

# BRAKES ON, THROTTLE SET .... CONTACT

JANUARY 2011

THE OFFICIAL NEWSLETTER OF EAA CHAPTER 322



## CHAIRMAN'S CALLSIGN

For Val and me the festive season was great with plenty of happy kuiering and contact with our fine children, their spouses and the grandchildren. Of course the imbibing and gourmandising was shamefully excessive. I hope that your holidays were as rewarding and maybe got in a bit of flying too. Now that we are into the 2011, there are many challenges facing the EAA in the year ahead, the main one being how to make membership of our organisation even more enjoyable.

I have been informed that there is a reasonable rate of membership renewal. I urge you to renew your membership and to bring new members into the Chapter as well. If there is any way we can make our EAA more worthwhile to belong to, your suggestions are welcome. Our rebuilt website is up and running thanks to Willie Bezuidenhout and although it still has much of the old data displayed, we are going to try and ensure that it stays up to date. Check it out: [www.EAA.org.za](http://www.EAA.org.za) we'll phase out the time consuming individual dispatch of the newsletter as it will be available on the website. To coincide with the website renewal, I decided that our CONTACT also requires a newer fresher look, while not changing its character. I'd appreciate your comments to [karlpix@icon.co.za](mailto:karlpix@icon.co.za) or [editor@afskies.co.za](mailto:editor@afskies.co.za)

A major challenge which needs to be addressed and as a matter of urgency, is the election of a new EAA SA national chairman to fill the void in the wake of Neville Böhm's departure. As Vice Chairman, I am calling a Special General Meeting to be held at the EAA Auditorium on Saturday 22 January at 10h00. All EAA members are invited and we also require the name of suitable candidates who are paid up members of EAA SA and are willing to accept the position. The candidates are not required to be residents of Gauteng. I personally am not available for the position due to my involvement as Chairman of Chapter 322 and as a regular EAA Flying Legends Talk Show compere as well as participation in other societies and pastimes which is about as much as I have time to handle. Please will you send your nominations to our Hon Secretary Wolfgang Vormbaum at [vormbaum@netactive.co.za](mailto:vormbaum@netactive.co.za) as soon as possible. See the official notice on Page 6.

This edition of CONTACT is less voluminous than normal, due to the holidays and as December has been a relatively quiet month with regard to EAA activities. Distribution of this CONTACT will coincide with New Year, so I wish you on behalf of Val and the EAA 322 Committee a fabulous 2011.

*Karl*

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## ATC SENSE OF FUN - Jason Hodgkiss - TNS

Report generated by Reindeer Box  
Advanced Real-time Reindeer Decoder  
Log Author: Mrs Claus  
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<http://www.gcmap.com/airport/BINP>  
Current Country: South Africa  
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## EAA EAST RAND CHAPTER 575 HANGAR OPENING - by Karl Jensen

On Saturday 4 December about 75 aviation enthusiasts from far and wide attended the opening of the hangar which is to be the home of East Rand EAA Chapter 575 at Springs airfield. The guest included founder members of EAA in SA, Mike Spence and Bill Keil. The hangar was built by 5 enthusiasts with limited resources. The devotees are John Derbyshire, Lew van Rensburg, Paul Sabatier, Russel Dold and Vernon McLaren, known as the JLPRV Syndicate. The project was supposed to be completed by the end of 2003 after commencing in April of that year. The guys carried out most of the design, fabrication and construction of the large hangar which will result in EAA activity on the East Rand growing exponentially. The enjoyable ceremony consisted of an opening address by the EAA Chapter 575 Chairman, Vernon McLaren who gave a brief history of their Chapter and the construction progress, and Lew van Rensburg who praised the contributors' efforts. Neville Böhm also

addressed the audience. Yours truly played MC and conveyed best wishes from 322. A brass plaque and an etched window to commemorate the occasion were unveiled by Anne Wilson, an erstwhile treasurer of the EAA national body. On behalf of our EAA Chapter 322 Archie Kemp handed over a large banner to Chapter 575 to mark the opening. Col Jeff Earle, Chairman of the Aeroclub of SA made a speech congratulating those involved in the hangar project with much encouragement for the EAA's future endeavours. Naturally a braai followed with fine catering supplied by the wives of the JLPRV syndicate.

The hangar already houses the 10 member RV12 project headed by Rudi Greyling as well as 2 Dornier 27 hulks and a Hobbyliner which will be used for education purposes. The JLPRV syndicate also own a rare Luscombe Silvaire that is about to take to the air after refurbishment.



Above: MC with Vernon McLaren Chairman EAA Chapter 575  
Below: Mike Spence (SA EAA founder Chairman) and Bill Keil with 1967 Founding Charter of EAA Chapter 575



Some of the audience at the opening ceremony

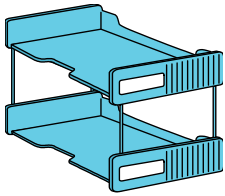


The Luscombe Silvaire in front of the hangar entrance



Brass commemorative plaque

## THE INBOX



On Saturday 11 December, I went with Karl to see Andy Lawrence's workshop and his RV10. The plane and engine are really a wonderful project and I cannot say enough about the excellent quality of Andy's workmanship. He is an old hand at building aeroplanes and his professional skill and know-how are really amazing. Whether or not you are a home-builder or think you don't have the know-how, you missed a great morning which would have reinforced your pride in being part of the great membership of EAA - Bill Keil

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I have just received the 2011 membership card etc. and wish to comment as follows: firstly, WELL DONE! I don't want to seem like a self-opinionated twit, but this is the first time since I was last secretary in 1997 that anything more than a lonely mem. card has been received from EAA of SA. The key ring, stickers and most importantly the letter from you all add to the sense of 'belonging' that I always believed members should have. On top of that, it has all been sent timeously! Again, congratulations on the big step forward; I hope you accept my good wishes in the spirit intended.

Best regards and wishes for Christmas and the New Year - Brian Nelson

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I have already posted +- 140 membership cards. I'm not going to post any more until the New Year as some people may be going away for their holiday. We wish you and your family joy over the festive season and may your New Year be filled with many blessings.

Joan Hepburn (EAA Bookkeeper) 17 December 2010

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Thank you very much for your e-mail and your support of EAA in South Africa. We here at Oshkosh are eagerly looking forward to welcoming the South African group back to Airventure in July.

I've forwarded your message to Tom Poberezny, and he may reply to you as well. To our knowledge, Rod Hightower is not planning a trip to South Africa in February 2011. If he does make such a trip in the future, however, we certainly plan to contact the EAA chapters in your country to make sure he has the opportunity to meet everyone.

Best regards,

Dick Knapinski

EAA Director of Communications, Oshkosh

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(Regarding CONTACT)... I really do enjoy receiving news - I must say the one thing I do miss is the air-minded friends in SA and often tell others here about the great evenings we had at the auditorium. Believe me what you have at EAA is unique.

Best regards

Ivor Link - New Zealand

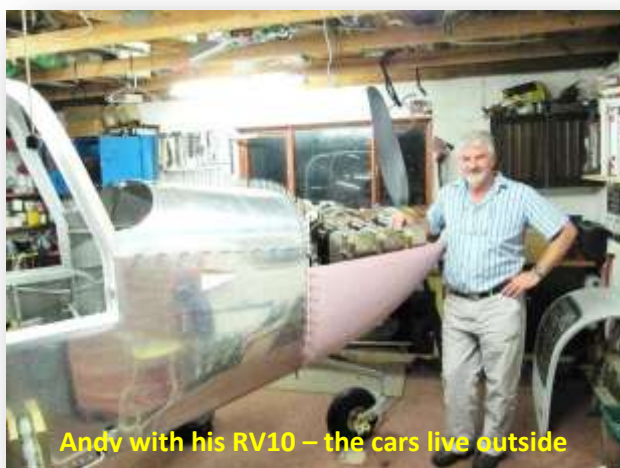


## A VISIT TO VIEW ANDY LAWRENCE'S RV10 - by Jonty Caplan

On Saturday 11 December, Karl, Bill and I descended on Andy Lawrence's home to 'check out' his latest build project, a VANS RV10. We were joined by Peter and Paul Lastrucci. I have never seen an actual build project up close so I was absolutely in awe of the project. As I would like to build a plane myself one day I jumped right in.

First a few words about our host and some background to this fabulous build. Andy started flying gliders in Kimberly and progressed to a PPL at Krugersdorp airfield. He now has some 1100hrs on

various aircraft including a PA12, RV4, RV6 and a SIA MARCHETTI S208, which he owned for a number of years. Always wanting to build an aircraft he started looking for a project and finally settled on SAPLANES Bush baby, two seats and able to land almost anywhere. Only problem was that he had no skills for things like the specialised covering or stitching ribs etc. So, on a 1998 trip to Oshkosh he enrolled in the required courses and got a FAA covering certification.



After much hard work and 3 years 7 months, ZU-CAA was born. A standing joke was "Look out, here comes the CAA!" Andy did a great job and the Bush Baby won best amateur built aircraft for 2001, a truly fantastic achievement for a first build.

While on another Oshkosh trip the RVs caught his eye. So it was off for more courses, this time in riveting and aluminium work and then to the Vans factory for some test flying. Now a dilemma arose as to whether it should be a tandem RV8 or a side-by-side RV6. A quick telephone call to his wife Margie confirmed the RV6 with its side-by-side seating was the one to get as she categorically refused to sit at behind him on any flight. Now those were the days before so days before so called 'fast build' kits. Most parts had to be

fabricated from flat sheet. All holes required five processes - drill, de-bur both sides, dimple and finally rivet. So this build took a while, working in a routine of Saturdays for flying and Sundays for building, Andy completed the RV6 in 6 years. Again he scooped a prize - Best Metal Built Aircraft at 2007 EAA Convention in Pietermaritzburg. The Bushbaby had been extensively used as cross-country machine, flying all over South Africa as well as Botswana and Mozambique and the RV6 was no exception, but alas only 2 seats. So after a 6 month 'breather' Andy decided that four seats would be great to accommodate the family. "But what to get?" Margie suggested a natural progression, the RV10.

Andy's kit is a 'quick build' version. The wings come almost complete as well as the centre section of the fuselage. Thanks to modern CNC punching and bending, all components have the right shape and holes, only requiring de-burring. American rules require that the builder has to fabricate 51% of the aircraft to qualify it as an experimental (home built) aircraft, the rest can be factory built. To comply with this so called 51% rule, the major parts one needs to do are the vertical and horizontal stabilizer, the tail cone and joining the fibreglass top half of the cockpit to the centre fuselage. This is accomplished with rivets and screws then lots of filling and sanding to create a flush joint with the metal. All the fibreglass parts come as rough pre-moulded sections that require extensive finishing.

Another major component is the gull-wing doors, which are supplied in pre-moulded sections, an inner and outer skin to each. Andy brought out one of the doors and straight away we could appreciate how tricky it was to build not to mention the closing mechanism and then getting the fitment just right. Being mechanically inclined, I found all the detail quite fascinating from the traditional stressed skin monocoque structure to rudder pedals with brake cylinders attached also the complex routing of hydraulics and electrical systems. One definitely has an advantage if you are technically inclined but if not, the very comprehensive manual guides you through the whole process complete with excellent drawings. A big eye opener was a close look at the engine. Andy chose the preferred engine for the RV10, a Lycoming O-540 260hp unit and converted it to an IO model by installing fuel injection. Under the expert eye of good friend, Peter Lastrucci, Andy hand-built this beautiful engine starting only from a pre-assembled subassembly consisting of joined crankcase, crankshaft and fitted con-rods. Very few homebuilders will even attempt this task and it is a testament to the true dedication Andy has to the task. A Hartzell constant speed propeller finishes off the sharp end.



Lycoming IO-540 installed in Andv's RV10

Andy has decided to build this plane to I.F.R. standards and thus has specified a fantastic kit of flight instruments. The panel will have an Advance MF5600s EFIS primary flight display and a Garmin stack, consisting of an iPod capable audio panel, an SL40 VHF radio and GTX327 transponder unit. During a 2009 opportunity to fly an RV4 from California to Oshkosh, Andy sampled the TruTrak brand of autopilot and found it to be a true godsend for long distance. Andy's model will be a full autopilot, allowing 3 axis control as well as functions like route following and setting climb and descent rates. As a point of interest, this was the type of autopilot used



Bill Keil. Peter Lastrucci. Andv and Jontv Caplan

on Global Flyer for the 'Around the World' flight. Finally as backup instruments Andy will fit the following 2½ inch conventional instruments: Altitude, Airspeed and Artificial Horizon indicators.

Andy has kindly invited any EAAers interested to pop in to have a look, he only asks that you give him a call first. I suggest you take him up on the offer, as from my point of view Andy epitomizes the essence of our EAA, where passionate people have this common interest in aviation and in particular building our own aircraft. What a thrill to be sailing over some fantastic scenery in a machine built by your very own hands. On behalf of EAA 322, many thanks to Andy for opening his home to us and a big thanks to his wife Margie for the delicious muffins and coffee.

### THUNDERSTORM AVOIDANCE PLEA - by Karl Jensen

Chuck Yeager has said on many occasions "There is no reason to fly through a thunderstorm in peacetime". I am a firm advocate of this adage. When a company such as Boeing recommends avoidance of thunderstorms by a minimum of 40 miles, you had better believe them. Boeing builds very strong aircraft! On a recent trip to the Vaal Dam by road, I took these pictures at about 3pm shown below unenhanced.



The photos show a typical downburst from the ominous Cb overhead. While there was virtually no wind where I was standing, a powerful wind with probable destructive turbulence is blowing away from the base of the cloud. Should you encounter the thunderstorm and you decide to fly below the cloud, you would in this case initially experience a very strong headwind with violent turbulence flying towards the cloud, then a possible lull or a downdraft that might exceed the climb performance of the aircraft. Both conditions would have the effect of a reduced indicated airspeed and then when leaving the cloud base area, a further sudden strong tailwind and turbulence could result in loss of control with a predictable result! *Karl*



# NOTICE - NOTICE - NOTICE - NOTICE - NOTICE

## SPECIAL GENERAL MEETING EAA SOUTH AFRICA

### 10H00 ON 22 JANUARY 2011 @ EAA SA WOODS AUDITORIUM RAND AIRPORT

The SPECIAL GENERAL MEETING is being called in part to elect an EAA of SA National Chairman following Neville Böhm's resignation on 20 November 2010. All paid up members of EAA SA are eligible for the position. Nominations with acceptance by the candidate are to be sent to the Secretary, Wolfgang Vormbaum at [vormbaum@netactive.co.za](mailto:vormbaum@netactive.co.za) prior to the commencement of the meeting. Please make an effort to be present to determine the future of your EAA – Karl Jensen (Acting Chairman EAA of SA)

#### WHERE IN THE WORLD IS WOLDOW - Our 322 Member in the USA

Ric is still the luckiest guy on the planet, sipping a South African Pinotage while on holiday in Colorado. Fortunately still in good enough physical condition to ski at altitudes up to 12,997' with his niece and children. Remembering the good times just one year ago when I was still in the RSA.



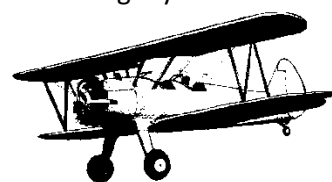
Flying this month has been minimized due to work and weather. A ten day trip to China cut into the available time, but makes one appreciate the freedoms we have to fly in all types of personal aircraft. While my business acquaintances told me of sport aviation and homebuilding starting in the country, and the big news of a Chinese purchase of Continental Motors, there was no evidence of personal aviation in the country. No small aircraft were observed the entire time. We are all lucky to experience the freedom of flight, and need to actively preserve those rights and help others get the same opportunity.

I did get one logbook entry in December, the best type of flight possible: visiting friends. Starting with connecting the preheaters and covering the engines the night before, cancelling the NOTAM for closed runway due to ineffective braking and snow/ice packed runway, pulling the Travelair to a spot the brakes would hold and the props would not pick up snow. CO detector in the cigarette lighter instead of the GPS since the heater would be on full time, etc. The flight was perfect, and all of you understand that it was worth any amount of effort. Getting together with friends one last time in 2010, making plans for 2011 fly-ins and returning in the afternoon before the snow showers moved in.

I would like to take this last opportunity to thank you all for the friendship you showed during my time in South Africa, and wish you the best for the coming years. I would also extend the offer to help any of you who come to the US in 2011 and would like to do some flying in the Midwest.

Ric Woldow

*Hey Ric, it's about time you popped back here for a visit! – Your flying pals in SA*



Brian Appleton flies his immaculate kosher Chipmunk near Grasmere with Jonty Caplan riding along armed with a kosher Brownie Box Camera



A gaggle of Tiger Moths over Rand Airport



## THE NEXT EAA CHAPTER 322 MEETING



**DATE: WEDNESDAY 5 JANUARY. VENUE: DICKIE FRITZ MOTH HALL**, Dickie Fritz Street - off Elm, Dunvegan, Edenvale. **TIME: 19h00 - 19h30.** The formalities of the meeting will be minimal as we expect many of our members will be on vacation. The **EMPHASIS** will be on **ENTERTAINMENT**. We have several unique aviation videos that will be screened to your choice and possibly a fun quiz too. Come and enjoy the camaraderie of 322 - bring a friend or two, they will be made to feel most welcome! Thanks to Roy Watson for his De Havilland Centenary presentation at our December meeting

### 75<sup>th</sup> ANNIVERSARY CELEBRATION OF THE FIRST FLIGHT OF THE DC 3



17 December 1935 was the date the first DC 3 took off from Santa Monica Airport CA. More than 16,500

examples of this truly iconic aircraft were built and the estimate of flying examples is about 259 throughout the world. The ever energetic Flippie Vermeulen from Springbok Adventure Safaris in conjunction with the SAAF, Hennie Delport of Phoebus Apollo and the DC 3 Society of SA held a zhoozh function in Flippie's hangar at Rand Airport adjacent to his Dakota Lodge on Saturday evening 18 December. Flippie's DC 3, ZS-FTE flew several pleasure flights during the day with most passengers dressed in appropriate 1930s outfits.



Ilan Nel and his partner took 1<sup>st</sup> place for their fancy dress with ZS-FTE in the background

**Right:** Don Burnett who has been a guest at our EAA Talk Show with his wife Vivienne and EAA 322 member Brian Stableford and Charmaine attired in 1930s outfits



At sunset, 2 TP Daks from 35 Squadron Cape Town, the SAAF Museum Dak, Hennie Delport's Dak and of course FTE carried out several formation fly-bys. I was almost unable to do the commentary as it was such an emotional sight. After the formation display, Flippie with his son Peet as copilot flew a

majestic solo show against the sunset of a thundery sky. Afterwards all 5 DC 3s parked at the entrance to the venue hangar as a marvellous backdrop that no artist could have created for the sumptuous dinner that followed. The guests were seated in the hangar

Athol Franz photo



Springbok Classic Air DC 3 gets airborne

The Anniversary formation flight



Athol Franz photo



around a restored PBY Catalina. 25 DC 3 pilots attended with numerous cabin crew and technicians who had worked on the type. Athol Franz determined that there was more than 450,000 flying hours accumulated by the pilots present excluding the SAAF pilots.

An audio visual show was presented by Flippie on the history and development of the DC 3/ C 47. Fine music had the guests boogying till the wee hours provided by Capt Jannie Conradie and his 5-piece **Outoppie 'Dakota Ensemble'** - a great group for any occasion with top quality talent and equipment.

## FAREWELL TO GREAT MILITARY AIRCRAFT IN DECEMBER 2010

**F-111 also known as Aardvark and Raven:** The swing wing type was operated in large numbers by the USAF and the RAF until on 3 December 2010 the last F-111 aircraft landed ending Australia's 37+ years' involvement with the aircraft. RAAF officers, many former RAAF crews, people who loved the aircraft and even quite a few ex-USAF aircrew that came down to see for themselves the last flight of the type. Six aircraft were launched for the 'Last Hurrah', a flight over Brisbane. At one of the EAA Talk Shows, we interviewed Lt Col TC Schultz, US Air Attaché on his exploits in this impressive machine.

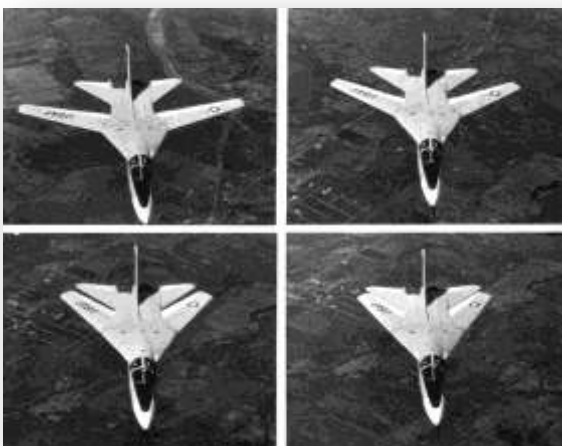
**HARRIER:** Britain's legendary and revolutionary jump jet the revolutionary aircraft that helped Britain defeat Argentina in the Falklands War in 1982. The Harrier jets have been axed after falling victim to a savage round of defence cuts. To mark their retirement from the RAF after 41 years' service, 16 Harriers took off from their base at RAF Cottesmore for a final farewell. More than 2,000 people turned out at the airfield to bid farewell, while the Red Arrows performed a flypast in tribute.



General Dynamics F-111 swing wing bomber



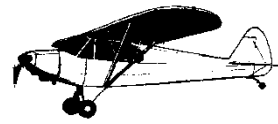
16 BAe Harrier jump jets on the final farewell flight



Jeremy Woods (Moose) and son William (aka Mooselet) recently purchased a new toy shown here. Jeremy and Mooselet both now face the exciting challenge of learning to fly a tail dragger. Their Piper J5 Cub is shown here flying in the Rand GF Area. The Cub arrived with 68 hours since a complete rebuild and zero timing of the engine. With full tanks (95 litres) and 2 regular adults aboard, it performs well and flies straight and true. Congratulations and may you have many fun-filled hours with the new baby!

*Karl*





## ENTER THE GREAT LEVELLER - by Jeremy Woods

The 'great leveller', the 'ego bender', whatever you want to call it, it certainly is the most frustrating thing I've had to deal with in my (recently acquired) short memory. Oh, and talking about memory, that's the other thing causing me so much anguish... muscle memory! It seems my muscle memory (which has much longer duration) wants to apply throttle with the right hand, wants to apply breaks with my right hand, wants to apply aileron with the left hand and so on and so forth.

"Don't let the plane do what it wants to do," chortles Karl from the back seat, "You make it do what you want it to do."

"Don't worry," says Brian Stableford as I taxi into a 360° instead of the 90° turn he has just commanded, "It will soon be second nature to you". Oh yes, easy for you to say... somebody please, give me back my training wheel!

After what seemed like months, the day came when John Herbert would be delivering the Piper J5a Cub to its new owners William & Moose Woods at Rand Airport. After being totally clagged in at White River for nearly two full weeks, Friday 17 Dec produced absolutely clear skies. John calls, saying it "looks like tomorrow (Saturday) will be similar, so I'll have the Cub at Rand by 08h00 and you (William & I) can fly me back to White River in the Comanche as agreed - that way you can be back at Rand in time for your cup of tea at 11h00". Yeah, yeah... I've heard that one before!

Its 14h30 when I hear a slightly crackling transmission on my handheld radio, "Rand Tower, November 35297 inbound from White River over Romeo Delta, two on board". At last! - I scan the now cloudy skies with my mark II eyeballs. It's pretty hard to see anything in this gloom, five minutes goes by - jeez, just how slow can this plane actually be? Crackle,

crackle, "N35297 finals runway 35"... "November 35297 you are clear to land". Aah, there it is! I can see it now.

It's now 15h20 with N35297 safely stowed in Hangar 9, into the Comanche, the questions come: With cells forming everywhere will we get through to White River? "Getting there now shouldn't be a problem - getting back is another question, we'll make that decision when we get there." 15h45, Freq. 125.6 "Special rules South, this is ZS-WBM airborne out of Rand over Romeo Delta en route to White River, 6500 foot south of the buffer zone." "What a lovely flight that was," purrs William. Two hours (an hour each way) entirely in the shade of a now almost total overcast sky, dodging only the heavy showers and going through the light showers with visibility for miles in every direction. Inbound to Rand there is a huge downpour over Joburg city centre which seems to be moving rapidly towards Rand. I'm hoping we can get those heavy hangar doors open and the plane away before it hits. We made it!

William and I have no tail dragger experience and there are no instructors anywhere to be found at this time of the year. General Stableflight is tied up with 1time now, what can be done? Captain Karl Jensen to the rescue once again! He finds us, in the Cub at Rand, taxiing up and down and around and around, where he takes immediate command of the situation. Within minutes we're up, up and away to the GF for some real flying at last. Fortunately the other Brian (Appleton not Stableford) is there with his beautiful 'new' Chipmunk, so the first thing we learn is formation flying with cameras flashing both ways. As Uncle Bill always says, "It's the best fun you can have with your clothes on," and who are we to argue?

## YOU ARE REMINDED THAT ANNUAL SUBS ARE DUE

Please note that the EAA subs are made up as follows:

National membership of EAA SA	R215.00
Chapter membership	R200.00
Aero Club SA membership	R275.00 (increased by 10% for 2011)

**If you do not own an aircraft you need only join the relevant EAA Chapter.**

**17 DECEMBER WAS THE 107<sup>th</sup> ANNIVERSARY OF THE WRIGHT BROTHERS' FIRST FLIGHT**

CONTACT is the official newsletter of EAA Chapter 322. This edition was happily compiled by Karl Jensen and edited by Trixie Heron 01 January 2011. All contributions gratefully received from all Chapters and members. Please submit before the last week in the month to [editor@afskies.co.za](mailto:editor@afskies.co.za) or [karlpix@icon.co.za](mailto:karlpix@icon.co.za)