



## PRESIDENT'S PRATTLE JUNE 2010

At our monthly Chapter 322 meeting in May, I made a plea for members to assist with some of the many tasks that I am unable to carry out due to the lack of sufficient hours in each day and the fact that I only have two hands - my wife Val says this is my choice, which of course is true! As usual, the forest of hands that I wished for did not materialise. I was rather disappointed by this response, but **EUREKA!** several members have stepped up to the plate and offered to take on most of the tasks I suggested. When soliciting help for our Chapter operation, I don't necessarily mean by individuals. Groups of members would be fine too.

1. Bill Keil has undertaken to convene an airshow which will hopefully be a rather massive fundraiser.
2. Jayson van Schalkwyk has undertaken to manage the Chapter 322 Young Eagles portfolio.
3. Nico Brandt has generously offered to arrange a Young Eagles event on 5 June at Tedderfield.
4. Jayson van Schalkwyk and Wayne Jensen have undertaken to arrange the Chapter 322 visit to ATNS at OR Tambo where a very pleasant surprise awaits those who are going to take part.
5. Wayne Estment has undertaken to arrange the visit to Louis Trichardt and SAAF Machado.
6. Mike Brown has undertaken to convene the annual end of year function.

Our "CONTACT" reaches a fair audience and to assist Chapter 575 to strengthen their club and hopefully boost their membership, we have given them space in this edition. A similar offer was made to Niel Terblanche of Chapter 870 Kroonstad. We will extend this offer to other Chapters too.

*Karl*

Well done to Jeff Earle and Geoff Fish for winning the 90<sup>th</sup> Anniversary Silver Queen Rally.

### FLIGHT AUTHORISATION FOR PRIVATE FLIGHTS DURING THE FIFA WORLD CUP 2010

The latest CD from SACAA contains all the details of the restrictions to our flying from 11 June - 11 July 2010. The official SACAA Aeronautical Information CDs are proving problematical for those folk who are not completely at home with media in this form. The latest CD is labelled:

**AIP SUP as at 03/06/2010 AIC as at 06/05/2010**

How to extract information on the FIFA restrictions from the CD:

1. Run the autorun function (autorun.exe)
2. The **Aeronautical Documents** page will open
3. Click on **View Documents**
4. Click on **AIP SUPPLEMENTS**

5. Scroll down to S044/10 and click on this link - the entire document will open. I recommend you read this document for dates and times applicable to your intended flights - should you click on any of the cities listed, a detailed map will appear.

The procedure for obtaining Security Clearance Code (SCC) is on Page 9 of the supplement.

The procedure for obtaining your Flight Authorisation Code (FAC) is on page 10 of the Supplement.

Some salient details are in the extract on Page 8 of this "CONTACT".

**IMPORTANT**



## ANNIVERSARY OF THE DAMBUSTERS RAID



Briefly, the operational plan was as follows. Guy Gibson led 9 aircraft to attack the primary target, the Moehne Dam. Once this had been breached they were to go and attack the Eder Dam. A 2<sup>nd</sup> wave of 5 aircraft was to fly directly to the Sorpe Dam and attempt to breach it. Finally a 3<sup>rd</sup> wave of 5 aircraft was to act as reserve following behind the 2 waves. On the night of 16 May 1943, only 2 months since the formation of the Squadron 19 specially modified Lancasters, each carrying one of Barnes Wallis' bouncing bombs, took off from Scampton and set course for Germany. Of the 9 aircraft comprising the 1<sup>st</sup> wave, one was lost en-route and another whilst attacking the Moehne Dam. When this dam had been successfully breached, 2 aircraft turned for home, whilst the remaining 5, led by Gibson, flew on to the Eder Dam which was breached at the cost of one more aircraft. On the return journey another aircraft of the 1<sup>st</sup> wave was lost. Of the 2<sup>nd</sup> wave, 2 aircraft were compelled to abandon the sortie and 2 more were lost en-route to the target, leaving only one of the original 5 to attack the Sorpe Dam. This it did with partial success, and a portion of the dam wall was seen to crumble after the bomb had exploded. The 3<sup>rd</sup> wave was used to attack the Sorpe Dam again and also secondary targets - 2 aircraft of this wave were lost.

The operation was an outstanding success but the cost had been high. Eight aircraft and 50 airmen failed to return. Wing Commander Guy Gibson was awarded the Victoria Cross and altogether 33 of the aircrew were decorated for their gallantry. Shortly after the raid the King and Queen visited the squadron whilst at Scampton and approved the badge and motto - 'Apres Moi Le Deluge'.

Bomber Command Daily Report 18th May 1943 (Extract) *WESTERN GERMANY* 19 Lancasters of 5 Group were detailed to attack the Moehne, Eder, Sorpe and Schwelm Dams.

**MOEHNE DAM.** 5 Lancasters attacked at 0038-0049 hours, dropping 5 special mines. The attacks were reported accurate and large water spouts, some of which caused water to over-run the dam, marked the bursting charges. The first aircraft, in spite of the accuracy of their attacks, did not apparently breach the dam; but the 4<sup>th</sup> and 5<sup>th</sup> aircraft caused two adjacent breaches, estimated to cover 30 yards of the dam, although the depth of the breach was not seen. The formation commander observed water pouring through the dam and the river below soon became several times its original size for a distance of 3 miles downstream. The power house, situated immediately beneath the dam, completely disappeared under the water.

**EDER DAM.** 3 Lancasters attacked between 0139-0156 hours, dropped 3 special mines, 2 aircraft report that their attacks were visibly successful, one causing a hole about 30 ft below the top of the dam, and the other making a gap about 9 ft wide on the Eastern side. A torrent of water pouring through caused a tidal wave about 30 ft high to sweep down the valley.

**SORPE DAM.** 2 Lancasters attacked at 0046 and 0314 hours, dropping 2 special mines. The 1<sup>st</sup> aircraft reported that his attack caused the crown to crumble over a distance of 15-20 ft and the 2<sup>nd</sup> aircraft reported that after his attack the dam was crumbling over a much greater distance. The latter aircraft returned to the Moehne Dam and reported that water was pouring through 2 large breaches in powerful jets.

**SCHWELM DAM.** 1 Lancaster attacked at 0337 hours, dropping 1 special mine without visible results. This aircraft also visited the Moehne Dam and reported difficulty in identifying this target which was obscured by a sheet of water 7 miles long. Roofs of houses could be distinguished projecting above the water which as flowing very fast. The weather was good, there being bright moonlight with some intermittent mist in the valley.

## NEXT CHAPTER 322 MEETING - WEDNESDAY 2 JUNE 2010

**VENUE:** DICKIE FRITZ MOTH HALL EDENVALE

**TIME:** 19H00 - 19H30

**SAFETY TALK:** Neville Böhm EAA National Chairman and EAA Safety Officer

**GUEST SPEAKER:** Jay Hyde, MISASA PRO  
and leader of The Snake Display Team

**GEE WHIZZ MINUTE:** Chris van Hoof

**VIDEO:** Jonty Caplan's blockbuster "Flying to the Volksrust Mile High Festival"



## IMPORTANT FORTHCOMING EVENTS IN JUNE 2010

- FIFA World Cup Airspace Restrictions - Please see the article on Page 9 of this CONTACT
- 2 June EAA Chapter 322 Monthly Meeting 19h00 - 19h30 Dickie Fritz MOTH Hall, Edenvale
- 5 June Young Eagles at Tedderfield - Nico Brandt (EAA 322 member)
- 10 June EAA Auditorium Talk Show - bookings essential at [admin2.woods@icon.co.za](mailto:admin2.woods@icon.co.za) or (W) 011-888 8495 - next guest John Martin WWII Spitfire pilot
- 26 June Klerksdorp Air Show - Cliff Lotter (EAA member)

**EAA CONVENTION 2010 – Margate 7- 9 August**

### The 90<sup>th</sup> Anniversary of the Silver Queen Flight from London to Cape Town - Neville Böhm

Karl and I enjoyed the day and the camaraderie with all the folks at Swartkops on 8 May. I was really pleased that the EAA had a reasonable turn-out of participants, and with Jeff Earle and Geoff Fish winning, that is another notch to add to the EAA's record. I am surprised that there are so few EAA members who apply to take part although the numbers are growing slowly.

The SQ in the present format has been run since 2006, so with Karl Jensen and Paul Sabatier winning twice in a row and now Jeff's win, that makes the EAA members holder of the trophy 50% of the time. Not too shabby.

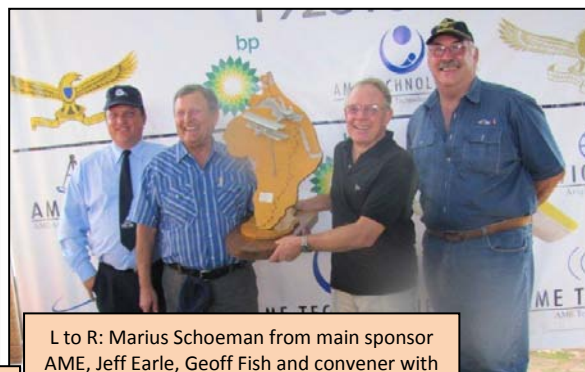
The fun rally is organised by the SAAF Association in conjunction with the Harvard Club. Generous sponsorship saw all entrants receiving good prizes and 50 litres of avgas for each aircraft.



Jeff's Super Cub



Mike Brown in his Globe Swift



L to R: Marius Schoeman from main sponsor AME, Jeff Earle, Geoff Fish and convener with a fiendish cryptic mind Arrie de Klerk



## Another Brilliant Evening at the EAA Auditorium Flying Legends Talk Show on 13 May 2010 - Gordon Dyne

These evenings just get better and better. From where organiser Jeremy Woods and Karl Jensen continue to find these 'old gems' is beyond me. Most of us youngsters can barely remember the hijacking of the South African Airways Boeing 727 in 1972 en-route from Salisbury to Johannesburg, but our guest was the captain of that flight; retired SAA Captain Blake Flemington. What a story he had to tell.

A packed EAA auditorium containing some 80 or so well fed and watered aviation enthusiasts listened intently as our master of ceremonies, a legend in his own lifetime, the effervescent and irrepressible Karl Jensen gently led Captain Flemington into disclosing his amazing long career to this knowledgeable and enthusiastic audience. Karl had done his homework thoroughly as usual and a gentle prompting brought a quick, humorous and sometimes lengthy response from Blake as he recalled, for our benefit, those many memories from his varied and chequered career. Blake had served with the SAAF and SAA, plus another dozen or so airlines, including Singapore Airlines, China Airlines and Korean Airlines to name but three. From Harvards, Vampires, Shackletons and DC-3s as well as 707s through to 747-400s, the list of planes Blake has flown was endless. When not flying, Blake was the most effective ever president of the SAAF Pilots' Association.

After the intermission, Karl immediately asked Blake to give us the story of that fateful day in 1972 when this new phenomenon known as 'hijacking' was in its infancy, but Blake and his crew were one of its first victims. Remember those halcyon days of just jumping on a plane without all these modern time consuming security checks? One could have heard a pin drop as Blake gave us chapter and verse as the events of those several days unfolded. Had it not been for Blake's coolness and bravery, there could have been a huge loss of life. As it turned out, nobody was injured and the hijackers, two disgruntled Lebanese employees of De Beers, were taken alive and unharmed. When hearing that the one hijacker wished to meet him and apologise for his actions all those years ago, Blake's reply was quite succinct. "It is God's job to forgive. However, I would have liked to see him hanged." As General Norman Schwarzkopf, United States Commander of the Allied Forces in 1991 in Iraq, is purported to have said, when asked if he could forgive those people who had aided and abetted the 9/11 terrorists. "It is God's job to show forgiveness. It is my job to arrange the meeting." I loved that.

Thank you to Captain Flemington for baring your soul to all of us and to Karl Jensen for being the catalyst. Your risqué jokes as usual brought the house down. Thank you to Jeremy and Anne-Louise Woods as well as your team of willing volunteers for all your hard work in organising yet another memorable evening at the Woods' theatre.



Karl with Blake Flemington after the interview



1965 photo of the aircraft involved in the hijack drama - B727-244 ZS-SBE

## ACTIVITIES IN MAY 2010

**3<sup>rd</sup> - EAA/AMSA Presentation to Rand Airport Holdings** regarding the EAA Auditorium/Museum property acquisition. Audio/visual presentation to the Board at Rand Airport - this massive project is ongoing with a requirement now by RAH to ensure that the project is viable in the long term. Thanks to Neville Böhm, Nico Brandt, Larry Homan and those who attended to support the delegation.

**5<sup>th</sup> - EAA Chapter 322 meeting Wednesday 5 May** by Gordon Dyne  
More than 50 members, guests and friends of 322 gathered at The Dickie Fritz Moth Hall in Dowerglen on the evening of the 5<sup>th</sup> May for the monthly meeting. Only one lady aviator was present, namely hard working member, the lovely Trixie Heron. Come along lady aviators. We need more of you to join us. Don't be intimidated. There is neither male chauvinism nor bad language.

The club is financially sound with Archie Kemp presenting the meeting with some pretty impressive financials. Thank you Archie for your honest endeavours. In future a voluntary R10 entrance fee will be paid by each person present at the meeting. A winner's name will be drawn at the end of the evening. The winner will receive half the takings. The other half will go to club funds. This idea, proposed by Captain Dave King was agreed on unanimously.

After the meeting a short break was called for so that thirsts could be quenched. Our first speaker was the club's honorary secretary, Wolfgang Vormbaum. Although Wolf does not yet possess a pilot's licence he is building a most unique amphibious plane the 'SeaWolf.' Wolf is an engineer by profession and this was evident in the skill and care going into his masterpiece. It will be magnificent when completed. The slide show was most impressive. Even veteran home builders were stunned into silence. Good luck, Wolf, as you complete your 'baby.'

Our second speaker was octogenarian veteran pilot Uncle Bill Keil who spoke so knowledgeably on the attempts by Japan to bomb Canada and the USA towards the end of World War II with 'Fusan Bakudan' or fire balloon bombs. The old black and white photos gave us a good idea of how the balloons and their cargo operated. Ingenious, albeit not very successful. Pilots today understand 'Jet Streams' and how they work. Back in 1945 there was a lot more guesswork. The most enjoyable and successful meeting came to a close about 2240 hours.

**8<sup>th</sup> - Silver Queen Air Rally** - reported elsewhere in this edition of "CONTACT"

**13<sup>th</sup> - EAA Flying Legends Talk Show** - reported elsewhere in this edition of "CONTACT"

**15<sup>th</sup> - Middelburg Airshow** - reported elsewhere in this edition of "CONTACT"

**15<sup>th</sup> - Tedderfield** - The EAA Tedderfield Hangar Project by Bill Keil

The occasion was the regular members' management meeting and there were 12 of the hangar owners present. Neville Böhm gave a short talk which was well received. I then set about making it clear that our participation in their operation would be subject to our being allowed to run an air-show from time to time. Their management team is rather modest in their style and I probably astonished them at what I was suggesting. They are not aware of our EAA air-show organisational techniques and skills. However, the response was very positive and we can expect full cooperation from their management. It must be understood that, whilst Tedderfield are offering us a free patch of ground, the ensuing financial commitments will be quite demanding.

**17<sup>th</sup> - EAA National Council Meeting** - EAA Auditorium Rand Airport

**23<sup>rd</sup> - Grand Rand Airshow** - A magnificent airshow attended by 25,000 spectators with special parking for EAA members adjacent to the EAA Auditorium. A great time was had by all with Jeremy Woods and his Auditorium support team selling refreshments, boerie and steak rolls and raking in some hard earned loot for the auditorium. Thanks to Gordon Dyne for freely assisting all day. The number of EAAers gathered at the Auditorium made for a congenial day amongst good friends and plenty of impressive flying. It brought home to us once again what a fantastic vantage point our EAA Auditorium occupies.

The 2010 Grand Rand Airshow. Left - Jeremy Woods and Gordon Dyne slaving over the braai to feed the masses





**24<sup>th</sup> - Exploratory Talks** with AHASA (Aircraft Homebuilders Association of South Africa, or Tuisbouers as they are fondly referred) Aeroclub of SA Executive and execs of EAA of SA National to co-ordinate efforts and resources and form a closer association with EAA.

**29<sup>th</sup> - Visit to Volksrust Flying Club** to initiate a new EAA Chapter - Neville Böhm and Karl Jensen flew to Volksrust to meet with the Volksrust flying community. Says Karl, "We were enthusiastically received and force-fed a wholesome country breakfast. The local airfield community, led by Jan and Engela Kemp, together with Dirk van Deventer, are very keen to form an EAA Chapter. After discussions on the many pros of being members of the EAA community, a decision was made to go ahead for Volksrust to become EAA Chapter 1501 pending a vote to do so by their members. Indications are that the EAA 322 Sun n Fun 2011 will be held at Volksrust - howzat!"



Fanie Bezuidenhout  
flown Jodel in fresh livery at FAHG

### HAVE YOU HEARD?

**Fanie Bezuidenhout** has, years after his unfortunate accident in his Jodel, finally flown his repaired and beautifully repainted aeroplane - Fanie, we're proud of your true EAA spirit!

**Maureen Stobbart** has had back surgery - get well soon Mrs Chalkie - the EAA loves and needs you!

**Gordon and Susan Dyne's daughter Victoria** graduates at UCT on Thursday 3 June – hearty congratulations to both parents and to Victoria.

**Régo Burger's Fish Eagle** has been re-hatched and is cutting a dash through the PE skies - congrats Régo! Keep a lookout for the full story in the next issue of Contact and he'll be flying his Cozy to Margate.



**Hentie vd Walt's Flamingo** was unfortunately destroyed in an accident during the PTAR on Saturday 29 May near Bela Bela. The tragic news is that the crew members Werner Blignault and Cronje Erasmus died. Our sincere condolences to their friends and families.

### Is the EAA Young Eagles initiative worthwhile? Judge for yourself.

Hi Mary (Mary de Klerk EAA National YE Convener - Ed)

My name is Chantal Prinsloo. I was wondering who I could direct a letter to regarding the Young Eagles Initiative. I am a former Young Eagle myself, I was taken up as a young girl not knowing then that the flying bug was about to bite. I started flying after school and am currently completing my hours for my CPL. I have also completed all my ATP subjects, and had great fun at last year's PTAR. The point I am trying to make is that none of this would have been possible if it had not been for the Young Eagles Initiative. Therefore I would like to send a letter to the relevant person, to thank them for the wonderful work they are doing. I hope to inspire some young Eagles myself one day. Kind Regards, Chantal Prinsloo



**Today - 31 May 2010** is the centenary of the formation of the Union of South Africa. This was the historic predecessor to the present-day state of South Africa. It came into being with the unity of the previously separate colonies of the Cape, Natal, Transvaal and the Orange Free State. Following the First World War, the Union of South Africa was granted the administration of the German South-West Africa colony as a League of Nations mandate. We should not ignore our history.



→ Old  
New ←



← Old  
New →



Karl





## EAA CHAPTER 575 - by Vernon McLaren

Well I thought that it is time to pass on some of the behind the scenes happenings under the wings of Chapter 575. As this is my 2<sup>nd</sup> attempt at getting a NEWSLETTER out to you I hope that I get it right for I believe that it is time for our Chapter to now rise from its slumber and get with a programme of renewing our energy and start getting the show on the road again.

There is a lot going on within the EAA and sometimes we miss out because we were not always informed but I also believe it's because we sometimes avoided getting involved, so I hope that in the next couple of months we can meet some of the tasks needed to get our Chapter on the map (seriously) again. I have given much thought to ideas, considering that not too long ago we had fairly good turnouts to our monthly meetings with a number of projects going on in garages, backyards and the odd hangar at various airfields. Fellow members are plodding along and are persistent. Where are these projects now? Here are some that I am aware of:

Russell Dold - a Cygnet and a Hobielineer

Paul & Marita Sabatier - the re-build of the Motor Falke, a Cygnet and 2 Dorniers

John Derbyshire - Cygnet

Tinus & Katryn Schutte - an SB 2

Koen Plantinga - Sonex. (Koen is actually a member of Ch. 322 but attends our meetings as well)

Vernon & Joanie McLaren - Curtis JN 4D - Jenny

The RV 12 Group - a RV 12 (Their empennage kit should now be in the SA). Sorry about the strike - Thank goodness the kit is not perishable.

Rudi Greyling - RV10 (4-seater)

Tony Forrester - Zeneth XL 605

Charles & Mark Flee - an Auster and a half (Welcome)

Steve Boshoff - finishing the repair of his SB 2

The JLPRV CLASSIC AVIATORS - Luscombe Silvaire and a hangar

Our new Hangar



Folks, it really is a bucket full and I'm sorry if I have left anybody out however I do not believe that there is any other Chapter outside of America that can boast this type of enthusiasm and it excites me to be President of such a great Chapter. So how come we only have 5 members attending a Chapter meeting?

I have asked myself what do we (the committee) need to do to get our members to come and share their stories and skills with the Chapter. The ANSWER - Can't do much without YOUR involvement. (Somebody said beers!) Sounds like I'm not too positive however on the contrary I am also the bearer of good news - Chapter 575 has a new meeting place (home/clubhouse) with a roof over its head and again this is the fulfilment of a dream of some very special members of Chapter 575 - yes Folks, members of your Chapter, who have dug deep into their pockets to build a hangar for all their own projects and to provide a venue for 575 Chapter meetings, to facilitate workshops and forums to assist, teach and help others to see their dreams fly. Their vision is simply to demonstrate the spirit of aviation and keep the dream alive.

I would like to believe that as you read this letter will make an effort to attend the 2nd meeting in the hangar on the Sat. 26 June, remember don't bring an umbrella but do bring your own chairs. Family members are welcome too. Maybe the JLPRV CLASSIC AVIATORS will crack a bottle of bubbly or 2. This is our goal and a giant step to get our Chapter back on track. One thing that I would like is for any member who would like to raise any issue of interest or discussion to advise me soonest.

But that's not all Folks, the RV 12 Group will be building their project in the JLPRV hangar and I wish them all the best and a warm welcome to the Chapter as new members. If any member does not know where the JLPRV hangar is at Springs, it's No. 1 on the North side of the Springs Airfield, the 1<sup>st</sup> hangar nearest to the "BLUE" gate. I have some NEWS from National and quite a number of membership cards which I will give out at the meeting.

Well, that's about all for now, I still need to get them minutes of the last meeting and an agenda done.

Safe flying, building and dreaming.

Vernon (aka Vermin)

PS - It was persistence that got the pair of snails onto the ark before the great flood, first they stuck their heads out, made themselves available to the task and got going.



Old R200 note

After today 31-05-2010, old R200 notes are no longer legal tender and will have to be exchanged at branches of the Reserve Bank



Valid R200

## Extract from AIRAC AIP SUPPLEMENT S044/10 06 MAY 2010

### JOHANNESBURG (FAJA) AND CAPE TOWN (FACA) FLIGHT INFORMATION REGIONS TEMPORARY RESTRICTED AIRSPACE

#### FIFA SOCCER WORLD CUP VENUES

**AIRAC Effective Date:** 06 May 2010

**Validity Period:** 10 June 2010 - 11 July 2010

#### 19. Security Screening Process

19.1 Prior to applying for authorizations for flights in any of the ADIZs, aircrew will have to undergo a security screening. Applications for security screening must be submitted to the SAAF at least 48 hours prior to entering the ADIZ for the first time (for RSA citizens) and at least 7 days prior to entering the ADIZ (for foreign citizens).

19.2 Applications must be submitted in electronic format (either e-mail or fax-to-mail) to the SAAF, and must include the following information:

##### Identification documentation

- RSA ID document (if a RSA citizen); or
- Passport (if foreign nationality)

##### Licensing documentation

- Pilot licence (where applicable); or
- Official letter from company stating employment status of the member (for non-pilot members); or
- Official letter from flight school stating student pilot status of the member (for student pilots); or
- Official letter from club or association stating member status (for paragliders, parachutists, etc).

##### Contact details for each individual, both daytime and after-hours.

##### Home language and proficiency in English.

19.3 Applications can be submitted to the SAAF by any of the following means:

19.3.1 E-mail: [pilotscreening@telkomsa.net](mailto:pilotscreening@telkomsa.net)

19.3.2 Fax-to-mail: detail will be made available via NOTAM and on the SACAA Internet site.

19.4 Once successfully screened and approved the member will be issued with a unique Security Screening Code (SSC). This code, valid for a period of 6 months, must be presented whenever applying for flight authorisation within the ADIZ.

19.5 The SSC does not get displayed on the flight plan and may not be shared by crewmembers.

#### 20. Flight Authorisation Process

20.1 Only successfully screened pilots may apply for authorizations for flights during the Soccer World Cup. Applications must be submitted to the SAAF at least 24 hours prior to the planned flight.

20.2 Each flight requires a unique flight authorisation code (FAC) and these must be obtained from the SAAF prior to filing a flight plan. The FAC is then displayed in Field 18 on the flight plan.

20.3 The following information must be provided to the SAAF in order to obtain a FAC:

- Pilot SSC. (Special Security Code)
- Pilot ID Number (passport number also acceptable).
- Pilot Full Names and Surname.
- Pilot Licence Number.
- Pilot Contact details, including at least one telephone number and/or an e-mail address.
- Aircraft registration and type.
- Date and estimated time of flight.
- Aerodrome of Departure.
- Aerodrome of Destination.
- Intended duration of flight and intended route.
- Aircraft owner and aircraft owner contact details.
- Crew SSCs and ID Numbers.

20.4 Applications can be submitted to the SAAF by any of the following means:

**Telephone:** 012 312 2625. **Facsimile:** 012 312 2626. **E-mail:** [flightautho@telkomsa.net](mailto:flightautho@telkomsa.net)

#### 21. Time:

21.1 Applications for screening can be submitted to the following e-mail over period 1 March 2010 to 24 May 2010: [wtr@mweb.co.za](mailto:wtr@mweb.co.za)

21.2 The SAAF Screening and Authorisation Cell will be manned 24 hours per day, from 0600 on 24 May 2010 until 2200 on 11 July 2010.

#### 22. Warnings:

22.1 Any aircraft entering this promulgated airspace without a valid SSC and FAC, or a valid clearance, or that is observed flying without a flight plan or deviating from the filed flight plan/negotiated route without prior clearance, may be subject to interception as per ICAO publication and may be subject to prosecution.

22.2 Any aircrew failing to adhere to these procedures may be subject to prosecution.

#### 23. Enquiries:

For further information, contact:

Col Elma de Villiers (Senior Staff Officer Air Traffic Management - SAAF)

**Tel:** 012 312 2883 **Cell:** 083 307 1075 **E-mail:** [wtr@mweb.co.za](mailto:wtr@mweb.co.za) **Fax to mail:** 0867498908



## **A Lekker Little Airfield with town attached called Volksrust and the Mile High Festival - by Jonty Caplan**

Volksrust - a little hamlet at the southern end of Mpumalanga, right on the northern border of KZN, with an immaculate grass runway 10/28 x 1200m. This airfield is a real aviator's paradise, in summer might I add. The winters here usually see the whole area under snow.

On the 6<sup>th</sup> March this was the site for the annual "Mile High Festival & Airshow" organised by Jan Kemp and the Volksrust Flying Club, a mixture of aviation and real South African small town goodies, pannekoek, koeksisters and boerewors en braai. I was fortunate enough to be invited to tag along with Karl Jensen in his immaculate C170 ZU-VAL. Karl was to be the commentator for the day.

After a crisp early morning start out of Fly Inn, we found ourselves buzzing along over broken cloud most of the way, having checked the weather at our destination we were happy that it was safe to continue. About an hour later the first contact was the voice of Bob Allison acting as official ATIS. On arriving I was literally blown away by this idyllic little airfield. We were the first to arrive on Saturday morning and what a reception we got. Three lovely young ladies dressed in pilot's gear, epaulettes and all, arrived at the plane and presented Karl with his VIP card, Official T-Shirt and BIG hat. A quick change and we were off for a scrumptious full English breakfast and coffee with Dr Mike Brown and Trixie Heron, who flew down in Mike's Beech Debonair.

Then the fun began. While Karl got on with commentator duty, we strolled the flight line. A pretty impressive line was forming as plane after plane arrived. Some of which were: an R44 and Bell 206, brought in by Henley Air, Jeff Earl's Tiger Moth Ex SAAF C185, the Yak 52 of David Gouws, A C152, Karl's C170, a Victor, an interesting C172 and two PA28's brought by the Heidelberg flying School. Brian Gruar and his P166 Albatross, a J3 Cub in yellow of course and Claus Keuchel in his immaculate Taylorcraft.

It was really great to see quite a few people had flown in on Friday and camped under their aeries' wings. The Heidelberg guys had an impressive setup. They had three tents, chairs and the works. I went over to chat as they looked like they were going to leave, but the tents were still up. Next thing they taxied out and took off, two up in each plane and returned in a loose vic formation runway inspection with a bomb-burst type pull up.... Meanwhile Karl had the locals enthralled at the various aircraft that displayed. Henley Air doing flips in their Bell 206, with Andre Coetzee at the helm they continued throughout the day. Jan Kemp gave a few fantastic displays in his Thorpe T-18. Graham Field and Marietjie du Plessis got airborne in Jan's Piper Arrow for an amazing display of top class skydiving. It was then the turn for some heavy metal in the form of the P166 Albatross. All I can say is "Awsome, Brian!!!" close in, low level, 60 deg bank turns and of course the noise. Brian gave another amazing display late in the day, before setting heading for Jo'burg. Another great display was made by Derek Hopkins in his C185, really showing the truly amazing agility of this iconic Cessna. We then had the cherry on the top for me, Scully Levin and Arnie Meneghelli in two of the Gabriel Pitts Specials. We were invited by Hannelie to join the a la carte lunch in the VIP tent and what fantastic service and food we got from the professional caterers.

After the lunch, Scully and Arnie gave an awesome display to their usual standard, including a two-ship switchblade manoeuvre. Really close and low, a great opportunity for the photographers, the locals were enthralled. They gave their signature passes and headed off to Durban for another show date. There was a time to climb competition and more skydiving. Dave Gouws in his Yak 52 put on a hilarious act, donning a gorilla suit and arriving back from the display to scare the kids out of their wits. Some of the really small kids ran for their mummies. As the day wound down we gathered at the beer hall for a well deserved frosty or two.

Then there was a fantastic prize giving ceremony, with Karl as the MC, the jokes flowed. After some fun prizes then serious prizes, we tucked into more food, a good old braai with salads and more frosties. Before we knew it, the time was close to midnight. So with an early start the next morning, Neville dropped Karl and I at our B & B the Stucky's Gästehaus. This is the place to stay in Volksrust. The Stucky family, who are the Mercedes and Mitsubishi agents in the town, run this immaculate setup. The rooms are spacious and well appointed. I would really recommend it. After a scrumptious breakfast, our host Mr Stucky gave us a ride to the airfield, where we said our goodbyes and after another thrilling runway inspection, headed back to Fly-Inn.

I would like to thank Karl for the invite; it is a real treat for me to fly with you. Many thanks to all people involved in making this event possible and incredible success, Hannelie van der Walt and Placo, Goodyear Tyres and Jan Kemp and the Volksrust Flying Club. Thanks to Safety Officer Neville Böhm, the event was incident free. Karl mentioned at the prize giving EAA 322 would love to host our Sun n Fun event at this idyllic airfield. It was my first 'fly-inn and stay over' event and it will certainly not be my last.

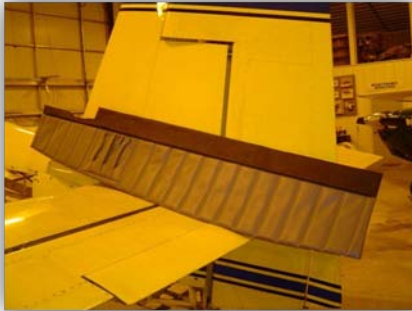
## May Edition of Where's Waldo - EAA 322 Member in the USA

Something a little different this month. Even though we're flying much more, the maintenance work is a year round process and we're always trying to make improvements and find easy ways to do them. This year we decided to replace the side panels of the Lake Amphibian while they were out for annual. The worst part of the job is removing the old glued on fabric from the metal backing. This is a sticky mess, using some nasty, probably carcinogenic chemical cleaners. Once this is done, the much more satisfying application of new materials can be done.



The first obstacle is finding matching materials to the seats and convincing your wife to pre-sew the panels, including pockets. When that doesn't work, go to Airtex and order very nice, FAA/PMA approved panels ready to put on your metal. They also have excellent fabric cement. The first fitting is glued and set under weights overnight. Then punching the screw holes through the fabric on the front, and finally wrapping and gluing the fabric around the back of the panel. This is where temporary cloth retention devices are required while the glue is drying. Rather than designing a new tool, we used the century old device "clothespin". Although the hangar lighting distorts the true colours, it is a significant improvement over the old materials. The best part of this operation has been the multiple efforts at waterproofing the airframe. Three trips to the river to sit in the water and look for leaks to seal. It's much easier to get help with that work than mixing sealant and crawling down the belly of the plane. While it's not totally dry, it's an improvement and we're finally done (or out of sealant), and putting the interior back in this week.

Cheers, Ric Woldow



The Lake Amphibian's interior upholstery panels during refurbishment



Some of the kudus on parade



## 15 May - Middelburg Flying Club held a very successful airshow

with amongst the most superb infrastructure I've seen anywhere in the country. The show was well attended with a massive gate. The air display was great albeit a little spoilt by a brisk and crisp southerly wind. I was only able to stay until the lunchtime departure slot. ATC was most accommodating and was able to have the air display continue while 2 PZL Dromader water bombers were containing a runaway veld fire a few miles away. I did unfortunately experience some shocking airmanship by the lunchtime departing aircraft that were not listening out or responding to ATC calls. I am often critical of ATC at special air events, but could not comprehend why some of our fellow pilots do not listen out, park 100m apart on the taxiway while awaiting departure and generally not consider each other.

One of the most stunning features of the static display was an imaginative herd of kudus statues that the folk from Middelburg Laerskool built and painted in the colours of every nation taking part in the FIFA World Cup. Well done to the school for this 'gees' and to the organisers of the airshow led by Richard Lovett - I hope you made some good money. I would urge our members to note the Middelburg show on your calendar of must attend events for next year.



The Snake Formation display despite the strong wind



Beautifully decorated VIP/ Airshow Pilots' marquee