



BRAKES ON THROTTLE SET
CONTACT

MARCH 2012
www.eaa.org.za

CHAPTERS: 322 575 778
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THE OFFICIAL NEWSLETTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION OF SOUTH AFRICA



EAA NATIONAL CONVENTION AND FLY-IN 2012 WILL BE HELD AT MARGATE 27 APRIL - 1 MAY

The convening Chapter 1502 East Coast URGENTLY needs your ideas and help.
Please contact Craig Ralphs at CraigRal@Nedbank.co.za or 083 635 5295

WHAT'S ON

7 March: EAA Chapter 322 monthly meeting will feature guest speaker Sias Dreyer who will be doing a presentation on the flyingYOUTH website. You don't want to miss this. It's an IT program that can do so much for EAA and our members for renewing and upgrading your licences as well as your understandably great flying skills. 18h00 for 19h00 at Dickie Fritz MOTH Hall, Dickie Fritz St, off Elm Road, off Linksfield Rd, off N3, Edenvale.

9-10 March: Bultfontein Vliegklub action-packed country airshow. Accommodation available with free transport. Pilots flying in on Sat 10 March must arrive before 09h00. Free breakfast to pilots - copilots and pax R45/person. Departures Sat after 15h00. Contact Piet Vermaak 082 571 3422 or Freddie Nel 082 452 4061.

15 March: EAA Flying Legends Talk Show at EAA Auditorium Rand Airport hosted by Capt Eon de Vos - guest to be confirmed. Jeremy and Anne -Louise Woods will send out notices.

24 March: EAA 322 monthly breakfast fly-away to the beautiful 5-star Welgelegen Manor near Balfour. Details page 6. Please advise Emmie Oelofse of numbers on 083 995 5089 or emmie.oelofse@intekom.co.za

31 March: Project visit to see Wolfgang Vormbaum's C-Wolf plus breakfast - from 08h30 onwards. Address: Vormbaum Engineering, 13 Seventh Street, New Doornfontein. RSVP before 29 March for catering to vormbaum@netactive.co.za or 082 888 9493. There is secure parking - no incident since 1977! - Wolfgang

27 March - 1 April: EAA USA Sun n Fun - Lakeland, Florida.

4 April: EAA 322 monthly meeting.

13-15 April: SAA Pilots fly-in and airshow at Zebula.

27 April -1 May: EAA of SA National Convention - Margate. Book early for accommodation and car hire as there is also a bikers' event over the long weekend.

12 May: SAAF Swartkops Airshow - see page 5

21-23 June: Komatipoort Prawn Festival fly-in. We have created a page on the website for registration to attend the event. <http://fun2fly.co.za/fly-in-bookings/> Let us know if we should add anything. We will also create a link to the town's main festival page as soon as the town guys are up to speed. Anyone wishing to attend must please fill in the form to assist us with planning the event.

Contact Stefan Coetzee 082 601 8970 stefan@saplanes.co.za

20-22 July: EAA Nylstroom Vliegklub Taildraggers fly-in. Richard Nicholson 082 490 6227 rgn@pcwireless.co.za



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NEWS FROM EAA CHAPTER 1262 EAST LONDON - by James Wardle

Our Chapter 1262 AGM was held on 21 January 2012 at Wings Park. The Chairman's report covered the past year's activities and in particular the Convention that was held at Wings Park in August. We arranged a number of fly-outs to various locations for breakfast or lunch, and these proved to be very popular.

The new committee was elected and although the chairman tried to get new blood into the chair it was without success and the new committee members are:

Chairman: James Wardle, Treasurer: Dave Hartmann, Events coordinator: Pat Hill, Technical: John Waterson, Liaison local clubs: Wayne Munro.

The Chapter owns a hangar at Wings Park and the possibility of obtaining an aircraft build project was discussed. If you have any suggestions or contacts for a suitable project for our members to restore or build, we would like to know about it.

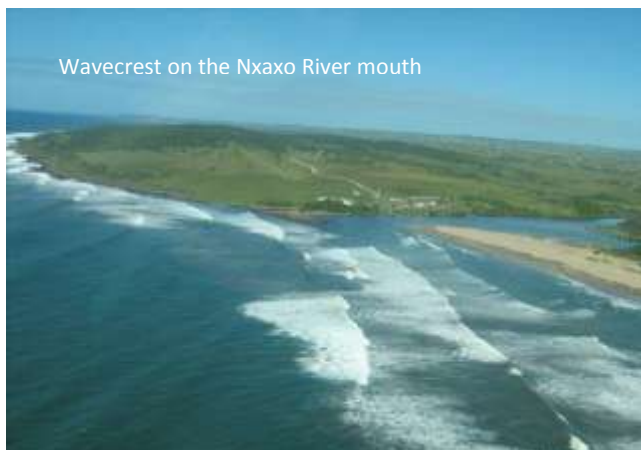
On 10 March 2012 we are having a fly-in for all types of aircraft and we would like to see homebuilts, kits, vintage and all. If anyone wishes to come in on the Friday and leave on the Sunday, that would be great. You just need to let us know what accommodation you require. Fuel, food, and beverages will be available.

Contact James jgmj@absamail.co.za 082 639 0395.

On 5 Feb 2012 we had fly-out to Grahamstown for brunch and about six aircraft joined in the fun - it was a great experience.

On 12 Feb 2012 about 18 aircraft joined a breakfast fly-out to Wavecrest, an ideal aviation-friendly venue and we were lucky to have the weather gods smile on us. This kind of fun flying is great for any chapter and a wonderful experience for pilots, copilots, and passengers.

One of our members, André Verster, has started a unique school in Fort Beaufort where pupils can follow an aviation course and leave school with a pilot's licence. (See page 3.)





Wings Aviation Academy High School

I am aware that Fort Beaufort is a long way away from JHB, but thought that you might be interested in our fly-in, even if it is just from an information point of view. My husband, André and I have started a small private school from grade 8 to 12 with a full academic curriculum on a self-paced learning system with an Aviation stream. The students do ground school and are taught to fly from age 15 with a student licence for LSA. They then progress to their PPL when they turn 17, thereby putting them streets ahead of those who leave school and then go to a flight school. There are no other schools like this in Africa and Europe. There are two which have a similar vision in the States, but they are backed by NASA and Boeing, focussing on Aeronautical Engineering. We have capacity for 40 students with hostel facilities for 15. The Grahamstown Flying School is currently doing the flight and ground school training of our students for LSA. We launched the concept last September and instead of our original plan of only starting in 2013 after a year of intensive marketing as we are self-funded, we decided to bite the bullet and start this year. We have started with 16 students, 9 of whom are in the hostel. We have opened the school to the local community, i.e. we have 4 students who don't fly and follow other streams such as Hospitality and Design Engineering. We also have a fully equipped workshop where the students will build a kit plane as part of their technical training. You can follow us on our website

www.wingsaviationacademy.com - Elaine Treasure etr@worldonline.co.za

Ex EAA Chapter 575 East Rand member Ivor Link reports from New Zealand on SEA (Sport Aircraft Association) activities

Here are some interesting aeries at our Omaka airfield - many more interesting types not included as I don't always have the camera available and many aeries are quite precious so are kept indoors for large parts of the year, e.g. Sopwith Camel, Fokker Triplanes , SE5, Pfalz, etc. The airfield also boasts Harvards, Stearman, Yak52 and most GA aeries with a number of LSA. - Ivor Link



Foxcon with Subaru engine



Champion V with Hirth engine



Full scale Nieuport



Hawker Hurricane



Alpi 300



Rans S6



Converted Tripacer with Tundra tyres



Static Ju87 Stuka



Yak 3



One of 3 Nanchang Dragons



Fleet 16B Finch & DH 82s



Full scale Focke Wulf 190

LETTERS

Re EAA 322 Hangar.

Hi Karl,

With reference to the ongoing discussion about building a hangar at Tedderfield or Baragwanath, I have to ask myself "who is going to get the use out of this hangar?" Am I? No. How many others of our distinguished members will use it? I frankly think, very few. Most of our members who are home-builders, do precisely that - 'build at home' or in their own hangars. Do we really want to fork out half a million rand, or thereabouts for a hangar which may be totally under utilised? I personally think not.

If we have such a surplus of funds then I would far prefer to use it in renovating our auditorium at Rand Airport. This is a far more pressing cause.

Some five years ago I and I am sure countless others lent or gave money to the EAA Auditorium fund to I believe purchase the land upon which the auditorium stands. What has happened since that day? Do we own the land now? Can we knock down the present building? Can we renovate the existing building?

Our EAA talk shows are becoming famous countrywide and it would be great to have a top venue in which to welcome our guests. I consider the existing auditorium to be an absolute disgrace. I greatly admire Jeremy Woods and his band of hardworking helpers who do a tremendous job in difficult circumstances.

The car park is a disgrace. Let us build a proper tarred car park. The old squash court has been a great servant, but I believe it has had its day. Wouldn't it be great to have a mini Linder Auditorium? To have a really smart bar/lounge with seats. Have decent fridges. I would like a bar such as there is at the Dickie Fritz MOTH Hall. Perhaps we could build a library where all of us with great quantities of aviation books could deposit them, with the idea that other enthusiasts could enjoy them. I have a hundred or more such books which just sit in my study and never see the light of day unless I refer to them. We could have a proper sound-system. Build a proper built-in braai. Create sparkling bathrooms. We could build a theatre with perhaps double the number of seats. Build an auditorium of which we could all be proud. I have many beautiful aviation paintings that are looking for a permanent home. The pictures in my office which you have seen are viewed by so very few people. Many of them are unique. I would happily donate them and others to a new smart auditorium so many other lovers of aviation could enjoy them.

Perhaps we could have a pub night once a month. The Impala Pub is virtually dead despite the great efforts of Jeff and Sharlene Earle. We could really try and instill more enthusiasm amongst our members for a night of talking aviation and perhaps some nonsense!

You might even consider moving our monthly 322 meetings to our new auditorium. We could keep the profit from bar sales and save ourselves the monthly rent we presently pay to the Dickie Fritz MOTH Hall. It is only a further ten minute drive for those who live in the northern suburbs.

We could hire the auditorium out for functions and similar. The potential is endless and I believe in the long run such a building would be used by more people than an expensive hangar.

Wouldn't it be great to welcome some of our flying legends to a really smart venue of which we could all be very proud? I believe this would be money well spent. I wonder who else would agree with me? I hope you will publish this Karl, in the next CONTACT so we may evaluate some of the comments that might be forthcoming. Yours, Gordon Dyne



Hi Karl, Thanks for your email with regard to the members of Chapter 322. Unfortunately I am in White River and the only reason I am a member of your chapter is because the Nelspruit chapter no longer exists. I am a keen builder and have built about 6 Kitfoxes and am involved in at least 3 or 4 RV projects. I am currently busy with an RV-7, a project my son and I are tackling.

The real reason for my email is that I may have something of interest for your monthly meetings. I was privileged to fly a 1949 Lockheed Electra 12E for the filming of the Amelia movie in 2008. I ended up flying about 30 hrs in 9 days of filming and I have a collection of pictures and what I seem to think is an interesting story.

Please let me know if this is of interest to you. By the way I think I did meet you briefly in 2003 in Atlanta after trying to get back to SA after Oshkosh, I think we all have some interesting stories about that trip, and I vaguely remember that some ended up driving to Atlanta from Chicago.

Regards, John Herbert. *I have responded to John and we'd love to have him do a presentation for us! - KJ*

...LETTERS *continued*

Good day everyone, Just to let you know, the EAA convention and the bikers weekend is taking place at the same time in Margate. If you plan to go down make sure you have accommodation AND HIRE CARS booked in advance.

Regards, Fanie Bezuidenhout

- Hi Fanie, we're looking forward to seeing your born-again Jodel down at Margate! - KJ

I have been battling to get accommodation for 27-30 April in Margate. But I have booked 5 rooms at the Sunlawns Hotel (2 single beds per room) at R250 per person per night for Bed & Breakfast. Cosy, clean accommodation with good food. Rental cars can be booked for the full weekend from HOLIDAY AUTO who have quoted as follows:

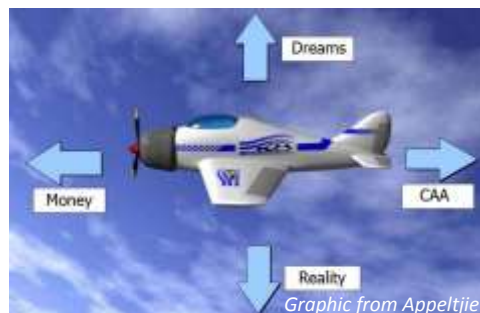
R705: Kia Picanto or similar no aircon

R942: VW Polo or similar with aircon

R1005: Toyota Corolla or similar with aircon - Regards, Jeremy Woods

NEWS FROM EAA CHAPTER 778 PORT ELIZABETH - by Régo Burger

Folks take note: Radio licences are now R120 to renew as from April-March, the increase from R48 that translates to a 250% increase. ICASA has just confirmed. So to all you guys who thought your account was in advance, look again. Sorry to be the bearer of inflationary news, but someone has to let the cat out of the bag. What bugs me is the rate at which it has increased under our noses as it where, is diabolical. Does Aero Club, EAA or RAASA not have any influence or get consulted on these affairs before the shock hits us? We desperately try to save and some organisation shoots us in the feet again. Is there a competitions board that complaints can be laid at?



RIP - KAREN VAN DEN HEUVEL sadly passed away on Monday 27 February after suffering multiple aneurysms. The funeral was scheduled for 5 March at the St Johns Catholic Church (cnr Olievenhout & Northumberland Ave) at 15h00. Karen was the wife of Tony and mother of son Nick who is now 6 years old. Tony has asked that in lieu of flowers we should make donations to the SPCA.

Tony van den Heuvel previously served as vice chairman of EAA 322 and was the builder of the GP4 in which Chalkie Stobbart conquered the Henshaw Challenge which stood for 69 years. Tony and Nick, you have our deepest sympathies and may Karen rest in peace. - Karl Jensen

Roy Gregson (a regular benefactor of EAA) and a flying instructor at Panorama was injured in an accident last weekend when the microlight student he was training inadvertently pulled the control bar towards himself a few seconds after getting airborne. The trike was totally destroyed in the accident. Roy has a badly broken arm and will be grounded for at least 3 months. The student was also injured with severe lacerations and broken ribs, but is expected to recover fully. Our thoughts are with you both, Roy, get strong soon. - Karl Jensen

SAAF SWARTKOPS AIRSHOW 12 MAY 2012 - Karl Jensen

Col Francois 'Hosepipe' Hanekom is the appointed airshow flight display organiser and SAAF Safety Officer for this event. During a fly-in visit to Swartkops on 3 March, Hosepipe asked me about getting EAA and friends' aircraft to take part in an Oshkosh type showcase display where the aircraft will fly by gently once or twice at respectable altitudes in a wide circuit. The theme of the airshow is intended to represent 100 years of military aviation. Our part will be the flying of our civilian aircraft types and helicopters that have been used in military operations anywhere, as well as obvious ex-military aircraft such as Harvards, Chipmunks, Daks, T-28s, Dragons, Yaks, Mustangs, Impalas, L-29s, L-39s, Hunters, etc. The aircraft would pass by in date order from the oldest to the most modern. The majority of the 'store bought' aircraft we own have at times been operated by the military authorities somewhere in the world.

An ASSA Air Show Rating will not be required for this showcase as this is a military show that will be carefully briefed by the military authorities and strictly monitored and controlled and requiring a minimum of a validation/practice flight prior to the show. The display and competency standards required will be equal to or higher than those required by ASSA. With limited space here, I can think of Austers, Tiger Moths, Bückers, Stearmans, Piper Cubs and Cruisers, Navions, many marques of Cessnas, Beechcraft, Tracy's Dornier etc. which would qualify. Of course in the helicopter line they start at Bell 47s, Alouette II and III, Hughes UH-1s, Hughes 300 and 500, Jet Rangers, Enstroms, Eurocopters and so on. The feasibility for this part of the airshow is very much in the planning stage. If you would like to be considered as a participant, please contact Col Hanekom directly at cghanekom@telkomsa.net

Sias Dreyer Presentation at the EAA Chapter 322 monthly meeting on 7 March - Jonty Caplan

EAA322 is proud to host Sias Dreyer of Eltanin Training Systems. Sias is a specialist in online training for the aviation industry. Among the high end training systems he designs for the likes of the SAAF and various international clients, he has also created an absolutely phenomenal online PPL training system called 'flyingYOUTH' www.flyingyouth.co.za. The site is a complete training system with full PPL courseware. EAA322 could possibly be teaming up with Sias to make 'flyingYOUTH' available to, firstly, our Young Eagles and more importantly, the members of EAA. Now you as a member will have a way of keeping your knowledge up to date. The system is complete with animated exercises and quizzes to test your knowledge. Sias has an ATO Licence, so exams written with SACAA sanction are official. Much effort has gone into arranging for Sias to present to us. For flight planning, Sias is also the creator of a complete online flight planner called vfrPlanner (See www.vfrplanner.co.za) this will not be covered due to time constraints but you are welcome to check it out, also very impressive. See you there!

Please don't miss this week's presentation!



WELGELEGEN MANOR FLY-IN BREAKFAST - Saturday 24 March

EAA Chapter 322 March fly-away breakfast will take place at Welgelegen Manor which adjoins the Rietbult airfield a few kilometres north of the town of Balfour. The airfield is 14 nm SE of Heidelberg. The airfield (5450'amsl) is in good condition and was cut just before my unannounced visit there last Sunday with Walter Doubell. Gordon Dyne also landed there earlier in the day in his Dragon. Coords for Rietbult are S26° 37' 20" E28° 36' 43"

There is unlimited parking right next to the magnificent manor house for planes as well as cars for those folk who chose to drive there. Should you travel by road, follow the N3 past Heidelberg and take the Standerton turnoff (R23) to Balfour and then follow the R51 (Joubert St) through Balfour. The Welgelegen entrance is about 2 km north of the town on the right. Emmie Oelofse negotiated a well discounted rate of R100/person for the breakfast. Everyone is welcome, but please confirm numbers for catering purposes to Emmie on 083 995 5089 or emmie.oelofse@intekom.co.za



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GORDON DYNE AND HIS NANCHANG CJ6A DRAGON - by Karl Jensen

Since Gordon Dyne became a member of EAA Chapter 322, his enthusiasm and generosity have been a feature of the general aviation in Gauteng and the EAA especially. Gordon owns a Piper Arrow and a Nanchang CJ6A Dragon, both of which he generously shares with very many lucky people. The numerous folk who have flown with Gordon might not have been able to afford to experience the magic of flight are just some of the many recipients of his kindness.

Gordon has a passion for the English language and would happily fall on his sword for the Queen. He has for some while proofread the African Pilot magazine for Athol Franz. As a subscriber and avid reader of African Pilot and other aviation publications as well as compiling this newsletter, I am aware of so many errors in all manner of reading material and can therefore justifiably comment on the high standard of the text in African Pilot. I believe that Gordon deserves to have his Dragon on the cover not only as it is a classic in pristine condition, but as a token of appreciation for what he does at African Pilot and for us all. Congratulations Gordon. As an aside, the cover photo taken by Athol Franz is magnificent. African Pilot might have to double their print run for this edition because Gordon will be buying up their stock to give away to his friends!

AERO CLUB OF SA 2011 YEARBOOK

The Aero Club (AeCSA) activities are important to everyone involved in recreational aviation activities. General aviation, and especially recreational aviation, is under severe pressure of ever-increasing restrictions, regulations, charges and other threats. This wonderful pastime serves essential functions in the aviation industry which are vital in the economic functioning of our country, a fact that is overlooked by so many of our politicians and decision makers. The EAA is one of 16 disciplines affiliated to AeCSA. The Yearbook describes each affiliation and is beautifully illustrated. Hopefully some influential decision makers might lay their hands on this high quality glossy issue which is the best they have ever produced. Hats off to Kevin Storie, GM of AeCSA, the publishers, the contributors and the advertisers who have enabled the book to be given free to all AeCSA members. The selling price for non-members is only R40. You can collect your copy on signature with your AeCSA membership number from the Aero Club offices at Rand Airport. The AeCSA is amenable to supplying a representative of your Chapter with a bundle for your members which he would be accountable for. The AeCSA motto on the logo is *Preserving Free Flight*



NEWS FROM EAA CHAPTER 1502 EAST COAST - by Craig Ralphs

Our Chapter had a fly-in to FALE (King Shaka) on 18 February 2012. Regrettably, the weather did us no favours and only six aircraft were able to get in thanks to receiving a special VFR clearance. Fortunately the weather did not dampen the enthusiasm of the determined aviators who drove through for the event. Eventually, 23 members and pax were hosted by ATNS at King Shaka who educated and enlightened first-time visitors and regulars alike. The event was superbly organised by Kevin and Brenda Cox and generously hosted by Kevin O'Brien from ATNS and his team.



EAA FLYING LEGENDS TALK SHOW FEATURES A FORMER MEMBER OF THE RAF TOP BRASS - by Gordon Dyne

Last Thursday 9 February welcomed back EAA's world renowned Flying Legends' Talk Show at the EAA Auditorium at Rand Airport, the first such talk show of 2012. It was absolutely tremendous to have Karl Jensen back after a sabbatical which went on for far too long, as our resident Master of ceremonies.

A packed house greeted our most distinguished guest Air Commodore R.S. 'Rick' Peacock-Edwards CBE, AFC, FRAeS, FCIM (Royal Air Force) retired. Rick is South African born and educated at Michaelhouse in Natal and University of the Witwatersrand. Rick's father had left South Africa with a group of fellow South Africans in 1938 to join the RAF and subsequently Rick's father flew in The Battle of Britain and was shot down twice. Rick faced a dilemma after completing his degree at university. Should he join the SAAF or the RAF following in his father's footsteps? The SAAF was just taking delivery of its first Mirages in 1964, but Rick probably correctly assumed it would be many years before he could fly a fast jet. Yet this was Rick's ambition, to fly fast jets, particularly the famous English Electric Lightning. The RAF offered a quicker path for Rick to fly fast jets so that was the route the 20-year old Rick Peacock-Edwards took.

Rick climbed through the ranks quickly and it was not long before his ambition to fly the Lightning came to fruition. Rick proceeded to tell us, in all humility, some amazing stories which occurred during his RAF career. Far too many to cover here. However, just a few snippets to whet our appetites for a return visit from the Air Commodore. Rick flew more than 1000 hours on each of the following: the Lightning, Phantom and Tornado plus many hours on the iconic Hawker Hunter, the Gnat and other RAF jets. More than 30 encounters with the Russian Bears (the Bear was the official designation of the Russian TU-95) over the North Sea during the Cold War. A stint in Washington as the RAF's Military Attaché to the British Embassy where Rick was invited to fly the F15, F16 and other of the USAF's 'front line' jets. Rick accumulated more than 6500 hours during his RAF career, many of them supersonic. No wonder his face is permanently creased in a broad smile. Rick led the Tornado Squadrons in the first Gulf War based at Dhahran in Saudi Arabia in 1990 and even dated our Queen Elizabeth's daughter Princess Anne. Rick has met our Queen at several RAF functions which he has hosted, but as he told us his proudest moments when meeting her, was when she pinned the CBE (Commander of the Order of the British Empire) and the AFC (Air Force Cross) on his broad chest on two separate occasions.

... FLYING LEGENDS TALK SHOW *continued*

What a CV. What a man. What a pilot. I could go on for much longer, but this report is meant to be brief to be published in African Pilot's weekly newsletter and is not an unauthorised biography of the Air Commodore. Thank you very much Air Commodore for breaking your vacation in Cape Town to come to our Talk Show and make almost 100 enthusiastic aviators green with envy. Thank you very much Karl Jensen for returning to the 'hot seat' and as only you can for making the show more interesting than it would have been otherwise. Good to have you back even though the jokes were not so risqué as usual and as I expected. Our Talk Show Coordinator Jeremy Woods will presently be placing you under a five-year contract.

As usual without Jeremy, his wife Anne-Louise, Trixie Heron and Jeremy's man Alson there would not be a Talk Show. Thank you to our three braaiing musketeers Coen Swart, Ronnie Alcock and 'Pottie' Potgieter. The steaks were as great as usual. Thanks too, to Steven Theron for doing a great job in the bar and to Jonty Caplan, our resident electrical engineer for making all the electronics function properly. Tremendous thanks to all concerned, particularly you the audience for your enthusiastic participation in these unique, but so interesting, enlightening and successful talk shows.

A little postscript. My wife Susan and I had the pleasure of hosting Rick at our home that same evening. On the way home from the auditorium Rick and I popped in for a couple of 'toots' at a local News Café. Apart from being the oldest folk there by some 50 years and being deafened by the most dreadful music I was privy to more stories of Rick's amazing career in the RAF. Not all fit for the delicate ears of EAA's guests! We were finally home about 01h30. I didn't feel so great on Friday morning ☺



Air Commodore Rick Peacock-Edwards



JUSTIN GOES SOLO

Justin Gloy, while still at high school, arrived on the scene at Chapter 322 as a Young Eagle during a Grand Central YE event in Sept 2010. Since that time he has flown about 50 hours in 23 different types of aeries with our members to many destinations. After passing his matric, his parents and grandparents sponsored him to 43 Air School to do a Private Pilot's Licence course. Justin went solo on 10 Feb and is now at the 34 hour stage with 2 of the ground subjects passed so far. Congratulations Justin, keep up your enthusiasm and keep the ball in the middle!



Karl's View

EAA is your organisation and our newsletter CONTACT does not have a vast staff of news gatherers. We depend on every single one of our members to let us know about your build projects, your aeries, your chapter activities, events and fly-aways and anything else that our members might find interesting - photies are always welcome. Remember that an intrinsic part of running a chapter is holding regular meetings and communicating to all your members.

CONTACT is the official newsletter of EAA of SA. This edition was happily compiled by Karl Jensen and edited by Trixie Heron 5 March 2012. All contributions gratefully received from all Chapters and members. Please submit material before the **3rd Wednesday** of 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!

EAA AT HOBBY-X AT THE COCA COLA DOME, JOHANNESBURG - 1-4 MARCH 2012

Our hardworking and energetic EAA of SA National President must be congratulated for taking the initiative to promote EAA at Hobby-X 2012. This was an ideal opportunity to expose the public who don't bother to go to public aviation events like airshows or the world famous EAA Flying Legends Talk Shows at Rand Airport. Every so often I become re-energised for my enthusiasm in EAA when I see how EAA members rally to help as they did at Hobby-X today. Literally thousands of people passed by with more than 38 000 visitors. The EAA was on display together with AeCSA and SAMAA led by Bob Skinner. Their display was complimentary to EAA with many models, including a 48% scale Piper Super Cub. EAA displayed a beautifully built SkyWorx naked Teddy fuselage, an Airpower SA Continental engine, brochures, Aero Club Yearbooks, banners and continuous videos on EAA and Aero Club activities. There were always at least half a dozen EAAers available who were kept busy answering all manner of enquiries from the public. During quieter moments the hangar talk among the EAAers was reminiscent of old flying clubs, but without the hops - this was another demonstration of what fun it is to be involved! It was a great PR exercise for EAA. Well done!



Clive King and Trixie Heron do a little jig to celebrate the projector working



Paul Lastrucci, Gordon Dyne and Clive King discuss strategy



The EAA stand in full flight



Hayley Hopper, Trixie, Kevin Hopper and George Gates



Enthusiastic public inspecting the stand and meeting EAA members