

EAA Chapter 322 NEWS



February 2010 - Free for Members

PRESIDENT'S PRATTLE FEBRUARY 2010

Let's adopt a new motto for 2010: let's grow the EAA! I notice that, as our membership increases, so do the suggestions and input of members without constant cajoling. For the EAA to function costs money and, as in most recreational organizations, membership does cost money albeit it very little. To this end I ask you to please pay your subs which were due on 1 January. There are very few members who have complied with this obligation. I am embarrassed to say that I missed the payment date and had to ask Jo000an Hepburn, our accountant, for a second invoice. If for any reason you have not received a renewal invoice, please email Joan jyh@mweb.co.za and copy Trixie editor@afskies.co.za with all your current details – name, EAA membership number, telephone numbers and physical, postal & email address. We are desperately trying to update the EAA member database and there are many instances where information is either out of date or lacking. As far as the EAA Auditorium is concerned, we are facing a potential disaster. The incessant rains have for the first time in 4 years raised the water table to a level that has flooded the building with water covering the entire floor to a depth of 30-40cm. We have not been able to assess the damage yet. Clr Cliff Robertson from Ekurhuleni has offered to organize the Germiston Fire Services to pump out the water. Bill Keil, Neville Böhm and Ron van Lear have rallied to the cause and were working on the site last Thursday – gentlemen, we are most grateful for your efforts! Jeremy Woods has put in a monumental effort to keep our Auditorium functioning, but alas due to work pressure, he is no longer able to handle the building maintenance. Please consider helping in this regard. The work can be carried out initially by member work parties, but when the building becomes functional again, manual labour can be employed. The site has been cleared of excess overgrowth by Nico Brandt's staff and is looking great. Jeremy, assisted by Anne-Louise, is prepared to continue running the Aviation Legends Talk Show which are usually held at the Auditorium on the second Thursday of every month. In the January EAA 322 News, I asked if there were preferences to exclude pictures from the newsletter to make it a smaller file for e-mail transmission. As there were no responses, we'll continue to include pics where possible. Please remember, contributions are welcome!

Shortest Books - 1: Things I Cannot Afford - by Bill Gates

EAA Chapter 322 February monthly meeting...

The February Chapter 322 monthly meeting will take place at the normal venue, the Dickie Fritz MOTH Hall in Edenvale on Wednesday 3 Feb. We will be presenting an enhanced flight safety talk by Neville Böhm and a brief presentation by Nico Brandt on the conceptual stage of the proposed Museum/Auditorium complex at Rand Airport. This is possibly one of the most ambitious projects that EAA South Africa has ever contemplated. Should time permit, we will screen another great aviation DVD. We encourage you to bring any interested parties along with you.

Doors open at 18h30 on Wednesday 3 February 2010.



Shortest Books - 2: AMELIA EARHART'S GUIDE TO THE PACIFIC

Look out for the Amelia Earhart movie on the local cinema circuit – featuring our own 322 Roy Watson.

EAA Chapter 322 Sun 'n Fun VENUE CHANGE!



A great offer was made by Jack Onderstall and Cliff Lotter to convene the annual EAA Chapter 322 Sun 'n Fun fly-in at Klerksdorp. This was seen as an opportunity to combine the event with the Sport Aerobatic Club's (SAC) Aerobatic Extravaganza. We will be able to combine resources and with Jack Onderstall and Cliff Lotter's energy and legendary organizational abilities, this promises to be a great event. With EAA, the Piper clan and the SAC's combined membership as well as assistance and participation by SAPFA, visiting aircraft should far exceed the numbers seen at Tempe for last year's Sun 'n Fun event. Details of the fun-filled programme and arrangement will follow soon.



Gossip!

In case you haven't heard, Nico Brandt arranged and sponsored the move of the EAA Ch322 container from Grand Central to the Auditorium at Rand airport. A big thanks Nico!

From Courtney Watson - Yip, we got hitched on 12 December, so just back from Zanzibar and our honeymoon, which was absolutely fantastic - what a place! Courtney's fiancée is now Mrs Feebee Watson.

Mike Gill got married to Nichole Cappa on Saturday 16 Jan.

Theuns van Vuuren flew his ZU EMX from a private strip near Nelspruit all the way to BaraG (FASY) It took 2:20 and was his longest flight to date!



The Aviation Museum of South Africa (AMSA) and EAA South Africa Joint Project

At the last meeting at Rand Airport held on Monday 18 January, conceptual drawings of the joint EAA/AMSA Aviation museum/auditorium/hangars/workshops/education facility were shown by the architect Roger Davies. This ambitious project will be presented at the 3 February Chapter 322 monthly meeting by Nico Brandt.

Don't miss this opportunity to hear about the plans and fertile ideas that are emerging.



FORTHCOMING EVENTS:

- 3. Feb EAA Chapter 322 monthly meeting – DICKIE FRITZ MOTH Hall Edenvale – 19h00 for 19h30
- 11 Feb – EAA Flying Legends Talk Show – Ster Kinekor Preview Theatre, Sandton. Contact Anne-Louise Woods Tel. 011 888 8495 e-mail: admin2.woods@icon.co.za
- 6 March - MILE HIGH FESTIVAL fly-in Volksrust – camp or stay in town – contact Hannelie@placo.co.za 082 379 0346 – 1200m runway – looking good (according to Neville Böhm on 31 Jan 2010)
- 12 March – Bultfontein Airshow - avermaak@absamail.co.za

THE BIG ONE 19-21 March EAA 322/ Sport Aerobatic Club Sun 'n Fun Fly In and Aerobatics Extravaganza – Klerksdorp – Cliff Lotter exodus@telkomsa.net – Jack Onderstall jack@cp.bftn.co.za – Annie Boon change@mweb.co.za – Francois van Eeden francoisve@suzukiauto.co.za



is 57 years old

The organization's first meeting was held on 26 Jan 1953. On that cold evening about three dozen aeroplane enthusiasts met in Gran-Aire's facilities at Curtiss-Wright Airport in Milwaukee, Wis. It was a meeting that included some long-time aeroplane builders as well as one 31-year old Korean War veteran named Paul Poberezny, who had just recently returned to his home town. That group had no idea of the influence they would have on aviation history around the world for the next 50-plus years. From this group would grow the Experimental Aircraft Association, which now has more than 160,000 members in over 100 countries, nearly 1,000 chapters and one of world's premier aviation events in EAA AirVenture Oshkosh.

EAA Chapter 322 History



L to R Wayne Estment, Bill Keil, Pierre van der Walt.



Peter How hesitates to congratulate Karl Jensen after giving him a prize at EAA Margate 1997.



Mike Davis and Jean Bowden(?)

EAA Chapter 322 Presidents 1982-1993

PRESIDENT
ARCHIE KEMP
1982 - 1984
ZS-BLD

PRESIDENT
BOB EWING
1980 - 1982
ZS-DNX

PRESIDENT
STEWART WOOD
1985 - 1986
ZS-IPF

PRESIDENT
BRIAN NELSON
1984 - 1985
ZS-VMH

PRESIDENT
PETER HENGST
1987 - 1991
ZS-VIV

PRESIDENT
JOHN MAY
1986 - 1987

PRESIDENT
JEAN BOWDEN
1993 - 1994
ZS-EVV

PRESIDENT
CHALKIE STOBART
1991 - 1993
ZS-VWO



Bill Keil's Fournier RF 4.

Money can't buy you happiness... But it does bring you a more pleasant form of misery.

PROGRESS ON THE "YOUNG EAGLES" FRONT

by Bill Keil

I had a very interesting chat with Sid Bottom this week. Sid's interests lie in the construction and flying of A-Frame gliders and since my very first venture in getting both feet off the ground was in an A-Frame to max 1 metre off the ground, I am keen to encourage Sid.

This kind of glider is profoundly simple to build and to fly. You will easily understand why it is called an A-Frame if you study the picture. The Royal Air Force for many years sponsored the supply of these little gliders for the Air Training Corps for eventual induction into the Air Force. The A.T.C. as it is called, is an aviation edition of the Boy Scouts, but run in a much more efficient and disciplined manner. The use of the A-Frame enabled budding pilots to learn the fundamentals of flying long before they received formal instruction in the RAF.

I believe the Young Eagles objective in getting sponsors for the building or supply of A-Frames would be a terrific step forward for this noble cause. Group training and the advancement of young students could be a welcome shortcut to going solo in a powered aircraft. **Let's do it!!**



Slingsby A-Frame Glider



More modern basic gliders



Piper recently launched their Piper Sport with the introduction of its entry into the Light Sport Aircraft (LSA) market. Its sleek, sporty look draws a crowd wherever it goes. The Piper Sport appears to be derived from the Light Sport Cruiser, several of which were introduced to SA by EAA Chapter 322 member Ian Puntis.



Proof that not all creatures enjoy flying!

Members' Letters:

Inaugural version "**Where's Woldow, or the ramblings of a wandering Chapter 322 member**"



This month's topic is repatriation. On the way back to the frozen North, we had some good family time in Port Edward for Christmas, followed by four days in Egypt including a New Year celebration. Unfortunately, the month of December had no flying for me other than in those big aluminum sewer pipes some of our members steer around the sky.

Egypt makes you realize how fortunate South Africans and Americans are when it comes to aviation. In four days, the only general aviation seen or heard was a ballooning operation in Luxor which charges exorbitant prices for scenic flights. There were no small aircraft on the ramp, and no small planes overhead despite the perfect flying weather.

Coming back to the US was a real shock. Five degrees when we arrived in Chicago, dropping to -4 after nightfall driving down to our house. That is FAHRENHEIT! For the first two weeks, it is not going to get up to freezing. With these low temps, it is not conducive to getting out to the airport and trying to start an engine, much less flying with no or marginal heat. Fortunately a couple hangars are heated so we can at least work on them and get ready for better days. Saturday was up to the Quad Cities where the Waco and Christian Eagle were in the heat. While Dean was working with another mechanic performing an annual inspection on the Eagle, Don and I replaced the existing tension tailwheel steering springs with compression springs to improve steering. We also laid out the oil filter installation, then moved to sampling various American malt beverages. Despite the cold Sunday, I got a call to meet Linda at Mt Hawley airport for a short flight up to Peru Illinois. A new glass panel 172 at sea level and 5 degree F (-20C) temperatures has very good performance as we were light on fuel and only two of us. The trip was to check progress on her TBM which is in year two of a flying restoration project. Activities underway now are replacement of all instrument panels and installation of the turret which had been removed years ago (at 1500 lbs, I understand why it was removed). At least we're closer to the toys, even if we can't get out and enjoy. That time will be coming soon. Keep'em flying, and keep in touch.

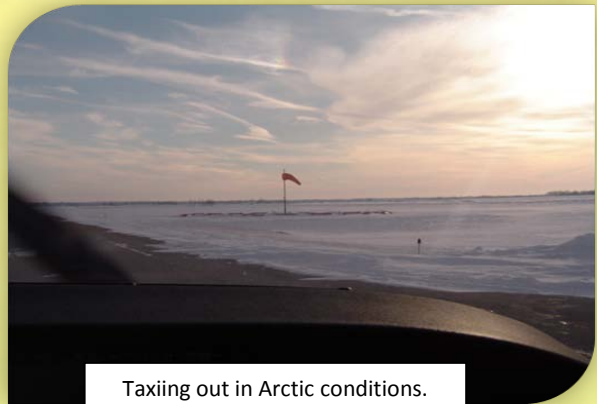
Ric Woldow



Linda with her glass 172. It does have a heater too. The reg is not random, it must have some significance to her.



Linda and Russ with their TBM. I'm there on the left in case you didn't notice – I'm taller than most here too.



Taxiing out in Arctic conditions.



Snowbound airport – too cold to pull anything out.



Inside the hangar, reunion with the toys – plenty of work ahead!

ATTITUDE for Aviation – GA Pilot's View

On Sun 24 Jan, I had the opportunity to attend a seminar, arranged by Larry Beamish and the ASSA, in the wake of a tragic accident claiming the lives of two well-respected aerobatic pilots. The speakers were Elton Bondi, Gen Des Barker, Scully Levin, Pierre Gouws, Mike Weingarts, Vaughan Russell-Smith and Prof Johan Coetzee. As a GA pilot I relished the opportunity to listen to these aviation gurus. This is what I took away that day: We all know flying is dangerous. We sit in the pub and chat and someone says "Did you see how low that pass was... Jeez that was really cool... I want to do that some day." Some people agree while others raise eyebrows and exclaim, "Are you crazy, that was the most idiotic thing I've ever seen!" In other words, we all have a different perception of the event. I think in aviation this difference in perception is the tricky part.

When we start out as ab-initio students, our instructor gives us lots of information, like check lists and practical skills to learn, which we absorb, get evaluated and hopefully pass with flying colours. But what we don't get in GA environment is ATTITUDE training. In my training nobody taught me anything about attitude. I was just expected to develop or 'pick up' this

Intangible thing that is extremely subjective, i.e. you might think you have it right but it is only your own version. Until someone does something odd and maybe gets killed, THEN we realize there are

differences, but unfortunately, very often that person is no longer with us to explain what he/she was thinking. Having exposure to this seminar, it brought home, for me, the critical aspect of attitude toward the flying I do. Listening to airline and military pilots referring to the strict standards that have to be met during the training, where there IS a careful psychological evaluation. It made me question, do I actually have the right makeup physiologically to fly safely. Sure I get the plane off the ground and put it down again pretty well, but am I likely to do something unplanned on the spur of the moment during a flight. A passenger might say, "Hey let's just do... it will be really cool..." and off you go and next thing you're all dead. Everybody then says "What was he thinking?"

After listening to these experts, I have tried to formulate my version of what the right attitude should be toward operating aircraft. Firstly, I think one needs to throw one's ego out the window for one. Then understand that the more you know, the more you realize how little you actually know - humility. Be open to learn from other pilots. Finally, I really believe if in doubt then no doubt!

Although the seminar was specifically aimed at aerobatics and display flying, I was really able to take in the enormity of the issue of attitude in aviation. Get it right as it might just save your life. **Tonty Caplan**



photo ..Karl Jensen

RIGHT: How pilots view the Vaal Dam overflowing – taken Sunday 31 Jan 2010.

LEFT: How earthbound mortals view the same scene.



photo.. Karl Jensen