



BRAKES ON, THROTTLE SET..

CONTACT!

May 2011

Website: www.eaa.org.za



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870 973 1262 1500 1501 1502 1503 1504

THE OFFICIAL NEWSLETTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION OF SOUTH AFRICA



Why should we be affiliated to the Aero Club of South Africa?



As individuals, we have little influence with the authorities. When it comes to recreational aviation, one tends to be overwhelmed by regulations, CATS, CARS, etc. due to their complexity. Unless one has a trained legal brain, these can be very difficult to comply with when the interpretation is subject to potential ambiguity. The Aero Club, together with RAASA, has the capacity and resources to influence interpretation and exemption applications where practical. By carrying out a modification to my Cessna 170, i.e. fitting a certain engine that was not specified by a particular STC (Specific Type Conversion), I inadvertently transgressed the scope of the STC. In order to gain an exemption to install this particular

engine required the intervention of willing and able senior officers of the Aero Club and RAASA. My 170 is still to fly after the conversion, but with the help of these 2 bodies, proving flights are imminent.

With changing regulations and standards, we all need to support our friends at Aero Club and RAASA who, in my view, are staying abreast of matters and providing invaluable insight into what might be threats to our very access to the skies that provide us with this wonderful pastime of recreational and experimental aviation.

Our own EAA technical experts led by our EAA of SA National President, Paul Lastrucci, and technical representatives, Hennie Roets and Peter Lastrucci, have all my backing and I advise that yours too should be demonstrated by reading and responding to their emails. Please don't sit back and leave these serious matters to this handful of hard-working experts – get involved and make your voice heard.

Karl Jensen ☺

LIVE THE DREAM, LEARN TO FLY – INTERNATIONAL LEARN TO FLY DAY 21 MAY 2011

– by Paul Lastrucci, EAA of SA National President

As we transition into winter flying up here on the Highveld and in other parts of the country, this is when we can look forward to those crystal clear winter days of smooth scenic flight. This provides an ideal opportunity for our EAA members to support the initiative of Learn to Fly Day which is intended to lead on from the strengths that the Young Eagles and the Next Step programme have achieved.

The highly successful Young Eagles programme, since its inception in 1992 continues to introduce youth to aviation worldwide with over 1.5 million rides to date. As a result of these successes, EAA members have on many occasions been asked, "Can this be done for adults?"

Well, here it is! The International Learn to Fly Day which is scheduled for 21 May 2011 is an opportunity to do just that! The EAA is testing the concept worldwide of a Learn to Fly initiative which introduces adults to flying and it can be as simple as just inviting a friend to go flying, or your chapter can host an International Learn to Fly Day presentation to further promote the interest of flying or designing or building or owning an aircraft. There is nothing like a glistening RV or a vintage Tiger Moth parked on the flight line to hasten the interest and spark the desire.

For most people the interest in aviation often develops from a natural curiosity, which is all too often thwarted by fences and locked hangar doors at many airports and airfields today. Whilst safety at airfields is paramount, this situation is often misconstrued and these barriers have a dampening effect for many people that have not yet realised the dream of flight and would seriously like to do so.

It is important to host these initiatives to ultimately grow membership, provide leadership and share what we all have done over the years, I have always appreciated the privileges and opportunities we have when it comes to building, restoring and flying all types of general aviation aircraft. The EAA is asking the entire aviation community to participate; from individual pilots to flight schools, from flying clubs to aviation organisations on this day, so everyone is encouraged to get involved on International Learn to Fly Day. The goal is to realise growth in general aviation by sharing your passion for flight and inspiring others to follow their dreams. Spread the fellowship, it does not have to be elaborate. The goal is simple: introduce someone new to aviation. Be sure to visit <http://www.learntofly.org> for more info on this event.

Paul

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ZEBULA SAA FLY-IN WEEKEND - by Karl Jensen

SAA Staff, Aircrew and friends flocked to Zebula 55nm north of Wonderboom from all over South Africa for an action-packed weekend on 11-13 March. Saturday saw a total of 123 aircraft on the field with a non-stop airshow that carried on until sunset. Zebula have built a beautiful rustic wooden control tower especially for this annual event. There were several commercial stalls at the airfield with a pub and other amenities. With strict safety supervision and user friendly ATC there were happily no incidents in the perfect weather the prevailed on Saturday, although the Gauteng area experienced fog and poor visibility initially on Saturday. Visitors were all housed in luxury accommodation and most joined in for a marvellous evening meal in the main clubhouse lapa to the accompaniment of much chatter and laughter among like-minded folk. Dawid Burger was the sponsor of the covers of the special African Pilot magazine printed on the spot by **Q-File**. The Q-File photographer took a picture of each couple as they landed. On Saturday evening everyone was presented with an edition of African Pilot magazine featuring those folk on the front cover - what a fabulous idea for this unique souvenir.



Zebula flight line

Photo – Dudley Steenkamp



Photo – Dudley Steenkamp

Rich mixture start



EAA folk watch the airshow at Zebula



General Brian Stableford and Ricardo de Bonis overhead in the Auster



Archie and Pam Kemp, Val Jensen and Gordon Dyne relaxing

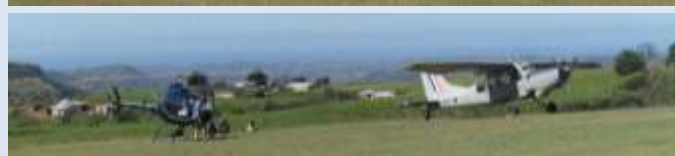


Harvard break at sunset



Claus Keuchel's Taylorcraft and Jeremy Woods' Comanche

Our Chapter decided to make the second weekend of each month our 'aviation get together' weekend. The actual day alternates each month so 10 April 2011 was on a Sunday and the day in May will be a Saturday. This format of get-togethers allows fellow aviators with other commitments to be able to plan to attend at least ever second month's gathering. For us old farts drunk on the smell of aviation fuel, we can still attend each month's event. The last one was at John Te Relie's private strip at his home in the mid-Illovo area, where we were treated to egg and bacon rolls, muffins, coffee and tea skilfully prepared by John's wife Jackie. John is busy building an RV8 so this provided us with the perfect excuse to check on his progress and offer help. A total of 14 aircraft and 25 members attended.



INTRODUCING THE 'RED BARONNE' - by Alan Lorimer

The story goes that one of EAA1502 previous fearless leaders, Chris Hicks, ordered me to build the airie with his assistance. We became partners in the project. That was 6 years ago. Work was slow due to space constraints, but after kicking my missus out of her office, which I renamed 'the hangar', work progressed at a better pace. Our AP is none other than Bob - you make it and I'll break it - Illsley. Which he did - 3 spars in 3 minutes - we had a batch of rotten epoxy (still well within its life span). Never mind, I had nothing on for the next 6 weeks so they were rebuilt with a different epoxy - T 88. This is what APs are for, rather on the ground than in the air - thanks Bob. I had previously bought a TIG welder and learned to weld - practise, practise, practise. The Auster man, Gerald Maddams who is building what I predict will be a future SA Grand Champion aircraft, gave me some cloth and a pile of A4 pages on covering an airie and told me to get cracking. I learned how to calibrate irons, run straight lines for tapes and gussets, glue nicely around corners, shrink, seal, prime and paint cloth flying surfaces to make a pile of wood look like a wing. All the above pieces were taken to Grass Roots where they were put together temporarily for our Chapter monthly get-together. The motor is ½ VW 1600 = 800cc. The mods to this motor were quite extensive but great fun to do, thanks to Grant Beattie for two carbs. Only time will tell how it runs as we currently await a propeller. The look of this airie is distinctly 1914-1918 and as the roots of the motor were German, I decided to paint her blood red and call her the 'RED BARONNE' with a large bottle of the best emblazoned on the tail. I have also built a full size resemblance of a Spandau machine gun which I would like to mount above the wings, sporting large Maltese crosses to add to the flavour of the aircraft. 90% done and 90% to go. One day if you hear on the radio, "Herr Kapitän, es gibt Engländer hierunter diese wolken..." watch out for the HUN in the SUN!



NEWS FROM KLERKSDORP EAA CHAPTER 1504 - by Cliff Lotter and Mike Visagie



Inaugural members
of Klerksdorp EAA
Chapter 1504

front: Cliff Lotter
(Chairman), Jeff
Frost, Jan Viljoen
(Treasurer), back
Hannes Vorster,
Leseuer Keyser,
Mike Visagie
(Young Eagles),
Len du Preez (Vice
Chairman and
Secretary)

We will be holding a Chapter fly-in to my farm on 11 June. My suggestion to my immediate and closer neighbours and friends would be to support the day as a Young Eagles day, and sort of treat it as a learning experience for bigger things to come. I have received a request from the organisers of an annual fundraising car rally for aged care sometime in Sept/Oct to ensure a presence of some aircraft. We have an idea to initiate a Young Eagles programme at that time to not only have some aeries there, but also to entice some local youngsters into the programme. The plot is to get a competition going amongst all the local scholars to write an essay on why they have a passion for aviation and why they should be allowed to participate in our Young Eagles programme. The authors of the best 15-20 essays get to fly! I'd appreciate comments. Mike Visagie 082 859 9332 mikev@ganglere.com



Geoffrey Mark Lawrence 25 February 1987 - 17 April 2011 - by Karl Jensen

It is with great sadness that we learnt of the passing of the son of fellow EAA members, Andy and Margie Lawrence. Geoff, a popular young man so enthusiastic about life, was cruelly struck down by cancer after a long battle. His 2 brave brothers Steven and Duncan, were among the eulogy presenters at Geoff's very well attended funeral at St John's Church in North Riding, Joburg. May Geoff rest in peace.

Pay for Weather Info? - by Karl Jensen

There are ways around the SA Weather fee of R10 per day or R250/month. In my view, knowledge of weather is an essential element of flying safety. I do believe that another user fee for SA Government information is not acceptable because of the obvious resistance to paying for this essential data. A lot of weather information can be obtained elsewhere, albeit in a different format, have a look at these sites:

<http://www.wunderground.com/> <http://www.weatherphotos.co.za/#> <http://iweather.co.za/stations.php>



Congratulations to William Woods aka Mooselet - by Karl Jensen

William is the son of Jeremy and Anne Louise Woods who run our EAA Auditorium project. Mooselet is a most enthusiastic member of Chapter 322 and technician at SAA. The Mooselet always willingly pitches in whenever asked and does a great job as our regular barman at the EAA Auditorium. William entered the Port Elizabeth Iron Man event at Port Elizabeth in April. This is acknowledged as the toughest one endurance race in the world: 3.9km swim in open water swim (ocean), 180km cycle followed immediately by 42.2km run in 14 hours 28 minutes despite having had to walk most of the marathon due to an injury. We are proud of you for this great feat of physical and mental endurance!

Congrats also to Reilly Keen - by Trixie Heron

Congrats also to Reilly Keen of EAA Chapter 973 Krugersdorp on his excellent performance in the Port Elizabeth Iron Man event. I don't have his performance times to hand, but I was at Rietfontein on the big day and all his GT-450 hangar buddies were following his progress with 'keen' interest.

Letters

"I can now say she is 100% done! Well done, guys!" The result of Rudi Greyling's dedicated aeroplane building team: our **RV-12**. Anything out there more beautiful? Maybe... you be the judge on ZU-XII (internal code name "Se-xii").



As I write, today we did a taxi test, and Sexii just wants to take to the sky. Gerrit, Alan and Peter all had the privilege of being essential crew. At 25 knots the front wheel comes off the ground and she wants to shoot for the sky, but I had to reign myself in, test pilot first! The test pilot did not get his paper work in time, so he has to do special motivation tomorrow at RAASA, so test flight early morning is out of the question. We made the front page at Vansairforce.net again. - Leon Erwee
[ZU-XII flew successfully on 28 April at 10h34. Congrats! Karl Jensen]

[Although the EAA Festival of Flight will be history by the time this reaches you, the letter below is certainly a fine perspective on the subject. - KJ]

A VIEW ON THE TEDDERFIELD PROJECT - by Leon Erwee
A sharp organising committee is getting stuck in to EAA's Festival of Flight on 1 May at Tedderfield, and it promises to be quite a do. Also see Mike Blyth and James Pitman's factory. They built the first Sling for the round-the-world flight in 2009, during which they landed at Oshkosh - AirVenture 2009. As exciting is their latest plan to build the Sling 4 (a light 2+2) to be flown to Oshkosh in July. Please do not miss out on this airshow - we need your support to build a hangar for the EAA to further enhance and grow aviation in our neck of the woods. The generous offer by Tedderfield owners of a stand at the airfield to build an EAA hangar will be a great bonus. From my own experience in the formation of business- and property syndicates I believe that a hangar in this rural setting so close to JHB will be a sound asset that will increase in value. Considering the hassles some airfields have with authorities and other encroachment issues, we deem Tedderfield such that shareholders in our own Socoro Group have elected to invest in a stand at Tedders. We are in the process of purchasing a hangar stand at Tedders and planning a second - this is the place to dig in.

Being a new member of EAA 322, it is heartening for me to observe how a group of like-minded members with

dedicated leadership can conjure up, build, nurture and sustain an interest that contributes to the growth of recreational aviation. Everyone at the Airplane Factory have mentioned the well planned run-up to the Tedderfield Festival of Flight. Their build effort bodes well for Europe's biggest GA air show, AERO Friedrichshafen 2011. The Solaris Group Aviation displayed a Sling model, flown by Mike and James from the Tedderfield-based Airplane Factory to Krakow, Poland. This one was built in a week by 5 guys and 5 girls – a great achievement!



Any EAA 322 members who wish to join us on the ground floor with our syndication concepts kindly phone Leon on 083 703 6366 - Leon Erwee

I must say that the more I can do is the least I can do for being a member of this great organisation, the EAA of SA, but specifically Chapter 322 where you put so much life into it and get so much enthusiasm back from the members. - Nico Brandt
(Wow Nico! KJ)

Searching for back issue of Sport Aviation

During my recent relocation I managed to mislay the July 2010 issue of Sport Aviation magazine. I have been a member of EAA USA since 1976 and have collected a full set. Therefore I am attempting to locate and purchase a copy from any of our members who may have the July 2010 issue but are not long-term collectors.

Chris Hicks SA 10312 083 659 4094

Postal address: PO Box 908, Pinetown 3600

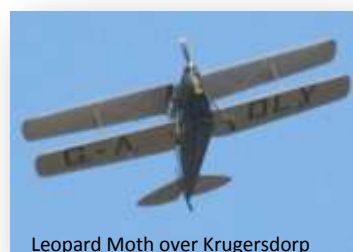
Interested in a set of LONG-EZ plans

I am looking for a set of Long-EZ plans. Many years ago I saw a half completed project at Wonderboom and after much deliberating I have decided I want to investigate and maybe even build a Long-EZ so any info, plans or incomplete projects would be considered. I can be contacted directly on gvdberg@unisa.ac.za

- Gavin van der Berg

MOGAS USAGE IN THE UK

Please visit our website eaa.org.za for good news on Mogas usage in certain engines.



Leopard Moth over Krugersdorp

CONTACT is your EAA newsletter - we want to hear from you! Please spread the word.

Karl Jensen announces he is taking a sabbatical from his role as Master of Ceremonies at the EAA Flying Legends Talk Show - by Gordon Dyne

After another brilliant EAA Talk Show last Thursday night, Karl Jensen announced to the packed auditorium that he intended taking a sabbatical from his arduous and demanding task as Master of Ceremonies at the monthly talk show. The audience was stunned to silence. I know Karl has been under some pressure to reduce his involvement in his many time consuming commitments, but this is possibly a disaster for the talk show! Is this the death of the talk show as we know it, we were all wondering to ourselves? Who could possibly take over this enjoyable, unpaid stressful task? Could Scully Levin or Eon de Vos take over? Both men are very experienced talk show hosts, but both are full time airline captains. Horace Blok sprung to mind, but he now lives in Mossel Bay. What will happen to this most rewarding monthly talk show? We will see.

On 10 March, the guest was Captain Mickey Mitchell. Captain Mitchell started with the SAAF in 1957. During his six years with the SAAF Mickey flew many different types and was the SAAF VIP pilot for most of the SA State Presidents. Mickey joined the SAA in 1962 as First Officer on DC3s. He went on to fly DC4s, DC7Bs, Viscounts, B707s, B737s and B747s. What a CV! Mickey retired in 1993 and today is a very sprightly 73 with a great sense of humour. Mickey formed his own company Global Aviation Consultants (Pty) Ltd, and is still Managing Director today.

Karl was soon able to put Mickey at ease. Actually that did not take much doing and before long the stories both deadly serious and humorous were flowing from both these two retired SAA pilots as they recounted tales from their illustrious careers. Don't we all love nostalgia? The auditorium often rocked with mirth and at other times was deadly silent as Mickey related a moment of sheer terror which only an airline pilot would understand. Stories of frightening electric storms, hurricanes and other bad weather which many pilots have experienced and been terrified by. With three or four hundred passengers seated behind all wanting to go home and the two pilots up front battling to land this monster in unbelievable conditions. Mickey asked that all air travellers should say a prayer of thanks for these well trained, experienced pilots who 'get the job done' each and every time. Spontaneous applause broke out and a silent prayer was offered up.

It proved to be a fascinating evening covering almost four decades of Captain Mitchell's flying career, interspersed by some hilarious jokes from Karl. Hell Karl! We are going to miss you. Time flew quickly by and at 22h15 we were winding our way home. Thank you very much Mickey for giving so much of your time. Please sir, an autobiography before one of us or many of us fall off the perch.

Thank you Jeremy, Anne-Louise and son William Woods for organising a great night. No one fully realises the

preparation that goes on behind the scenes to make a successful talk show. Thank you, Edna Keuchel and Justin Gloy. Thank you finally, to Jeremy's Man Friday Alson, who does everything with a smile. I wonder who the Master of Ceremonies will be next time?

[My sabbatical is a great opportunity for several other would-be hosts to step up to the plate. It's as easy as falling off a log, so go on, give it a whirl! We've already got a few volunteers waiting in the wings. - Karl Jensen]

EAA Chapter 322 March monthly meeting report - by Gordon Dyne

It was a cold miserable evening when I arrived at the Dickie Fritz MOTH Hall on Wed 2 April in almost IMC conditions, for another session with the EAA 322 Chapter. As I drove through the gates I paused for a moment thinking of those two heroes Dickie and Fritz and wondered what will happen to all these MOTH Halls when the present generation passes on? Will the SANDF still be interested in keeping these memories and mementoes alive, or are these places anachronisms in 2011? The Halls also occupy valuable real estate. We had a great turnout despite the weather - a tribute to our Chairman Karl Jensen. Amongst the guests were a small number of pilots from the Microlight and Light Sport Aeroplane Association of SA (MISASA). When our thirsts were suitably slaked, thanks to our enthusiastic barman Wally Ferreira, we took our seats for the monthly meeting. Wally becomes an octogenarian this year. Karl was on great form and the meeting covered all the 'happenings' of the past month and what is happening in April. As usual there was enthusiastic response from the floor when jobs required doing, particularly when Bill Keil, another octogenarian and organiser of our own airshow at Tedderfield on 1 May called for volunteers. It should be a good airshow. Jayson van Schalkwyk addressed the audience on 'The Young Eagles' and a very interesting 'Gee Wizz Minute' had Colonel Jeff Earle of Impala Pub fame and CEO of Placo, give an illustrated talk on the 'tie-downs' he had designed to keep his 'Tail Draggers' from blowing over in the event of a storm. Particularly poignant in the light of the damage caused to many planes at America's Sun 'n Fun the previous week when a freak storm or tornado ripped down the flight line.

Before the break for ale, Karl invited MISASA's Alan Mackenzie to address the audience. Alan is the editor of Microflight Africa, the official mouthpiece of MISASA, and who, like me, is fighting anorexia and winning. Alan spoke briefly on MISASA and its activities which was very interesting. Alan had brought with him a good quantity of Microflight Africa magazines which were free to anyone who wanted one. Included in each magazine was MISASA's annual DVD. Three hours of 'Flying African Skies.' Thank you, Alan, for joining us, and to MISASA - tremendous enthusiastic aviators.

Continued on the next page...

Theuns se Savannah projek vorder ook baie goed en kon dalk al klaar gewees het as hy nie so baie rus nie!



Continued from previous page...

Before we adjourned for hangar talk, Karl finished the meeting with a couple of jokes. I for one wondered why we had not heard one earlier in the evening. Perhaps Karl had turned over a 'new leaf.' I was pleased that he had not done so! After an hour or so, the hangar talk quietened down and we all wound our way home after another successful evening in the life of Chapter 322. Lastly, thanks to Ron van Lear for the delicious snacks which he so lovingly prepared for a ravenous audience.

NEWS FROM CHAPTER 870 KROONSTAD - by Niel Terblanche

Not much flying took place this past month because of the heavy rains. Flying to Parys and Hartswater was cancelled due to the fact that we could not use our runway. Only Hennie Roets could get in a few local flights with his Chopper. At least we used the extra time to work on our projects and also got some maintenance done.

I collected my RV4 fuselage and finishing kits on 5 April, after nearly 6 months since ordering. I now have enough work to keep me busy for a while. At least I have finished the empennage and wings. Progress is good but still lots of work needs to be done.

The RV4 is one of Van's SLOW build kits, no predrilled skins and prefabricated parts, except for all the steel parts and bulkheads that are pre-formed.



Finishing kit



Fuselage bulkheads fitted to the jig



Firewall



One of 2 boxes well packed by Van's

VERY IMPORTANT!

NEW CONTROLLED AIRSPACE AT GRAND CENTRAL

AIRAC Effective date: 05 May 2011

AIRAC AIP SUPPLEMENT S033/11

05 MAY 2011 Validity period: PERM

Lateral limits

1 Designation and lateral limits ATZ

The area bounded by lines drawn as follow:

From a point at S255445.27 E0280751.48 on the OR Tambo International CTR a straight line to a point S255519.25 E0280555.55 on the R55 road.

Thence southwards along the R55 road to a point at S260234.79 E0280526.93 on the R55/N1 Buccleuch intersection.

Thence eastwards along a straight line to a point at S260231.84 E0280851.14 on the OR Tambo INTL CTR.

Thence northwards along the OR Tambo INTL CTR back to the starting point.

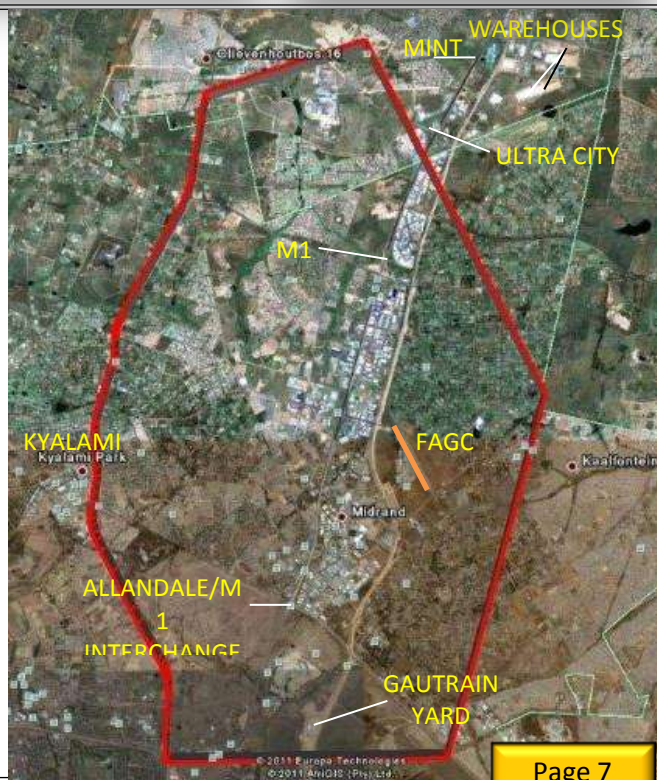
2 Vertical limits 7000 FT ALT/GND

3 Airspace classification G

4 ATS unit call sign language (s) English

5 Transitional altitude 8 000 FT

6 Remarks Except where otherwise authorised, no aircraft is to be operated in this airspace unless two-way radio communications is maintained with ATC



HARTSWATER EAGLE FLIGHT ACADEMY FLY-IN 23-24 APRIL 2011 - by Dale de Klerk, with input from Emmie Oelofse

We were invited by the owners and operators of Eagle Flight Academy near Hartswater for an informal fly-in to celebrate the first anniversary of their flying school. I had been to this oasis in the middle of the North West province before, so assisted in promoting the event. After screwing up the dates totally, we still managed to get a few aircraft, pilots and passengers together. Emmie was flying up in her Dynaero MCR4S and asked me to help her deliver a Sting TL aircraft to Hartswater. We met at FAKR on Friday morning and teamed up with a Pioneer 200, SIAI Marchetti 205, Piper Colt and two Cessna 172s.



Dale de Klerk delivering the Sting



Hartswater Eagle Flight Academy

Eagle Flight Academy is situated 180 NM west, southwest of Krugersdorp. The Colt, being the slowest, was off first, with the rest of us following at approx. 5 min intervals. Emmie took off last in the turbocharged Dynaero, but didn't take long to catch up. The weather was absolutely beautiful and we cleared the JHB TMA in about 10 min before climbing to 8,500ft, when the real fun started. Some of the aircraft were

flying with students doing a dual cross country exercise, but some of us were just out to have fun, forming on each other for photos and then pulling sneaky tricks so as to get ahead of the others, haha! About a 5 knot tailwind and lots of buggering around gave us a 2 hr flight time. We all arrived within about 10 min of each other, joined overhead and left hand downwind for a 2.7km long runway 35. Naturally, I was much too fast and had to do a missed approach (smile). All safe on the ground, we met the locals, with about 12 aircraft there already. What a beautiful place and amazing people - regte boeremense! Refreshments were served and the chatting and mingling started. At about 15h00 local time the guys from Bloemfontein started to arrive, including the Glasstar, Bushbaby, Savannah, Jabiru and the red Sling from The Airplane Factory. All in all we were 25 aircraft and about 70 people.

A few guys got cold feet with bad weather approaching and decided to head for home. Some of the locals and others had a few short flips before sunset and then all the aircraft were tied down. Time to light the fires and open the beers - 400 beers disappeared in about 2 hrs. Lamb on the spit, pork chops, steaks and mutton wors, plus all the trimmings. You had to be there! It was the best boerekos I had tasted in a long time - the more we ate, the more they provided. With tummies full of food and drink, we eventually called it a night.



Charmaine Blyth, David Lubbe and Mike Blyth

Heavy rain overnight and severe cold and fog the next morning kept us all on the ground. One Savannah took off and headed east, but 15 min later he was back, cold and wet. And then the rain came down, the heaviest I had seen in a long time. Our hosts were not perturbed and treated us to a breakfast second to none. We spent most of the day playing poker and other card games. As we had polished off the entire stock of alcoholic beverage the night before, we resorted to coffee, cold drinks and water. Some people had arranged alternative means of transport and headed home, leaving their prize aeries behind.

By Saturday evening, we had almost 100mm of rain and everything was soaked, including the runway. Our hosts treated us to yet another meal of note. The rain continued until the early hours of Sunday morning. By about 04h00 the weather started clearing to reveal a beautiful day. Trevor Davids in his Savannah was airborne by 06h00 and headed east for Fly-Inn, about a 4 hour flight. The rest of us couldn't resist the smell of coffee and breakfast. By now most of us had to recalculate the weight & balance on our aircraft, haha. After a hearty meal, we piled into our respective aeries and got airborne. At 7,500ft I found a +/- 18 knot tailwind, just what we needed.

This is going to be an annual event and most definitely not to be missed - the best fly-in, which we all decided to rename the event the "Rain-in" at Eagle Flight Academy, Hartswater.



322 fellows help rescue the SM205 of Neville du Pisane



Gracious hosts,
David and Wilna



Emmie tries to take off
from the actual holding
point without a plane

NEWS FROM CHAPTER 1262 EAST LONDON - by James Wardle

We don't have any spectacular news to report on, this month. Our last EAA day was spent at Hennie Prinsloo's home looking at his Sling project which is progressing well. Then we went into a meeting to plan for the EAA Convention in August. We will hold another meeting on the 3 May to continue this EAA Convention planning.

If any one wishes to offer any item of interest at the Convention, such as a forum, etc., they are to please make contact with me at jgmj@absamail.co.za



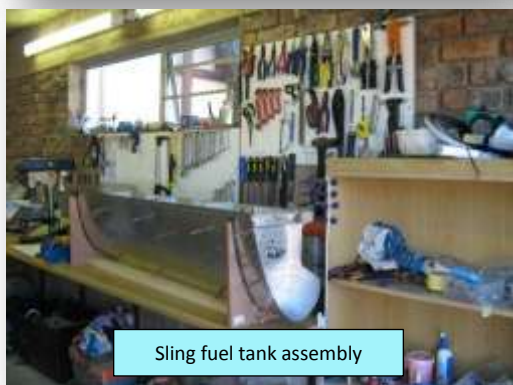
Sling wing progress



Stabiliser completed



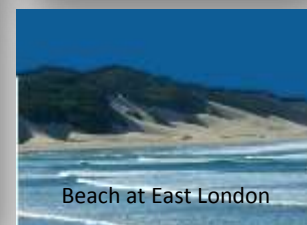
Hennie Prinsloo and son



Sling fuel tank assembly



Coelacanth at East London



Beach at East London



Almost completed wing

WHERE'S WOLDOW, CHAPTER 322 MEMBER IN THE USA

I have been very busy with work, weather, and maintenance, so no great adventures to report. The good news is that summer is approaching, and we have been able to get all the equipment out of its winter hibernation. For all of you to appreciate, that is 10 gallons of oil for the T-6, 4.5 gallons for the Stearman, and smaller amounts in the "little" 180 hp Lycomings (times 3). And we complain about the high price of fuel! Also on the maintenance front, there has been a leaking fuel line on the Zlin, and an alternator issue on my Travelair. In that case, significant troubleshooting was needed, including calls to the manufacturer / STC holder and their repair facility. It is never a good sign for your wallet when they state they have never seen a failure like that before. Lucky me! As in most things in life, spending sufficient time and money can solve most problems. For me this was limited to two overhauls on the alternators, and yet to be determined repair or replacement of the solid state regulators. At least the time Chad and I spent on it, including removal and installation is not billable hours by a maintenance facility thanks to the certificates we hold.

Hopefully you are all planning trips to the US for Oshkosh or other events. Please keep us informed, and we can coordinate. Cheers, Ric [Ric can be contacted at Woldow_Ric_A@cat.com]



EVENTS TO DIARISE

1. May 7 - WARBIRDS AT TEMPE Kassie Kasselmann flypiper@telkomsa.net
2. May 14 - HEIDELBERG AIRSHOW Andre Vorster andre@wearcon.co.za 083 654 2793
3. May 21 - SAAF EXTRAVAGANZA SWARTKOPS
4. May 22 - GRAND RAND AIRSHOW
5. June 4 - SPRINGS FLY-IN BREAKFAST
6. June 5 - TEDDERFIELD FLY-IN BREAKFAST
7. June 3/4/5 - NEWCASTLE AIRSHOW
8. July 16/17 - NYLSTROOM EAA TAILDRAGGER
9. August 6-9 - EAA NATIONAL CONVENTION EAST LONDON jgmj@absamail.co.za

1 Kg LIGHTWEIGHT AIRCRAFT TIE-DOWN KIT

Idea and Brainwave from Jeff Earle with Engineering, NDT, Research and Development by Claus Keuchel

This kit was the subject of the Chapter 322 GEE WHIZZ MINUTE in April 2011

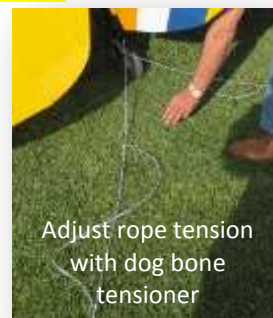
MENU

1 x hammer
6 x wire pegs
3 x spring links
6 x aluminium 7mm dog bone rope tensioners
1 x short length of aviation fuselage tubing
 $\frac{3}{4}$ " [19mm] x 11' [280mm]

PARTS SOURCE

Hardware store - hammer and spring links
Camping store - 7mm wire pegs, 7mm rope, aluminium dog bone rope tensioners
Aviation pals - 280mm length of 19mm tubing

TOTAL COST R160



I have fitted a Lycoming engine to my Cessna 170. The Continental O-300 is now for sale. It is a first run engine with engine mount firewall forward total time of 1640 hrs. This silky smooth running engine has bypasses 72-74%. The engine is complete with alternator, Skytec starter, oil filter conversion, air/oil separator, Millennium cylinders. Price R60,000. Contact Karl 082 331 4652 or karlpix@icon.co.za



Piper PA-18 Super Cub FOR SALE - Paul Dutton, chief ranger of Ndumu (ret) Game Reserve, long time Bateleur volunteer pilot and devoted conservationist is offering his aircraft for sale. In his own words, "I'd like to see the aircraft go to someone who will hopefully use it to persevere in the ongoing quest to protect our ecology." The aircraft has an overhauled engine, recovered flying surfaces. Fuselage requires covering to complete restoration. Price R310K

[At this price it should be snapped up immediately – Karl]

Left: Paul Dutton recently received a Certificate of Recognition from the GRAA for his continued Wilderness Guardianship by flying for conservation.

FOR SALE

Cherokee 6 ZS-EVV 1966 300hp, hangared at Baragwanath.

Contact Jean van Hoof 083 400 7140 grannyjean@mweb.co.za or Robert Bowden 083 384 3280.

FOR SALE

Czech designed and built aircraft 'Sabre' wide body ZS-EMG with retractable gear and VP propeller.

Contact Howard Betts at howard@btpm.co.za

EAA CHAPTER 322 MONTHLY MEETING - 4 MAY 2011

Tom, Dick, Harry, Uncle Tom Cobbly and all are welcome to join us at 19h00 for 19h30 at the Dickie Fritz MOTH Hall, Dickie Fritz St, off Elm St, off Linksfield exit from the N3 in Edenvale. We will be treated to presentations on the recent De Havilland Tiger Moth Safari up to the Vic Falls, as well as the Eagle Flight Academy, Hartswater Fly-in. There's a cash bar, coffee, tea and snacks.

CONTACT is the official newsletter of EAA of SA. This edition was happily compiled by Karl Jensen and edited by Trixie Heron on 3 May 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

I will be away on leave from 20 May (out of email range) returning 30 May. Kindly copy all material from 20 May onwards to Trixie Heron editor@afskies.co.za

Karl Jensen ☺