



BRAKES ON... THROTTLE SET...
CONTACT

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THE OFFICIAL NEWSLETTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION OF SOUTH AFRICA

EDITORIAL



EAA OF SOUTH AFRICA ANNUAL CONVENTION AND AGM

The EAA Annual Convention and AGM is without doubt the highlight of our EAA activities. It is an honour to be awarded the Convention and Fly-in for a particular chapter. This year the good fortune has fallen on Chapter 1262 East London. The good fortune is also a double-edged sword as it takes a tremendous amount of effort and organisation to run a successful Convention. EAA Chapter 1262 convened a National Convention in 2006. If their past efforts are anything to go by, we are in for a great weekend. **James Wardle, Chapter 1262 Chairman and his team deserve total support and participation by every EAA member.** Very little is asked of EAA of SA members, so let's bear this obligation in mind. James has constantly kept CONTACT in the loop about arrangements, planning and detail for Wings Park. The Wings Park website www.wingspark.co.za contains all details of the Wings Park airfield including a 48 hour weather forecast. Avgas and Mogas will be available at airport prices. See you there!

Karl

FORTHCOMING EVENTS - FORTHCOMING EVENTS - FORTHCOMING EVENTS

Wednesday 3 Aug: Commencing **19h00** EAA Chapter 322 monthly meeting @ Dickie Fritz MOTH Hall Edenvale. Please note the new earlier starting time. Special entertainment: EAA/Aeroclub TV production. Convention flight planning and *en route* night stop arrangements, plus open pax seats.

Saturday 5-9 Aug: EAA of SA Annual Convention @ Wings Park East London - more on Page 3.

Thursday 11 Aug: EAA Flying Legends Talk Show @ EAA Auditorium. Guest Major Kevin 'Cuda' Currie US Air Attache and F-15 pilot. 'Cuda' is a highly accomplished speaker and his tales are truly amazing and gripping in the extreme. Reservation is essential as seating is limited. Contact Anne-Louise Woods admin2.woods@icon.co Tel. 011 888 8495

11-13 Aug: Race of Champions @ Tzaneen.

EAA has been invited to Secunda Airshow on **Saturday 20 Aug** and Bethlehem Airshow **26-27 Aug**

Sept 17-19: EAA 322 Phalaborwa fly-away weekend.

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A LOOK AHEAD - by Paul Lastrucci EAA of SA National President

I contacted the EAA Chapter Office at Oshkosh for this month's CONTACT article to enquire about a set of additional self-help tools and innovative ideas we can use to communicate and assist in building stronger chapters within the EAA in South Africa. I was referred to the EAA website by Steve Buss who is now heading up the Chapter Office at EAA USA. Steve was previously the champion of the Young Eagles office; he suggested we start to use the vast amount of work already carried out on this subject that reflects many interesting articles and tips on how to build strong Chapters. I have borrowed from one or two of these articles, so we can continue our journey here in South Africa to build and increase participation within our Chapters. It also gives direction and understanding as a section of the Aero

Club of South Africa and our position as an industry contributor within the SA CAA, so that they are aware as to where we are headed. There are a number of advocacy issues currently on the table that we are involved with, and I will make mention of these in future CONTACT contributions.

An important topic at our EAA National meeting on 9 July, and an agenda point that continues to linger, is that of dormant chapters. Chapters can stagnate due to a host of reasons, so it's imperative that we counter this, and look for ways to restart and assist the dormant chapters. I am sure that we all agree that no one should be missing out when it comes to this aviation passion we all share.

EAA Chapters in South Africa, like any of the 1000 plus chapters worldwide, have members with different aviation interests. One of the key focus areas is for Chapter leaders along with Chapter members to identify these different interests, and develop ways to regain, maintain and grow the momentum. Spreading the word to their members as well as contributions to CONTACT is the most vital catalyst for success. Chapter Leaders who communicate and maintain a connection between day-to-day activities within their Chapter's Mission, Vision, Goals and Objectives help the chapter members, see the value of their efforts. This ignites participation and members feel the positive direction taking place within the Chapter. Success breeds success. Much can be learned informally from casual discussions with Chapter members. What topics do they show interest in or enthusiasm for? These can be expressed in the specific goals or objectives for the Chapter. The real connection with the membership is when specific action plans are collectively laid out and their success is felt on completion. This is the kind of cement that bonds the chapter members together. One of the basic pillars is to ensure that a mission, vision, and objectives for a chapter exist and are set by the Chapter leadership team. Some may feel that Chapter's mission, vision, goals, and objectives tend to be high level, general, and somewhat abstract statements. Reactions to this may be something like: "That all sounds great, but we don't have time for all that vision stuff!" Things like: "What kind of programme can we set up for next month's meeting," or, "How will I ever get enough volunteers for the next fly-in or event?" start to become difficult and usually end up with "Where is the time-or interest-within the chapter to deal with getting these types of events off the ground?" This is the time to turn the lemons into lemonade.

The worst task for any chapter leadership is chasing the subs, without this vital resource activities do not happen. This becomes a lot easier when members are part of the planning and successes going forward. Collective participation at structured meetings is where the plans and proposals and time lines come together, as they are easier to define when the willingness of the membership to support the plans is there. Hard work and planning ensured great success at the Sun 'n Fun Volksrust, the Festival of Flight at Tedderfield. The upcoming EAA Convention at Wings Park East London is on track and promises to be a great event. It is evident that a help culture already exists and is felt within the entire EAA family. Packed EAA Chapter 322 Johannesburg meetings, the Auditorium Talk Shows, Chapter 575 Springs breakfasts, the various project visits, Saturday braais in hangars followed by sunset flips around the patch, the ever popular Young Eagles initiative which is continuing are some of the examples of great fostering of friendships and the growing participation within the EAA. Chapter 1502 East Coast KZN have a theme "Airmanship for 2011" where they have started combined meetings and fly-aways, with MISASA and the SAAF to build camaraderie and interest in this area. The addition of the two chapters at Klerksdorp and Bloemfontein are already well on their way. All the efforts are ensuring that the look ahead for the EAA and Sport Aviation in South Africa is set to continue to be a great one. Let's keep up the momentum! I hope to see you all at Wings Park, East London on 6 August.

Stay safe!

Paul

WINGS PARK INFORMATION: When approaching Wings Park one should take into account the airspace restrictions and frequencies in use. (Available on the website www.wingspark.co.za) Wings Park coordinates: S32° 49' 32" E027° 50' 11" with airfield elevation 1200' AMSL.



1. EASTERN APPROACH (coastwise from Margate): Coming down the coast from the east at low level (VFR) you should be on 124.8 until Kei Mouth when you need to go onto 125.2 for the EL special rules area and before you get to Gonubie you should turn inland for Wings Park. You should not go above 1500' above ground, and at Wings joining overhead at 2500' amsl. Remain on 125.2 for landing at Wings Park, listen to advisory radio at Wings and follow pattern in use by joining circuit in use at 2000' amsl. Wings Park is 1200' amsl. Keep radio chat to a minimum, listen to the advisory radio, maintain a good look out and fit into the pattern, do 360s away from the field if you are likely to overtake a plane ahead of you in the pattern.

2. NORTHERN APPROACH (inland from Aliwal North and Queenstown): A northerly VFR approach should be carried out on 124.8 and 1500' above ground to Stutterheim or Komga where one needs to go onto 125.2 for the special rules area and to remain below the TMA and 2500' amsl near Wings Park. Join overhead at 2500', listen to the advisory radio and join the pattern, eyes 100% out of the window.

3. WESTERN APPROACH (coastwise from Port Elizabeth or Grahamstown): When at Hamburg or Peddie you **MUST** call FAEL tower on 118.3 to get clearance and routing through their TMA. At Nahoon Dam, ATC will put you onto the special rules frequency of 125.2 and you need to be at 2500' amsl for joining overhead Wings Park. Follow the same advice as given above.

Be advised that there are power lines and radio masts in the area and constant vigilance and lookout is essential. Once on the ground, take the first taxiway you can and follow the motorcycle with the "Follow Me" sign, where you will be allotted a parking space for the week end, if you go flying, come back to this same spot. Fuel will come to you if you call for it (**cash only**). You must bring tie downs, not only for your own good but for the good of others too. We don't want your plane blowing into someone else's.

All members should let James Wardle know if they are going to the Convention and what their fuel requirements might be. We will have avgas and mogas on the field at airport prices for cash payments only.



Convention Programme

Friday 5 August: Arrivals, registration, free supper and cash bar at Wings Park.

Saturday 6 August: Late arrivals, further registrations, pilot briefing, Young Eagles flights, forums and building demonstrations, aircraft judging, AGM, prize-giving dinner, cash bar and entertainment at Wings Park.

Sunday 7 August: History flying tour in the area for those who wish to do so with an outlanding lunch and return to Wings Park for a free potjie supper and cash bar.

Monday 8 August: Coastal flight with an outlanding for lunch on the Wild Coast for those who wish to join in, returning to Wings Park for a braai and cash bar.

There will be caterers on the field for those who wish to have other meals and snacks, etc. If you need any further info please contact me. Safe flying – we're all looking forward to a great weekend.

Regards

James Wardle

082 639 0395

THE C-WOLF PROJECT: Second Instalment - by Wolfgang Vormbaum

Once the larger hull had been modified, as shown in the photos, it was mounted upside down on a rigid stand. This in turn was positioned in exact relative X, Y and Z position to the outline of the fuselage (hull). This had been lofted on two pieces of Superwood after levelling by laser. The ribs for the fuselage were then lofted onto Superwood, once again using the coordinates extracted from the CAD design, notches were made along the outline by router and then mounted. The hull was then widened by attaching plywood onto the ribs with beech wood stringers, making sure the shape blended in with the fuselage. Once satisfied, the plywood was simply sheathed in



packaging tape for easy release later. The rest of the fuselage was covered in plastic and a mould was taken of the plug.

Once the mould was taken, everything was removed from the platform in order for the



jetski to be removed. All the ribs were re-installed, steel 6mm diameter rods were bent by hand and used as stringers, being attached in the notches with stainless steel tying wire at each rib. To make sure that the outline did not have too many lumps and bumps, the fuselage was wrapped in tracksuit material and shape verified by Mark 1 eyeball. The rods were manipulated until smooth lines were achieved.

The mould was then trimmed along the edges and 25mm rectangular plastic trunking screwed and glassed along the perimeter to act as a flange to make the edge more rigid as well as a surface to attach the vacuum.

Instalment 3 to follow...



TERRY HERTZ - by Wayne Estment

Terry was born in Port Elizabeth in 1959 and moved to Johannesburg at the age of 7, attended and matriculated at Sir John Adamson High school and attained his BSC electrical engineering degree at Wits University. I met Terry in 1988 at the Wits Gliding Trust based at Donaldson Dam where we both flew gliders. We, became close friends and spent many a memorable holiday together, not to mention the great meals and parties. After a few years he joined the EAA and soon become the Young Eagles representative. He ran many Young Eagles events throughout South Africa.

Terry was elected National President EAA of SA and, as was his nature dedicated a vast amount of time and effort to the EAA. During his time as president he co-ordinated the Wonderboom air show which was a great success. Terry and I started the East Rand Gliding Club at Springs airfield with the two Motor Falke's that Mike

Butow and I owned. Terry spent almost every weekend at the airfield giving instruction on the gliders, and we even had one our students accepted into the Royal Air Force. Terry worked for various companies as an electrical engineer, and travelled on business to places such as Japan, DRC and Russia. In each country he started to learn the local language and when we would see him on his return, we would all get a lesson in the latest language. His most recent job took him to Siberia, where the sun does not set, during this trip while in his hotel room, he was sadly lost due to acute pancreatitis. He leaves his wife Karen and two children, Merrick aged 21 and Collette aged 20.



RULE OF THUMB - with thanks to Dave Grosvenor Chapter 1502 East Coast

10. A True Rule of Thumb. What good is a rule of thumb if you can't really use your thumb? Well, believe it or not, your stubby finger is good for something other than hitchhiking. For the average individual, the length between the tip of one's thumb to its midpoint (the knuckle where it bends) equates to about 10nm on a sectional chart (20nm on a 1:1 000 000). This can be helpful when eyeballing distances, such as for a quick deviation, although it's not recommended to use this method to measure an entire route or to stay clear of unfriendly airspace.

9. Avoid Being Crossed. Many a headache has been caused by the stress over how much crosswind component exists for a particular flight. Even more throbbing ensues upon pulling out the age-old crosswind chart. There's an easier way! If the wind differs from the runway heading by 15 degrees, the crosswind component is one-quarter (25%) of the wind velocity. If the difference between the wind and runway is 30 degrees, the crosswind is half of the reported wind speed. If the wind makes a 45-degree angle with the runway, the crosswind component is three-quarters (75%) of the overall wind speed. And when the windsock is pointing 60 degrees or more from the runway centre line, just assume the crosswind is the same as the total wind (it's pretty close, and you'd only be overestimating the crosswind component, which is probably a good thing anyway).

8. Starting Down. One thing pilots of all experience levels struggle to grasp is when to start down from cruise. I remember riding in the jump seat of a regional jet while the pilot flying was having a bad day determining when to descend. We ended up overhead the airport at several thousand feet, i.e. a bit high. Knowing when to start down so the descent remains at a reasonable rate is a critical piece of information, regardless of the type of aircraft flown. In most circumstances, it's smart to plan on a three-degree descent, which equates to a gradient of 318 feet per nautical mile (the problem is that 318 isn't a mathematically friendly number). The descent rule of thumb is used to determine when you need to descend in terms of the number of miles prior to the point at which you desire to arrive at your new altitude. This is accomplished by dividing the altitude needed to be lost by 300 (clearly a much more pleasant number to work with). So let's say you're cruising at 7,000 feet and you want to get down to a pattern altitude of 1,000 feet. The altitude you want to lose is 6,000 feet, which when divided by 300 results in 20. Therefore, you need to start your descent 20nm out (of course, you'll want to leave some extra room so that you're at pattern altitude prior to the proper entry, as applicable). The beauty of this rule of thumb is that you can use it to determine visual descent points (VDPs) as well. Just divide the height above threshold by 300, and you'll get a VDP in miles from the runway.

7. How Fast to Descend? While it's nice to figure out when to descend, that's only part of the picture. It's also necessary to know what rate of descent (ROD) to use. Consequently, rules of thumb No. 8 and No. 7 go hand in hand. To determine ROD for a three-degree path, simply multiply your groundspeed by 5. If you're going 120 knots, your ROD to fly the desired path would be 600 feet per minute ($120 \times 5 = 600$). This makes sense. In No. 8, it was determined that a descent should be initiated at 20 nm to lose 6,000 feet. If the groundspeed is 120 knots, that means the aircraft is zooming along at 2nm per minute. So to go 20nm, it will take 10 minutes. Ten minutes at 600 feet per minute means you'll lose 6,000 feet. Voilà!

6. 10/20 Rule of Speed. Rule of thumb No. 6 deals with speed and ground roll for both take-off and landing. If you increase your groundspeed by 10%, your ground roll will increase by at least 20%. The actual amount the ground roll will change varies among aircraft (thus, the words "at least" have been emphasized). According to the Cessna 172P take-off and landing charts, "for operation with tailwinds up to 10 knots, increase distances by 10% for each two knots [of wind]." A 10% change in groundspeed, which would be about five knots, brings forth an increase in ground roll of 25% (unmistakably more than the rule's 20%). In general, though, if you fly too fast, you'll land long.

5. 10/20 Rule of Weight. Rule of thumb No. 5 states that a 10% change in weight will cause at least a 20% change in take-off and landing distances. More weight requires more runway. This rule, too, has some variation in ground roll numbers among aircraft. A review of Cessna 172, Piper Warrior II and Beech Duchess data shows that a 10% addition of weight yields a 22% to 25% increase in distances. Obviously, if performance is critical, you'll need to do some calculating. Even so, both 10/20 rules steer you to consider the influences of weight and speed on aircraft performance.

4. Easy Density Altitude. Ever see a Koch chart? It's used to determine density altitude and it can be more than a little perplexing. Instead of mulling over yet another "spaghetti chart," use rule No. 4. For every degree of Celsius variation from standard temperature, density altitude (DA) changes by 120 feet. Increases in temperature cause DA to go up; decreases make DA go down. There's even a formula: DA equals pressure altitude plus 120 times the difference between actual air temperature and standard. So if you're at sea level, the altimeter is 1013.2 mB and it's 25 degrees C, DA could be calculated by adding pressure altitude (zero, in this case) to 120 times the result of 25 degrees C (actual) minus 15 degrees C (standard at sea level). Crunching the numbers gives a DA of 1,200 feet.

3. Density Effects. Wouldn't it be nice to know what each degree temperature change does to take-off performance (other conditions remaining the same)? Rule of thumb No. 3 steps in to answer this challenge. For each degree Celsius of divergence from standard, the take-off roll changes by roughly 1%. According to the Cessna 172P manual, a take-off at sea level with standard conditions would require a roll of 890 feet. Up the temperature five degrees, and the roll jumps to 925 feet, just under a 5% boost.

2. Abort! Abort! If you haven't heard of rule of thumb No. 2, you need to take some time to get cosy with it now. It states that an aircraft should achieve 70% of its flying speed by the time it has consumed 50% of the runway or an abort is in order. This halfway point is so important that there's now a sign available to mark it, which has a "1/2" on it (see AIM Figure 7-5-1). You may be wondering why you need more than half your speed when you've only used half your runway. This is due to the fact that acceleration doesn't occur in a linear fashion. You can actually calculate the percentage of lift-off speed required for any given distance of runway with the formula 10 times the square root of the percentage of runway used.

1. Grain-of-Salt Rule. This is probably one of the best rules of thumb out there. It reiterates the importance of scepticism by pilots in regard to what's in the performance section of aircraft manuals. According to the Piper Warrior II manual, the performance charts "do not make any allowance for varying degrees of pilot proficiency or mechanical deterioration of the aircraft." Thus, performance data reflects the best-case scenario and realistically is underestimated. Considering this premise, rule No. 1 rightfully declares that all performance data should have at least a 20% safety margin tacked on as insurance. If the performance required is so tight it doesn't allow for this leeway, it may be best to rethink the situation.

CONCLUSION. It doesn't take a rocket scientist to figure out that rules of thumb aren't meant to replace performance charts or good judgment. They can, however, help pilots understand the influences of different performance factors on their aircraft, which should, by default, help augment safety. Whether helping measure the distance remaining to a checkpoint or preventing the continuation of a take-off gone awry, rules of thumb can be excellent additions to the arsenal in a pilot's mental flight bag.

Purloined by Dave for the benefit of EAA at this site: <http://www.planeandpilotmag.com/>

14 JULY 2011 EAA FLYING LEGENDS TALK SHOW - by Gordon Dyne

A bitterly cold night and a petrol shortage did not deter anybody from attending the monthly EAA Flying Legends Talk Show at The EAA Auditorium at Rand Airport. It was a full-house again. I was delighted to see amongst the audience Major Kevin 'Cuda' Currie, the USAF Attaché to South Africa. 'Cuda' was the guest speaker at the Royal Air Force Officers' Club lunch two weeks earlier. What a talk he gave. Absolutely enthralling. 'Cuda' will be the guest at the next EAA Flying Legends Talk Show on 18 August. I advise you not to miss this talk as I can assure you, it will be brilliant.

Yet another great evening ensued. The Flying Legend was Felix van Rensburg SAAF and long retired. This was the second time that we regulars have had the pleasure of listening to Felix for he appeared at a talk show, a year or two ago, with another veteran Paul Kruger. On that occasion Captain Karl Jensen was the master of ceremonies. It was a fascinating evening. Last Thursday the master of ceremonies was well known television personality and now Comair Captain - Eon de Vos. Eon in his usual very relaxed manner, but with his huge knowledge of all matters appertaining to aviation, soon put Felix at ease and the attentive enthusiastic audience was soon regaled with some amazing stories from a pilot who was the youngest man ever to strap on a Spitfire and head into combat at a mere 15 ½ years of age. Awesome. Now a sprightly octogenarian, but still as sharp as a razor, Felix enthralled the audience with tales of flying Tiger Moths, Spitfires, Typhoons and Tempests through the latter stages of World War II. Some tales of humour and many of sorrow as fellow pilots failed to 'make it back' to their bases. It was a shattering experience for a 'boy' who

should still have been at school back in South Africa. Nobody was surprised to hear how difficult it was for Felix to settle back into 'civvy street' when he returned to his parents' home in Stellenbosch in 1946 as a very mature 20 year old. In his short life Felix had experienced the horrors of war which would leave mental scars for evermore.

Sadly the evening had to end and by 22h30 the auditorium was practically empty. Thank you very much Felix van Rensburg for once again telling us of your amazing exploits. We all stand in awe at your bravery and achievements. Thank you also Eon de Vos for standing in so splendidly for Karl Jensen. As usual grateful thanks to EAA co-ordinator Jeremy Woods for organising yet another memorable evening. Thanks must also go to Jeremy's very supportive better half Anne Louise who with the ever smiling, teeth chattering Brian Appleton sat outside, in conditions not dissimilar to the Russian Front in '43, selling entry, raffle and meal tickets. Brian also most generously regularly supplies the book prizes for the raffle. Hurry up back please, Edna Keuchel. We miss you.

To the Three Musketeers Ronnie Alcock, Mike Hartman and 'Pottie' Potgieter for 'manning' the braai and cooking some really succulent steaks we thank you. We greatly missed the Fourth Musketeer Coen Swart who was hospitalised with some painful kidney stones. Word gou weer gesond, Coen. The bar was well run by Justin Gloy and Katherine Viljoen and Jeremy's man Alson was everywhere clearing up as we went along. Thanks to you all. Last, but by no means least, multiple thanks to Deena Gounden whose amazing electrical skills make sure that everything works. So sorry! I almost forgot to thank you all in the audience for supporting the evening. It would be a dull affair without you!

THE STORY OF OUR YOUNG EAGLES IN THE PLATTELAND AMONG SALT-OF-THE-EARTH FOLK

Greetings all,

I am back in SA, having found no pirates yet due to the monsoon season in the Indian Ocean region, but fear not, in terminator's terms: "I'll be back!!" Now to business as laid out by Mike Visagie 1504:

The Young Eagles day on the 24th July here on my farm. We have seized the opportunity to combine the newly established chapter in Klerksdorp, Chapter 1504, on their monthly communal hangar hopping programme whereby they visit every member at his hangar for a social and interesting visit, with our local Afrikaans communities' youth day festivities. This will allow some local youngsters the opportunity to participate in the Young Eagles programme and to see something more than dust and anthills for the holidays.

Details as follows:

KIDS: Approximately 20-25 children will participate in the day's programme, all from the town of Makwassie and surrounding farms. Although they will have had their weekly bath in most instances, they don't speak English, so the TAAL is in.

VENUE: Farm LAT/LONG: 21°21'3" S and 25°56'18" E. The farm is situated 7km west of Makwassie town, and is bordered by the R502 to the north, and the Jhb-Cape railway line on the south. The two runways of Swartpan International are of mown veld, 1400m and 800m long respectively and 40m wide, crossing at right angles. A King Air and a Raven 500 have landed here before with room to spare. The windsock is at the intersection of the runways, but we shall have a ground radio manned for the day. Approaching from the south, as you cross the railway line on the correct approach angle for the 1400m runway threshold, you should clear the power lines and other structures by 50'.

PROGRAMME: 08:00 Arrival of Kids, parents, pet snakes and donkeys as well as visiting aircraft from Klerksdorp. There will be an extended socializing breakfast consisting of koeksisters, vetkoek, (this is true) freshly slaughtered lamb oysters, and other local delicacies for the first hour or two to await arrival of aircraft from further afield. This time will also be spent confiscating ketties, slingshots, bows and arrows, sticks and stones etc. to prevent the farm kids from taking pot shots at the strange visitors.

09:30 ADDRESS by the Chapter 1504 Chairman, Cliff Lotter, welcoming all kids and fellow Chapter members as well as visiting pilots, if any. This will be a black tie-type formal speech, with jokes, anecdotes, animations, and several kilos of biltong sponsored kindly by Cliff (this last bit may not be entirely true, but we live in hope).

10:00 Briefing and safety planning brief

10:30 Start of flying programme

13:00 Lunch and certificate presentation

14:00 Hangar talk Chapter 1504

15:00 Depart visiting aircraft

Jayson van Schalkwyk



Hellose Mike,

Ons het veilig by die huis aangekom nadat ons avgas by Klerksdorp in getap het. Ons het ons baie geniet en hopelik het die jong mense die Young Eagles ervaring ook gewaardeer. Op pad huis toe het ons seker 60 renosters gesien wat my hart baie bly maak met al die stropery wat ons huidiglik ondervind. Ek sal die air to air fotos stuur. Wreens baie dankie vir jou puik organisasie en die moeite wat julle vir ons gedoen het. Die koffiebeker sal met vreugde gebruik word en hopelik sal ons sommer weer gou bymekaar kom. Justin het gesê hy sal die rubriek omtrent die dag vir CONTACT skryf, maar ek twyfel of dit daglig sal sien.

Karl

Karl, Dit was die grootste plesier om julle te ontvang hier, en om julle deel van ons gemeenskap te maak deur hierdie Young Eagles program. Julle het in een dag baie diep spore getrap, wat ons baie waardeer! Die insette wat jy en Jayson gelewer het, en die gemak waarmee julle die program laat verloop het, was regtig vir ons almal hier iets besonder. Ons sal dit waardeer indien in Jayson se verslag (vir Contact) melding gemaak kan word van Justin. Sy teenwoordigheid en die spesiale melding wat julle gemaak het dat hy sy vliegpadd onlangs ook deur hierdie YE program begin het, het geweldige positiewe indrukke gelaat met ons kinders. Dit was duidelik dat die realiteit van watter moontlikhede in die program opgesluit is, deur Justin hier teenwoordig was. Ek het gisteraand met Cliff Lotter gesels, en die voorneme is om volgende jaar net vroeër te begin met die reëlins om 'n groter dag aan te bied. Baie dankie weereens vir al julle moeite, ons het dit regtig waardeer. Groete, Mike Makwassie

PS: Isn't it sad that the mere fact of seeing a large group of rhinos is specially mentioned! It certainly gives one food for thought!

PPS: On a lighter note, you are all most welcome to visit Swartpan International Airport at any time, after filing flight plans and landing slot applications well in advance of course to avoid congestion. Every effort will be made to clear the organic fertilizer off the run- and taxiways, as well every visiting aircraft will be given two bags of said fertilizer to cart home. Us farmers are generous folks, and ever aware that this high quality organic fertilizer is very hard to come by in Jhb.

Continued Page 8.....

Dear Jayson,

Continued from Page 7.....

I don't think you gentlemen realize just what an impact you made on our small community! I am not saying this to make you feel good or brownnose for anything at all. It is a statement of fact. I visited the old age home in town this morning to show them the slides from Saturday, where several of the participating kids' grand- and great grandparents reside. They were so very happy to see the pictures and to recognize their own grandkids made it so special! This is really lump in the throat stuff, as on Saturday they sat on the lawn of the home, many of them too frail to travel even to the farm, and cheered the aeries as they passed by. They presented Joni and I with two jars of "Makataan Konfyt" as a token of their gratitude for our visit this morning. In case you don't know what Makataan konfyt is, it is a jam made from a type of wild melon, and liquid gold is an ample description of it. I must tell you that some of the kids there on Saturday had parents with the monetary means to buy them each their own aircraft with oodles to spare, but for several there may never be a similar opportunity again. This is what makes our efforts all worthwhile!

Thanks again, and see you, and Nico Brandt, hopefully next year.

Regards, Mike



Happy Makwassie Young Eagles



Justin Gloy explains aircraft controls to the Young Eagles



The Young Eagles proudly display their certificates at Makwassie's Swartpan International Airport



Mike Visagie's Savannah



NYLSTROOM TAILDRAGGER FLY-IN WEEKEND - by Archie Kemp

Well, so just another fly-in weekend... not as far as those who attended and enjoyed a most pleasant and totally relaxed, yet self-disciplined event from Friday 22-Sunday 24 July. We must doff our hats to the Nylstroom Vliegklub headed by Richard Nicholson, Christo Bredenkamp and Jaco van Zyl ably backed by their wives Marriette, Hettie and Alta. What a great weekend of flying, fellowship and fun it was. Arrival, registration with smiling welcomes, a new cap and tickets for braai packs for the evening. Most of the town folk of these 'out of city' events support and attend. Conspicuously these folk, including the children are well mannered and with nary demarcation tape or barriers, they remained clear of the aircraft and simply sat and enjoyed the arriving planes and the other flying taking activity.

The Saturday was beautifully enhanced by the pilots and crews who entered into good old fashioned obedience to our friend Uncle Bob Allison who provided a friendly AFIS that saw an aircraft movement every 2 minutes, all without an incident or hitch. 45 Young Eagles were flown and the Harvard Club was kept busy all day doing 15 flights flipping enthusiasts. Sadly we missed seeing Dave Becker with camera and little notebook on hand. A swarm of Cubbys (our transport man called them Chubbies) and EAA under-wing adventurers happily camped out in chilly conditions, no doubt fortified by hops and other hydraulic snacks. Many of us stayed at B&Bs in the town which were reasonably priced. Free transport, courtesy Nylstroom Toyota, was provided between town and the airfield.

On Friday night, delicious soup and rolls were served free of charge. Karl screened a few DVDs of EAA activities and the recent Watson Tiger Moth Safari. The kiosks and food stalls did a brisk trade. The sky-diving club venue and bonfire at the end of each day generated much chitchat about the 96 aircraft that visited. On Saturday evening Richard organised a special fly-over by the final space shuttle Atlantis attached to the ISS. This sighting caused great excitement. I personally have never seen the ISS so large that some folk with younger eyes maintained they could distinctly see the H-form of the solar arrays. The prize-giving was carried out by Richard followed by tanning of the braai pack contents.

In summary, the weather was great, the organisation and camaraderie superb. We departed Sunday morning feeling that without any 'sky police' all rules were respected and common decency prevailed.



NYLSTROOM TAILDRAGGER WEEKEND PICTURE LINE-UP



Emmie Oelofse's Dynaero, Tony van den Heuvel's GP 4 and Gordon Dyne's Nanchang Dragon



Watering the dry taxiway



Fanie Bezuidenhout's Jodel

NYLSTROOM TAILDRAGGER WEEKEND PICTURE LINE-UP... continued



Mike Brown's Globe Swift



The yellow 'Chubby' Air Force



The aircraft parking lot at dusk



Willie Bodenstein and Brian Appleton in Brian's Chipmunk



Courtney Watson, Richard and Marriette Nicholson and Roy Watson



Uncle Bob debriefing



Mike Brown receiving an airmanship prize from Richard & Marriette



Ricardo de Bonis' Chipmunk



Willie vd Walt's Thorpe T-18



Claus Keuchel and Archie Kemp



Frank B-Persson
Derigging his tent

CONTACT is the official newsletter of EAA of SA. This edition was happily compiled by Karl Jensen and edited by Trixie Heron 1 August 2011. All contributions gratefully received from all Chapters and members. Please submit material before the last Wednesday in the month to editor@afskies.co.za or karlpix@icon.co.za