



BRAKES ON... THROTTLE SET... CONTACT

OCTOBER 2011

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THE OFFICIAL NEWSLETTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION OF SOUTH AFRICA

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EDITORIAL With the 2011 EAA year coming to a close, it is again time to consider the committee you would like to steer your Chapter to success. Chapter 322 will hold our AGM on Wed 05 October and hopefully there will be healthy competition for the traditional 4 elected office positions of Chairman, Vice Chairman, Secretary and Treasurer. This elected committee then seconds other members to serve in various capacities. Some of these positions are for a specific event and others to serve a function until the next AGM. This system seems to work well in 322 and it gives many of the Chapter members the opportunity to handle a responsibility instead of only a few shouldering most of the burden. The old adage 'many hands make...' makes tasks more fun for everyone. I have found that the more one is involved, to a point, the more enjoyment EAA and the good folk belonging to the organisation give one. Even if you don't feel able to stand for office, there's the option of offering assistance in whatever way you can. I believe that to always try and achieve the highest ideals in whatever endeavour, brings the greatest rewards, not only for one's self but also for those folk in your circle who share a common interest.

Every EAA Chapter should be required to hold regular meetings for their club to function properly. The meetings need not be tedious and with a little imagination can be enjoyable to foster enthusiasm and encourage participation. Appropriate entertainment, education and interaction at meetings is a step in the right direction. Project visits, fly-ins and fly-aways, social events, etc. are not only fun if well organised, but also gives purpose and attracts new members. Let us all grow EAA in South Africa and the ideals we stand for.

Karl

NEWS FROM EAA CHAPTER 1504 BLOEMFONTEIN - by Jack Onderstall

To all the members and friends of EAA Chapter 1504 Bloemfontein, we will be holding a fly-in on 12 November 2011. Accommodation is available at many nearby B&Bs and hotels with camping at the Skydivers Club on the airfield. Johan Laubser will coordinate the Skydiving and marketing logistics. Kassie Kasselman will be handling the EAA Chapter 1500 Piper Tube n Rag arrangements. The Bloemfontein Flying Club has offered use of their clubhouse and general club facilities, and will provide the bar and liquid refreshment side of things. We hope the visitors will fill the skies over Tempe with their aeries for this fly-in, our first as a chartered EAA Chapter. Regards,

Jack

THE GAUTENGERS' JOURNEY HOME FROM THE EAST LONDON EAA OF SA CONVENTION - by Mike Brown

(continued from September 2011 CONTACT)

Sadly, all good things must come to an end, and so it was with the National Convention. After a wonderful few days at Wings Park in the beautiful Eastern Cape region of our country, it was time to think about heading homeward. But heading home does not need to be the end, it can be the means to an end and an adventure in and of itself! James Wardle had arranged a breakfast fly-out to Wavecrest for the Monday morning, and as this is on route back along the coast to Margate, Brian Appleton and I, in the Jabiru and the Swift, decided to make this part of the return flight, not really knowing whether we'd stop overnight and if so, where. Ah! The freedom of flight! Continued on Page 2...

Mike's Globe Swift departing Wings Park



Continued from Page 1

Brian, together with Rolf Hurwitz, eventually persuaded their Jabiru, ZU-FLF, that it really was a lovely day for flying. With Justin having applied Armstrong Mark 1 starting power to the Swift, we set off for the short hop to Wavecrest up the coast from East London. The strip itself is just above sea level, slopes upward quite markedly towards the southwest and the grass is a little rough, but it's more than good enough for most of our EAA type aircraft. A little ground maintenance sorted out a small radio snag for the Swift (transmitting, but not receiving - apologies, Jeremy!), during which time Wavecrest became a mini Oshkosh with multiple arrivals over a short period of time. I eventually counted about 14 aircraft in the parking area, including a Baron and a Lancair - Dave Mandell had been flying past, saw the gathering on the ground and popped in to see what was going on!

With time marching on, our little formation (Brian and Rolf in the Jabiru, with Justin and myself in the Swift) decided not

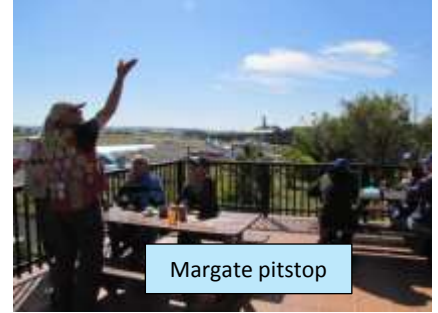
Dave Mundell's Lancair draws the crowd



Wild Coast spectacles



Margate pitstop



to stay for breakfast/brunch, and headed off for Margate. Once again, the coastal scenery was stunning, this time even better than on our inbound flight to Wings Park, as we could actually see it! A beautiful clear day, with very little wind, we retraced our steps overflying the aircraft carrier Port St John's, before landing at Margate for lunch and fuel.

Then it was decision time - onward to Gauteng, via Bethlehem for me as a fuel stop, or stay overnight in Margate, or perhaps somewhere in between? Maps were consulted, phone calls made, and we decided that Himeville would be an ideal spot to overnight.

The weather was still behaving itself, and we flew into the afternoon sun over the most beautiful countryside, passing overhead verdant farmlands and with the snow-covered Drakensberg coming into view, we approached the Underberg/Himeville area. Once on the ground at Himeville, Brian set off on shanks' pony to find accommodation and transport for the rest of us, while we busied ourselves settling the aircraft down for the night.

The airfield at Himeville is in great condition, and the nearby Public Works Department camp provided reassurance that our machines would be safe.

Aircraft carrier, Port St Johns



We had thought that we'd stay at the Himeville Arms, but Brian found them to be less than accommodating (pardon the pun), and instead found a great B&B. The Sani Manor guest-house is described in their brochure as a home from home and gateway to the Kwa Sani experience, and I have to say that the owners, Darlene and Des, certainly lived up to their promise. With Brian satisfied that everything was kosher, and Himeville transformed into 'Hymie'ville for the night, Desiree fetched us from the airfield and settled us into the B&B.

Dinner that night was at the Himeville Arms, a relaxed affair with much reminiscing about the Convention weekend, while

At Himeville with the Giant's Cup and Sani Pass



Himeville in view



a wood fire crackled comfortingly in the background.

We had an exciting programme for the Convention, the highlight for me being the aerial history tour arranged by John Waterson on the Sunday.

The return trip was just superb and epitomises the wonderful privilege we have of flying our aircraft across beautiful countryside, in the company of our friends, more or less unhindered. And that emphasises for me what the Experimental Aircraft Association is about - the responsibility we have to maintain the right to enjoy the freedom of flight.

Continued on Page 3...

Continued from Page 2 The following morning, “FLuFfy” the Jabiru was again reluctant to start, but finally gave in to the combined persuasion of Holt’s Quick Start and jumper cables provided by Des and the airfield manager, Tyrone. We had briefed for a scenic routing in loose formation, following the road from Himeville up the Sani Pass and on towards the highest pub in southern Africa, located at the top of the Sani Pass. There wasn’t a breath of wind, and we were able to follow the pass right up into the mountains. The Swift tried valiantly, and we topped out at FL 100/105, but then she was too tired and breathless to go any higher, so I wasn’t able to overfly the top of the mountain safely, leaving that to Brian and Rolf in the Jabiru (see pics). Beautiful snow-covered mountains with lush green fields far below, eventually gave way to the dry winter veld that we’re so used to at this time of the year. What a privilege it is to be able to experience the freedom of flight!



Passing the plateau of Sani Pass

The highest pub in southern Africa at the top of Sani Pass



Passing Giant’s Castle

From there, we routed via Giant’s Castle, Cathedral Peak and the Amphitheatre past the Sterkfontein Dam and on to Bethlehem, with Brian taking a short detour via the Golden Gate.

Having refuelled at Bethlehem, it was time to part ways, the Swift heading towards its roosting place at Vereeniging, while Brian and Rolf in the Jabiru set off for Rand Airport.

What a wonderful weekend the National Convention turned out to be, and I am truly grateful that so many of our Chapter members made the effort to attend. Yes, we had some less than ideal weather to contend with on the way down to East London, but once there, it was absolutely fantastic. We had great fun getting there, with the overnight stop at Port St John’s being a challenge and a unique experience for those flying in for the first time. James Wardle and his team had gone to an enormous amount of trouble to ensure that Wings Park was in tip top condition for everyone who made the effort to attend - thanks, James, for the loan of the vehicle for the duration! Nothing was too much trouble, and they provided an exciting programme for the Convention, the highlight for me being the aerial history tour arranged by John Waterson on the Sunday. The return trip was just superb and epitomises the wonderful privilege we have of flying our aircraft across beautiful countryside, in the company of our friends, more or less unhindered. And that emphasises for me what the Experimental Aircraft Association is about - the responsibility we have to maintain the right to enjoy the freedom of flight.

OBITUARY - GRAEME BARRY CONLYN 25 JULY 1946 - 20 SEPTEMBER 2011

Graeme had his pilot’s medical suspended 2 years ago and succumbed to heart problems and renal failure. This generous, accomplished and internationally-known enthusiastic aviator joined EAA Chapter 322 a mere 3 months ago. He became an apprentice in 1965 at the age of 19 at NAC Aerosales Workshops and learnt to fly at the Army Air Reconnaissance unit at Potchefstroom when he was 19. He rapidly rose to become General Manager of NAC Bloemfontein by age 23. His meteoric rise in the company, due to his ability, dedication and charisma, saw Graeme as Managing Director of National Airways Corporation (Pty) Ltd by the age of 33. He was named “Beechcraft Man of the Year” in 1989. He held many other substantive positions such as Executive Director Marketing and New Business Development in NAC, Aviation Man of the Year of the Commercial Aviation Association of South Africa, winner of the State President’s Air Race, 1978 and 1981. He held the post of Director, Board of the Civil Aviation Authority and was awarded the Aero Club of SA Gold Wings for Contribution to Sport Aviation in South Africa. Graeme Conlyn is survived by Gwyn, three children and 7 grandchildren. He will be sadly missed by us all. - Karl Jensen



WHERE'S WOLDOW - OUR EAA CHAPTER 322 MEMBER IN THE USA - by Ric Woldow

Great month for flying in between that nuisance work thing. Blew through my fuel budget in the first week, but it was worth it. May you all have a similar success!

Antique Airfield Reunion at Blakesburg IA. This perennial favourite had some weather issues. We could get there, but would be wet, and good chance of severe weather, so we cancelled our hotel rooms, and enjoyed the packed coolers in our dry hangars at home. Went early (0-Dark 30) the next morning against headwinds to see who made it, and how they fared. Over 340 antique aircraft on the field, and I was hard pressed to find 2 with nose wheels (Navion and early Bonnie). It was the year for Monocoupees, and there were at least a dozen fine examples from an early Velie powered machine, several with Warners, and clip wings as well as the more modern Aviat produced models. A great event and we are reserved for next year. Hopefully some of you can come for this event - a stark contrast to the extravaganza that Oshkosh has become, but fine in its own way for aviators.

Stearman Fly-in - Galesburg IL The 40th anniversary of this fine event - I've been to 26 of them, 20 with my Stearman. The flying and camaraderie are outstanding. This year had 138 of the biplanes on the field, along with several T-6's and even a P51. The weather was perfect with cool temperatures, but a strong wind on a few of the days to keep interest in



Fly-ins around the world are so similar, with fun, friends and laughter

watching the flying events. There were various fly-outs for breakfasts and lunch, a poker run, and of course contests, as well as professional performances in Stearmans on two afternoons. I did not fly in the aerobatics contest, but was one of the 42 participants in the short field take off, bomb drop, and landing accuracy competition. I was able to finesse my stock plane (with a 1,000 hour engine and wood propeller) to second place take off with a ground run of 290 feet.

Maybe I don't need the diet and exercise program after all?? For any of you with an interest in aviation, and especially round engines with open cockpits and multiple wings, this is the event of the season to attend.

Relaxed atmosphere with lots of flying. Enjoy and stay safe!

Ric



The Antique Airfield Reunion at Blakesburg IA

Stearman Fly-in - Galesburg IL with 138 of the type attending



NEWS FROM EAA CHAPTER 575 EAST RAND

Paul Sabatier has regained his Motor Glider Licence following a hiatus of more than 2 years after an incident in a Motorfalke at Potchefstroom and the building of a hangar -[Congrats Paul! - KJ]

NEWS FROM EAA CHAPTER 1272 EAST LONDON

We have not got much news for you as we have been taking a bit of a back seat after the Convention. Geraldine and I were able to have a getaway to Zanzibar for a week and now feel rearing to go. Dave Hartman and I have just completed our conversions to the Auster, so now we can concentrate on polishing up the handling!!

Regards, James Wardle



Dave and James' Auster

Paul Poberezny The Experimental Aircraft Association founder turns 90

Paul H. Poberezny born on September 14, 1921, is one of the most decorated men in the international aviation community, having received literally hundreds of trophies awards and honours for his countless contributions to the world of flight. He is a 1999 inductee to the National Aviation Hall of Fame in Dayton, Ohio, America's place of honour for its most legendary aviators, and in 2002, received the prestigious Wright Brothers Memorial Trophy from the National Aeronautic Association. Paul is best known, however, as founder of the Experimental Aircraft Association (EAA), which has often been described as the world's most dynamic aviation organization. Each year, EAA's international Fly-In Convention, named "EAA AirVenture," draws more than 500,000 people and 10,000 airplanes to Oshkosh, Wis., for one of the world's premier aviation events. Paul organized the first Fly-In in 1953, the same year he founded EAA with a handful of other aviation enthusiasts in Milwaukee, Wis. From the basement of his Hales Corners (Wis.) home, Paul and his wife, Audrey, nurtured the small group and watched it grow each year. Paul toured the US and other nations on behalf of EAA, spreading a "grass roots" aviation message far and wide. He made frequent trips to Washington, DC, to speak to Congressional leaders and federal aviation authorities, where he defended the rights of amateur aircraft builders and sport aviation enthusiasts while earning his livelihood as a military pilot and aircraft maintenance officer. Today, Paul is considered one of aviation's leading spokesmen here in the United States and around the world, representing the interests of more than 170,000 active EAA members at local, national and international events.



The career of Paul Poberezny includes nearly 30 years of distinguished military service as a pilot, test pilot and a veteran of both World War II and the Korean Conflict. Prior to retiring with the rank of Lieutenant Colonel, Paul became the only man in the armed forces to attain all seven aviation wings the military had to offer. Paul was able to accomplish this feat without ever having the benefit of military aviation training, a truly remarkable achievement in itself.

As a youngster, Paul built model airplanes from scratch. By the time he was 16, he had restored a battered Waco glider and taught himself how to fly. He has been in love with airplanes his entire life, although he has often remarked, "I've learned more about people through my association with aviation than I ever did about airplanes." In all, Paul has logged more than 30,000 hours of flight time over more than 70 years of flying. He has piloted nearly 500 different types of aircraft, including more than 170 amateur-built airplanes. He has also designed and built more than 15 different airplanes

and is currently working on a number of separate airplane projects in his private workshop. Paul also served as Publisher/Editor of EAA's publications, including five monthly magazines and numerous technical manuals and research papers, for 34 years. The memoirs of his early years, titled **Poberezny ... The Story Begins**, were published in 1996 and chronicles Paul's background and dedication to aviation.

Admired for his leadership and ability, Paul has served on the Board of Directors of many local, regional, US national and international organizations. He is, without question, one of the foremost visionaries and innovators in the world of aviation today.

Paul Poberezny saw something more in an airplane than a fuselage, wings and a propeller when he founded the Experimental Aircraft Association (EAA) in the basement of his Hales Corners, Wis., home in 1953. He looked at an airplane in flight and realized it captured the inherent right of every man and woman to fulfil their great hopes and dreams . . . and to realize their full potential as they reached toward the sky. Paul had a vision of personal freedom that is so beautifully symbolized in aviation's rich heritage. It was a vision that captured the essence of the freedom made possible by flight.

Paul has designed 15 airplanes, including the "new" Baby Ace, a high-wing, single place, open cockpit aircraft and Super Ace; the low-wing, single place Pober Sport; the Volkswagen-powered Pober Pixie; the two-place Pober Jr. Ace; the single-place, aerobatic Acro Sport biplane; and two Acro Sport IIs, among others. He is also working on a variety of building projects in his personal workshop.

A man of limitless energy, Paul is best known as the founder and guiding light of EAA and as well as one of the world's largest and most significant aviation events - the annual EAA AirVenture Oshkosh. Originally organized by Paul at Curtiss-Wright (now Timmerman) Field in Milwaukee, Wis., for a small group of home-building enthusiasts in 1953, the Convention grew into such a success that it first moved to Rockford, IL, before moving to its permanent site to Wittman Regional Airport in Oshkosh, Wis., in 1970. The seven-day event now attracts an attendance of more than 500,000 as well as 10,000 airplanes to Oshkosh. The economic impact of that *one week alone* for the state of Wisconsin exceeds \$80 million, much of it within 25 miles of Oshkosh.

While it has grown tremendously over the past 50 years, EAA has retained an intimate, "family oriented" atmosphere that is a tribute to Paul's leadership and guidance. EAA's active membership exceeds 170,000 with 105 countries represented. EAA members are proud to reflect Paul's positive, "can-do" attitude in approaching the many challenges faced by the international aviation community in the months and years ahead.

EAA of South Africa salutes you, Sir, with the sincere wish that your health will allow you to be with us for many years to come!





Jumbo River Safaris

015-781-6168 · 083 580 5703 · info@riversafaris.co.za · www.riversafaris.co.za



Yes, definitely a double-breasted mattress thrasher



Malachite Kingfisher

PHALABORWA FLY-AWAY WEEKEND 24-25 SEPTEMBER - by Karl Jensen

Willie van der Walt, who is an avid amateur builder and past member of EAA Chapter 322, owns and operates Jumbo River Safaris on the Olifants River close to Phalaborwa. Willie extended an open invitation to all at the recent Nylstroom Taildraggers' Fly-in. Claus Keuchel ran with the project and 18 of us from 322 flew in to FAPH for a wow weekend as guests of Willie. On arrival, we were whisked off to the Amarula Boma for a presentation as well as sampling of this fine tippie. 18 EAAers laying in supplies for the braai on the barge was like a lesson in herding cats - this cost us many confused trips to the local Spar. After driving to a look-out point on the top of a massive waste rock dump, Willie gave us a detailed talk on the giant mines at Phalaborwa, before driving to the launch site of Jumbo River Safaris where we boarded one of the barges. Zoom in on Google Earth S 23°59' E 031°07'.



Jeremy and Anne- Louise Woods with Cheryl Vormbaum at the Amarula Boma



Willie explains the mine workings



One of the mine excavations

We soon cast off in one of the barges which can each accommodate 45 people. A leisurely tour commenced as the braai fire was lit and libations started flowing steadily. Amid much laughter and animated chatter, we were able to see a lot of game on the banks of the river. As our fly-away happened during the dry season, there was all manner of game and birdlife that loitered near the banks of the river for our pleasure - superb viewing and the animals didn't seem at all perturbed by the animated and raucous chatter on the barge.

The barges operate on a 5 km stretch of water in the lake formed by a weir built to supply the mine and surrounds with water. We docked shortly after dark.



Continued on Page 7...

Continued from Page 6 The following morning some returned home. A group of us hired a minibus on Sunday and spent a glorious day in that paradise called the Kruger Park. Thanks to Willie and René van der Walt and their son Pieter, who was at the helm of the barge and also a big thanks to Claus Keuchel and Caroline who coordinated the event.



Irene meets an old beau!



Braaing on the barge



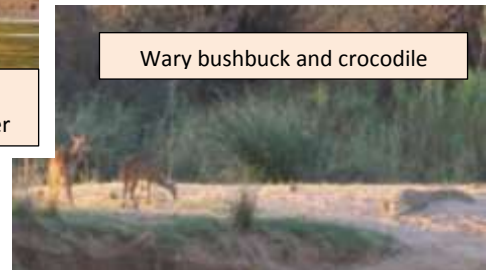
Robbie Dow and Willie van der Walt



Stephen Theron, Jeff Earle, Irene Naude and Mark Clulow at FAPH



Black-winged Stilt and African Skimmer



Wary bushbuck and crocodile

INVITATION TO VIEW PROGRESS ON ROB MCFIE'S T-51 MUSTANG PROJECT

Venue: 20 Green Street, Bryanston

Date: Wednesday 19 October 2011

Time: 18h00 for 18h30 until the last guy leaves

RSVP: Rob McFie, email mustangman@netactive.co.za (NB RSVP essential for catering purposes)

There will be coffee & biscuits on the house, a cash bar for cokes & beers, and a charge of R20 per boerie roll - Rob will light the fire and we're calling for volunteers to braai the boeries. Rob says you're welcome to stay till the hangar talk runs dry. A number of us have been following this build project with great interest and recommend you don't miss this opportunity.

Rob's project has progressed a lot further than these pics



FOR SALE One ZULU headset with Active Noise Reduction, Blue Tooth, front row centre for stereo sound, auxiliary input socket as well as an Auto Music Button to mute music. Imported price R8 500, selling price R7 000.

One Flight Com headset as second headset, price R300.

One Garmin Aera 550 GPS plus all accessories, regular price R12 000, selling price R9 000.

One IC A14 VHF air band transceiver including charger and aerials, price R2 500.

One Knee board ASA, price R200. One CX2 calculator R350.

The goods can be bought as a package for R19 000 or as individual items but then at the requested prices.

Prof. Sakkie van der Merwe, Weltevreden Park, Tel: 011 670 4763

DIARISE THESE EVENTS THAT ARE WORTH ATTENDING

5 October - EAA CHAPTER 322 JOHANNESBURG AGM at the Dickie Fritz MOTH Hall, Edenvale at 18h30 for 19h00. Guest speaker will be Prof. Paul Bartels who serves on the Scientific Programme Committee at International Society for Biological and Environmental Repositories (ISBER) and is Prof. at Wildlife Biological Resource Centre /BioBankSA, National Zoo, NRF and served as Doctor at the Endangered Wildlife Trust. Paul will do a presentation on vultures and the interaction of aircraft and the effects on the survival of these animals. Everybody is welcome!

13 October - EAA AVIATION LEGENDS TALK SHOW at the EAA AUDITORIUM, Rand Airport - The guest for the evening will be Lt. Col. Musa "Midnite" Mbhokota, OC 2 Squadron from AFB Makhado. The host for the evening will be SAA Captain Sean Thackwray. Bookings are essential from Anne-Louise Woods, EAA Auditorium
Tel. 011 888 8495, email: admin2.woods@icon.co.za

22 October - ASSA AGM at Henley Air, Rand Airport 09h30

22 October - EAA CHAPTER 322 CHAIRMAN'S DINNER at Killarney Country Club - bookings through Mike at vintageflyer1@gmail.com; Cell 082 553 7792. Tickets R250/person, tables of 10.

22-29 October - SAPFA WORLD PRECISION FLYING CHAMPIONSHIP - FABS. South Africa and SAPFA are particularly honoured to hold this event. EAA has been asked to assist in the operation and volunteers are called for. Please contact Hans Schwebel 082 656 3005 hans.s@britsgranite.co.za and/or Frank Eckard 083 269 1516 frank.eckard@mweb.co.za
The official opening of the championships will take place on 24 October, possibly featuring the famous Silver Falcons.

5 November - AERoclub OF SAA AWARDS BANQUET at Birchwood Conference Centre - Boksburg. The EAA has booked 2 tables, i.e. 20 seats at R350/person for this prestigious event. Individual bookings via info@aeroclub.org.za or 011 082 1100. The evening will feature guest speaker Major Kevin "Cuda" Currie USAF F-15 pilot with 74 combat missions experience. The event promises to be a vast improvement on previous years by the detailed planning in progress to streamline the National Colours and awards presentations.

12 November - PETER HENGST EAA MEMORIAL BREAKFAST AND SAPFA FUN RALLY - FABS. To enter the fun rally, contact frank.eckard@mweb.co.za

1960 BEECHCRAFT DEBONAIR ZS-AIR FOR SALE

Total Time Airframe: 4754 Engine: Continental IO 470J SMOH: 287 (TBO 1500)

Prop: 2 blade McCauley SOH: 209 (15/6/2006), Garmin GNS 430 Nav/Com/GPS (coupled to autopilot)

King KX 155 Nav/Com, garmin GI 106A ILS/VOR (linked to GNS 430), King KI 202 VOR (linked to KX 155), King KR 85 ADF, Garmin GTX 320 Transponder Mode C, S-TEC 60 autopilot - 2 axis (heading, nav, altitude)

King KMA 20 audio panel, 4 place intercom

INSTALLED OPTIONS:

Speedslope windshield, tip tanks (104 gals total capacity), Wheelen strobes, EI Digital Engine Monitor (EGT, CHT for each cylinder), Shadin fuel flow monitor, Davtron (OAT, Density Altitude, Pressure Altitude, Volts)

OTHER: MPI due 12/10/2011, will be completed prior to sale



Price: R785,000 (private sale, no VAT), Contact: Mike Brown Cell: 082 553 7792

NEWS FROM CHAPTER 1502 EAST COAST - by Alan Lorrimer and Craig Ralphs

Aviators Family Day on Saturday 24 September 2011

Well, what a great day we had! 16 Young Eagles flew in 6 aircraft and they all had fun – GREAT!

Thanks to Brian for a great venue, I had forgotten how nice it is at your spot. Thanks to all the people who supported the event and made it a great day. No people = no fun. Finally a special thanks to the pilots who are mentioned in this despatch: Geoff Liteflight, Noel Liteflight, Noel Drew - a special thanks from me, Brett from Pietermaritzburg with the Maule. An extra special thanks to Foxbat Niel and Skyjeep Trevor, who did 4 or 5 YE flips each. It would be wonderful to make this an annual event with the focus on new Young Eagles.

Hope you all had fun.



REPORT ON CHAPTER 322 JOHANNESBURG 7 SEPTEMBER MONTHLY MEETING - by Gordon Dyne

A beautiful warm spring day followed by a balmy evening saw 70 or so members and friends of EAA Chapter 322 congregate in the Dickie Fritz MOTH Hall for the monthly meeting under the stewardship, as usual, of Karl Jensen. Chapter 322 has a great mix of youth and experience. Men and women from 18 to 80. We also boast amongst our members the President of EAA South Africa, Paul Lastrucci, and the Chairman of the Aero Club, Jeff Earle. The remainder of the audience is a pretty good 'who's who' of aviation in Gauteng. As always Karl kept the official business to a minimum interspersed with the usual bursts of great humour.

Before 'half time' Captain Dave Taylor (SAA B747 Classic Fleet Manager retired) gave us a splendid 40 minute dissertation on the phenomenon of 'Jet Upsets' also known as 'Coffin Corner.' Very interesting. It is quite amazing how much we 'weekend warriors' can learn from these experienced airline captains. Thank you very much, Dave. After a welcome break Karl showed the video he had made during the EAA National Conference at Wings Park East London a month before. The video included the night a number of us spent at that wonderful tourist trap of Port St. Johns. Must be a future venue for an EAA Conference! Do join us please. For more information on EAA Chapter 322 please contact Trixie Heron editor@afskies.co.za

Brian Stableford (the General) addresses the 322 meeting on the "180 Seconds to Live" video clip with Secretary Wolf Vormbaum left and Karl Jensen



NEWS FROM EAA CHAPTER 1503 KLERKSDORP - by Thomas Theron 2nd Time Round - A Tale of Two Europas

In the town, well actually the city of Klerksdorp in the good old Western Transvaal, my dad Roelf and I walked into our empty workshop and were struck by a very peculiar feeling that has been known to hit people after completing their first homebuilt flying machine. It was in 2004 when the realization that a workshop looks better with aeroplane parts in it! My dad Roelf is a veterinarian by profession, having lived and practised in Klerksdorp for the last 32 years.

In my day/night job I am P2 on a Hawker 800 and Citation SII for an Elite Jet operating out of Lanseria Airport.

For 3 years before that our Europa Monowheel project, ZU-COY, had occupied most of our free time and now that we had her in the air we were itching to get started on a new project. After nearly succumbing to the urge to buy a quick build RV kit early in 2006, we found an untouched Europa XS kit on the West Coast of the USA at a price too good to pass up.



The Theron tri-gear Europa XS ZU-TAT



After a few emails and phone calls the kit was in a container bound for the RSA thanks to the super-efficient Jeff Sharman. The great thing about composite aeroplane kits (and quick build RVs) is the fact that you start off with something that actually looks like an aeroplane. The Europa is no exception. Think of it as a giant Airfix model kit - just with a great deal more work to complete. Component quality is top notch with a level of attention to detail not found in most other aircraft kits.

Having valuable lessons during the completion of the first project, we approached the construction slightly differently by planning the whole process in a better way from the word go. A great deal of time was saved by completing a lot of the time consuming tasks early on and putting the parts away - ready for use when required. Although we will say that the Europa was a pleasure to build, it is worth noting we and various others regard it as vastly over engineered in typical British engineering fashion. The practicality of having an aircraft that can be taken apart and put on a trailer in less than 10 minutes is great, BUT this means a great deal of extra work which inevitably takes up a lot of extra time. Construction progressed well up to the 90% done, 90% to go phase, where after things slowed down as I completed my Commercial Licence and moved to the Big Smoke to further my flying career. Eventually we were able to push through and had ZU-TAT ready for her maiden flight on August 14' 2010 after just about 4 years of construction - slightly longer than the first one. The maiden flight went off without a hitch and the proving flight phase progressed well, bar for a few electrical gremlins. Although I did the initial few hours, I was able to get my father current again and sent him solo earlier this year, after which he flew off the remaining hours for the purpose of having the aeroplane signed off for its Authority To Fly. ZU-TAT is pretty much standard apart from incorporating a firewall modification which improves cooling airflow on the ground. We are running a Rotax 912S motor with a Sensenich EZ-Pitch ground adjustable two-bladed propeller. Although we have been pleasantly surprised with the performance of the Sensenich prop, we would ultimately like to fit an Airmaster constant speed unit like we have on the aeroplane's sister ship. For the time being it will do just fine. Inside, the panel consists of an MGL Odyssey EFIS (a truly mindblowing piece of kit) along with an Icom 210 Radio and Garmin GTX 327 Transponder.

As far as flying is concerned, I would say that there are few aeroplanes, both certified and homebuilt, with better handling characteristics than the Europa. The tri-gear undercarriage does of course make ground handling a breeze - not that the mono-wheel is difficult to handle, it is just misunderstood by many resulting in the undeserved reputation!

Saying that building these two aeroplanes has been an awesome experience is a bit of an understatement, as it was MUCH more than that. Few hobbies will literally make you double your circle of friends whilst providing

you with a sense of accomplishment to last you a lifetime! It also provides you with a perfect excuse to buy extra tools. Flying in loose formation for the first time in the two aeroplanes we built together was a perfect ending to the second project. As far as the future is concerned, it is simply a matter of WHAT, not IF we will be building next.



Exceptionally neat cockpit of ZU-TAT



Dad Roelf Theron with son Thomas and Lab

FINAL WORD - by Justin Gloy

You know you have been flying too much when...

1. You drive into a fog or mist and immediately start to stare at the dashboard.
2. You roll down the window and shout "CLEAR" before starting your car.
3. You start logging the odometer readings on your car.
4. You pull out of your driveway and start to drive with your car centred on the dashed line.
5. You get out of your car and start looking for the tie-down ropes.



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Please submit material before the **last Wednesday** in the month to editor@afskies.co.za or karlpix@icon.co.za. Thanks to all who contributed to this edition of CONTACT - keep 'em coming!



DID YOU KNOW? Some useless information to pass the time on a quiet day while your partner is washing your aerie... (yeah right!)

She was only a whiskey maker, but he loved her still.

The fattest knight at King Arthur's round table was Sir Cumference. He acquired his size from too much pi.



No matter how much you push the envelope, it'll still be stationery.

I thought I saw an eye doctor on an Alaskan island, but it turned out to be an optical Aleutian.

An orange peel katty was confiscated in the algebra class because it was a weapon of maths disruption.

A dog gave birth to puppies near the road and was arrested for littering.