was a regular visitor at EAA 322 meetings and attendee at the EAA Flying Legends Talk Shows. He was a Grade I Instructor and DE with vast experience on GA type aircraft. - KJ]

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The Little Foxes - a Safety Feature - by Walter Doubell, EAA of SA National Safety Officer

In the Bible, Solomon says that the "little foxes spoil the vines". This universal truth has much more meaning than its literal interpretation. It also applies to aviation safety.

Standard checks are done by most pilots before a flight. These checks are done to mitigate the large risks that may cause an accident. The checklists are many and varied and are mostly centred on the aircraft and its operation. But what about the lesser noticed everyday occurrences that happen around us on the ground?

Below is a list of some of the reported hazards and incidences that occurred at airports in South Africa since April 2012.

- ◆ Unauthorised persons on airside – 3 times.
- ◆ Unauthorised persons in aircraft in hangar.
- ◆ Aircraft chocked with a brick at the fuel bay.
- ◆ No chocks or handbrake during refuelling.
- ◆ Smoking near aircraft while refuelling.
- ◆ Sending text messages next to aircraft while refuelling.
- ◆ Aircraft taxied within 1 metre of other aircraft being refuelled.
- ◆ Unsupervised child on bicycle on taxiway.
- ◆ Speeding vehicle on apron among aircraft.
- ◆ Aircraft parked with propeller protruding onto demarcated road.



None of these incidents resulted in any damage to property or injury to any person.

But, what if ...?? I am sure you will agree that if we are not vigilant and notice such incidents and take preventative and corrective action, an accident can easily happen. If we allow them, the little foxes can cause serious harm. It is up to us to keep the little foxes away.

Fly safe and be safe on the ground as well.

Thanks to Global Aviation Consultants for the information. www.gaconsultant.net

Events to Diarise

5 September: EAA Chapter 322 monthly meeting - 18h00 for 19h00 start at the refurbished Dickie Fritz MOTH Hall, Dowerglen, Edenvale. Boerie rolls, light catering, refreshments and cash bar available. There is plenty of secure parking. The main presentation will be by Athol Franz on his recent trip to Oshkosh. Visitors are as welcome as the flowers popping up now in Spring. Further information contact 322 PRO Trixie Heron editor@afskies.co.za

13 September 2012: EAA Flying Legends Talk Show - EAA Auditorium Rand Airport: Details will follow. Bookings are essential. Further information admin2.woods@icon.co.za Anne-Louise Woods 011 888 8495

19-23 September: AAD 2012 - AFB Waterkloof.

3 October 2102: EAA Chapter 322 AGM - 19h00 Dickie Fritz MOTH Hall, Dowerglen, Edenvale.

13 October: Krugersdorp Flying Club SA Flyer Fly-in - see details on Page 4.

27 October: EAA Chapter 322 Year End Function. Details to be finalised. Mike Brown vintageflyer1@gmail.com

9-11 November: EAA of SA Sun n Fun - hosted by EAA Chapter 1503 Bloemfontein at Tempe.

November: Aero Club of SA Awards - date TBA.

15 November: ICAO Flight Plan format changes come into effect - see details on Page 6.

8 December 2012: EAA Chapter 1502 East Coast Annual Christmas Lunch - family, friends and children are welcome to attend, the more the merrier. Details to follow. Craig Ralphs, Vice-President - EAA SA, Chairman EAA Chapter 1502 East Coast craigral@nedbank.co.za 083 635 5295

EAA Chapter 322 Breakfast Fly-in to Warmbaths - by Karl Jensen

The morning of 25 August saw aircraft shoaling in the skies over Warmbaths (BelaBela) and settling gently on the 1200m tarred runway for a delicious professionally catered breakfast. We were treated to a model helicopter demonstration that defies adequate description as well as a Huey doing a water drop. Our hosts were the Warmbaths Flying Club. The event was attended by 54 aircraft including 3 helicopters, unfortunately arriving with a lot of congestion on the TIBA frequency 124.8. The frequency congestion was not all the fault of the Warmbaths traffic, but inappropriate and inane chatter from other aircraft compromised the safety of everybody in the skies. It is quite apparent that many pilots do not listen out before transmitting position reports and turn their radios down to inaudible levels after transmitting. As we continuously try to promote a safety culture in EAA, let us lead the way with proper radio discipline and courtesy. On 25 August, Neil Armstrong, first man on the moon, passed away in the US after complications after heart surgery. Pieter Roux and Braam van der Merwe who organised the Warmbaths event so efficiently, intend repeating the fly-in annually and will call the event "The Warmbaths Neil Armstrong Memorial Fly-in". Catering arrangements are hampered by non-responses to a request for RSVPs. There were 27 replies and 54 aircraft arrived as well as many members and visitors who drove to the airfield. We all owe our hosts responses to invitations as catering requires this info. Apart from the radio problem, there were no incidents of a safety nature whatsoever - thanks everyone!



Pierre Dippenaar Big J3 - Riaan Nel J3 model



Fred Viljoen demonstrates water bombing



Early morning at Warmbaths



Unusual Sling colour scheme



Rudi Greyling's immaculate RV-10



Rans S6 Coyote

Snippets

Graham Haird has donated his almost-built Pietenpol project to Mike Visagie (EAA 1504 Klerksdorp) at Makwassie for his ongoing Young Eagles initiative. Graham's gesture epitomises what the ultimate spirit of EAA is. Mike Visagie has shown his dedication, enthusiasm and seemingly boundless energy in pursuing the ideals of the EAA Young Eagles. He will no doubt complete the project soon with the students of Wolmaransstad High where his efforts are focused. We will be hearing a lot more about this initiative and other projects on the go at Swartpan International. The reward for this project will undoubtedly be the betterment of the lives of the youngsters involved and will help to boost awareness of Young Eagles amongst the aviation community - *KJ*



ELT Information. The requirement to carry Emergency Locator Transmitters as proposed by CAR 91.04.26 ELT is available on email in draft format from Craig Ralphs CraigRal@Nedbank.co.za

Doug Norval at age 50 + 1 day had his first formal flying lesson instructed by Tony Kent. Lots of luck, Doug!

Celia Andrews passed away on 10 August following fighting cancer for the past two years. Tania (ex-wife of Nigel Keil) is Celia's sister. Mark and Celia Andrews were members of 322 up to when they moved down to Knysna in the 90s. I actually flew their Tri-Pacer down for them the same day and time the PC12 went in at Nairobi airport where Herman Potgieter and the owner of Gateway magazine died. I am not sure if they kept their membership going after that or not. Celia and Mark did their Pilots Licences around 1989/90, which is when I met them and were active members of 322, often joining fly-ins, etc. She was a very vibrant, happy person with lots of energy and enjoyed life. It is very sad to see her lose to cancer at around 50. She leaves Mark, whom she dated from her school days, and two teenage children, Jonty and Holly. Mark went on to do his Commercial Pilot's Licence and runs a small business involving flying tourists in and out of game farms. - *Brian Cilliers*

BOOK SEARCH: I am looking for books written by Tony Bingelis: The Sportplane Builder, Sportplane Construction Techniques, Firewall Forward. Can any readers of CONTACT kindly tell me from whom they are available. Many thanks - *Keith Lehmann*
keithlehmann@telkomsa.net

Celia Lastrucci (322) gets her PPL: Celia did her PPL through Aviotech Flight Academy at Krugersdorp and her instructor was Chris Kyle. She did the cross-country flight test on the morning of 20 July 2012 and went straight to CAA that afternoon with all the paperwork where they issued her little brown boekie! *[Congrats Celia, and may you have many safe and happy hours flying your C150 ZS-CAT - KJ]*



Chris Kyle with Celia Lastrucci , CAT and Blakat

EAA 322 Plight for the Flight of Vultures Fly-in to Nyoka Ridge: This enjoyable and successful event will be reported more fully in the next issue of CONTACT. The raffle for the book "Underdogs the fight to save the South African wild dogs" was won by ticket A062 bought by Eugene Couzyn. Thanks to everyone for attending and supporting this worthwhile cause.

News from EAA Chapter 1504 Klerksdorp - by Mike Visagie



We are indeed proud to present Makwassie's first Young Eagle to actively pursue an aviation career.

Rohan Oosthuizen stel van kleintyd af al belang in vlieg. Hy het elke uitgawe van SA Pilot en ander vliegboeke gekoop die oomblik wat hulle verskyn. Hy het die eerste keer self agter die stokke van 'n vliegtuig geklim saam met Corne Coertze. By die Young Eagles byeenkoms op

Makwassie het hy saam met Cliff, eenaar van die vliëskool op Klerksdorp, gevlieg. Op 21 Julie 2012 was hy by die ope dag op Loutsavia. Ons het al die inligting daar bekom, en hy begin met sy vliegkursus in die middel van Januarie 2013.



Another splendid evening with EAA Chapter 322 - by Gordon Dyne

Last Wednesday 1 August some 80 members and friends of EAA Chapter 322 came together at the Dickie Fritz MOTH Hall in Dowerglen for the monthly meeting. We were greeted by the delicious smell of wors and this month for the first time we could also choose between bean soup and spinach and bacon soup accompanied by bread and butter. I of course, fighting anorexia and winning, tried both the soups and can confirm they were delicious. Thank you very much Anne, wife of our regular barman Wally Ferreira.

At 19h00 sharp our enthusiastic chairman Captain Karl Jensen called the masses to order and began the official business. The whos, the whys, the whats and the wherefores were quickly run through in Karl's inimitable fashion aided by some good humour. As a change from the usual safety feature by Safety Officer Walter Doubell, we were treated to a superb slide show by Walter from his recent trip to England for the famous and totally unforgettable Flying Legends Airshow at Duxford. Walter had been privileged to attend pilots safety briefings, thanks to EAA's good friend and South African born Air Commodore Rick Peacock-Edwards RAF (retired) who virtually runs the Flying Legends Airshow. The Air Commodore

made a memorable impression on us all when he was the guest speaker at the EAA Flying Legends Talk Show in February 2012, when he was last here in the country of his birth.

It wasn't long before the bar beckoned and the chatter turned to all things aviation and lots more. After this 20 minute intermission Karl asked us to return to our seats and introduced us to the guest speaker Deon van der Mescht from SA Weather Services in the Eastern Cape. **EAA 322 had paid Deon's airfare from Port Elizabeth in view of weather playing such an important part in pilots' decision making.** With a lack of understanding and appreciation of weather being responsible for many aircraft accidents, we could learn a lot from Deon. **In my view Deon's talk was far too theoretical, and many of his pearls of wisdom went over most of the audience's heads. Such a pity, as Deon's talk could have been more beneficial to most of the amateur pilots present.**

Karl was presented with a beautiful model of his Cessna 170 ZU-VAL, to adorn his study. The gift was from an anonymous donor/s for his efforts in making 322 a vibrant EAA Chapter. Too soon the time came to wend our way to our loved ones... and then back to our wives, haha.



Dean van der Mescht



EAA 322 members listen intently at the meeting



Karl with his ZU-VAL model



Bruce Perkins' pic of Brian Appleton overtaking a Spitfire in his Chipmunk



Helicopter R44 pilot's airmanship and consideration - [My eye! - KJ]



CONTACT is the official newsletter of EAA of SA. This edition was happily compiled by Karl Jensen and edited by Trixie Heron 3 September 2012. All contributions gratefully received from all Chapters and members. Please submit material before the **3rd Wednesday** of the month to editor@afskies.co.za or karlpix@icon.co.za. Thanks to all who contributed to this edition

Keep 'em coming!