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EDITORIAL

It is with great pleasure and pride that For us all that both the Chairman and Vice Chairman of the Aeroclub of South Africa are members of EAA. At the AeCSA AGM on 26 October, Jeff Earle remains in the role of Chairman and Paul Lastrucci was elected Vice Chairman. The AGM was held at the Harvard Café at Rand Airport. The EAA Members present were more numerous than any of the other 15 sub-sections of the Aeroclub.

Each head of the AeCSA 16 sub-sections has a vote on the Board of the Aeroclub. The Executive Committee consists of Jeff Earle (Chairman), Paul Lastrucci (Vice Chairman), Hanke Fourie (Hon Treasurer) and Kevin Storie (General Manager).

In my view, the Aero Club, which has all my respect, is faced with a challenging budget and will have to continue operating with minimal employees. Criticism was levelled at Aero Club for perceived lack of communication, which the Exco has undertaken to address through a new business plan. There is another body in SA which represents far fewer members than AeCSA does and yet their voice is heard loud and clear. The civil aviation authorities are receptive to constructive input. The ever increasing costs at AeCSA have necessitated an increase in annual subs by 11.1% to R300/pa. There are numerous admin changes underway and the introduction of the Fundi CRM system is almost complete.

Kevin Storie has agreed to do a presentation at the EAA Chapter 322 monthly meeting on the importance of Aero Club to the aviation community. When this address is due to take place, we will ensure that our members



Kevin Storie (AeCSA Gen Manager, Dave Mortimer (outgoing Vice Chairman AeCSA), Hanke Fourie Hon (Treasurer).

Aero Club of South Africa

Picture — Athol Franz African Pilot



Front: Rowena Kraidy (MISASA), Dave Mortimer (SSSA), Paul Lastrucci (AeCSA VC and EAA of SA), Jeff Earle (AeCSA Chairman), Hanke Fourie (AeCSA Treasurer and BAFSA), Daniel Ralefeta (T&D). Back: Karl Jensen (EAA, representing ASSA), Waldo Minny (SAHPA), Peter Lawson (PASA), Bob Corbett (AVA), John Boucher (MISASA), Neil de Lange (RAASA CEO and ASSA), Kevin Storie (AeCSA GM).

are informed. It was also mentioned, seemingly just in passing, that transponders with Mode C (altitude reporting) are now required for all aircraft flying "in the vicinity of controlled airspace". This I regard with concern and we will endeavour to clarify the situation as a matter of urgency.

See A transponder.. letter on Page 4



MESSAGE FROM THE NATIONAL PRESIDENT OF THE EAA OF SOUTH AFRICA - Paul Lastrucci

Driving (Flying) Home the Safety Message: I attended two seminars in this month presented by the South African Civil Aviation Authority and both shared a common thread, Safety. I have summarised the gist of the seminars as follows:
4th Annual National Safety Seminar held on the 5th October 2011: Sam Mokgotsane and his team from Airports under the leadership of Gawie Bestbier presented the various pertinent requirements of CAR Part 139 legislation and its sub parts pertaining to licensing and renewal of licences at airports, with a focus on sustaining GA (general aviation) airports dotted around South Africa.

Particular emphasis during the Airports Safety Seminar was focused on the Safety Management System (SMS) which is a global requirement from ICAO guiding decision making and managing risks, in collaboration with the aviation industry in this country. This process is designed to instil maintenance and best practices to help ensure safety at all levels where possible.

The larger general aviation airfields in attendance included Lanseria, Wonderboom and Grand Central and some of the regional airfields in attendance were Beaufort West, Mkuze, Richards Bay, Bisho and a few more.


The objective is for all authorities that manage airfields in compliance with Part 139 and its sub parts to ensure that the facilities are well maintained, with the major emphasis on safety.

5th National Aviation Safety Seminar held on the 19th October 2011 - Working as a Collective toward Reducing the Accident and Incident Rate by half by 2014: A well-attended seminar represented by most of the current stakeholders in aviation in South Africa. The proceedings were opened by programme director Thabiso Tolo followed by a welcome and industry overview by Zakhele Thwala the acting Director of the Civil Aviation Authority. The objective of this seminar was to observe the presentations and then have breakaway groups in the afternoon to establish the initial framework to achieve this goal to halve the accident rate by 2014, based on the current statistics that were shared.

Regulations alone will not reduce aviation accident rate: Speakers included George Mahlalela, the Director General Dept of Transport, Obert Chakarisa General Manager Aircraft Safety, Nicola Colville IATA Country Manager for Southern Africa, General Des Barker ex Military pilot and now with the CSIR, Johan Lottering author of the book Avoiding Fatal Flying Traps and Robin Spencer-Scarr the last speaker of the day, a well-known general aviation pilot, both fixed wing and helicopter. After lunch the breakaway groups consisted of four group workshops: Group 1 Airlines - facilitated by Thabo Fisha and Cobus Toerien. Group 2 General Aviation & Recreational Aviation and Aviation Training Organisations facilitated by AOPA Chairperson, Dr Koos Marais, and General Manager of the AeroClub of South Africa Kevin Storie, and Certification Manager Cathy Teague of the SA CAA. Group 3 Maintenance - facilitated by Fanus Meyer and Marc du Plessis Group 4 Airports - facilitated by Charles Norval, Jeoffrey Matshoba and Rishi Thakurdin.

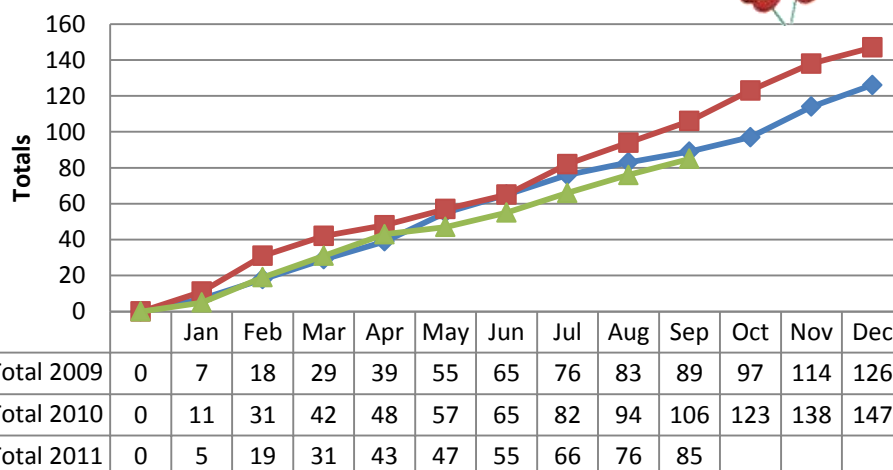
The workgroups' mandate during the afternoon breakaway session was to create the basic framework and establish a group champion to lead the initiative within each group going forward. A major milestone will be the 6th Annual Aviation Seminar in Oct 2012 to report back on progress.

To give a perspective, the number of accidents declined by 21 at end Sept 2011 from Sept 2010, however fatalities cumulative for 2011 were higher at 34 (fatalities) end Sept 2011 against 24 (fatalities) end Dec 2010. Safety in its entirety remains pivotal to reduce both accidents and fatalities.

All good and well - however, the accident rates need to reflect a whole lot more information including flying hours of aircraft and pilots, different types e.g. NTCA, Experimental or amateur built aircraft, first flight incidents, incidents within the 20 hour proving flights, comparing previously certified engines vs. auto conversion vs. two stroke engines, etc. to make them more meaningful. However, statistics will always remain in the past tense and the main thrust is to ensure that, at each Chapter meeting and at every interaction, where possible, Safety remains proactive and top of mind, when building, flying or maintaining our NTCA Gems. Next month: Update on the NTCA Workgroup progress for the 2012 Civil Aviation Regulations. 




Total Accidents Accumulative



NEWS FROM EAA CHAPTER 1502 EAST COAST- by Craig Ralphs, Chairman

Our Chapter held an outing to Richmond on 9 October. We were blessed with wonderful weather and good company - another successful get together. Our gratitude goes to Brenda and Kevin Cox for all their arrangements behind the scenes and hard work on the day, as well as all their helpers. We had approximately 50 visitors which included 13 visiting aircraft, members of the MG and Lotus 7 Car Clubs displaying their vehicles. All in all a great day, so thank you to everyone who attended.

For those of you who may be interested, the FAA has made changes to their legislation which allows the owner of registered aircraft greater flexibility. I've attached the Webinar link (<http://www.savvymx.com/index.php/resources/webinar>) for ease. 



McKenzie Airfield – Richmond KZN



ROB MCFIE'S T-51 MUSTANG BUILD PROJECT - by *Leon Erwee* There are few vintage aircraft as striking and admired as the Spitfire - listening to the sound of a throbbing Merlin is an experience all of its own. Same goes for the equally striking P-51 Mustang, its cousin from the States riding shotgun long distance with the B-17s over Germany. Many a pilot drools about having a 'Mustang Sally' - sadly it is but for the few - so what to do, what indeed? Amateur builders working of plans have been around for eons but in modern times we observe many kits suppliers conjuring up marginally scaled down replicas emulating the handling characteristics of the beasts of yonder years - at almost reasonable cost. All this is creating a proliferation of plane builders, people from all walks of life experiencing the joys of as momentous an experience as you may find: creating a fully functioning aircraft.

South African EAA Chapters are going from strength to strength, and at EAA Chapter 322 we are privileged to have Karl Jensen leading the pack. Expectations are being created, as building from kits or otherwise, becomes more integrated into the local psyche. Rudi Greyling's RV-12 project was first covered in 'CONTACT'. From there we created the best looking RV-12 anywhere and even accountants were involved. Quite a few plans builders/designers are now active and their dreams have one spellbound no end.

The same goes for the T-51 - copied by quite a few kit suppliers (see page 56 of November's African Pilot indicating 'one under construction' in South Africa). The driving force behind this project is Rob McFie who has the project going in his double garage in Bryanston. Rob, assisted by here-there-and-everywhere Trixie Heron, thought it wise to organize an inspection tour recently - and what an occasion that was. Many hours of dedication has the plane looking like - a Mustang. Knowledgeable and like-minded fellows waxed lyrically on all aspects. The major job to be tackled in November, says Rob, is the firewall forward. These specific kits go with Rotax 912 or 914 engines too, but in practice more likely with Suzuki and Honda auto conversions. Not for our man Rob - oh no, he is building his dream, so it has to go all the way with an unbreakable V8 Lexus LS 400 engine of 250hp. Neat Rob, even Burt Rutan toyed with putting that in one of his creations. My personal exposure to the marque lead me to a study by Australian engineers who suggested that these engines are engineered for an astounding 1million km. The brains behind this is Lexus fundi Francois Samouilhan from Micsa, who attended the project visit. We can't wait to see the prop turning - safe flying Rob.

After lots of beer and boerie rolls we departed - what an evening that was - we will be back.

Another view on this subject with pics by Jonty Caplan is featured on Page 7



LETTERS: Congratulations to Andrew Fletcher, who was the lucky ticket holder (C3), and now is the happy owner of a GoPro HD Camera! To all of you who purchased tickets, and to those who sold tickets for us, and to those who made very generous donations, THANK YOU so much - Annie Boone, Sports Aerobatic Club.



Greetings all, Just a note to let you know the next Toy Fair will be on 27 November at the Blairgowrie Recreation Centre, Park Lane off Conrad Drive in Blairgowrie Randburg, there are 'lotsa' Dinkys, Corgi, Matchbox, Tekno, Hot wheels, Johnny Lightning, cars & trucks, trains and planes. Come along from 9am till 2pm. There's 'lotsa' parking with refreshments available as well. Bring pocket 'monee'. Don Ravenscroft




A transponder enforcement was in place for all aircraft issued per SA AIP ENR 16.2.3.2. This required that a transponder be present in all aircraft operating near to controlled airspace. This no doubt would be a costly compliance for all especially the Sport Aviation, Experimental and Amateur Built aircraft fraternity. The following is the response from SA CAA Jeoff Matshoba to issue a Notam to remove the restriction and hand amend the AIP. Many thanks to Kev Storie GM of the AeroClub and Jan van der Linde ATNS at Bloem airport successfully pursuing these, "all of a sudden regs" that pop up from time to time.


Paul Lastrucci.  **Thank you Aero Club of SA for your vigilance and rapid intervention - KJ**




Hi Mike (*Brown*), Thanks for the time spent chatting about the Young Eagles. It's a pleasure to hear how enthusiastic you are about getting our youth to fly. I have been flying and instructing in ultralights for some years, and during my term as development officer for Misasa, arranged various days for the youth to fly. Unfortunately, as you pointed out, the kids don't have an avenue open to them to pursue their passion if they discover it within themselves on that first flight. In those years ('95-'98) I worked closely with the SAAF's Siyandiza programme and they had (still do) the problem of no aircraft suitable or available for use. Eventually I have secured the dealership for Quicksilver South Africa, and now would like to see more Quicksilvers out there. At 12 odd litres of mogas per hour, and an initial relatively small outlay for the aircraft, it makes the dream so much more obtainable. Quicksilvers are credited to having trained more three-axis pilots than any other aircraft, probably because they are very easy to fly, unblemished safety record, and inexpensive to own and operate.

I will keep you posted on developments, and look forward to seeing how, as you said, the various role-players can cooperate to achieving a common purpose. Kind regards, Louis Jordaan 

Continued on Page 5

Continued from Page 4 Hi Karl, I would like to present a CESSNA 175 project for sale to members of EAA. I started this project when I was still flying with SAA. Airframe work is finished, interior finished with leather and carpets, refurbished Lycoming A430 engine, VP prop, no instruments. Asking R260,000. Regards, Louis Wilken, Flight Engineer
083 629 0751 



Hello Karl, We would just like to say how much we enjoyed being at the EAA 322 Chairman's dinner last Sat evening in the company of friends. We thoroughly enjoyed listening to your presentation and the humour as usual was out of the top drawer. The overhead presentation was such a fun reminder of the friendship and camaraderie that takes place during the year. Many thanks also to Mike Brown, he is an organiser extraordinaire, an excellent MC and it is such a pleasure and honour to be a member of 322. Regards,
Paul and Beverley Lastrucci 

AN AVIATION LEGEND IN THE MAKING GRACES THE EAA AUDITORIUM STAGE - by Gordon Dyne

On Thursday 13 October, after a lapse of two months, the EAA's Aviation Legends Talk Show, bounced back with a vengeance at the EAA Auditorium at Rand Airport. Yet another full house.


The guest was Lt. Colonel Musa 'Midnite' Mbhokota, an aviation legend in the making. The Colonel who joined the South Africa Air Force (SAAF) in 1994 has flown all the fighter types in the SAAF's inventory. These included Pilatus PC7s, Impalas, Cheetahs, BAE Hawks and SAAB Gripens. Musa even lived in Sweden for three years being trained by the experts at SAAB. Quite a journey for a young African from a small village. Our own Jeremy Woods and Jeremy's sister Robyn can take much of the credit as they have known Musa since he was a very young man and encouraged his interest in flying.

Any cynics amongst the audience who doubted if Musa could hold the floor on his own for more than two hours were soon silenced as Musa proved to be an articulate speaker with impeccable English. It is not difficult to see why Musa currently holds the position of Officer Commanding 2 Squadron and is about to leave for a 14 month Test Pilot's course in California.

The host for the evening was Captain Sean Thackwray, himself a guest at the talk show only a year ago. At this time Sean is an Airbus 340 captain with South African Airways (SAA) and is part of the current Flying Lions (Cell C) Harvards aerobatic team. Sean was the perfect interviewer for the evening as he too was formerly a captain on Mirages and Cheetahs with the SAAF and knew precisely the right questions to ask the young colonel.

Too soon the evening was over and the audience departed. However, all of us felt that there is still a 'chance' for our beautiful South Africa, with a man such as Colonel Mbhokota possibly becoming Chief of the SAAF and then perhaps becoming a politician. Fingers crossed.

Thank you for your time, Colonel Mbhokota, and may we wish you and your beautiful wife all happiness and success in the future. Thank you too, Sean Thackwray for being the perfect host.

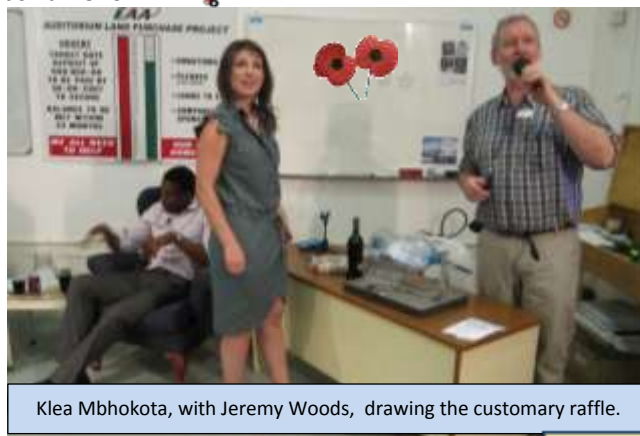
As usual, most grateful thanks to the versatile Jeremy Woods and his wonderful hard working wife Anne-Louise for all their preparations in making these evenings the success they are. To engineer Jonty Caplan for your input, our grateful thanks. To our three braaiing musketeers Ronnie Alcock, 'Potty' Potgieter and Coen Swart, similar thanks. Thank you Cheryl Vormbaum for assisting Anne-Louise at the door. Thanks too, Justin Gloy for running the bar so well and to Jeremy Woods' 'Man Friday' Alson for being everywhere and for doing everything. Finally, thanks to our knowledgeable audience for joining the fun at another very successful EAA Flying Legends Talk Show. 



The EAA Auditorium packed to the gunwhales to listen to Musa and Sean.



Sean Thackwray and Colonel Musa 'Midnite' Mbhokota.



Klea Mbhokota, with Jeremy Woods, drawing the customary raffle.

INVITATION FROM EAA CHAPTER 1503 BLOEMFONTEIN - by Jack Onderstall

SPREAD THE WORD!

EAA Sun and Fun Fly- In to Tempe Airfield 12 November 2011.

The Bloemfontein EAA Chapter 1503 will host a Sun n Fun type event at Tempe on 11-13 November 2011.

Event organiser: Jack Onderstall 082 770 5505 and jmo@iafrica.com

Piper Tube n Rag participation: Kassie Kasselmann.

Media, sponsorships and skydiving activities: Johan Laubser.

Main sponsor: Imperial GM of Bloemfontein. Dealer principal, Henri Roux

General programme: Arrival at the airfield will be on the afternoon of Friday 11 November 2011. Main event will be from 09h00 to 17h30 on the Saturday.

Landing fees have been kindly waived by Airport Manager and Safety officer Charlie Marais.

SPREAD THE WORD!

Avgas and Jet A1: Both available on the airfield. Inclusive prices are Jet A1 R10.13 /l and Avgas R13.00/l

The event will cover a wide range of activities with owners and builders of kit planes, advanced parachute skills and training, tandem jumps and skydiving, helicopters and training, pilot training, simulators and flying schools, gyroplanes, training and flights, gliding and soaring, state-of-the-art model aircraft displays, forums and meetings for educational purposes, Young Eagle opportunities, showcase and live chats on interesting and historic aircraft, hands-on experience with the builders and pilots of home built aircraft, static display and flights of the vintage Piper Tube n Rag type aircraft, aircraft judging and prizes.

Fun rally organised by Mary de Klerk. Piper Tube n Rag judging and Piper awards.

SPREAD THE WORD!

A shuttle service will be available. The main sponsor is Imperial GM Bloemfontein.

Will all Chapter Chairmen kindly encourage their members to please support the event in Bloemfontein.

Accommodation: Camping on the airfield at the Skydiving club. Fee is R20/night per person.

Please contact: Ernst 071 604 0502

SPREAD THE WORD!

Korhaan Lodge: 051 451 1733 korhaanlodge@iburst.co.za

3km away from Tempe - shuttle service available. Call John 082 4500 141 for the following specials.

Rooms with 2 single beds @ R300/p including breakfast, rooms with double bed @ R400/p

A similar deal is available from Bains Game Lodge: 5km from Tempe. Special tariffs for large groups

Luxury self-catering Log Cabins for two or five people and hotel rooms, single or double.

Contact reception@bainsgamelodge.co.za or tel/fax : 051 451 1761

Die Rusplek: Elize du Plooy, 051 522 4510 or 084 230 2015 elize@ggi.co.za

Alternatively, contact BLOEMFONTEIN CENTRAL ACCOMMODATION RESERVATIONS 051 522 0008 or 522 5008.

See you there - Jack Onderstall EAA Chapter Chairman 1503 Bloemfontein.



The President and Council of SAIMEchE cordially invite you to attend the SAIMEchE JOHN ORR LECTURE 2011 'BLOODHOUND SUPERSONIC CAR' by Wing Commander Andy Green

SAIMEchE hosts the very prestigious John Orr Memorial Lecture each year to commemorate the achievements in engineering education in South Africa. The history of this prestigious lecture dates back to 1961 when the first lecture was initiated to honour Professor Orr. This year the John Orr Lecture will be delivered by Wing Commander Andy Green.

BLOODHOUND SSC - An Engineering Adventure: The BLOODHOUND supersonic car aims to be the world's first 1000 mph (1600 kph) car. Powered by a state-of-the-art jet engine and a huge hybrid rocket motor, BLOODHOUND SSC will develop over 130 000 horsepower and cover 16 kilometres in 100 seconds from a standing start. Yet the main aim of the Project is education to inspire the next generation of engineers with the sheer excitement of science and engineering, by sharing the highs and lows of building and running the world's fastest Car. Wing Commander Andy Green, BLOODHOUND SSC's driver, is a Royal Air Force Fighter Pilot and holds the current World Land Speed Record (1220 kph). He will outline the captivating story of how the current World Land Speed Record was set back in 1997, as well as the amazing science and technology behind the extraordinary new BLOODHOUND vehicle.

Wing Commander Andy Green, 'The Fastest man on Earth', is a serving Royal Air Force Fighter Pilot and a veteran of combat theatres around the world. Andy has flown the F4 Phantom, the Tornado F3 and the Harrier 'Jump Jet' and has commanded Royal Air Force operations in both Iraq and Afghanistan. Driving Richard Noble's Thrust SSC (SuperSonic Car) in 1997, Andy set the world's first and only supersonic land speed record at an astonishing 763 mph, driving literally 'faster than a speeding bullet'. The team overcame huge technological, practical and personal challenges in pursuit of a unique Land Speed Record, driving faster than the speed of sound for the first time in history.


After setting the outright Land Speed Record in 1997, Andy went on to drive the JCB DIESELMAX car in 2006. He and the team overcame some very different but equally challenging problems to smash the diesel record, setting the new mark at a remarkable 350 mph for the world's fastest diesel car - powered by JCB digger engines. Not content with these records, Andy is now involved in perhaps the ultimate Land Speed Record challenge. He is the driver for the new BLOODHOUND SSC, designed to reach an astonishing 1000 mph. Using his previous Thrust and JCB experience, and drawing on his first-class Mathematics degree from Oxford and his experience as a Fighter Pilot, Andy is a central member of the design team for this remarkable car. The lecture tour will be held in the evenings at the following centres:

Johannesburg University of the Witwatersrand 15 November, Cape Town UCT 17 November, PE Nelson Mandela

Metropolitan University 23 November, Durban University of KZN 24 November. Go to www.saimeche.org.za and select the Calendar, then open the applicable venue. Each lecture will start at 18h00 for 18h15. The registration will be extended to the public. We expect an overwhelming response so please register your attendance early. Please only register if you are certain to attend.



FANIE BEZUIDENHOUT'S (EAA Chapter 322) LAPA


Fanie was at one time a Senior Flight Steward at SAA. He also built and rebuilt his well-known Jodel "Purple People Eater" and received Gold Wings for his effort at the EAA 322 Year End Dinner function this year. Fanie acquired a whole lot of galley equipment from an airliner scrapping event and has built this unique interior to his Lapa. Many a good time will surely be spent in this convivial watering hole! 



EAA CHAPTER 322 NEXT MEETING WEDNESDAY 2 NOVEMBER - by Gordon Dyne



Members, friends and frankly anyone who loves aviation is reminded that this coming Wednesday 2 November is meeting time again at the Dickie Fritz MOTH Hall in Dowerglen at 18h00 for 19h00. The beers are guaranteed to be so cold that they will hurt and, accompanied by boerie rolls from the braai most kindly organised by Ron van Lear, will probably lead to a soporific atmosphere in the hall. However Chairman Karl Jensen will ensure that none of us 'old toppies' nod off during his meeting by relating one or two risqué stories interspersed with the serious matters of 322's monthly activities.

After a short break we will all sit back and enjoy a talk by well respected Air Traffic Controller (ATC) Bob Allison. Bob will be giving us a lighthearted look at the function of ATCs past and present. Many of us who have flown into Bob's air space know what an absolute pleasure it is to hear Bob's reassuring calm dulcet tones as we immediately know that Bob has everything and everybody under control. Crowded air space is not in Bob's vocabulary. I know Bob spent some time as an ATC in Libya before and during Gadaffi's 'bloodless' coup. Bob disputes this 'bloodless part' and says that many senior people from the old regime were 'put to the sword'. It promises to be an excellent talk. Do join us - hope to see you there. 

A P-51D MUSTANG IS BORN - by Jonty Caplan

The P-51D Mustang needs no introduction, a truly iconic propeller fighter of WW2. I have seen various kit Mustangs on the Internet. The Titan Aircraft website shows a very impressive all-metal design. Even at three quarters full size, this kit captures the sheer presence of the full scale icon of aviation history. The P-51D is a favourite of mine and after seeing this kit I thought 'what an amazing project to take on.'

As an aero-engineer in training and having some reasonable hand skills, I jumped at the opportunity to actually get up close to a real kit. Our fantastic host and owner of this fabulous kit is Rob McFie and he invited fellow EAA322 members to a braai at his house to inspect the progress. There was a great turnout of some 30 members.

Originally a qualified fitter/turner, Rob is a natural with things hardware related but makes a living

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continued from Page 7.. as a life insurance specialist. He was introduced to aircraft by his father who built radio controlled models to perfection. His uncle flew in WW2 for the SAAF 'Shark' Squadron who operated the Mustang P-51 A/B models. This is where his passion for the Mustang began. Rob always wanted to build an aircraft and the fact that it could fly was the cherry on the top. The first project was a Benson Gyrocopter powered by a 2-stroke drone engine. This ended up in quite a few stitches and a damaged ego, after it rolled over during a tow test. Next came an Eagle Microlight that had drag rudders at the wing tips and a canard up front and most importantly an owner's manual. After a hiatus of about 10 years Rob bought a trike and started to enter flying competitions. At this point he has an MPL with some 2400 hrs. He is a 2 time South African solo champion and Gauteng champion. He also holds National Colours and has represented the country at two world championships.

The Mustang bug had bitten hard. In 2001 Rob found a Loehle 5151 Mustang kit. It was literally a very expensive box of wooden sticks. After 14 months of very hard labour 'Short Fuse', later renamed 'Who Flung Dung' emerged. Only those who have built a wooden kit from scratch will truly understand the skill required. The washout in the wings had to be carefully jigged up on a table. Unfortunately this aerie suffered an engine overheat and was written off after an emergency landing.

Still determined to build a Mustang, Rob found the Titan Aircraft kit at Oshkosh in 2003. The order was placed and the boxes of aluminium sheets arrived in 2008. Now this is no beginners' kit. The basic form of the fuselage is pre-fabricated tubular steel and the rest is all aluminium which requires a high degree of builder skill. Every rivet hole has to be drilled from scratch! All the sheet work has to be shaped from scratch according to the detailed drawings. Many details intrigued me such as the wing construction with a D-Box made with foam and bonded metal skin. This is joined to the main spar with rivets along the spar cap. Half ribs then connect to the rear spar, which carries the flap and aileron mountings. The ailerons have a mass balance hidden neatly inside the wing. The flaps are electric and there is an electric hydraulic pump powering the fully retractable main undercarriage. In line with the full scale, the tail wheel is fully retracting, complete with little doors. There is a scale like belly radiator, but I'm not sure whether it makes use of the 'Meredith Effect' to offset its drag and produce a bit of thrust. The large cockpit seats two with full dual controls and Rob has done a splendid job on the panel which includes a Garmin 430 moving map. The circuitry in this aircraft is interesting; it was designed by Jay Hyde, an electrical engineer. Jay gave us a very informative presentation on the circuit design. He made the point that in an automotive powered aircraft the battery is critical. This one has two batteries and if there is a problem one is automatically switched out to act as a backup when needed. Also there are heavy duty solenoid isolators right next to the batteries, which are mounted in the rear fuselage; this prevents long live wires possibly starting a fire in the event of a mishap. There are many items on this kit of great interest and one worth a mention is the power plant chosen. Rob has decided on Toyota Lexus 4.7 V8 and is working with Francois Samouilhan who has developed modifications to this engine for use in aircraft. He has completed five installations and one which has reached about 500hrs, is still going strong. Rob has strengthened the front end for this beast. It should be a winner after careful C of G calculations. Providing tractive effort will be a 74" three blade constant speed propeller. VNE on the kit is 240 kts, so it would be interesting to do a cruise speed calculation. I might just try with the theory I'm busy with on my course... I urge those of you who are thinking of building a kit of this nature to contact Rob, he is absolutely passionate about the Mustang and the process of producing it. I certainly will be back to see further progress. Thanks, Rob!



The Eagle microlight



Rob's Loehle 5151 Mustang



Rob McFie makes a point!



Rob with major components of his advanced Mustang project



EAA CHAPTER 322 AGM AND INCOMING COMMITTEE FOR 2012 - by Karl Jensen

About 60 members attended the AGM on 5 October. Mike Brown was re-elected as Vice Chairman. After serving for 3 years, Archie Kemp passed on the baton of Hon Treasurer to Walter Doubell (retired ABSA Bank Manager). To spend more time working on his C-Wolf project, Wolfgang Vormbaum has relinquished the role of Secretary to Stephen Theron. I thank these gentlemen for their sterling efforts and dedication to their duties. Kevin Hopper from Skyworx with his extensive background and technical expertise has agreed to be the 322 Technical Officer. Trixie Heron will continue as 322 PR and be responsible for membership and regalia matters. Trixie also critic the CONTACT newsletter and does a great job in tempering my occasional written frustrations and once actually found an error, although that was a long time ago (I wish!). Jayson van Schalkwyk remains the Young Eagles Coordinator and of course Jeremy Woods continues his role as Auditorium coordinator - his dedication has been remarkable ensuring the runaway success of this worthwhile project. Our own Ernest Gann, Brian Stableford, a man who has a reputation for always keeping his powder dry and taking no prisoners, has been appointed Ombudsman.

A SPLENDID EVENING AT EAA CHAPTER 322 ANNUAL CHAIRMAN'S DINNER - by Gordon Dyne, pics by

African Pilot

What a tremendous time we had at the 2011 Chapter 322 Annual Chairman's Dinner held last Saturday evening in the Gazebo room at the Killarney Country Club. Chapter 322's vice-chairman Mike Brown had, for the second consecutive year, pulled out all stops to ensure a memorable evening. The guest list read like a who's who of aviation with Major General Des Barker, USAF Air Attaché Major Kevin Curry and Paul Lastrucci EAA National President to name, but three. After an enjoyable 'pre-flight' meeting, Mike welcomed us all with 'please be seated' and 'start and pushback and taxi clearance requested...' Out we 'taxied' to a magnificent dinner comprising a classic Caesar salad, followed by tenderloin of beef served with a sauce Pinotage. The meat was delicious - so tender and succulent. The dessert of strawberries and naartjie chocolate in which to dunk the strawberries complemented a perfect dinner. After our main course Mike introduced us to Chairman Karl Jensen and we all sat back, drinks in hand, knowing we were in for another fine speech, interspersed with humour, from our evergreen 'Peter Pan' Chairman. We were not disappointed. After running through the events of the year, Karl turned his attention to presenting awards to many members of the Chapter who had made noteworthy contributions during the year. Much hilarity accompanied this presentation as one would expect from Karl. Sadly all good things come to an end and after a good 'hangar party' we were soon bidding each other farewell as we shut down our engines after another great evening with colleagues and their spouses from South Africa's most active EAA Chapter.

Huge thanks to Mike Brown and his team of volunteers, which included Irene Naudé who made the beautiful floral decorations and Trixie Heron who dashes hither and thither doing everything asked of her. To Mike's partner, Gerald Harvey, thank you so much for the beautifully designed menus - surely a collector's piece? Gerald with his inimitable creative flair also designed the aviation theme table décor and the place setting names. Thank you, Gerald for your enthusiastic participation. No thanks would suffice without mentioning our Chairman Karl Jensen who has the energy of a thirty-year old. Ably supported by his lovely wife Val, who deservedly won an award for 'the power behind the throne,' Karl keeps Chapter 322 going with his dedication and never-ending enthusiasm. The name Jensen and 322 are synonymous. Finally, thanks to all the members who attended this great evening. I am sure like me you cannot wait until the 2012 annual dinner.



Mike Brown and Val Jensen



Justin Gloy, Mike Brown, Brian Appleton, Ralph Hurwitz



Irene Naudé



Jeremy Woods



Trixie Heron



Walter Doubell



Archie Kemp



Athol Franz



Gordon Dyne



DIARISE THESE EVENTS THAT ARE WORTH ATTENDING



2 November Wednesday - EAA Chapter 322 monthly meeting 18h00-19h00 - article on Page 7

5 November Saturday - Aero Club of SA Annual Awards Banquet - 011 082 1100 or reception@aeroclub.org.za

10 November Thursday - Aviation Legends Talk Show. Guests: Mike Blyth, James Pitman and Jean d'Assonville are by now names known to almost all people in the South African aviation fraternity. They are known for their vision, drive and 'courage' in designing, building and flying their own single engine Sling Aircraft around the world. Not once but twice! And each time in a newly designed aircraft which had only just completed its 40 hour proving flights. Some think they are extremely brave, some think they are foolhardy, but whatever you think of them you cannot deny the legendary images they have created for themselves by their daring acts and skill. Booking is now open but be advised **BOOKING IS ESSENTIAL!!**
admin.woods@icon.co.za or phone Anne-Louise at 011 888 8495/6 (office hours).
 Time: 18h00 for 19h15 (Enjoy a Boerewors / Steak roll and drink before the show)
 Venue: EAA Auditorium, Hurricane Road, (NOT thru Main Gate), Rand Airport.

12 November Saturday - Peter Hengst Memorial Fly-In and Breakfast to Brits hans@britsgranite.co.za

12-13 November - Chapter 1503 Bloemfontein Fly-In weekend – more details on Page 6

3 December Saturday - SAPFA Fun Rally at Springs frank.eckard@mweb.co.za

11 December Sunday - Chapter 1502 Year End Lunch Contact Craig Ralphs craigralphs@telkomsa.net

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For anyone relocating to Durban and wishing to get involved in a syndicate that has two aircraft, please note the following: This is an extremely well run syndicate with all financial aspects handled by a professional accounting firm, and bookings/flight data managed via a dedicated website. Typically all members get together at least once a year in order to discuss the annual financial statements and any other pertinent aspects that may require attention, although any member may call an urgent meeting at any point if required. Aircraft wholly owned by the syndicate are as follows:

ZS -FWU	1969 Piper Cherokee -235C	Fresh MPI in June	Present flying cost	R765 /hour
ZS -KHM	1973 Piper Cherokee 6 - 300	Fresh MPI in July	Present flying Cost	R765 /hour

Monthly syndicate fixed costs per member: **R2 060.00 + VAT = R2 348.40** - this covers MPIs/hangarage/insurance/licensing, etc. Contact Kevin McCormack on 071 873 9909 or khmfwu@hotmail.com



PITTS S1S FOR SALE

Total time 1500 hours since engine overhaul - 249 Propeller 75 hours since new. Excellent condition. R400,000 no VAT applicable Contact Graham Kew 082 576 4882 graham.kew@bhpbilliton.com



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 will be completed prior to sale. Price: **R750,000 (private sale, no VAT)**
 Contact: Mike Brown: 082 553 7792



VACANCY: Kevin Pearman, owner of Aeroprecision at Rand Airport has a position for an experienced CFI. Go to www.aeroprecision.co.za 011 824 2262



PIPER SUPER CUB - I miss my flying with *Spirit of the Wilderness* dispirted in Tom Willows Rand Airport hangar seeking a new owner who will carry on flying for conservation. Paul Dutton i_dutton@tiscali.co.za



WHAT TO DO ON A SATURDAY - by Walter Doubell (Chapter 322)

On Saturday 8 August, Karl, Stephen, Justin and I went on a twofold expedition. The first job was to do a safety audit of Brits airfield. This was for the display at the opening ceremony of the SAPFA World Precision Championships on 23 October. The second task for the day was for Karl to commentate for an aerobatic display at the valley of the Waves at Sun City.

So, the three troops duly mustered at Karl's hangar and after ZU-VAL was pre-flighted, we blasted off at 09h30 to Brits via Pinedene and Hartbeespoort, with me in the jump seat and Stephen and Justin in first class behind us. Stephen and Justin were doing some serious flight planning with a GPS and we were constantly updated with ETA's. Karl mischievously gave the two navigators varying airspeeds and asked them to re-calculate the ETA, giving them some good exercise in mental arithmetic.


After touchdown at Brits we were received by the very hospitable Brits Flying Club members. The airfield was in superb condition for an international event. After a snack and my audit we 'cleared prop' for Pilanesberg.

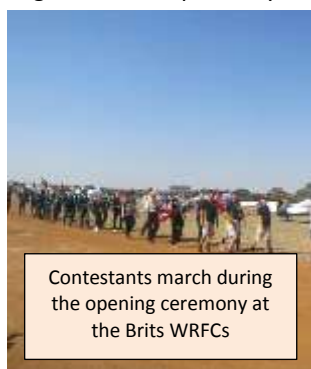
The route from Brits to Pilanesberg is over some large mines. One only really sees what large scale mining operations do to our environment when you fly over the mines. Yet, we need the mines as well and have to accept that economic progress has a price.

Pilanesberg airport is an excellent facility. The personnel are friendly and Karl's pre-arranged transport to Sun City was top class. Sun City was buzzing. There were thousands of people. We were whisked through a private staff entrance to the Valley of the Waves. This facility has a man-made wave that is the source of much entertainment. We had some time before the display and it was interesting watching some beautiful young ladies in their bikinis as well as other more corpulent ones, all enjoying the sun. It is good to see South Africans having fun in harmony and peace.

The event at Sun City was the finals of the Boerewors Braai competition and the yearly Huisgenoot super star music awards., co-sponsored by Huisgenoot and Clover. The sponsors had arranged for one of Scully Levin's aircraft, a Zlin 50 branded with their logos, do an aerobatic display over the Valley of the Waves. Karl was to keep the crowd entertained and informed during the display. Stephen and I would do the radio work to assist Ellis Levin, the display pilot. His display had the crowd on their feet, clapping and cheering. The pièce de résistance was a knife edge flypast at low level. The flying was complemented by Karl's excellent commentary.

Justin rode in the copilot's seat on the flight back to Fly Inn from Pilanesberg with Stephen and me in first class. The flight was over far too quickly. Once again, Karl did a greaser of a landing on the grass at Fly Inn. It is a true pleasure flying with him. He has an encyclopaedic knowledge of the area. Not only does he know a lot about the geographical features but he knows the history as well.

The Cessna 170 is a true classic, performed faultlessly. After putting her to bed, suitably covered in green 'pyjamas', we said our goodbyes and left for home. Driving home in the Saturday evening traffic, I could not help reflecting that flying in a light aircraft is probably one of life's bigger privileges. Now, *that* is how you spend a Saturday! 




Contestants march during the opening ceremony at the Brits WRFCs



Youth Development presentation at Brits



Spectators at the opening ceremony of the WRFCs at Brits on 23 October 2011

Walter Doubell is the EAA of SA and EAA Chapter 322 Safety Officer. He officiated as Safety Officer for the air display during the opening ceremony of the SAPFA World Precision Championships on 23 October - his first 'solo' ASSA accredited airshow. Congratulations Walter - KJ 

CONTACT is the official newsletter of EAA of SA. This edition was happily compiled by Karl Jensen and edited by Trixie Heron 31 October 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. Thanks to all who contributed to this edition of **CONTACT** - keep 'em coming! WE NEED YOUR SUPPORT SO SEND US YOUR NEWS AND SEND IT ON!

STOP PRESS At the EAA Chapter 973 Krugersdorp held on Sat 22 October a new committee was elected. Congratulations to the new team, and best of luck in your efforts to grow the Chapter. We look forward to hearing about your exciting plans for the year ahead. You can count on EAA of SA in general to support you in every possible way. Chairman: Anthony Spence; Vice Chairman: Roy de Stadler; Treasurer: Christa Greyvenstein; Committee member: Trevor Davies. The full committee to be decided at the next Chapter meeting will be held at 14:00 on 19 November in the Clubhouse of the Krugersdorp Flying Club. Everyone is welcome to attend and bring guests along. – Trixie Heron