



BRAKES ON...THROTTLE SET...  
**CONTACT**

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THE OFFICIAL NEWSLETTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION OF SOUTH AFRICA

**As there was no CONTACT in January - this is the first issue of 2013**

## EAA of SA 2013 CONVENTION - Heidelberg 9-11 August

A start was made with the 1st formal get together at the Heidelberg Airfield on 12 January. The weather was not good with an easterly breeze that created poor visibility from Secunda and the Mpumalanga power stations as well as light mist. The weather had many EAAers turning back to their bases at Vereeniging, Rand and Krugersdorp. August however is generally a dry month and this kind of weather will not be a factor during the Convention.

The meeting was attended by about 30 members of the EAA and Heidelberg Aviation Association (HAA) to discuss some of the principles and requirements of both parties in planning of the 2013 EAA Convention. As anybody knows who has been involved in running an EAA Convention, the process is complicated and covers a myriad of details.

EAA is indeed fortunate to be invited to hold our Convention at Heidelberg in collaboration with the HAA. The discussions were led by Fanie Bezuidenhout (EAA 322) who is a committee member of the HAA. Paul Lastrucci, EAA of SA National President co-chaired the meeting. Fanie's enthusiasm is unbridled and infectious which augers well for the 2013 EAA Convention and AGM.

From Paul Lastrucci: "There has been some concern that the Heidelberg venue is too close for some to fly to, but this gives a perfect opportunity for some serious cross country flying for the coastal guys. For the up country pilots we can get a Navex together so that they can also get in a bit of seat time. We have time to arrange the paperwork for an air event as well as any other requirement. The facility is great, lovely ablutions for the campers and the town hosts quite a number of B&B's. We will need a representation from each Chapter on the committee as the Convention is an EAA National Event and I would be happy to coordinate this. Régo as you are quite

'flink' on email, we will not expect you to saddle up your aerie for the committee meetings which we can handle over the wires, however I require input ideas etc. Later we will be coming to the guys with an appeal for volunteers for the operational requirements of the day. We will advise when we need to put names to the tasks required. Kindly put the word out to our EAA members where possible to avail themselves to assist. To the Chapters that are out of town, your input as far as suggestions/best practices, etc, are vital, this is a National event and everyone's input is required to ensure a world class event."

I believe an organising committee should be formalised and all matters not simply handled at an informal level as was the case on 12 Jan. with all and sundry being made responsible for this and that. I regard the initial meeting as a steering meeting only with no formal committee having been put in place to take responsibility. The meetings must be run on accepted formal meeting lines without autonomous decisions being implemented. A dispute and dissenting procedure should be established. At least one 'Committee' meeting should be held each month leading up to August with more get-togethers when necessary. There are issues of financial concern to me. Accumulation and expenditure of funds must be transparent and formally handled and recorded. Allocation of money generators such as the beer tent, catering, gate money, vendor stall allocation and rental, etc, should be decided by everybody. Enormous problems have arisen at EAA Conventions in the past because of lack of attention to the detail as mentioned above. The decision on airshow type displays should be jointly determined and certainly not to the detriment of EAA aspirations. Let's do this thing jointly and collectively. We are all friends and let's keep it this way!  
*Karl Jensen*

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## Understanding Problems of Vapour Locks with Rotax Engines - by Dale de Klerk



To understand the explanation properly, you first need to do an experiment.

1. Take a 5L plastic container and half fill it with fuel, (preferably

mogas) although avgas will give a similar result.

2. Seal the container and give it a gentle shake. Or just put it out in the sun for an hour. Watch what happens. The sealed container swells from the pressure of vapourised fuel.

Now, any aircraft, while taxiing will shake the fuel a little and give you the same result. The heat generated by the engine and exhaust will warm the fuel and give you the same result.

Most Continental and Lycoming engines have the carburettor below the engine. Hence, the fuel line from the firewall to the carb is also below the engine and not as susceptible to engine and exhaust heat. In the case of the ROTAX, the mechanical fuel pump is situated next to the gearbox, above and in front of the engine. Therefore the fuel line will run all the way from the firewall, over the engine to the fuel pump and then back again over the engine to the carburettor. To crown it all, the carburettor float bowls are situated directly above the exhaust manifold. A recipe for disaster you would think!

**NO!** The simple solution is: You need a heat shield between the exhaust and the carb. Preferably in such a shape that it will prevent any accidental fuel spillage from dripping onto the exhaust. Then you also need a fuel return line. This line is very specific and also a requirement by the manufacturer. A T-piece or a 4 way cross fitting should be installed at the point where the fuel line is split to feed the two carburettors. Care should be taken to ensure that this is also the highest point of the fuel line. A restrictor with a 0.35mm orifice should be installed at the beginning of that

return line to prevent pressure loss. This line should then be routed directly back to the fuel tank.

If you do not have this line, the following will happen: Float bowls are full so the needle and seat is closed. From shaking due to taxiing and engine heat build up during taxi and run up vapour bubbles may form in the fuel line. Air is compressible while fuel is not. Therefore these tiny compressed bubbles stay in the line between the fuel pump and the carb. After your run up, while lining up for take off, the engine requires very little fuel but is transferring a lot of heat into the fuel line. As you now apply power and accelerate down the runway, the engine consumes lots of fuel from the float bowl. The needle and seat opens to accept more fuel from the fuel pump.

**But** as the needle opens and releases the fuel it also releases pressure. This causes those tiny vapour bubbles to expand rapidly and fill the float bowl with vapour! By this time you are airborne and the engine requires lots of fuel that you don't have. Engine stops and you have a problem.

Now you will say, "but the float bowl is vented". It is indeed but it takes time for the vapour to vent and be replaced by fuel. Remember, your throttle is now wide open!!!!

Do another experiment on the ground:

1. Shut off your fuel while the engine is running full throttle. When the engine stops. Open the fuel and try restart the motor with full throttle. It won't start until you close the throttle. Same situation as when the engine quits just after take off. No one thinks about or has time to close it for the restart.

Now if you had a return line - as soon as you switch on the electric pump or start cranking the engine, all the bubbles will be forced through the 0.35mm orifice back to the tank. Furthermore, cool fuel from the tank will be circulated through the system.

Attention to and understanding of this vapour phenomenon can save your life.



Battery pack rebuilds (Air Radio, GPS etc.) - Contact Mark Meltzer -082 053 2856 ballpark cost about R200 - A Brian Stableford pearl of information

**A ride in a P-51 Mustang** - by Nico Brandt My family and I visited Port Alfred this December, and although it has been a life's wish to fly in a Spitfire, the only opportunity I will ever have to fly behind a Rolls Royce Merlin, was to fly in one of the local Mustangs. This took place on Friday 28th Dec when I went up with Patrick Davidson in 'Queen of Heats' for an aerobatic flight. I was dropped at the airfield early and was first in the queue, the weather was overcast, cool with barely a breeze, - absolutely perfect. I wiggled into the cramped rear seat and Patrick started up with that famous cacophony of sound. The fumes unfortunately seemed to pass around the pilot and give the passenger a thorough dose of carbon monoxide which left me a little queasy. The fumes cleared once Pat closed the cockpit and we roared off down the runway to what was the most exhilarating ride I have ever had. Patrick's aerobatic excellence showed as he smoothly dived, rolled, climbed and looped from one manoeuvre to the next while we charged down the coast to Kenton-On-Sea where my daughter and family were waiting on the beach for a fly-past. All too quickly it was over and we finished the flight with a fast flyby at 43 Air School into a wing-over followed by a great landing.





## News from EAA Chapter 973 Krugersdorp - by Roy de Stadler

Our new Chapter Committee was elected on 20 October at the AGM held in our Club House. The members are:

Chairman : Roy de Stadler  
Vice-Chairman : Trevor Davies  
Secretary : Melissa de Beer  
Treasurer : Christa Greyvenstein  
Safety Officer : Gavin van der Berg  
Additional Member : Andre Scheepers



I prefer what you got!

We did not hold a meeting in November, instead Christa and Melissa arranged a Christmas 'Hat' Party on Saturday evening, 1 December. What a lovely evening it was! The weather was on the cold side but that made it cosy inside our Club House. The instruction was to dress up with your best hat but some guests who did not have hats did something else instead! A bumper buffet supper was served which included a choice of main dishes as well as the famous Krugersdorp chicken pie. Afterwards a somewhat replete company exchanged gifts. Everybody had brought a small gift which was placed in a pile. One by one we went forward and selected a gift but as they were all wrapped we had no idea what was inside and some vigorous horse-trading

After the ball was over...

took place when opened! In our new Chapter Constitution, we have said that one of the purposes of our Chapter is to 'Have fun' and that is what we did!



Hats and hats

Our next monthly meeting will be held on Saturday, 19 January, and visitors are always welcome.



Roy de Stadler and Christa Greyvenstein



Christmas Elf with guests



Ah, the desserts!

## Look after your hearing ! - by Régo Burger

This is something homebuilders can work on easily. There are many apps on cell phones and P.C.'s iPads and all that don't have to be SABS approved for you to get an idea. Do a base test on an average Cessna inside the cabin. If your system has a scale setting choose A and not C range of tests for the purpose of hearing safety. 100db is their average in cruise power setting. +/- 2db. Then test your machine. If it is less it is quieter than a Cessna, if not well the rest is simple logic.

Shhh don't tell anyone....it's noisy. Being subjected to more than 85db without ear protection will lead to long term effects and or even deafness. When you do that next audiogram at the AME and he looks at you and says did you not hear that? You have irreversible hearing damage! Standard older Cessnas have an average cabin noise of 99-102DB. On any aero engine, a standard piccolo tail pipe will buy you 3 dbs of peace and quiet. 3 db is 50% energy saving from a reference, e.g. if you go up 3db from 50db to 53db you double the energy and if you come down 3db to 47db, you halve the energy.. The purpose of these tests is not the outside environment yet, but to help warn you about your hearing lifespan as a pilot. If you can't afford noise cancelling headsets the cheapest alternative is ear-plugs to enhance the standard headset attenuation. If at anytime after a flight you have any side effect like a headache or tinnitus, it is probably from noise trauma/ stress or damage suffered during the flight. Young people think they are immune but it will catch up with them. Ear plugs are cheap, so why not have a set or 2 handy in your flight bag. Stage one correction is at the non-existent silencer, this will then also benefit the environment. Stage 2 is to leave the cause of the noise and protect your ears - they are priceless. A roaring F1 car does sound 'nice' but that sound is causing damage to someone.



### An RV-7 Story - by Andrew Robinson

The plane was born within the garage doors behind the pictures in Parkmore. The gestation period was 5 years and it took its first real breath of fresh air in December!

This is **no** microlight or Sling type plane (100Hp Rotax, 120 mph local design)

The RV7 is a side by side two seater designed by an American **Richard Van Grunsven** (hence RV) and is available as a kit for two 220 lb Americans and their golf clubs! It can be loaded with about 350 kg and has a 50 lb baggage compartment. The aircraft is powered by a Lycoming 180 horsepower 4 cylinder 6 litre fuel injected aircraft engine driving a metal propeller.

Top speed of 215 mph (340km/h) and can carry the above 2 (fat) Americans to Plett from Jhb in 3.5 hrs at 165 knots cruise and use less than 100 litres of fuel to do so.

It has a +7 g and -4 g limit, so is capable of the full aerobatic schedule and now has its own category in aerobatic competitions. They are also being used for pylon racing!

This is an all metal (duralumin) design with 24,000 rivets and close to a thousand bolts to hold it together with fiberglass cowl, spats (wheel covers) and wing tips.

My 'tweaking' of colour? I am not happy with the spinner colours (cone on front of the propeller) see picture, and the wheel spats are not finished yet. The tail also needs final design completion. I designed the colour scheme and painted it myself.

The green chair in the picture is simply to hold the flap up as it was not connected. The instrument panel has 2 state-of-the-art screens with terrain mapping (theoretically impossible to fly into mountains without it warning you), GPS, autopilot, etc ,and backups of a couple of round old fashioned



instruments, see above picture.

And Wendy; you sit within the bubble clear bit on very comfortable adjustable seats with the two control sticks between your legs while you listen to hi-fi quality sound through your Bose earphones! And finally; no, I didn't pay for it!

*By now we hope you have experienced the thrill of the first flight of your creation - KJ*

### A Comment on the Cost of Belonging to EAA - by Karl Jensen



Any organisation worth its salt needs money to function. The Aero Club of South Africa's (AeCSA) main purpose in my understanding is to keep a watchful eye on the legislators who seem bent on restricting our freedom of the skies and constantly seeking ways to get into our pockets. The AeCSA also liaises with the various State departments for our benefit. There is a good side to the regulations which attempt to ensure good practice and safety of our aircraft maintenance standards and flight operations. The AeCSA is the link between recreational and competitive aviation activities through the Federation Aeronautique Internationale (FAI) and SASCOC, the South African Sports Confederation and Olympic Committee.

SASCOC is supposed too look after all our various National Federations who are affiliated. Together with the various provincial sports councils including AeCSA, SASCOC is responsible for the awarding of National Protea Colours to

athletes/officials who have met the criteria to represent South Africa in different sporting codes and arenas. They also endorse the applications

for bidding and hosting of **EAA** international events. Membership of AeCSA is a requirement for the issue of an Authority to Fly (ATF) if you fly an NTC aircraft. The cost to EAA members of AeCSA membership annually is R330 and is a necessary and worthwhile investment.

By a motion passed at the last EAA of SA National Council, EAA annual subs will from 1 Jan 2013 be R400 per annum. This includes EAA of SA national subs of R200/p.a. and EAA Chapter subs of R200/p.a.(a total decrease of R15). To be recognised as an EAA Chapter, the Chapter requires a minimum of 10 paid up members to be Chapter as well as EAA of SA members. EAA of SA membership entitles one to vote at National meetings as well as participation in EAA National resources and events.

Should Chapter Chairmen and committees decide on different Chapter fees, honorary membership, social members, etc, that is their prerogative, however the EAA of SA national fees are fixed.





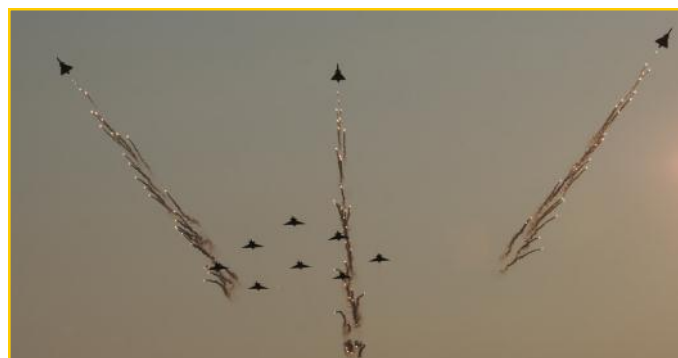
## Major-General Des Barker ensured a full-house at EAA Chapter 322's last meeting of 2012 - by Gordon Dyne

On Wednesday 5 December, the last EAA Chapter 322 meeting of 2012 was held. A guest speaker of the quality of Major-General Des Barker ensured a full house. So it was and more than 80 members and guests crammed into the MOTH Hall on the that balmy evening. Our committee had decreed that the delicious chicken mayonnaise toasted sandwiches and wors rolls prepared by Ann Ferreira and her team would be 'on the house' so there was a bigger demand than usual. Ann's better half octogenarian Wally kept the bar going splendidly all evening as usual and richly deserved the gift which he was given by Chairman Captain Karl Jensen at the start of the formal proceedings. Karl promised that the agenda would not take long and although it ran longer than anticipated it was soon wound up with events past and present, finance, safety and the 'gee-whiz' minute adequately covered, interspersed with the usual humour we have come to expect from our Chairman.

After a quick break to re-charge our glasses, everybody sat back in comfort to relish the talk by Major-General Des Barker SAAF (retired). The General did not disappoint. For more than 90 minutes, but nobody would have minded if the talk had gone on until Thursday morning, the General talked on 'The Service life of the Cheetah in the South African Air Force - A Flight Test Perspective'. What a talk! Nobody moved a muscle. Nobody even went to the loo as the General, aided with a power-point and enthralling video presentation ran through the life of the Cheetah. His amazing talk culminated with the video of the 'Cheetah Farewell' as a 14 ship formation of Cheetahs flew in formation for the last time from Air Force Base Makhado near Louis Trichardt. General Barker flew in this last formation and said that many of the pilots unashamedly cried as the Cheetahs shut down their engines for the last time. Most of these Cheetahs were subsequently sold to Ecuador. A deathly hush followed as the General shut down followed by rapturous applause and questions. What a man! What a career! What a talk! Thank you very much for your time, sir. I have listened to the General speak often and I hope I am privileged to listen to him many more times. So the last meeting of EAA Chapter 322 came to a close. More



Gen Des Barker presenting. Below : Gen Barker and Sid Bottom



The final Cheetah formation break overhead Hoedspruit AFB

was the pity. Thank you very much Chairman Captain Karl Jensen and your committee for a memorable year of flying and fun culminating in the Saturday 8 December amazing fly-in and breakfast at Karl's home base at Fly Inn Estate.

## Major Coup for the EAA Auditorium Flying Legends Talk Show 14 February 2012

**Lieutenant General Carlo Gagiano**, Chief of the South African Air Force who retired on 1 October 2012 will be the guest speaker at the EAA Auditorium adjacent to the holding point of R/W 29 at Rand Airport. Take the entrance at Hurricane Road (NOT through the main gate). Gen Gagiano will be interviewed by EAA's Dr Mike Brown. It is expected that the tickets will be sold out the moment they become available. Tickets are on a strictly first come, first served basis. Boerewors and Steak rolls will be available from 18h30 with the show commencing promptly at 19h25. Entry will cost R30 for EAA members with proof of membership and R50 for other patrons. For reservations, contact Anne-Louise Woods [admin.woods@icon.co.za](mailto:admin.woods@icon.co.za) or call 011 888 8495/6





## EAA Chapter 322 Fly-in to Fly Inn Estate on 8 December - by Karl Jensen

49 fixed wing aircraft and autogyros plus 4 helicopters arrived at Fly Inn Estate from 07h00 on Saturday 8 December for an inexpensive fly-in breakfast with a difference. The owners of the farm where Fly Inn Estate is situated, arranged a mini farmers market to coincide with the EAA fly-in. The catering team led by Ronel Venter, wife of co-owner Gabi Venter prepared a feast for the visitors and the residents of the magnificent Fly Inn Estate. 230 breakfasts that would make any restaurant envious, were served. Ronel was a Purser in SAA and their daughter Orlee who also slaved away all morning is a Purser with Emirates Airline. First class service for us all!

Gabi Venter with his brother and staff had transformed Fly Inn into a magnificent park of manicured grounds. With the recent rains, the entire farm was verdant and the visitors enjoyed their breakfasts in the shade of the big trees adjacent to the mini farmers' market on this beautiful farm. As this was the first event of this nature at Fly Inn, visiting aircraft numbers were restricted due to limited aircraft parking. However, at a late stage, 2 adjacent fields were mown and the surface prepared that could accommodate at least an additional 50 aircraft next year.

Paul Sabatier ably handled ground movements and despite there being no ATC, there was not a single incident of safety concern - well done to everybody involved.



Top: Alouettes at Fly Inn (Eugene Couzyn Alo II Hugo Erasmus Alo III)  
Above: EAA members at Fly Inn Top Right: Entrance to the Market  
Right: Willing hand help Gordon Dyne with an electrical snag on his Piper Arrow



Left: EAA members breaking the fast at Fly Inn  
Right: Part of the line-up at Fly Inn



**Ralph Hurwitz - by KJ** Ralph took part at the Fly Inn fly-in and a few days later was admitted to hospital for major surgery to remove cancerous tissue from his digestive system. 4 weeks later, on Monday 28 Jan, he was discharged and is recovering well. This pleases us all Ralph and we look forward to your being able to enjoy your lovely Sling again.

Left: Ralph at Fly Inn Estate

Rt: EAAs Jonty Caplan & Steve Theron visiting Ralph in hospital





## EAA Chapter 322 Johannesburg visit to The Airplane Factory (TAF) -by Karl Jensen

Mike Blyth, founder of The Airplane Factory, conducted a tour for 47 ½ EAAers of the enormous facility spread over 6 large hangars at Tedderfield on 26 Jan 2013. Most members drove in although there were 12 aircraft that flew in for this eye-opening tour. Mike gave a brief history of how he started designing an aircraft to take him to another level from the microlight aircraft that he had built and been involved with for the previous 23 years. He was joined later in the business by James Pitman and Jean d'Assonville. The company has grown to employ 105 staff. Many of the personnel who arrived with minimal talents are now highly skilled workers. As Mike explained, there are numerous aircraft all over the world that compete with their flagship Slings. TAF has to be a step ahead of the competition all the time. There is an obvious market for the Sling which fills a niche in the light/sport aircraft field. There are 65 examples flying in the SA,

the USA, Europe and Australia, with the order book steadily growing.

TAF production aircraft are all powered by the reliable ROTAX engines which have proven their reliability in Slings as was proved by their incredible world circumnavigation flights recently. The latest West to East circumnavigation was in the new Sling 4 prototype 4-seater. With a diminutive turbocharged Rotax of 115 hp powering the Sling 4, the flight from Rio de Janeiro to Cape Town required a 400 kg over gross take-off weight. Mike described the take-off at 1200 kg gross weight. The aircraft became airborne in 600 metres for the 24 hour 40 min flight. They landed in Cape Town with 3 hours of fuel remaining.

TAF is a high tech operation and the production facilities are extensive and immaculate. For 2 hours Mike presented the talk to our members, giving details of what is envisioned, such as making high wing aircraft of the current designs, tail-

dragger versions and a higher performance high wing sSling that will be powered by an engine in the Lycoming IO-540 class.

It is quite apparent that Mike, James and Jean are exceptionally imaginative thinkers who are able to implement their ideas. Clem Sunter, an economic visionary, is adamant that we should all focus on areas of excellence. The Airplane Factory is without doubt one of these. During the tour, one of our academically respected members mentioned to me that although he does not own a Sling, he felt very proud taking part in the tour, proud to see such innovation and quality right here in South Africa.

Thank you ,Mike, and we wish you guys every success. I suspect that you will garner much business from this most enjoyable and educational EAA visit and your offer of free builders' courses which our members will appreciate.



Mike Blyth demonstrates a take off assist technique in the composite lay-ups section of the The Airplane Factory



EAA'ers are shown the unique Airplane Factory wing jig (included in all Sling kits) that ensures highly accurate wing construction



Mike, with the Sling 4 prototype, relating the Rio take off to an enraptured EAA audience



The Airplane Factory's freshest aircraft of the production line only handed to the new owner the previous day - fabulous quality and with a superb paint job

### **A Flight to Plettenberg Bay - by Ron van Lear**

So you and your friends want to spend a few days at Plett. You book what turns out to be a very nice place about 6 km east of Plett and just up from the beach. Next is the plan to get there. As an EAA person with a reasonably fast home built airy, it is obvious that this is the way to go. My Europa takes 2 adults and a reasonable amount of luggage. A flight plan needs to be made so that you know exactly which route that you are going to follow, at what altitude and where you are going to stop for fuel. I elected to fly from Grand Central to Gariep where we would stop for fuel (by arrangement). We took off from FAGC at 05h30 and arrived at Gariep in less than 3 hours. The refueller was waiting for us and we were fuelled and ready to go in good time. The following sector direct to FAPG was without incident other than steady headwinds of 25 -30 thirty knots. Flying over the berg, one has to be high enough to clear the mountains, but that means that when you get close to your destination you have to start a rapid decent. For some aircraft that can result in possible shock cooling of the engine. The Rotax, being partially water cooled, makes this less of a problem. We did two overhead circuits, flew round the Robberg and lined up to land on runway 30. The low level winds were very choppy and I elected to keep a lot of power on and follow the prop all the way down. This works just fine for me.

After landing, we taxied over to an allocated tie-down area, hammered in 3 pegs and secured the plane. We had arrived. Total flying time was 5 hrs 3 min, not bad considering the headwind. Plett was quite busy with several charter flights arriving and departing such as a Citation, a Pilatus, B1900D as well as some smaller planes. It appears as if no one is officially running the place, no fuel, no restaurant, tea garden or in fact not much of anything. Fortunately there is a guard on duty all

the time.

During our stay we hiked around the Robberg Peninsula (only recommended for the reasonably fit), paid a visit to the fantastic bird park which is in my opinion a must see for anyone visiting the area. It is supposed to be the biggest aviary in the world with several acres of jungle riverine forest under one continuous containment mesh. Right next door is the monkey park and on the other side is the elephant park. All too soon we had to return to the grindstone and departed early the following Wednesday morning. The weather report was iffy, but broken cloud made it possible to climb out and yet again we faced headwinds all the way home. Our stop on the way home was at Tempe, Bloemfontein where we refuelled.

There were varying degrees of cloud cover and we had to put up with light turbulence for the remainder of the flight. My good lady was feeling a little green and tetchy by the time we arrived at Grand Central. Karl J suggests as a precaution, one should take motion sickness medication before a long flight if your passenger is liable to feel uncomfortable. In a small plane, 540 nm is quite a long run, so make sure that you do all the necessary planning. You will need food and drink when flying, especially at higher altitudes, (above 7500 ') you will be dehydrating and it is a fact that the brain does not function well when it dehydrates. All in all it was a great and definitely a good alternative to driving. Our friends who drove home took more than 12 hours for the trip.



### **News from Chapter 778 Port Elizabeth - by Régo Burger**

At our Chapter, we meet in December at FAUH. Friends and family joined us to share firstly a breakfast that the ladies organized and then a lunch time braai by the men. Brett Williams, Algoa Flying Club Chairman, brought 2 youngsters for a Motor Glider ride. Our Local members were awarded the annual floating trophies. Russell Phillips receive the PROJECT award for the newly designed Whisper-X. Colin Dettmann received the WINGS award for his Jabiru.

Retired Bruce Turner came to visit and we still stay in contact with previous members where we can.

A special thanks to Colin for opening his hangar for us and to all that made it a great day.





## Whassup! Calendar of Events

Sat 9 February: **MISASA Light Sport Aircraft Shoot out** at Tedderfield

Sat 9 February: **Parys Pylon Time Trials** - RVs only

Thurs 14 February: **EAA Flying Legends Talk Show** featuring Lt Gen Carlo Gagiano, recently retired CAF SAAF - see page 5

Sat 16 February: **EAA 2013 Convention Planning Meeting** - 10h00 Heidelberg Airfield. It is your EAA Convention so why not rock up and see if you can help make this the best EAA of SA Convention ever

Sat 9 March: **Bultfontein Fly-in and Mini Airshow**

April 12-14: **SAA Crew Zebula fly-in and 5<sup>th</sup> Annual Airshow** on Saturday 13 April. EAA Members are cordially invited

Sat 27 April: **Rand Ekurhuleni/Aero Club Airshow** - Rand Airport

Sat 15 June: **Makwassie EAA Young Eagles MoJo Fly-in**. You don't want to miss this fly-in. Let's support Mike Visagie's (of Chapter 1504) energy and drive in the true spirit of EAA Young Eagles

July 19 – 21: **Nylstroom Vliegklub/EAA Taildraggers Fly-in** - Nylstroom Airfield

August 9-11: **EAA of SA National Convention Fly-in and AGM** - Heidelberg

## Fabulous aerial photo of Durban to the Drakensberg

This magnificent image of Kwa-Zulu Natal and Durban captured by EAA Chapter 1502 member Steve McCurrach required a 3-year wait for the correct weather. The

atmospheric conditions were due to the recent passing of a wet cold front which is rare in our dry winter climate. After 3 days of rain which rinsed the skies squeaky clean and dropped a blanket of snow on the Drakensberg which allowed this image to be shot from 9,000' AMSL at a point 10 km seaward of the coast. If you want a full size pic without Airserv logos up to 3m x 4m, they are available commercially from Airserv.

In the next issue of CONTACT, we will feature an article with many pics by Steve McCurrach taken in the Drakensberg and Golden Gate areas and of Sandstone Lodge activities.



**Competition:** The most imaginative wording for the voice bubble will have their entry published in the next CONTACT. Send entries to Ian Wylde [wylde.ian@gmail.com](mailto:wylde.ian@gmail.com) by 21 Feb (Hey I can take it! - KJ)



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**More fun**  
**Best training**

**Taildragger Training**  
**Glider Pilot's Licence**  
**Touring Motor Glider**  
**National Pilot's Licence (LSA)**  
**Private Pilot's Licence**  
**Commercial Pilot's Licence**

### Note from Jonty Caplan - EAA Chapter 322 Johannesburg.

*Hello to all you EAAers! Happy New Year to all of you. we hope this 2013 will be a fantastic year for you all. Janet and I are thrilled to announce our engagement! Yes, I am finally getting married! I'm also very happy as Jan loves the outdoors as much as I do and really enjoys coming along to our wonderful fly-ins and EAA functions Many thanks to those who have extended us their good wishes, we really appreciate it. Regards, Jonty and Janet.*



**News from Chapter 1502 East Coast - by Craig Ralphs** The pics were taken at a function held at Grass Roots where Chapter 1502 handed over Honorary Life Membership Certificates to Graham and Sally Mac Donald. The day was a great success and both Graham and Sally were ecstatic about the award.

Our very own Chapter 1502 Secretary, Gerald Maddams proudly completed his very First Solo Flight last weekend at the ripe age of 65 (if my memory serves me). His Auster is also nearing completion and with excitement we look forward to him flying

the Auster in the not too distant future.



### Report by Nico Brandt EAA Chapter 322

Our Chapter had a great start to 2013 with an impromptu breakfast fly-in to Parys on Sunday 5 Jan. 2013.

Dr. Johan vd Spuy and I intended flying to Nyoka Ridge but the weather looked foul. We then decided to fly to Parys instead. We joined the circuit behind Archie Kemp and the General in Archie's immaculate Cessna 195. We landed to have Scully Levin greet us. We were joined by Mike Brown and Justin Gloy in his Swift, Claus Keuchel in his Taylorcraft, Ricardo de Bonis in his Aircam and Brian Appleton in his Chippie.

We had the company of Arnie Menegelli and a few other aviators for a hearty breakfast.

We were then treated to a magnificent display by Scully in Archie's 195. He had just completed his conversion onto the 195 by the General. Johan supplied the pics.



Above: Archie's beautiful ship  
Below: Nico's Maule with the 195 flying past



Brian Stableford (The General) and Scully after the display in Archie's Classic Cessna 195



**CONTACT** is the official newsletter of EAA of SA. This edition was happily compiled by Karl Jensen and edited by Trixie Heron on 2 February 2013. All contributions gratefully received from all Chapters and members. Please submit material before the **3rd Wednesday** of the month to [karlpix@icon.co.za](mailto:karlpix@icon.co.za). Thanks to all who contributed to this edition. Keep 'em coming! Thanks to Juri Keyter of Pilot's Post and Athol Franz of African Pilot for their ongoing support. We wish you all happy flying, tailwinds and creamer landings and may you other lesser pursuits also be safe with exciting adventures in the year 2013.