



BRAKES ON...THROTTLE SET... CONTACT

MAY 2012
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THE OFFICIAL NEWSLETTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION OF SOUTH AFRICA

EAA 2012 MARGATE CONVENTION

A gaggle of us from Chapter 322 stopped in at Glenside near Winterton, KZN on the way to Margate on Friday 27 May. This is always a good experience where the service and breakfasts are superb. Crossing the Drakensberg, we all experienced severe turbulence due to the strong westerly winds which are quite normal at this time of the year. The turbulence only abated about 60 miles out from Margate.

To those good people who supported our EAA annual flagship event, you deserve a big thanks. At the risk of thanking individuals and possibly omitting someone, I must emphasise the outstanding contributions by Ian Wylde, Trixie Heron, Paul and Peter Lastrucci, Archie Kemp, Walter Doubell, Mike Brown, Craig Ralphs, Marc Kuster and the members of the convening Chapter 1502 East Coast.

It is most gratifying to see members exchanging rides in each others' aircraft. Those who so generously shared their aircraft, among them were Gordon Dyne, Eugene Couzyn, Rudi Greyling, Brian Appleton and others are to be commended. Due to restrictive regulations, fly-bys and showing off of aircraft was sadly not permitted. All kudos to those who obeyed this requirement. Any flying that took place was carried out away from the airport which was used for departures and arrivals only. On the Thursday prior to the Convention, the Margate Airport licence to operate an AFIS service was suspended. When senior officials at the CAA were advised of the imprudence of this action with potentially hundreds of movements at Margate over the Convention weekend, they ensured that the licence was immediately reinstated. Whatever issues exist between Margate Airport management and the CAA were to be the subject of negotiation after the Convention. The unfortunate tragedy involving Rob Mirtle and Angela Nash's fatal

accident after the Convention could have led to serious re-criminations for both Margate Airport management and the CAA had there not been an AFIS service at the time.

There were 83 aircraft at the airport when I did a count on the Convention Saturday, with probably more aircraft in the air at the time.

Much camaraderie and many friendship renewals took place at the Margate Light Plane Club which was used as headquarters for the 2012 Convention.

The AGM was held in a large hangar adjacent to the MLPC had a great sound system and ample seating for a well attended meeting. As the EAA of SA year ends in December, the newly elected members will take office at the end of the year. The newly elected members are Stephen Theron (322) who will become secretary and Mike Brown (322) who becomes the Young Eagles convenor. There were no other changes to the Committee.

Chalkie Stobbart did a great presentation on his Henshaw Challenge record-breaking flight in Tony van den Heuvel's GP4 that had all the audience enraptured. I have heard this presentation 5 times and each time I remain amazed at the incredible ability and endurance of this 60 something EAAer.

The prize-giving function and dinner was also held in this hangar. The meal and service was great and very reasonably priced. The conveners must be congratulated for an excellent evening although some glitches with reservations took quick thinking to resolve. One must recognise that everyone involved are all volunteers. The 2013 Convention venue is to be decided at the next EAA of SA Council meeting later in the year.

Convention results are listed on Page 5. *Karl Jensen*

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Events Worth Attending

6 June Wednesday: EAA Chapter 322 Monthly Meeting: 18h00 for 19h00 start. As usual boerie rolls and other fine refreshments on sale. The entertainment after the meeting will be a fun quiz. Venue Dickie Fritz MOTH Hall, Dowerglen, Edenvale.

9 June Saturday: EAA Chapter 322 Fly/Drive-in Breakfast and GLIDER Experience - Orient:

From early-before 10h00. This event has been planned way back and hopefully there will be a great turnout. Please advise Sid Bottom at sid@digitalfabric.co.za or call 082 447 2049 to advise your attendance to assist with catering plans. [A full English breakfast with coffee and tea will be available in the clubhouse from 9:30 to 11:30.](#)

The frequency for Orient and all gliding is 123.4. Advisory information when manned. Activity normally starts around 10h00 with winching as well as aero towing. The main runway is 36/18. The surface is grass and in good condition at the southern end. Length is 1500 mtrs, with a slight dip and rise starting halfway down 36. A rougher grass cross runway is 29/11. 1100 mtrs and a down slope when using 29. There are three windsocks on the airfield.

Winching is always conducted on the right side of 36, i.e. the eastern side of the runway. The official runway is the centre strip of brighter green and is the section used for aero tow take off, but landings are conducted on 36 left, which has a good strip of grass on the southern end. After landing, please turn off left, to the west, and advise clear of the runway. If the circuit is clear, use the runway to taxi back to the hangar area to park on the western side of the runway, well clear of the runway. But please be prepared to clear the runway immediately if a glider calls or is seen on final approach. Gliders have to turn off the runway to the west as well after landing,

whilst they have sufficient momentum to clear the runway. All circuits are to the west, but Charl may request powered aircraft to make circuits to the east, for obvious safety reasons. Normal r/t calls are used. Glider circuit height starts at 1000 ft and gliders have right of way in the air as well as on the ground, so it may be a safety measure to fly downwind above 1000 ft.

Radio silence is advised after hearing Launch Point call "Take up slack" followed by "All out, all out" some few seconds after take up slack. If there is an emergency with the winch launch, radio silence assists to allow a possible call of "Cut, cut, cut". It is quite easy to observe the glider on launch to the top of launch and watch for the chute on the cable drop away after the glider has released. Thereafter, normal radio procedures continue.

I anticipate a parking area for our visitors will be made available in front of the hangars which parallel the runway. This would make it easier to get to the clubhouse.

16 June Saturday: EAA Chapter 1504 Klerksdorp Young Eagles Mojo at Swartpan International

The Makwassie Mid-Winter MOJO is on! Pilots willing to brave the cold and desolate plains southwest of Klerksdorp are welcome to fly to the Swartpan International Airport for an EAA Young Eagles aviation event of unimaginable proportions. Due to incessant and continuous lobbying, threats and various other incentives and bribes, the senior management of the airport had graciously waived all overflight and landing fees. The same management had eventually after several hours of water torture treatment agreed to allow any aircraft to land as if the normally very congested airspace is uncontrolled, but insisted that all visitors complete the attached registration form.

When the hangars at SPIA (aka SwartPan Int Airport) were forced open it was found to contain some brand new jackets from a local sponsor, and it was duly decided to dish it out to all aircrew participating as Young Eagles pilots. Furthermore it was discovered that some top quality Cape wine was hidden in a cupboard way at the back. This would find its way to the pilot of every visiting aircraft, regardless of participating as Young Eagles pilots or not. This would require the completion of the aircraft details on the registration form.

The watermark on the registration form is the logo of the event, and will magically transform itself to a personalised pewter label on the wine bottle bearing the name of the pilot and his trusty aircraft. This process takes a few weeks, so only the early registered pilots will share this incredible magic!

VENUE: Farm LAT/LONG: S 27°21'3" and E 25°56'18"

The farm is situated 7km west of Makwassie town, and is bordered by the R502 to the north, and the Jhb-Cape railway line to the south. The two runways are mown grass, 36/18 1400m and 800m 27/09 and 40m wide. I have had a King Air and a Ravin 500 in here before with lots to spare. The windsock is at the intersection of the runways, but we shall have a ground radio manned for the day. Approaching from the south will have you crossing the railway line, but on the correct approach angle for the 1400m runway threshold, you should clear the structures by approx 50 ft+.

PROGRAMME: As this is the second event of this nature here, we are pleased that the farm kids had behaved remarkably tame towards the big city folks with the strange aircraft last year, and most had promised to behave even better this year, but the necessary precautions are being made. This includes several *kweperlatte* to be wielded by stern parents at the hangars, and so on....

08:00: Arrival kids, parents and local supporters. Coffee, tea, jungle juice and rusks will be served. It will be free, so all pilots should be forewarned that farm kids take no prisoners where *karringmelkbeskuit* is concerned. Make sure you arrive early and don't be shy to elbow aside any other contender at the feeding trough.

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08h15: Lecture by Hannes Vorster, member Chapter 1504, on realizing aviation dreams.

08h45: Model and RC aircraft lecture and demo whilst waiting for visiting aircraft to arrive.

10h00: Welcome ceremony which will mainly consist of hogging any donated scoff like biltong or droë wors during pilot safety and procedures briefing.

10h15: Ceremonial hand-over will take place of the PIETENPOL airframe to the headmaster of the local Wolmaransstad High School. This airframe will form a training and skills development platform for an EAA YE initiative at this school.

10h20-onwards: Young Eagles flights.

13h30: Lunch. On the menu will be hamburgers/hotdogs and cold drinks/juices.

Remainder of YE flights and other enthusiasts can fly for the rest of the afternoon, in serious anticipation of the evening's free beer party with a baked piglet and some very tasty local cooking alongside. Certainly not to be missed.

Limited camping facilities will be available, so please indicate ASAP whether you will be staying over - emails to Mike Visagie mikev@ganglere.com Page 3

YE aircraft will each receive an allocation of free fuel based on certain criteria, very much reminiscent of the PTAR handicap committee rules, i.e. you are not allowed to know what these criteria are, and I shall not tell you until you need to know!

Flying to cease prior to first beer taste, and thereafter it's party time till the wee morning hours.

There will be a compulsory sunrise religious service open to anyone and coffee and rusks will be served until visiting aircraft have departed.

As stated last year, these proceedings are not set in stone, and any suggestions are most welcome.

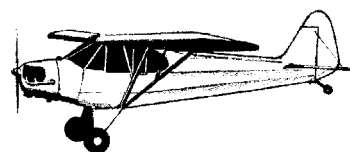
Please invite any pilot friends with their aircraft along for the day... the more, the merrier. The only pre-condition is that, if their aircraft resembles anything remotely like a broom or flying carpet, your membership of the fraternity will be up for immediate review! - Mike Visagie, Chapter 1504 Klerksdorp I was there last year and these EAAers deserve support - KJ

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: Nylstroom Vliegklub/EAA Taildraggers Weekend.

Richard Nicholson 082 490 6227 rgn@pcwireless.co.za Remember 2012 is the 75th Anniversary of the iconic taildragger, the Piper J3 CUB. Calling all CUBS and other taildraggers. All aircraft welcome.



DO YOU HAVE AN EAA TROPHY? Some of the EAA's floating trophies have gone missing due to their recipients not returning them. Mike Brown is making a concerted effort to locate the missing ones and to have any repair work done where necessary. Mike is planning a trophy cabinet to display our silverware at the EAA Auditorium at Rand Airport. Please contact Mike at vintageflyer1@mweb.co.za 082 553 7792 if you have any information to offer.

News from Chapter 1504 Klerksdorp - by Cliff Lotter This is Jan Viljoen's, a founder member of Chapter 1504, RV 9 that is just about complete. We have been at it for about 18 months now. Jan's licence has lapsed and he intends sorting it out as soon as the RV9 is done. It has a MGL panel, A210 Icom, GTX327 transponder, Tru-Trak 3 axis A/P, steam ASI and altimeter. He has painted it in his company's colours, Bolt and Engineering Africa. For his sins, Jan is also Chapter 1504's treasurer.



Condolences: Oom Frik Grobler who instructed at the Krugersdorp Flying Club from 1971 passed away on 17 May 2012. Oom Frik in his 41 years of flying instruction at KFC amassed 25,000 hours of instruction. Although Oom Frik was not an EAA member, he taught so many of our EAA members to fly. Oom Frik, may you have a trouble-free flight to that big airfield in the sky now that your shutdown checks are complete. Rest in peace - KJ

Yet another memorable evening at the EAA Auditorium as Larry Beamish lights up the EAA Auditorium - by Gordon Dyne

Last Thursday 12 April our full-to-the-brim EAA Auditorium at Rand Airport welcomed Captain Larry Beamish yet again. Larry was one of the first guests to be interviewed when our talk shows began some five years ago. I was present for Larry's first talk all those years ago, so I knew the audience was once again in for a treat. I was not wrong!

Larry was accompanied by his son Jayson, who is himself an aerobatic pilot of note, and Jayson's pretty girlfriend Michelle. Our host for the evening was well known TV host, radio compere, aerobatic pilot and now a Comair captain, the genial Eon de Vos. Great to see the ever-youthful Eon once again.



A power-cut disrupted the start to the evening, but engineer Paul Sabatier was quick to the rescue with a generator which he brought from home and installed rapidly. Steaks and drinks were served by the lights of a dozen cell phones - another use for these ubiquitous 21st century toys. With little prompting from Eon, Larry ran through his

flying career, describing how he learned to fly at an early age, but chose not to tell his father who at that time was a Captain with South African Airways. Once Beamish Snr learned that son Larry was now a qualified pilot, he said in no uncertain terms, "Right! I will now teach you how to fly!"

Larry glossed over his very successful business career which he ran alongside his flying, until he decided that he wanted to fly full time. Now Larry, in his early fifties, is the Chief Pilot for Pick n Pay and when not flying the Ackerman family around, can be found flying various executive jets, such as the Challenger, in parts of the world of which no one has ever heard, cannot spell nor pronounce.

When Larry is home from this arduous flying schedule he can be found soaking up more punishment on the airshow circuit jumping from Harvards to King Airs to Yaks to RVs to MXs and so on. Larry's talent is legendary.

Much of Larry's side-splitting talk, supported by an excellent Powerpoint presentation, concentrated on his trip from America to London in Nigel Hopkins' new aerobatic plane - an MX2. This part of the talk was not funny, but deadly serious, as Larry combated frostbite, shocking weather and fear. The airplane was meant to have been shipped by container to London, but missed the boat. The plane had to be in England by a certain date to enable Nigel to attempt to qualify for the Red Bull Air Races. Larry volunteered to fly the MX2 to England to give Nigel that chance. The plane would never have reached England in time if they had waited for another shipping date. Larry admits that it was not a good idea in hindsight and he would not do it again.

The story of the trip was amazing and we all sat there in awe at his bravery. It was an incredible journey and Larry admits he was lucky to make it alive.

Sadly, as it happened, all Larry's endeavours came to nought, as shortly after the plane reached England, Red Bull announced that it was ceasing its popular Red Bull Air Races. So Nigel never had the chance to qualify, but we can rest assured that he would have raced brilliantly as South African Glen Dell had done before him.

Thank you very much indeed Larry for a brilliant and amusing talk. All of us are in awe of your amazing aviation talents which were on display once again at the SAA Fly-In weekend last Saturday at Zebula Lodge near Bela Bela, formerly known as Warmbaths. I was privileged to be there. I have heard of planes hedge-hopping, but this was now 'The Larry Beamish show of plane hopping'. Brilliant, Larry. Thank you.

Grateful thanks must also go to Eon de Vos for another polished display as master of ceremonies for the evening. Such a cool dude!

Once again the biggest thanks for the night must go to Jeremy and Anne-Louise Woods. Without these two stalwarts there would not be a talk show. That would be an enormous loss to aviation. Thanks also to Trixie Heron, for her usual unstinting support. To our four braaiing musketeers Mike Hartmann, Ronnie Alcock, Coen Swart and Potty Potgieter go our grateful thanks, as well as to Steve Theron for helping to run the bar, and Jeremy's 'Man Friday' Alson Maposa who as usual was everywhere.

I say it every month, but I will say it again. Thank you to you guys and gals who fill the auditorium with your knowledge and passion for everything aviation. The evening would be a dull affair without you.



Justin Spence, son of Anthony Spence, now a member of Chapter 252 Oshkosh with Bill Brenand and Paul Votova. We wish Justin the best of luck in the USA!

CONDOLENCES

We extend our sincerest condolences to the families of Rob Mirtle, Chapter 1502 East Coast, and Hazel Nash, who died as a result of an accident in Rob's Rally on departure Margate after the 2012 EAA Convention. May their souls rest in peace.



Experimental Aircraft Association National Convention Award Winners - Margate 27-29 April 2012				
Award	Aircraft	Reg	Owner/Builder	Chapter
EAA Grand Champion Homebuilt	Vans RV10	ZU-RVI	Jan Hanekom/Hugo Stark	322 Johannesburg
EAA Concours d'Elegance	Lancair Legacy	ZU-DCB	Dieter Bock	322 Johannesburg
Pertec Shield for Best Homebuilt All Metal Construction	RV10	ZU-RVI	Jan Hanekom/Hugo Stark	322 Johannesburg
Pertec Shield for Best Homebuilt All Metal Construction - runner up	RV10	ZU-JTX	Tony Bailes	778 Port Elizabeth
Best Designed Aircraft Award	not awarded			
Best All Metal Aircraft	RV10	ZU-RVI	Jan Hanekom/Hugo Stark	322 Johannesburg
Best All Metal Aircraft - runner up	RV7	ZU-EUD	Dries van Vuuren	1502 East Coast
Best Composite Aircraft	Lancair Legacy	ZU-DCB	Dieter Bock	322 Johannesburg
EAA Award for Best Rotorcraft	Alouette II	ZU-ALO	Eugene Couzyn	322 Johannesburg
EAA Best Warbird Award	Ryan Navion	ZU-ROB	Rob Nilius	322 Johannesburg
EAA Best Warbird - runner up	EC Gazelle	ZU-HBH	Anton von Wiellich	870 Kroonstad
Piper Concours d'Elegance Award	not awarded			
Best Restoration Award	Ryan Navion	ZU-ROB	Rob Nilius	322 Johannesburg
Best Restoration runner up	Cessna 195	ZS-BFW	Archie Kemp	322 Johannesburg
Commendation Scratch Built Wood Aircraft	Jodel Falcon	ZS-UJM	Fanie Bezuidenhout	322 Johannesburg

EAA Meritorious Award Recipients			
Award	Reason for Award	Presented to	Chapter
SAAF Safety Awareness and Airmanship Award	For on-board safety equipment	Archie Kemp	322 Johannesburg
Best Chapter Contribution to the 2012 EAA Convention	Chapter 1502 East Coast	Craig Ralphs, Chapter Chairman, Chapter 1502	1502 East Coast
Best Chapter Attendance at the 2012 EAA Convention	Chapter 322 Johannesburg	Karl Jensen, Chapter Chairman, Chapter 322	322 Johannesburg
Dave Smith Memorial Cup Award	For Most Enthusiastic Member	Paul Lastrucci, EAA of SA National President	322 Johannesburg
Most Enthusiastic Lady Member	Most energetic and untiring help and enthusiasm at all EAA events	Trixie Heron	322 Johannesburg
Youngest EAA Pilot Flying to the 2012 Convention		Conré Swart	322 Johannesburg
Newest Licensed EAA Pilot	EAA Young Eagles graduate	Justin Gloy	322 Johannesburg



Some of the Glenside stoppers at the Waffle Hut



Rob Nilius' Navion at Glenside



Brian Appleton's Jabiru and Mike Brown's Globe Swift at Glenside

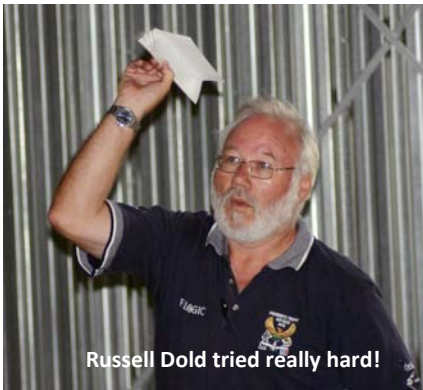


Val Jensen and Paul Lastrucci stroll back to the airstrip

News from Chapter 575 East Rand - by Charles Flee

Paper Plane Fun Contest: I knew I was in trouble the moment I went to the starting line to test my paper plane. This place was lousy with ringers.

The other entries were giving a display of great bravado and confidence. John Derbyshire set the initial benchmark for all to aspire to. Byron Kirkland had been re-engineering his paper plane to take advantage of the damp conditions. Russell Dold



Russell Dold tried really hard!

was using his soaring experience to get the best out of his design. I, on the other hand, schlepped along armed with a design that I found on the internet the night before. Thankfully I was the judge and jury, so did not compete with the aeronauts!

The stakes were not high, but the bragging rights were considerable. And then there was the historical import: this contest was the first of many inter-chapter challenges. So this is the flag-waving mess my big idea got me into. On a Saturday afternoon, nap-time no less.

And then there were the rules. One sheet of A4 paper, any amount of folds and paper clips to adjust the centre of gravity. Turns out we flew for distance only in the big leagues, but next time there will be several categories: Distance Flown, Duration Aloft, Beauty, Spectacular Failure, and Surprise of the event. So we need many more entries next time round.

I did alright, but my glider twisted off to the side and came to the ground way too early. Just like that old hip of mine.... Russell won the distance competition handily. After speaking to him for just a few moments, I could understand why - he had an aeroplane design that was fit for nearly every possible purpose. Second place was hotly contested for by Mark Flee and Byron, it was great fun to watch them run and retrieve to make the next attempt.

The guys at this event were impressive. When they weren't test flying and improving their planes, they were folding new planes and talking to anyone who would listen to them talk

about their planes. When I looked around, I got the feeling that creating paper planes is rooted in the human fascination with inventiveness. But then again, at second glance, today was about straight-up competition. And our team of plane makers was there to compete. Vernon McLaren's square-



"Beat this!" Byron Kirkland

winged max area plane got no respect. But the other entries had nothing on Russell's glider, I suspect his decades of experience may have given him a bit of an edge there. And then Glen



Glen Wilson is a study of concentration as he launches his airie, tutored by Vernon McLaren

Wilson flew his plane onto the Luscombe parked in the hangar, fortunately with no damage to the paper at all. Paul Sabatier and John had their noses buried in Falke-baffling problems and did not compete, but next time.....hmmmm!

In the end the event a great success. There were planes soaring around the hangar for ages with "adult-kids" haring after them, learning and teaching all afternoon long. Trade secrets and improvements passed around the room, and more than a few prototypes may live on to adorn the walls and aircraft of the JLPRV hangar for years to come.

I'm positively ecstatic about the event and Mark Flee said "Hilarious - I didn't expect such a lively event, with quite a good amount of experts." There were quite a few lessons to be learned from this day of fun, joviality and ingenuity put to the test, but one was most important: clearly, this contest was rigged!

Karl's View: The 2012 EAA Convention was a success with an excellent AGM and prize-giving dinner. It is quite apparent that the costs of flying long distances does hamper attendance. Those who bit the bullet were rewarded with a weekend of good flying and much frivolity. The tragic accident involving Rob Mirtle and Hazel Nash departing for Umlaas Road on the Sunday was a real downer. The people involved in the recovery operation were stars and special accolades must go to Craig Ralphs, who was first on the scene, and Graham Berriman, Margate Airport Manager. Craig braved the flames in vain to try and rescue Rob and Hazel, and was injured by the effort himself. Graham Berriman conducted a well rehearsed disaster plan and took charge of the scene with unemotional efficiency. Well done to both you gentlemen - I am proud to know you.

An alarming practice has crept into our radio procedures and that is the lack of listening out! Please spread the word that this is the most important facet of an emergency situation on the radio. A MAYDAY broadcast requires all inappropriate stations to maintain radio silence. Sadly this was not the case in the incident above. I was in the air at the time and the uncalled for rubbish chatter hampered the initial emergency response by the airport authorities.

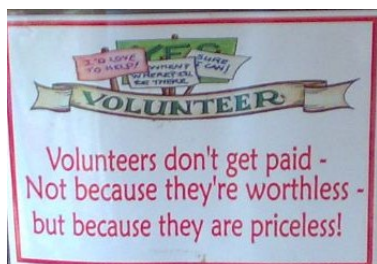
Unfortunately I was unable to compile CONTACT at the beginning of the month and this issue is longer than desirable.

continued on page 7

Continued from page 6... The file is large and I invite comment on whether the size file is acceptable. I intend negotiating with Juri Keyter on Pilot's Post providing a link to enable downloading of CONTACT from their website, as previously agreed.



I must once again thank Athol Franz sincerely for his ongoing promotion of EAA in his fine



Due to space constraints in CONTACT, we've had to post the EAA of SA National President's AGM report on our website at www.eaa.org.za and not in CONTACT.

All contributions are appreciated, please keep them coming - Karl Jensen

A different sort of evening at the EAA Flying Legends Talk Show on 10 May 2012 - by Gordon Dyne

'The Bateleurs. A non-profit organisation providing aerial services to the conservation world in Africa.'

Thursday evening, another packed house at the EAA Auditorium at Rand Airport, welcomed, not the usual 'gung-ho' fighter pilots, airline pilots and aerobatic pilots, but four men who devote much of their spare time to 'flying for the environment.' These men are becoming legends in their own lifetime for their selfless flying activities. We heard tales of low flying



Steve McCurrach and Joe Holmes

over uncharted territory, animal counts, rhino poachers who will kill to achieve their aims and drunken soldiers in Angola.

The four guests were Sven Kreher, who apart from telling us of his flying adventures, acted as Talk Show Host for the evening. He was so good, one would think this was his full-time job. Sven is also Chairman of the Bateleurs since his mother's death some years ago. Nora Kreher, founder of the Bateleurs, was a 'giant' in everything she did and was an avid conservationist. Sven is following most successfully in his Mum's footsteps.

Sven introduced us to his colleagues, Steve McCurrach, a director of the Bateleurs, who has flown dozens of missions for the Bateleurs since joining the organisation a decade ago. With the aid of his power-point presentation, Steve was able to show us many great pictures of his work with the Bateleurs. Steve wrote a fascinating article for African Pilot entitled 'Bateleurs and Anti-Rhino Poaching'. This article can be found on page 60 of African Pilot's March 2012 magazine. All the magazines can be downloaded from African Pilot's website.

Joe Holmes and well known businessman Avroy Shlain made up the guests and proved to be most loquacious and enthusiastic about their work for the Bateleurs. Joe's description of his escapades in Angola had us roaring with laughter as we all imagined the sort of 'Monty Python' nonsense that could only happen in Africa. Humorous now, but at the time very scary and most certainly life-threatening. One expression Joe used when describing an inebriated soldier was, "He must have flattened a bottle store!" I loved that!

Avroy Shlain uses his Cessna C182 for most of the missions that he flies. Slow enough to be able to carefully observe the terrain and with a great all-round aerial view. Flying rescued Cheetah cubs from Alldays to be raised at the De Wildt Cheetah Centre was one of Avroy's most rewarding missions.

The evening was so interesting that it was 22h45 before Jeremy Woods pulled the plug. Thank you very much Sven, Steve, Joe and Avroy for coming to talk to us. Good luck with your essential work for future generations. Jeremy Woods, Karl Jensen, Eugene Couzyn and Tony Kent are amongst pilots from EAA Chapter 322 who have flown for the Bateleurs.

As usual, huge thanks to Jeremy and Ann-Louise Woods for organising this great evening. Without you two there would not be a talk show. Also thanks to Trixie Heron, our three braaiing musketeers Mike Hartmann, Pottie Potgieter and Ronnie Alcock, Justin Gloy for helping to run the bar, and Alison Maphosa for always doing everything that is asked of him. Justin has just returned from a successful sojourn at 43 Air School where he obtained his PPL. Well done Justin.

The Bateleurs are always seeking ways to fund their great work. At no cost to yourselves, join the MY Planet scheme and specify the Bateleurs as a recipient with Woolworths and 1% of the cost of all your purchases will go to the organisation,



Avroy Shlain Secretary Joan Cameron



Sven Kreher

Where's Woldow - our EAA 322 member in the USA

Sorry I have been slow in the writing department. It has been a good spring here in the Midwest US for flying, even though it is early for any organized activities. All of the airplanes are up and running for the summer season, with 5+ flights in the Stearman already, and as many in the T-6. This Saturday was good, with Chad joining me in the T-6 to take it on an 80nm flight to DVN to swap it for the Travelair. The usual crowd up there including 2 WW II veterans (one an ace in the Pacific), to talk airplanes, stories, and drink coffee. Truly amazing what they went through and have done with their lives. At 89 and 90 years young, they

are still active pilots and role models to us all.

Once we got back to Pekin, Chad suggested we take a friend's Mooney up for a proficiency flight as the owner has been out of the area for the winter and it needed to be run. I am very rusty in my instrument procedures, and combined with minimal experience in the aircraft, was a set up for embarrassment, but was still able to make an approach to minimums (on a perfect VFR day). A great day until I got home late, and had to pack for a week in China, with a departure at 06:00 Sunday. I am glad I've got a very understanding spouse.

I have the week of Oshkosh scheduled off, so hope to see many of the chapter over this year. Take care. *Ric Woldow*

Report on Chad's visit to Krugersdorp and FAVV 5 May- *by Karl Jensen* Chad Pobanz, a pilot in the aviation department of Caterpillar USA, was in SA on a demo flight in a Global Express. Brian Stableford and Ricardo de Bonis ensured he experienced the camaraderie of EAA in SA. Chad flew to FAVV in Ricardo's Chipmunk and back in the AirCam. About 14 of us visited and Chad experienced local hospitality and a braai of massive proportions, heard a lot of war stories and rode aircraft. I am fairly certain he enjoyed the day and returned with our best wishes for Ric Woldow.



L: Chad Pobanz with Brian Appleton's Chipmunk and riding in Ricardo de Bonis' AirCam



EAA Chapter 322's monthly meeting Wednesday 2 May - *by Gordon Dyne*

Some 60 or so members and visitors came together last Wednesday for the monthly meeting of EAA Chapter 322. The venue as usual was the Dickie Fritz MOTH Hall in Dowerglen. As usual we were greeted by the smell of woks cooking on the braai. Absolutely delicious, particularly when, like me, one has come straight from work. I was seriously hungry. Thank you very much Ron van Lear. 322's answer to Gordon Ramsey. I hope your good lady wife is much better now.

Our Chairman Captain Karl Jensen called the meeting to order and immediately asked the gathering to be upstanding for a minute's silence for our two fellow aviators, Rob Mirtle and Hazel Nash, who died in the accident at Margate during our EAA Convention on Sunday 29 April. Very sad. Our sincere condolences go to the families of the deceased. Such an incident makes one realise how fragile our lives are. Here one minute - gone the next.

Karl ran through the monthly formalities in record time and after a break to refresh our glasses we settled down for a group discussion on radio work. Colonel Jeff Earle hosted the discussion stressing that it was aimed at PPL VFR radio transmissions.

Jeff was ably assisted by a panel of experts. All retired SAA Captains and either RAF or SAAF as youths. This distinguished group of septuagenarian pilots was Karl Jensen, Geoff Fish, Brian Stableford and Dave Tayler. Over 100,000 hours flying experience between them, but now like most of the EAA members flying purely for fun. The discussion was very interesting, with so many differing views and ideas. I think at the end of the evening none of us were very much the wiser. There are not any laid down rules for radio transmissions, but one valuable piece of advice we were given from our esteemed experts was to 'keep it brief

and LISTEN OUT.' It would have been good to have had Captain Scully Levin on the panel. Unfortunately Scully was away flying! Scully is a doyen of aviation in South Africa and one of the most experienced pilots in all forms of flying. His advice would have been invaluable. Thank you very much Jeff Earle for putting this initiative into action and for gathering these flying legends onto your panel.



EAA 322 members soaking up pearls of wisdom

At 22h30 the meeting wound up. Yet another successful evening. Thank you Chairman Karl Jensen for all your enthusiasm and for the usual interesting and humorous aviation power-point display. Thank you too to all our members who rock up month after month. Your support is so appreciated. Finally enormous thanks to our PR lady Trixie Heron for all her wonderful work behind the scenes. Chapter 322 would not exist without you.

Our next meeting is literally 'D' Day, Wednesday 6 June. Captain Geoff Fish who was born on this historic day in 1944 turns 68. For further information on EAA's Chapter 322 please contact Trixie, editor@afskies.co.za or Karl Jensen on karlpix@icon.co.za

Jeff Earle, Aero Club Chairman and 322 member, facilitated the radio procedures workshop



2012 EAA National Convention Gallery



Conré Swart, youngest pilot to fly to Margate Convention



At last - got signed off on the RV last Friday afternoon!
Pigeons better start walking! - Kevin McCormack



Regó Burger ,Chapter 778 Port Elizabeth, photo-
graphs Colin Dettman's newly completed Jabi J230 at
sunset



Mike Nel and Alan Susman with their Taifun 17E at FASI



Chapter 322 fly-in to Secunda 6 May - John Illsley



Chapter 322 fly-in to Secunda 6 May - John Illsley



Parking at Eagle Flight Academy fly-in near
Hartswater 16-18 May



Chapter 1504 Klerksdorp
contingent at the fly-in



Plush seating at the Eagle Flight Academy
auditorium



Fun rally briefing at the Eagle Flight
Academy fly-in



Left: DJ Lubbe, CFI
at the Eagle Flight
Academy with Dad
Dawid Lubbe
sporting a strange
hairstyle. Generous
salt-of-the-earth
folk! Right:
Farmstyle aviation!
Is this windgat or
windpomp?



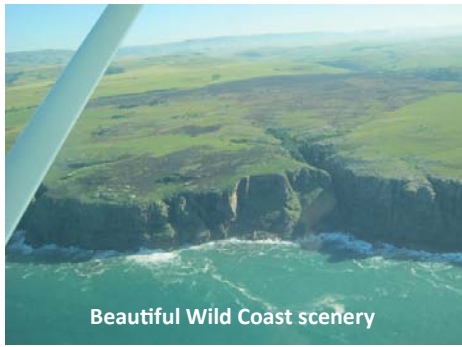
Carnivorous 322 EAAers at Eagle Flight
Academy fly-in



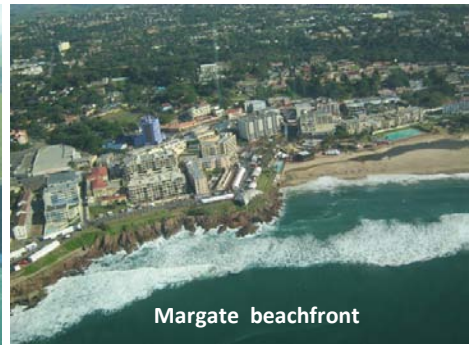
News from EAA Chapter 1262 East London - by James Wardle Our Chapter hosted a fly-in where a fair number of planes visited at Wings park, and some of our members have been on visits to other activities in the province. The convention in Margate was attended by a few of our members too and activities are planned for the next weeks. The builders of projects continue to make progress and visits to these are planned for the near future.



Port St Johns on the way to Margate



Beautiful Wild Coast scenery



Margate beachfront



Wings Park Clubhouse



Fly-in visitors to Wings Park for the Chapter 1262 East London breakfast

Tailpiece/Tailplane - Len du Preez, Chapter 1504 Klerksdorp

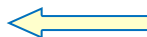
With the price of avgas, I think it is time to go electric... In the early 1990s we saw the first electric model aircraft and they were lousy. Now 20 years later the electric planes outperform the gas models. So where are we with full scale... still burning 1960 technology.

I got this idea, but like most of my ideas it is quite radical. So shoot it down if it is too much. In the States and Europe they get these challenges from time to time, where they give normal people the chance to push the limits of what is perceived as being the tip of what can be done with known technology. They recently had a challenge with some prize money for an electric aircraft that that can reach 200 miles with a single charge within 2 hours. It sounds do-able, and it was, although most of the entries were glider type composite aircraft, mostly single seat designs.

Why don't we do something similar? Launch a challenge for say an electric aircraft with at least 2 seats with an average cruising speed of 120 knots with a 2 hour endurance. Or something like that. We have a lot of keen engineers and passionate aviators in this country. Our government does nothing to promote that, so maybe we have to do it the old fashioned way and just do it ourselves.

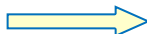


1982: Archie Kemp and Brian Stableford



SPOT THE DIFFERENCE

2012: Brian and Archie. Same Cessna



CONTACT is the official newsletter of EAA of SA. This edition was happily compiled by Karl Jensen and edited by Trixie Heron 22 May 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 - be like Gordon Dyne and keep 'em coming!