

EAA Chapter 322 NEWS



January 2010 - Free for Members

President's Prattle January 2010

I hope you all enjoyed your families, friends, pets, aeroplanes, feasting, fasting or whatever you did over the barely past festive season – my wishes for a great 2010 are with you all! December is traditionally a quiet time for EAA activities in Chapter 322 and this year was no exception. This edition of our EAA Chapter 322 News has been radically shortened at the behest of Editor Trixie who would only allow a small e-mail file, to the benefit of those of our members who do not have broadband facilities. I have had to trim the many pictures and even remove articles to comply, and would therefore like to know if a slightly larger file would be acceptable so that I could include more pics of our various activities.

Aviation by its very nature can be hazardous if not approached in a responsible manner with the care and good practice that is required to keep this most exhilarating pastime safe. Let's all do our part in 2010 to promote aviation safety, especially within our EAA Chapter 322 activities.

If we all contribute to make our fraternity enjoyable for everyone, 322 will continue the growth that we experienced in 2009. One of the many ways to achieve this is to encourage potential members to come along to our monthly meetings and involve them in our other activities that you might consider. Please bear in mind that the success of our Chapter depends on your involvement. If you have simply been a spectator in the past, why not get involved and attempt to organize an activity that we can all join in – you will find that there are many members who will gladly offer advice and support. Let us also each try and encourage at least one new or dormant member to come back into the fold.

EAA Chapter 322 - to meet or not to meet in January...

The first Chapter 322 monthly meeting of the year normally takes place in February, but a few hapless souls usually congregate at the meeting venue on the first Wednesday of January despite this tradition. These leaderless souls then tend to mill around aimlessly, eventually repairing to the nearest watering hole for a chinwag and to possibly curse the Committee and mainly the President for not advising them of the lack of a formal gathering. To accommodate those insatiable enthusiasts and hopefully a large majority of the rest of you, we have with Wally Ferreira's blessing, reserved the Dickie Fritz MOTH Hall for **Wednesday 6 January 2010**. We will not be holding a formal meeting, but rather a social get-together with libations on tap. To further enhance the experience, we will screen either some old 16mm newsreel movies and/or the official DVD of Oshkosh AirVenture 2009 on the widest screen available at the hall. The DVD has just been shipped in by Duncan McKellar and is certain to whet your appetite for a pilgrimage to Oshkosh. There is no charge, so we hope to see you all there and their pub needs you!

Doors open at 19h00 on Wednesday 6 January 2010.

There has been an intermittent problem with the intercom, so please persevere with the buzzer at the entrance gate!

EAA Chapter 322 Clubhouse at Grand Central

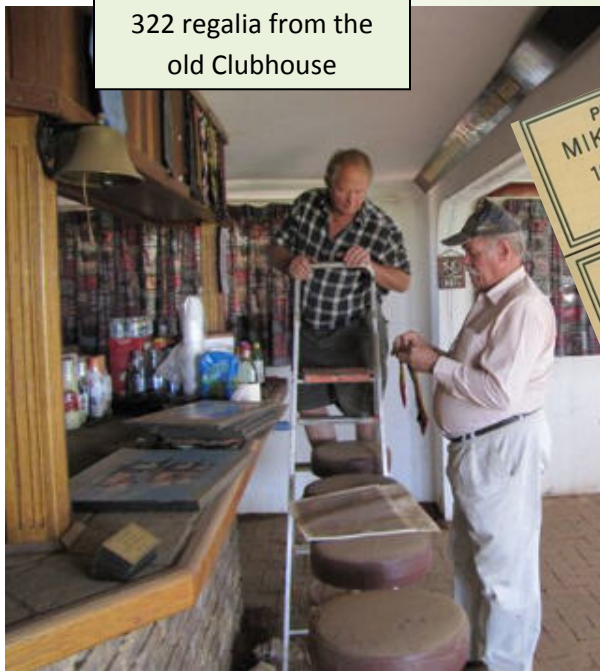
After many years of hassling over our Chapter 322 abandoned and derelict clubhouse at Grand Central, the 6m shipping container that was parked at the clubhouse was moved by Nico Brandt to Rand. Nico placed it adjacent to the EAA Auditorium to alleviate a storage problem that exists there. The current storage area leading off the front of the Auditorium will be converted to a refreshment area with bar counter and refrigerators. Although minor offers were made to purchase the container, the true value of the container was not offered. To keep the container as property of EAA was the correct decision and its proper utilization is now assured. We are indebted to Nico for being proactive in finding a solution to this f@#*ing vexing problem that has plagued us for so long. You are a good man, Nico, and we can't thank you enough!

The management of FAGC has charged a rental for the unused clubhouse and container for yonks. They recently advised that the building would be demolished at EAA's expense. The clubhouse structure which consists of two pre-cast single garages which have been joined to make a double garage size building which was paved and had a substantive bar counter and shelves fitted. My info sources report that Jean van Hoof was the instigator of this massive project when she was President of 322. For many reasons the clubhouse was abandoned while 322 wandered about to other meeting venues. The local Halfway House hotel was tried, the Midrand town hall, a room at Grand Central and eventually John Rheeder came to the rescue and allowed the club to use his Fly In Restaurant/Bar at the airport. The membership dwindled to the point of the Chapter almost folding when we made the bold move to Dickie Fritz MOTH Hall in Edenvale.

The clubhouse structure was offered to the Aviation Museum, a move that would be in the interest of the EAA as the Auditorium/Museum project gains momentum. There appears to be intransigence here and John Bonnard has now offered to take the clubhouse with a monetary payment to our Chapter.

The day before Christmas, Nico Brandt, Ron van Leer, Bill Keil and I set upon the clubhouse with a vengeance and removed the regalia and catering items that belong to 322. Unfortunately the bar counter cannot be moved and will have to be demolished. During the clean-up process, we removed a lot of canned food, beer and coolies dating back to 1997. Some of the old photos will be scanned and featured in future newsletters. A great find was the history of Chapter 322 in the form of Presidents' plaques engraved with the dates of their years of office – a sample of them shown below from our first 8 Presidents.

Nico and Ron rescue
322 regalia from the
old Clubhouse



Ron van Leer displays one
of 6 barstools that are
available – any offers?



Parys Fly-In and Fun Fly – Francois van Eeden (for Piper Rag & Tube Club of SA and Parys Flying Club)

Parys Flying Club has kindly agreed to host the first fly-in for 2010 to celebrate, amongst other things, the opening of their refurbished restaurant and clubhouse. This event is planned for the weekend of 9/10 January 2010 and all Piper Rag & Tube owners, members of Parys Flying Club as well as anyone interested is cordially invited to join them for a fun-filled weekend.

This will be a fly-in combined with a sleep-over under the wings – I'm sure we can pack a few of you in under the stoep should you arrive in a low-wing aircraft!) Showers and ablutions will be available so don't stress about this and, if you really don't want to 'rough' it, Parys has some excellent guest houses.

During Saturday a scenic aerial sortie over the Vredefort Dome is being planned – this should be fascinating. A leading geologist will give a talk prior to the sortie which will enhance what you see on the flight. On return to the airfield, it has been mooted that a runway inspection session take place when you may mielie-bomb a target before you go around and for a spot landing under the watchful eyes of our ever-enthusiastic onlookers. Yes, I know, we will be wearing them high-viz jackets. To ensure an orderly progression during the day, there will be a formal pilot and safety briefing and the tower will provide an advisory service on 123.5Mhz.

The evening promises to be a jolly affair with a lekker Free State spitbraai, big kuiers around the fire and the best part – you can actually have a 'few' because you'll be sleeping over! The festivities will be rounded off the next morning with a scrumptious breakfast before departing at leisure (aspirins will be provided).

Let's start 2010 with a huge fly-in celebration! We're looking forward to seeing all of you there. Please RSVP with an aircraft description and the number of people you'll be bringing along – it helps to plan the catering and accommodations. Oh, and if there is sufficient interest, one of our club members has kindly offered to, at a small fee, set up a number of tents with stretchers for those who don't want to pickle the camping paraphernalia along – please let us know if you would want to make use of this service. We'll see you on the weekend of 9/10 January.

niberragtube@gmail.com

Cheers to Ric Woldow

Ric Woldow, the tall American from Caterpillar joined our Chapter 322 after he arrived in South Africa to become CEO of Caterpillar Africa. Ric's membership of 322 was a pleasure for all who got to know him, his generosity, wit and involvement. His contract in South Africa ended all too soon and he returned to the USA on 28 December. Ric passed by my home on his way to the airport. We hope Ric and Lisa and their family remember us when he gets home to his toybox of 7-plus 'airplanes'. *Go well, Ric and Lisa!*

Sung to the tune of 'Big John':

*Every morning at the airfield you could see him arrive
He stood seven foot six and weighed two sixty five
Kinda broad at the shoulder and narrow at the hips
And everybody knew you gave no lip to Big Ric
(Chorus: Bia Ric, bia tall Ric, bia R-i-c, etc.)*



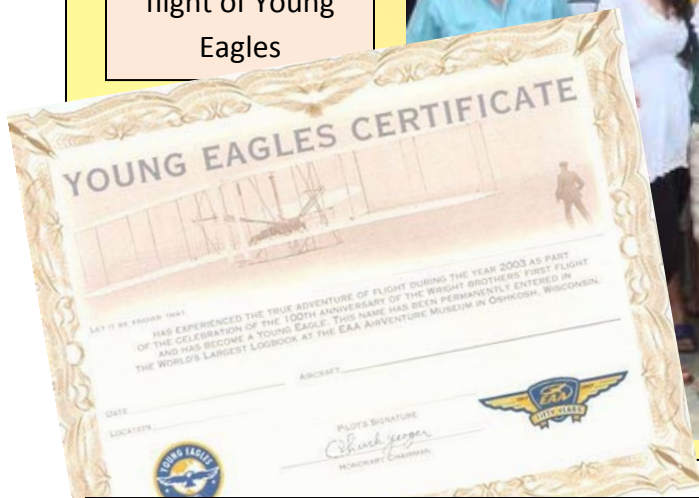
- Basic Flying Rules:**
1. Try to stay in the middle of the air.
 2. Do not go near the edges of it.
 3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly in the edges.

DECEMBER EAA 322 YOUNG EAGLES EVENT

Our ever-busy Mary de Klerk and the SA Power Flying Association combined a well attended fun rally at Springs on Saturday 5 December with a Young Eagles event. Young Eagles is an EAA project to make young people aware of aviation as a pastime and a potential career. The patron of Young Eagles is Captain Chesley Sullenberger – the pilot of Flight 1549 of Hudson River ditching fame. More than 1.4 million Young Eagles world-wide have been flown by EAA members voluntarily at their own expense.

Sixteen YE candidates were selected from Randpark High School and De La Salle College after a motivational and careers address given by Mary de Klerk in October. The selected scholars who submitted essays on their reasons to go for a flight in the YE programme as well as the volunteers were treated to a typical sumptuous breakfast sponsored by the East Rand Flying Club. A general talk on flying was presented by Freek Stegmann from the Virtual Aviation Society. The YEs were given specific briefings by their pilots on more details of the aircraft that were being used on the day. All the young folk were taken for flights in all manner of EAA members' aircraft. Simon Tladi who received the Aeroclub of SA's 2009 Most Enthusiastic Aviator award and ATNS sponsored grant in November, gave a motivational talk to the YEs after their flight. Each YE was presented with a certificate signed by the pilot and bearing the signature of Chuck Yeager. Remember we always need volunteer pilots!

Mary de Klerk
with EAA
volunteers and a
flight of Young
Eagles



HAVE YOU HEARD?★Des Nel (now known in Oz as **David**) sent New Year greetings to all EAAers from Down Under. ★ Jeremy (Moose) and Anne-Louise Woods held a New Year's Eve bash at their home for many EAAers. The Jensens could not go due to the threat of fireworks and the absence of their precious kitties' kitty-sitter on annual leave. The fireworks were particularly bad this year, damn! Jeremy achieved 93% for his UNISA Death and Estate Planning Diploma.★ The Woods' 1st grandchild, probably a baby Mooselet, is due mid-Feb with much excitement on the Linden Tundra.

★ We were all shocked when Robbie Nutt and Paul Geng died in the horrific Extra 300 crash at Tedderfield a few weeks back. As a result of the event I am setting up a pilots briefing, directed specifically but not exclusively at airshow and aerobatic pilots, to be held at Henley Helicopters Rand Airport on Sunday morning, 24 January. I have asked Prof. Johan Coetzee, Gen. Des Barker, Glen Warden, Elton Bondi and Scully Levin to give us a talk in an attempt to bring our chaps to their collective senses. – Larry Beamish

★ On behalf of Chapter 322 we extend our sincere condolences to President EAA Chapter 973 Gavin van der Berg and his family on the passing of his father on Sunday, 3 January.

DC-3 to Oshkosh in 2010 – John Austin Williams (JAWS), Public Relations and Media Liaison Officer for the Dakota Association of South Africa (jaws@dc-3.co.za)

The Douglas DC-3 celebrates her 75th birthday on 17 December 2010. The Dakota Association of South Africa are keen on taking a South African DC-3 to Oshkosh to take part in the EAA AirVenture celebratory function from 26 July to 1 August. The discussions are very much in the brainstorming phase and I would appreciate comments and suggestions from you as to a way forward with this idea. For more info on the Douglas DC-3 75th Anniversary go to www.dc-3.co.za or the direct link to DC-3 75th Anniversary page <http://www.dc-3.co.za/dc-3-75th-anniversary.html>

NEWLY APPOINTED GENERAL MANAGER OF THE AERO CLUB OF SOUTH AFRICA

Neil de Lange is stepping down as the General Manager of the organisation. He took office during March 2001, two months after the appointment of Stan Oliver as acting Chairman. Neil's appointment came shortly after the Civil Aviation Authority had withdrawn the designation it gave the Aero Club. The withdrawal of the designation was the result of audits on the organisation. Neil's job was to stabilise the poor financial position and to develop administrative processes to take the Aero Club forward representing private and recreational aviators' interests in a complex regulatory environment. "I am satisfied with the position the Aero Club has achieved over recent years. It has not only regained the respect of the rest of the industry players since the collapse of its attempt at designation, but more importantly, that of its members. It has a sound financial base with robust accounting systems, and it is time that these qualities are applied to further grow and develop recreational, sport and private aviation in South Africa and indeed southern Africa," said Neil who has now been appointed as CEO of RAASA (Recreation Aviation Administration South Africa). He will no doubt continue to advance recreational aviation, albeit in a more formal regulatory and oversight capacity. "RAASA, the CAA and the Aero Club, will continue to work together to develop and promote aviation safety and to create an environment where a variety of aviation interests can co-exist safely and in harmony."



Kevin Story

The new GM of the Aero Club will be Kevin John Story, from the Paragliding fraternity, and current Chairman of the South African Hang-gliding and Paragliding Association (SAHPA). Kevin will take office on 18 January. He has been serving on the Board of the Aero Club for the last two years and is aware of the issues facing this industry. "In addition to the communal issues facing us all, I will be meeting regularly with the sections to become familiar with the current challenges facing every section. I believe we have a very positive future with much growth potential. I have some rather large boots to fill with Neil's departure, but believe I can bring value to the challenges ahead in this new era of the Aero Club," said Kevin. EAA Chapter 322 will be following Kevin's appointment with interest and we wish him wisdom and good luck in our dealings with Aero Club. We also wish Neil every success at RAASA. Kevin Story as the GM, together with the Chairman Jeff Earle, Vice Chairman Dave Mortimer and Treasurer Hanke Fourie, form the Aero Club's exco. All strength to their elbows!

SMALLS – FREE ADVERTISING FOR EAA CHAPTER 322 MEMBERS

I have 2 x Bendix Magnetos for sale, make me a decent offer and they are yours – suitable for an Experimental plane, of an engine Lycoming IO-360. They were serviced by Gert at Aero Electrical Wonderboom and brought right up to spec (never mind the NTCA bit). The mags operated for 25 hrs and were checked again (found no fault), at which point I decided to change to Slick Impulse magnetos. You will need a starter vibrator to complete the set-up with these. # 98120225 Mod: 4378 Lag: 15 Rot: L Cut: 66GC14SENN # 98120088 Mod: 4370 Lag: = Rot: L Cut: 66GP05ANN. Spacer and wires included. PS: these were NOT used in the climb test ☺ Contact Chris Van Hoof cvh@mweb.co.za

Submit your SMALLS to Trixie editor@afskies.co.za

Ha-ha! Q: How many pilots does it take to change a light bulb?

A: Just one. He holds the bulb and the world revolves around him!