

BRAKES ON, THROTTLE SET CONTACT

MARCH 2011

website: www.eaa.org.za
(under development)



THE OFFICIAL NEWSLETTER OF EAA OF SOUTH AFRICA

322 575 592 778 843 870 973 1262 1501 1502

CONTACT I am only able to report on EAA Chapter matters if I'm supplied with appropriate material. I again call on the Chapter Chairmen and the members to submit items of interest by the last Wednesday of every month. We're interested in reading about what flies in and around your Chapter, what projects are on the go and maybe your views on the activities of other Chapters. Send articles and photos to editor@afskies.co.za or karlpix@icon.co.za We will work on any material and photos submitted in .jpg format. I look forward to your contributions. Please note, for the distribution of CONTACT to work plus other EAA related communications, it is vital for all our members and friends to update their email addresses and contact details with Trixie Heron editor@afskies.co.za so that CONTACT becomes truly reflective of EAA in SA. Let's showcase how vibrant and active our fabulous flying fraternity is here at the dynamic southern tip of Africa.

Karl Jensen ☺

1. EAA CHAPTER 322 MONTHLY MEETING WED 2 MARCH 19H00

VENUE: Dickie Fritz MOTH Hall, Edenvale. **GUEST SPEAKER:** Kevin Hopper, owner of Skyworx Krugersdorp, recipient of 11 EAA awards for excellence, designer and builder of the TEDDY, a modern day Piper Cub lookalike

2. 5577 SLING FAREWELL PARTY FRI 4 MARCH

VENUE: THE AIRPLANE FACTORY - Tedderfield - RSVP Cherrylee 074 134 4622

3. EAA FLYING LEGENDS TALK SHOW THURS 10 MARCH 18H30 for 19H30

VENUE: EAA Auditorium, Rand Airport **GUEST:** To be advised

4. EAA 322 SUN N FUN FLY-IN & MILE HIGH AIRSHOW, YOUNG EAGLES 19-21 MARCH

VENUE: Volksrust Airfield hosted by EAA Chapter 1502 Volksrust

CONTACT: Hannelie van der Walt hannelievanderwalt@rocketmail.com or 082 379 0346

5. EAA FESTIVAL OF FLIGHT - TEDDERFIELD - SUN 1 MAY

CONTACT: Bill Keil billkeil@vodamail.co.za and 079 525 7822

6. EAA CHAPTER 973 MONTHLY MEETING SAT 19 FEB 14H00

VENUE: Greyvenstein Hangar 18, Krugersdorp Airfield

7. EAA CHAPTER 575 AGM SAT 26 FEB 14H00

VENUE: EAA Hangar, Springs Airfield

8. NYLSTROOM EAA TAILDRAGGER FLY-IN WEEKEND 16-17 JULY

CONTACT: Richard Nicholson rgn@pcwireless.co.za and 082 490 622

9. EAA ANNUAL CONVENTION AND FLY-IN EAST LONDON WHAT'S LANDING 6-9 AUGUST

CONTACT: James Wardle jgmj@absamail.co.za

**DIARISE THESE
DATES**

**URGENT!
VOLUNTEERS NEEDED**

Please submit details of your Chapter events

Editorial.....	1	C	Fish River Canyon Fly-in.....	6
Dates to Diarise.....	1	O	Subscription Details.....	6
Letter from the EAA of SA President.....	2	N	A Perk for being an EAA Member.....	7
EAA of SA National Council	2	T	Letters.....	7-8
East Coast Chapter 1502 News.....	3	E	Dickie Fritz Remembered	9
East London Chapter 1262 News.....	3	N	Where's Woldow	10
Krugersdorp Chapter 973 News	4	T	Flying Legends Talk Show	10-11
"5577" The Seven Day Sling.....	4	S	Book Reviews	11
Port Elizabeth Chapter 778.....	5		Noel Otten Projects Viewing.....	12
Safety Message.....	5		EAA Chapter 322 Chairman's Comment..	12
Young Eagles Initiative.....	6		Classifieds	12

LETTER FROM THE PRESIDENT OF EAA OF SOUTH AFRICA - Paul Lastrucci

It is with great pleasure to present to you my first article into the EAA Contact newsletter and, having already dived into a few of the current issues, it has been good to meet with the passionate aviators, builders and enthusiasts in the past month or so. On a personal note thank you for all the good wishes that both Peter and I received on the recent passing of our mom. February has been a tough one, having attended three funerals this month, two of which were aviation friends dear to us and no doubt it has taken its toll, I can tell you. I would also like to mention mine and all of EAA's sincerest condolences to Neil and Caroline Bowden on the tragic loss of their son Anthony.

It is pleasing to see the commitment by the aviation fraternity in this country offering their support to grow and protect sport aviation and general aviation as well. Participating along with our EAA National A/Ps on the AS Sub Committee meeting this month was encouraging. I am sure there will be challenges ahead; however, we are ideally placed now to use a perfect opportunity and ensure that all NTCA aircraft, owners, builders and flyers are taken care of within workable regulations promoting affordable, accessible and safe sport flying. The words of Trey Johnson in a recent Sport Aviation magazine summed this up very well. *"I really enjoy how experimental aviation gives us the opportunity to fly the kind of airplane that we dream of flying, even if no one before us has created it yet. If we can build it we can fly it."* This has been achieved many times here in South Africa over the years and there is no reason why it cannot continue, if we take the lead.

Many thanks to the A/Ps and members that have provided input into the NTCA draft document so far and continue to do so. Advocacy issues will always be around to keep us busy. However, as was mentioned in my intro, one of the fundamental successes to this is the sharing of collective experience that exists within the minds of the EAA and its members here in SA today and it is good to have it in motion ensuring we are not bulldozed by bureaucracy.

I am looking forward to the Volksrust EAA 322 Sun n Fun fly-in to meet more friends and spend some time sharing our passion with folk who have a common purpose and interest. There is a rumour that we are going to have two more chapters on board...

I also take this opportunity to urge contributions and participation to the EAA Contact newsletter by all the chapters; it provides an ideal opportunity to share what flying means to you, why you fly and what you fly, your favourite aircraft and your aviation friends. I have started on my next contribution along the lines of: What's happening at EAA, based off a couple of calls I have received from members that appear to have faded into the background.

Good luck and stay safe

Paul



NATIONAL PRESIDENT:	Paul Lastrucci
NATIONAL VICE PRESIDENT:	Noel Otten
TREASURER:	Archie Kemp
SECRETARY:	Wolfgang Vormbaum
AUDITORIUM CONVENOR:	Jeremy Woods
NATIONAL MEDIA/PRO:	Trixie Heron
NATIONAL A/P REPRESENTATIVES:	
Hennie Roets, Peter Lastrucci, Rudi Greyling	
EAA WEBMASTER:	Willie Bezuidenhout
NATIONAL SAFETY OFFICER:	Paul Sabatier
AIR SHOW CONVENOR:	Bill Keil
YOUNG EAGLES:	Jayson van Schalkwyk

EAA OF SA NATIONAL COUNCIL 2011



ALL EAA CHAPTER S

CH 973 Krugersdorp:	Christa Greyvenstein
CH 575 East Rand:	Vernon McLaren
CH 870 Kroonstad:	Niel Terblanche
CH 1501 Volksrust:	Jan Kemp
CH 1502 East Coast:	Craig Ralphs
CH 1262 East London:	James Wardle
CH 778 Port Elizabeth:	Régo Burger
CH 592 Cape Town:	John van Niekerk (inactive)
CH 843 Nelspruit:	Etienne Oosthuizen (inactive)
CH 322 Midrand:	Karl Jensen
SOON Chapters	Klerksdorp and Bloemfontein

NEWS FROM EAST COAST CHAPTER 1502 - by Craig Ralphs

The annual EAA East Coast Chapter 1502 AGM was held on Saturday, 19th February 2011 at Grass Roots. I'd like to begin by taking the opportunity to extend thanks to the outgoing committee members for all their hard work and effort of the past years as well as those members choosing to remain for another term in office. As the new Chapter President I will need to get up to speed, so I'll be corresponding with the EAA East Coast Chapter members regularly in the next few weeks to inter alia poll issues that the committee should be prioritising and addressing at both a regional and national level.

The elected committee is as follows:

- President - Craig Ralphs
- Vice President - Alan Lorimer
- Secretary - Gerald Maddams
- Treasurer - Noel Drew
- Events Coordinator - Kevin Cox
- Young Eagle Coordinator - Gary Keyzer (assisted by Francois Davel)

The committee held their first meeting on Wednesday, 23rd February 2011 at Nedbank Kingsmead (90 Ordnance Road) at 17h00. Any EAA member wishing to attend future meetings will be welcome (Please just RSVP me so that I will know to expect you and can arrange parking). I'll keep you informed of the outcome(s) of all meetings. Until next time, safe flying!

EAA CHAPTER 1262 EAST LONDON - by James Wardle

One of our members, Hennie Prinsloo is building a Sling from a kit. We will be visiting him on our outing in March to see the progress first hand. Another two members are each building a Hatz and we intend visiting them in due course. There are other projects but they are slow at the moment and we will pick up on them later.

Dave Hartmann and I have been having an Auster Mk V restored and we hope she will be flying soon. It is one of the old SAAF spotters which were issued to the SA artillery in Italy during the 2nd WW. After

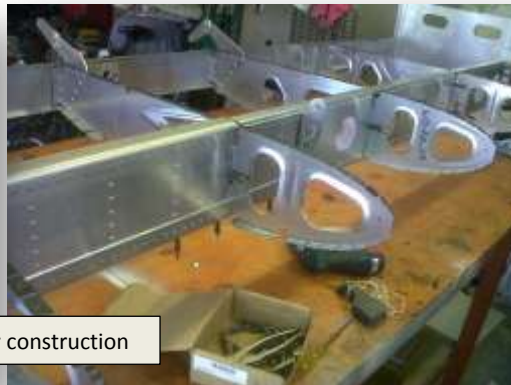
service in Italy she was brought back to SA and served in the training of spotters in Potch. She is now back in her old WW2 garb. Other news is that we are starting to plan for the convention in August and one of the major projects is to have our Wings Park clubhouse ready to use at the convention.



Neil Bowden and his family are in our thoughts with regard to the tragic loss of their son Anthony. R.I.P.



Hennie Prinsloo's Sling kit under construction



Progress on the Auster fuselage

EAA CHAPTER 973 KRUGERSDORP - Gavin van der Berg
 Last Saturday 19 February 2011 EAA 973 was unable to go to the SAA tour so we opted to go to Crosswinds for a chop n dop. Even with a bit of rain, a great day was had by all who attended. Trevor gave us a little tour of his Thunderbird factory and showed us his latest project of fitting a BMW 1200cc engine into a Thunderbird. We are all waiting to see this bird fly. (Sorry do not have pics of that, was too busy walking around checking out the hangars with all the planes inside.)



Photo - Christa Greyvensteyn

Chapter 575 members look on at the BMW 1200 cc Thunderbird engine

When we braai, we do it fast!



Photo - Christa Greyvensteyn

19/02/2011

"5577" - THE SEVEN DAY SLING - by James Pitman



Photo - Bruce Perkins

Saturday 26 February 2011, 5 guys and 5 girls started an ambitious project - to build an Airplane Factory Sling LSA from a standard kit, in 7 days. If all goes according to plan the aircraft will fly on Friday afternoon, 4 March 2011. Not only that - this is the same Sling that The Airplane Factory will deliver to Europe for certification by EASA - the European Aviation Safety Agency. And in order to deliver it, Mike Blyth and James Pitman who, together with Jean d'Assonville, are the owners of the business, will fly the plane to Poland and then Germany over the seven day period from 1 to 8 April 2011.

For further details see "Latest News" on The Airplane Factory website, <http://www.airplanefactory.co.za>.

You will also be able to follow progress on the website and on our Facebook page during the build. Even better, pop in to Hangar 44 at Tedderfield any time during the build and you will be welcomed. Bring food, love, money, massages and anything else you feel you may be able to contribute. Eyeballs are welcome, but please don't interfere too much with the building! Deckchairs and cooler boxes welcome. The project aims to prove not only how easy it is to build a Sling and fly it to Europe, but also how much fun you can have doing it.

Assuming that the team members are still alive on Friday evening, 4 March, the project will be wrapped up with a party in The Airplane Factory hangar across the runway. All friends, family and interested parties welcome.

As with all Airplane Factory parties, there is no real start and finish time, but for the enthusiasts there will be some late afternoon flying to appreciate against the backdrop of the Highveld sunset. Drinks will be served for as long as they last... you flying, climbing, dancing, singing folk are a thirsty lot... and a 'lang arm' to Pink's 'Get the party started' won't go amiss after dark. We look forward to seeing each and every one of you! RSVP if you'll be joining us, to Cherrylee 074 134 4622.

Excellently yours, The Airplane Factory 5577 Crew

PROJECTS AT PORT ELIZABETH CHAPTER 778 - Régo Burger

Vision: Pierre Swanepoel's vision has tail feathers... well done, keep it up.

Sting: Jan van der Merwe has brought his Sting home from the UAE.

Wittman Tailwind: Dave Jack is building a Wittman Tailwind with the help of Bruce Turner and my son Glen. Glen has now relocated to Gauteng in search of work and anyone needing a helping hand for casual labour rates need to get hold of Glen. He is still short of transport. Between Dave and I we have opted to not skin the Wittman Tailwind with plywood and have made the wing a composite structure bringing the 1950s design into the composite age. The foam core and glass is only 2% heavier but 30-40% stronger according to some formula.

Fish E: I found flying in hot summer days the Fish Eagle had a loss in power... 100rpm indicating less on static. Before stripping the engine to find the problem we looked at data of OAT from the early flight to the latest flights and noticed a 10-15°C elevation between seasons. As all my first flights were done in winter the problem was never a problem. The engine is cooled from a belly radiator that does not pass air into the cowl... a totally separate system. This knowledge now made it clear the carbs were not getting cool air flow, instead they had constant heat from the exhaust gases

stagnating in the cowl. I simply cut two NACA scoops on each side just behind the rear window. Voilà! the 100rpm came back fast now in summer. Needless to say we will run chilly in winter this will require either a thermostat or controllable cowl flap. Next will be scoops for the exhaust area too to have airflow over them.

It is amazing how things can be missed even when we believe we have checked everything. Now there is no regulation that demands summer and winter testing thanks heavens, but it is wise to do tests in both seasons. I thoroughly enjoy the test flying and information gathering, it opens one's eyes to what is often taken for granted. Performance testing is not a Sunday flip just to fly off those 40 hours, those that are doing it must please use the time to find out as much as possible. Just like women, aeroplanes can surprise us when we least expect it. If I was not on a long runway at FAPE on the day when the OAT was 30°C with almost 58°C under the cowl near the carbs, the flight could have had another outcome.

A note to all builders at the cowl stage... cold air into the carburettor = horse power... trust me.

I almost had to learn the hard way again. Without the cold air I was virtually flying the carb heat on all the time. Please provide cold air and if you need carb heat make it an alternate option and not permanent as I had.

Happy landings! RB



Bruce, Dave and Glen with the Tailwind



Pierre Swanepoel's Vision



Glen with the Tailwind fuselage



Jan vd Merwe's Sting



Aft fuselage - Vision



The Fish Eagle at PE

General Aviation Safety: "Who is responsible?" - by EAA 322 Safety Officer Walter Doubell

The question may seem rhetorical. The answer may also be obvious and most pilots will say it is the pilot. If one reads the comments in the press and on aviation forums and one hears what some pilots say, one wonders if we really think about who is responsible for safe flying.

I heard a disturbing comment recently. A pilot and owner of an aircraft mentioned, after hearing about the language proficiency requirements, that if the government want to over-regulate aviation the way they are doing, "they must take responsibility for aviation." This type of attitude is counterproductive to safety.

Aviation all over the world is heavily regulated. This can be frustrating, but it is necessary to have norms and standards. Where unreasonable regulations are made, we can oppose this through the various representative organisations.

But, until changes are made, we have to stick to the rules. And, we must realise that the ultimate (only?) responsibility lies with all of us.

Think Safe!!

"In flying I have learned that carelessness and overconfidence are usually far more dangerous than deliberately accepted risks." - Wilbur Wright, in a letter to his father, September 1900.

EAA YOUNG EAGLES - by Jayson van Schalkwyk EAA of SA Young Eagles Convenor

I gave talks at Wilgers Hoërskool in Pretoria East and another at Erasmus Hoërskool near Bronkhorstspuit this week. The presentations were in connection with an EAA Young Eagles day being held at Kitty Hawk on 12 March and hosted by the Kitty Hawk Flying Club. I will send out an EAA Group email to start reminding our members.

Wayne Jensen called and will help fly some kids and his wife Jenni is negotiating with ATNS to provide a speaker to inform the Young Eagles about ATC as a career. I have a friend who is a mechanic at SAX who will chat about a career as an aviation technician.

I hope that this brief article will encourage EAAers to come to Kitty Hawk to help fly our EAA Young Eagles on Saturday morning 12 March.

I do hope that all EAA Chapters in SA are active in the Young Eagles initiative.

Your reports on what you are doing will be appreciated. Kindly send your Young Eagles activities and reports to me at jaysonvanschalkwyk@webmail.com



FISH RIVER CANYON VOGELSTRAUSSKLUFT FLY-IN – Feb 2011 by Brain Appleton EAA Chapter 322

04h00 was the wake-up call to begin the journey to Vogelstrausskluft in southern Namibia. Murphy was doing his usual thing by providing IMC weather but this time we had a plan to confuse him. We wheeled Jeff Earl's twin Comanche out of the hangar and set sail on an IF flight plan. After an hour or so of IMC weather the sun greeted us for the morning. An hour behind us were the VFR guys with Claus Keuchel leading the pack. Our route took us directly to Upington, immigration/customs clearance, fuel and we were off to Keetmanshoop. From Keetmanshoop it is a short 15 minute hop to the dry lake bed runway of our destination. No need for concern, this stuff is hard as tar and the runway is well marked out and flat as a pancake.

Hospitality is the only word to describe how we were treated from arrival to chocks away on Sunday. The setting of the lodge in on the edge of a tributary of the Fish River Canyon, providing breath taking vistas of the Namibian countryside. Before it is forgotten, the swimming pool is on the edge of the canyon and many hours were spent indulging in cold beverages in the pool. The situation of the lodge is spectacular and all accommodation is beautifully appointed.

We were treated to a drive in this canyon on the first night with a delicious braai en route. On Saturday we experienced the vastness of Namibia with a drive deeper into the Fish River canyon itself. We stopped at several vantage points along the way to admire breathtaking views. Then a real 4 x 4 journey into the base of the canyon where we had lunch at a bend in the river. Some chilled in the shade, some frolicked in the water, however we were all greatly privileged, as this most wonderful oasis is on private land. The day ended back at the lodge with a grand dinner.

Sixteen aircraft from all over South Africa were hosted by Ronel and Fritz Oordendal, the camaraderie was wonderful and we all look forward to our next visit to Vogelstrausskluft. Fritz, we thank you.



Participating aircraft at Keetmanshoop



Brian Appleton and Claus Keuchel



Tea break in the Fish River Canyon

ANNUAL SUBSCRIPTIONS TO EAA OF SA. There are still a number of EAA folk who have not submitted their annual dues which were payable in January for the 2011 EAA year. Please note that the EAA subs are made up as follows:

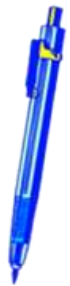
National membership of EAA SA	R215.00
Chapter membership	R200.00
Family membership (dependents only)	R50.00 ea
Aero Club SA membership	R270.00 (increased by 8% for 2011)



If you do not own an aircraft or if do not intend to build one, you need

only join the relevant EAA Chapter. If you haven't received your invoice, please email Joan Hepburn jyh@mweb.co.za

A PERK FOR BEING AN EAA MEMBER - by Karl Jensen. This offer was made to me for my EAA friends: Our lodge (within Kruger Park Lodge's grounds) on the Lower Sabie River is available for the weeks that we cannot make use of it. These are March 4 and August 26 at a fraction of the R35 000 a week the Lodge now charges (they take it over for six weeks a year). We charge R7 000 for a week - no matter how many people (up to eight). It is a large 4-bedroomed, double storey thatched house on the banks of the Lower Sabie River 12 km from Kruger Park's Phabeni Gate and not far upstream from Skukuza. It is the most secluded house on the golfing estate and has a large wooden deck with a built-in braai area overlooking the river and across to the (indigenous) forested hills beyond. The Lodge is off the Skukuza Road just past Hazyview - 450km from Joburg. It has its own golf course; several lakes, great birdlife, hippo, impala, etc. There are some small very secluded swimming pools as well as a large one - plus tennis courts and children's facilities, etc. (but out of sight and hearing from the house) next to the clubhouse, restaurant and pub. The house itself is a short walk from these activities. Three of the four double bedrooms (all air conditioned) have TV. All have king size beds. The main en suite bedroom is on the ground floor. The other three are upstairs including another en-suite. The house sleeps eight adults. The lounge is huge and comfortable (with DSTV) and there's a big dining room and large fully equipped kitchen (two microwave ovens; ordinary oven, dish washer, stove, etc.). There's also a pantry and laundry room (washing machine and tumble dryer). A maid is available. You need to take absolutely nothing with you. Linen, towels, crockery, glasses, are part of the deal and for food there's a Pick n Pay, Checkers and Woolworths at Hazyview. There are some splendid restaurants around Hazyview and be sure to pop into the aviation-friendly Numbi Lodge and see what a great airstrip they have. If you are interested please ring Lawrence at 031 2099 048, or 083 2887 297



LETTERS

Hello Ou Stoute Karel (don't know who this might be ☺ Karl)

All good this side, hope to hear the same from your side. I think that you now have the right people on board for EAA National, and I am sure Paul Lastrucci will be great. Greetings, David (aka Des) and Aubrecia Nel from Melbourne, OZ

GOOD SERVICE: I would like to share with you experience at the Propeller Centre at Wonderboom this week. I have been taking my RVs there for years to check the balancing. First my RV6 since 2002 and now my RV10, ZU-TEN. When considering the annual inspection of ZU-TEN, it is now almost 5 years old and 548 total hours, I decided to have the same service done to the prop as is prescribed for certified aircraft. I delivered the prop to Hannes on Monday around midday and collected it yesterday again whereafter I fitted it to ZU-TEN. After fitting it and removing the plastic covers I saw that the paint job was excellent. Better than new! Today I flew ZU-TEN to Wonderboom to have the balancing checked. Dolf of Propeller Centre checked the balance and said it was spot on. If he did anything it will be 'out of balance'. He mentioned that a static check was done and also found to be within limits. Flying back to Kitty Hawk, I engaged auto pilot and checked for vibrations and to check how it compares to my previous 548 hour of flying ZU-TEN. This resulted in me sending this e mail to you. It was better than new and I mean really better. There has always have been a little vibration (even after previous balance checks). There is NO vibration. It's as smooth as anyone can hope for. Even better than an Airbus!!! The way I was treated and explained to by Hannes, what is going to be done to the prop, showing the inside and working of a VP prop, the explanation of regulations and general treatment by staff was good and it's nice to know what and why everything is done. I needed to share this experience with you as it's not often that one gets such good service and excellent workmanship, especially in the aviation industry. Dolph Kruger

ONS MENSE IN VOLKSRUST: Man ons Kinders van Kanada en Angola het kom kuier en ons was vir 2 weke aan die kuier met familie, kleinkinders, skoonkinders, skoon familie ens. Vir die eerste keer in 8 jaar was ons voltallig met almal wat so in die buiteland woon en werk. En toe was my rekenaar ook nog op die koffie vir 10 dae, en ek was ook nie by die werk nie. Maar nou is alles back to normal (so normal as wat jy in die Kemp-huishouding kan kry) 7de Laan se dinges! Ons het gistermiddag 'n voltallige vergadering gehad oor die Sun n Fun ding en omtrent so 80% alles gefinaliseer. Die info oor wie en watter vliegtuie kom en wie displays gaan gee ens. sal jy by Hannelie van der Walt kry. Haar nuwe epos adres is: 43lala@gmail.com en haar suster wat ook erg betrokke is se epos adres is: sandy.vivier@gmail.com Die twee reël alles rondom die groot borge en die displays, ens. So jy sal by Sandra moet hoor oor dit. Ons reël net die logistieke rondom die tente, stoele tafels, toilette, kampeerplek, drade, ens. hier. Jy kan die volgende dame kontak vir akkommodasie: Louise Coetzee, epos: volksrusttourism@gmail.com Al die akkommodasie word deur haar gehanteer. Die logo lyk baie mooi, miskien kan jy dit ook net vir Hannelie stuur. - Groete, Engela Kemp (So gesê, so gedaan. - Karl)



LETTERS

increase our EAA membership.

ARION AIRCRAFT LIGHTNING: Have a look at this new aerie which I have tied up the agency for Africa for both the LSA and kit versions at www.flylightning.net I will be looking at a builder programme for South Africa and this will hopefully

Ian Puntis EAA 322



DICKIE FRITZ REMEMBERED: What a fabulous story. So emotional. I had no idea of their amazing time in the army. What a story. I have sent it on to the likes of John Martin, Ralph Combes and others around the world. Bloody marvellous. What amazing men. How their young officers called them 'Sir', because Dickie and Fritz had taught them at school. Delightful. I do think you should put the whole story in Contact because 322 members in particular can see from whence came the name of the MOTH Hall in which our Chapter 322 meets and where we have a drink every month. Gordon Dyne (...thy will be done, Go... Gordon. See Page 9 - Karl)

EAA of SA WEBSITE: Please go to <http://www.eaa.org.za/login.php> and register. This will allow you to create your own profile where you can detail your project status, info on your medical and licence renewals. Email reminders of your renewal dates will be sent to you automatically before the relevant expiry dates. Paul Sabatier EAA Chapter 575

Worth telling, is that Dr Phil Erasmus charges R450 for a Full ALTP Medical & R300 for the 1/2 medical! At those prices, it's well worth the drive to Northmead, Benoni! Recently there was comment on Avcom about some rather excessive medical charges out there! Theo Truter

Tiger Moth Botswana Safari: To any and all flying enthusiasts, On 15 April 2011, six de Havilland Tiger Moths, one de Havilland Hornet Moth and three support aircraft will begin a trip through Botswana that will adventure from the Makgadikgadi Salt Pans to the Okavango Swamps, from Chobe to Livingstone and then back to South Africa. This event is something that has been a year in the making and we are all very excited about our own 'Out of Africa' experience. The trip has even captured international attention with participants shipping their own aircraft from England and France to come and join us. Our departure point from South Africa will be The Ranch Hotel at Polokwane and we will all be staying overnight on 15 April. Because of the Tiger Moth link to Morris Garages, the MG Car Club have been invited to join us in a 'send off' from the hotel. Due to the fact that the Ranch has its own airfield, we thought that some other aviators might like to come along for our departure as well. The hotel has been gracious enough in giving us a very good rate per person per night of R468.00 bed and breakfast. We will also be putting a buffet dinner together which will cost in the region of R175.00 per person. This rate is only available for the nights of 15 to 17 April. If you are interested in joining us, please book directly through the hotel: www.theranch.co.za 015 290 5000 and please give your name and Moth Tour as your reference. Please also email me with your name so that I can gauge numbers for the dinner and provide you with specifics closer to the time. For further details, please contact me on 083 642 3565 or cwatson@stithian.com and if you wish to see more information about our trip, visit our website at <http://tigermothbotswanasafari.yolasite.com> Blue skies, Courtney Watson

NTCA News: I have just spoken to Kevin Storie from the Aero Club and he informs that the Regulations we worked through on the 15th, was accepted by Carcom at the CAA today. This is one of the first milestones in this process and what this means is that they will be made available from the 14th or so of March by the CAA for comment. This is the forum where the CAA has to review the comments submitted and is the time when we can all deal with the meat in the sandwich. We will no doubt keep you all posted as this is where we must use this opportunity to amend the Regulations to ensure our goal of safe affordable participative flying continues. Thanks a ton to everyone that has provided input so far and keep the comments coming.

- Paul Lastrucci

Dickie Fritz Remembered - Eugene Stolk, AS Dashwood and FWB von Linsingen

I have walked through these gates twice a day for 14 years. That's around 5600 times. I think about them every time I walk through them. I know they are a national monument it's one of the first things we are taught in Grade 8, the same as the façade of the School buildings. How many of you know the history behind them though? How many of you have asked the question "who were Dickie and Fritz?" Are they just names we say when asked a question? This year the gates have been named in honour of Dickie and Fritz for 21 years. But their story starts many more years before that. Alan Stanley Dashwood and Fritz William Berry von Linsingen were both born in Queenstown in the Eastern Cape. They went to the same primary school in Queenstown and matriculated in the same year at Queens College.

Although they went to different Universities they both decided to enter the teaching profession. Alan or "Dashers" as he was known majored in English and joined the staff of Jeppe High School for Boys in 1926. Fritz majored in History and joined the staff of Jeppe High School for Boys in 1927. Alan acquired the name of "Dickie" because he owned a Chevrolet with a 'dickie' seat. The greatest joy of the boys was to get a lift in the dickie seat or with "Dickie". The name stuck. With the outbreak of World War II they managed eventually in 1940 to obtain permission from the school to volunteer for active service and enlisted as privates in the Imperial Light Horse Regiment (ILH).

Dr Miller, a Medical Officer, serving with the 16 Field Ambulance Unit of the 3rd South African Infantry Brigade, had been a fellow student of Fritz von Linsingen at College House, University of Cape Town. In 1989 Dr Miller was invited to the unveiling of the Memorial gates at Jeppe High School (one half in memory of AS Dashwood and the other in memory of FWB von Linsingen). Dr Miller was prevailed upon to deliver a tribute to Fritz von Linsingen. After recalling some of the activities in which Fritz was involved at Varsity he went on to mention that his Ambulance unit was sent to Zonderwater for training with the 3rd Brigade to which the ILH was attached.

On one occasion he had been sent to the rifle range for target practice. As a Captain he was the senior officer on the range and was informed by his Staff Sergeant that he was responsible for range discipline. He replied "I know nothing about range discipline. Appoint one of the NCOs from the ILH and make him responsible for range discipline." After the firing practice the Staff Sergeant again approached him and stated that the NCO from the ILH wished to know whether he was satisfied with the progress of events. On looking up he noted the presence of the ILH Corporal and after the usual 'waffle' he thanked him for his duties on the range. With a quizzical look on his face, the Corporal said, "You don't remember me Sir? My name is von Linsingen." The M.O. stepped forward, shook hands and said, "Fritz, don't you bloody well call me 'Sir', why are you not an Officer? You have all the qualifications necessary for an Officer instead of a Corporal in a combat battalion." To these remarks Fritz replied, "At 41 years of age I am too old to be an Officer. I am a Section Leader in my platoon and my men are all miners from Johannesburg. They are a magnificent bunch and I would never let them down."

While under training at Zonderwater, junior officers and other ranks in the ILH frequently addressed both Lance

Corporal Dashwood and Corporal von Linsingen as "Sir", it had to be explained that these men had been pupils of Mr Dashwood and Mr von Linsingen at Jeppe High School. The last time Dr Miller spoke to Fritz he was on board to the ship taking the 2nd Division to Egypt in June 1941.

The day after the successful battle of Bardia, Dr Miller accompanied a Company Commander of the Rand Light Infantry to the field of the battle. They came to an enemy strong point where 7 Platoon of the ILH had encountered extremely stiff opposition. This strong point constructed in 1936 was a particularly formidable structure with barbed wire, mined with anti-personnel mines and anti-tank drop, etc.

On approaching the strong point Dr Miller saw ten hastily constructed graves each with a small wooden cross. On the first cross was inscribed the name of the platoon officer; on the second the name of Corporal von Linsingen; on the third the name of Lance Corporal Dashwood; on the remaining seven were the names of seven privates of the ILH.

On turning away with a feeling of shock Dr Miller noted a portion of webbing inscribed 'Corporal von Linsingen', the poignant words sprang to his mind. "They are a magnificent bunch. I would never let them down".

There is another version of why the two did not become officers and that was because so many of the Jeppe Boys had joined the ILH that they wanted to remain with them. This version is supported by MOTH Doug Rowe, Jimmy SHELLHOLE, who served with them in the ILH. Many of the Moths and prospective Moths in Edenvale and Bedfordview were Jeppe Old Boys who had fond memories and respect for Dickie Dashwood and Fritz von Linsingen who had taught them in the 1930s.

These two schoolmasters who were killed in action on 31 December 1941 during the Battle of Bardia in Libya whilst serving their Country, could never become members of that wonderful Brotherhood 'The Memorable Order of Tin Hats'. What better way to perpetuate the Three Ideals - True Comradeship, Mutual Help and Sound Memory - than by naming a MOTH Shellhole after them.

My grandfather Lawrence Card was a member of the Dickie Fritz Shellhole from inception. He was a tank engineer in North Africa and told me many stories of camping out in the desert - freezing overnight and then burning his skin on the tank shell during the sweltering hot sun. My grandfather went to Jules High School in the 1930s and even though Dickie and Fritz were not masters at his school he told me that even the students who came from Jules High held them in the highest regard, which is one of the main reasons he joined the Shellhole named in their honour after returning from World War II.

These gates are a permanent reminder of the spirit embodied by two friends and masters as it was then and as it is today. Be mindful, boys, every time you pass through their secure stance. Remember them today, and always. They have given much so that we the few can enjoy what we have today.

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

The old farmer's saying: "As the days grow longer, the cold grows stronger" has certainly been the case for this winter in the US. Flying has been sporadic, but memorable on the times we do get out. I have flown the Lake Amphibian the most, as snow and cold have the others "locked in". Friends have been nice and let me try theirs that are more accessible so it has not been a complete shut out.

Lake Amphibian: Its real advantage is that you can fly along waterways looking for suitable water for landings, or an excuse to fly down the river at or below 10ft AGL legally and safely - whatever you choose to call it. This time of year the American Bald Eagle, which was nearly extinct 30 years ago, are now plentiful. These beautiful birds are magnificent to see in trees and along the ice edges. In a 30km stretch of river, you can now see over 50 birds, which not too long ago was a significant percentage of the species total.



Tailwheel Experiences: Winter and spring are also the time of strong winds. A friend in his RV8 was going north at 280mph on his GPS, yet when he turned around, could slow to -5 mph. Not bad for less than 8 gallons per hour. Unfortunately, the one runway at my home base is strategically positioned to provide a 90 degree crosswind whenever the wind blows. That same friend also purchased an Aviat Husky so we went out and tried it for something to do. A good plane if you want to get off the ground short. Not many other redeeming features. That same day, another friend let me go out in his American Champion Explorer. Great to compare the two airplanes despite the 20 horsepower difference. It is understandable that the Champ design is still enduring after all these years. Maybe slower off the ground, but superior in all other characteristics.

Maintenance Activities: Wintertime is also the time to get some maintenance done. I've got the 170 annualized (ready for Karl to come visit), cowling on the Lake cleaned up, and rudder for the Travelair repaired (what was Beechcraft thinking with all those Magnesium flight controls?). One more month to get the T-6 out and then the Stearman. I am soooo ready for summer! - *Ric*

FEBRUARY FLYING LEGENDS TALK SHOW - Gordon Dyne

My reports on EAA monthly Flying Legends Talk Shows are becoming boring and repetitive. That is because all the talk shows are absolutely outstandingly brilliant. The February show was the first occasion in the five years the show has been running that we had a single guest for the irrepressible Karl Jensen to interview. The cynics amongst us said, "Just because a pilot has spent forty years in the SAAF flying Harvards, Impalas, Mirages and Cheetahs, served as SA's Military Air Attaché in Switzerland, has been shot down over Angola, ejected, avoided capture for a couple of days, was rescued by a SAAF Puma and has spent the last three years as 'Group Executive Technical' at Denel, do we really think he will be interesting enough as a sole guest for a three hour chat show? No way! We will be in Teazers by 2100 hours! Well, the 'doubting Thomases' were soon put to shame. After early nerves at being faced by a hundred or so avid lovers of aviation, Major General Otto Schur (SAAF retired) soon 'opened up' with all due

to Karl Jensen's gentle probing of his amazing career. How his father came to South Africa in 1939 from Hitler's Germany and then spent the entire war in an Internment Camp. How his father's village nestling in the Ruhr valley was completely destroyed and everyone in it killed when the Dam Busters during Operation Chastise destroyed The Möhne Dam in May 1943. Missions over Angola serving with 2 Squadron flying Mirages. Commanding Officer 89 Combat Flying School flying Cheetahs. His flight in a MIG 29 in Russia where the pilot barely spoke English. Being shot down over Angola and ejecting at 600 knots. 6000 hours of fast jet time. Oh! I could go on and on. The adventures of this sexagenarian silver haired retired pilot were mind boggling. There just were not enough hours allocated to hear the whole of the General's incredible aviation life. We did not even hear of his sterling work at Denel with the Rooivalk. Such a pity. Maybe next time. As the clock moved towards 22h30 Karl called it a day and we all sadly wound our way home. Another memorable night in the history of the EAA Auditorium.

TALK SHOW CONTINUED... Thank you Jeremy, Anne-Louise and William Woods for your great enthusiasm in keeping the talk-shows firmly on the aviation radar. Your preparation with seat numbering and name tags is incredible. To your helpers Neville Bohm and your man Alson who kept the 'home fires' burning with some delicious wots and steak rolls. Thank you. Finally thank you to the 'English Rose' Edna Keuchel, who is always there to lend a helping hand where she can. To Karl Jensen who, like the Mississippi River, just keeps rollin' along, thank you. Your ground work I know is incredibly thorough, methodical and time consuming. However, without you, as we are all only too aware, there would not be a talk show. You are



Karl Jensen and Maj Gen Otto Schur

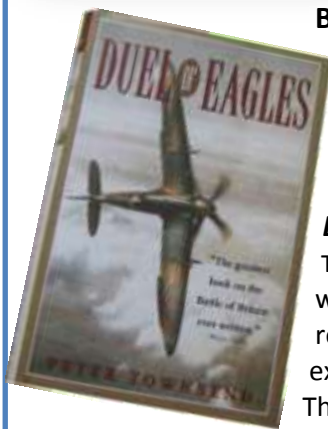


beginning to show 'withdrawal symptoms' and 'twitching' a little as you have not flown for about four weeks. May your beloved ZU-VAL soon be airworthy again. For more information on the EAA Talk Show contact Jeremy Woods on jeremy.woods@icon.co.za

L: Barmen Gordon Dyne and William 'Mooselet' Woods
R: The EAA Auditorium filling up



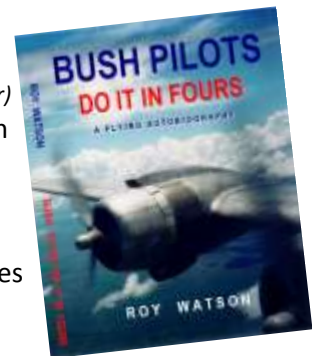
BOOK REVIEWS - DUEL OF EAGLES and BUSH PILOTS DO IT IN FOURS



After the review of this great book **DUEL OF EAGLES** in the previous CONTACT, Brian Appleton has made a limited number of copies of this edition available at a discounted price for our members. If you would like a copy please contact Trixie Heron editor@afskies.co.za

BUSH PILOTS DO IT IN FOURS - Roy Watson (EAA 322 Member)

The book follows Roy Watson's flying career and his fascination with all things airborne, from the very first steps through the restoration of a Tiger Moth, Aeronca and Zlin and some exposure to aerobatics in these 'older' flying machines.



Thereafter, it moves towards larger aircraft. With his experiences

maintaining Hawker Siddeley 748s. Roy was heavily involved in establishing an airline, specifically aimed at supplying food to impoverished parts of Africa and a close involvement with Russian Aircraft and Douglas DC4s. What follows is his first taste of true 'bush flying', which evoked a distinct passion and love for the DC-4 (which inspired the title of the novel itself). The novel finally ends up with the challenging repair and subsequent conversion onto the Boeing 707. The flying exploits vary from humorous undertakings and happenings with his elderly light aircraft up to major expeditions in commercial airliners stretching from the Antarctic as far as the northernmost parts of Africa. Roy describes many incidents in the air, on the ground, and with the local population in a light-hearted and entertaining manner that is sure to evoke a smile or two. - *Trixie Heron*

What an enjoyable, easy reading and capturing book. I could not put the book down. For the first time in my life I read a book from cover to cover in 4 nights. Anybody flying in Africa and especially during the Angola war would relate to this book. I only slipped in Luanda as a cabin attendant for 10 years before the independence conflict took flame. Roy Watson writes as though he kept an hour for hour diary. He assured me this was not so and he only wrote essentially from memory. Roy's Tiger Moth flying was novel for me as I do not fly myself and am fascinated to read of a man's passion for flying and aeroplanes which started at such a young age. Having an insight, working for one's self for all those years, and living from the one contract to the next, with a family to look after, gave me vision into what the life of a 'charter pilot' not working for a major airline was like - and I suppose still is - *Irene Naude*

Having been born and bred next to Rand Airport in the same era as the author, and having a life-long love of aviation, Roy's book brought back so many pleasant memories of those times. As a young person life is very exciting, especially learning to fly, and Roy certainly exploited this to the full in his career. A fine example of 'pursue your dreams and never give up on your passion' for every aspiring entrepreneur. A great read.

- *Gordon Radcliffe*

Should you want to review a book on aviation, please submit your story. What's your view of the latest AVIMAP or Airfields of Southern Africa? Every now and then a local aviation themed book appears that we should know about.

Karl



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Noel Otten held a project visit for enthusiasts at his business premises in JHB on 24 Feb. About 35 interested folk attended to view his projects, 2 Steen Skybolts, a Champion Citabria and a Piper Super Cub as well as his damaged Aviat Eagle awaiting repair. The visitors also enjoyed fine 'hangar' talk, food and refreshments. Thanks to Noel & Val.

1. Noel Otten explains some of the finer points on his Citabria project
2. Jonty Caplan and Bill Keil with Noel Otten's Steen Skybolt with an ex Madagascar Super Cub in the background
3. Dr Mike Brown and Jayson van Schalkwyk inspecting the damaged Aviat Eagle

During the project visit, Andrew Fletcher reminded me of the old joke about the difference between God and a pilot... God never claims to be a pilot! - Trixie

EAA 322 Chairman's Comments:

Bill Keil is convening the Tedderfield EAA Festival of Flight. It was pleasing at the previous monthly meeting that the management posts for the airshow were filled by volunteers. A lot more help is needed and it would be great to have all our members involved as the Airshow date 1 May approaches.

EAA 322 Sun n Fun at Volksrust will require involvement of our members too - aircraft judging, Young Eagles, prizes, certificates, awards, liaison, with EAA Volksrust 1501. At the previous SnF at Klerksdorp, we won the African Pilot award for Aviation Event of the Year 2010. Let's set our sights on this prestigious award again.

I received a call from Kevin Storie GM of the Aeroclub on 16 Feb to express his esteem for our EAA of SA Technical Team led by EAA President Paul Lastrucci who contributed to the AeCSA board meeting on changes to regulations regarding essentially NTCA aircraft. We have to support continuous onslaughts to our freedom of the skies. Well done to Paul, brother Peter and Hennie Roets for their input. I was unfortunately not able to be present at Anthony Bowden's funeral on Thursday 24 Feb.

I hear that mercifully the funeral was very well attended by EAA members. I sent sincerest condolences to Neil and his family of behalf of EAA. The tragedy has been reported elsewhere in this newsletter.

Almost daily, I receive additional requests for CONTACT. In spite of my regular cracks, the readership of the newsletter continues to rise. It is difficult to determine the circulation and I encourage everyone to keep it spreading by sending yours on to your aviation friends. This is surely one way to grow membership.

The Chapter meeting attendance continues to rise and hopefully March will also see a good crowd with Kevin Hopper doing a presentation on his design, building, testing and marketing his TEDDY. Kevin owns Skyworx at Krugersdorp. He has a certificate in his office presented by Krugersdorp Chapter 973 naming no less than 8 aircraft that he has rebuilt, refurbished, painted or had some major contribution to the aircraft winning coveted awards at EAA events. Another 3 aircraft qualify for this certificate since he received it. I look forward to Kevin's presentation and hope you do too.

Karl

CONTINENTAL O-300

I am fitting a more powerful Lycoming to my aircraft. The O-300 is a first run engine with engine mount firewall forward total time of 1640 hrs. This silk smooth running engine with bypasses 72-74%. The engine is complete with alternator, Skytec starter, oil filter conversion, air/oil separator, Millennium cylinders. R60G. Contact Karl Jensen 082 331 4652



CONTACT is the official newsletter of EAA of SA. This edition was happily compiled by Karl Jensen and edited by Trixie Heron on 25 Feb 2011. All contributions gratefully received from all Chapters and members. Please submit by the last Wednesday in the month to editor@afskies.co.za or karlpix@icon.co.za