



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

March 2013  
www.eaa.org.za



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

## EAA of SA 2013 CONVENTION

### Change of Venue for EAA of SA National Convention that was to be held at Heidelberg - by Paul Lastrucci EAA National President

As you are all hopefully aware, we have been involved in the initial planning stages to hold the EAA National Convention 2013 at Heidelberg this year. Fanie Bezuidenhout, an EAA 322 and Heidelberg Aircraft Association (HAA) member, proposed late last year that the event be held at Heidelberg on 9 to 11 August 2013. The proposal was circulated amongst the Chapters and the venue was agreed in principle. A meeting was scheduled for 12 January 2013 at HAA to initiate the planning and delegate roles and responsibilities. It seemed like a perfectly good idea at the time, as the facilities at Heidelberg have been upgraded significantly. However, some concerns emerged during the course of the first meeting on 12 January 2013 when it became apparent that there were two schools of thought regarding the theme of the event. There was also concern that the EAA would have the floor on the Friday, followed by an EAA/HAA joint venture air show to take place on the Saturday with paying public attendance, etc. This proposal met with some resistance as the EAA members present felt that the Convention weekend is intended for an EAA Convention and should not be tagged on to an airshow. The reason for the resistance was that the EAA activities would be restricted and would incur unnecessary interference. It was also noted at this initial meeting that the prize-giving evening function was to be held off the airfield, which would present logistical problems despite hired transport. Previous experience had shown that the attendance rate dwindles considerably if the prize-giving evening is overly formal or held off-site. At the second planning meeting on 16 February, there was robust discussion as to whether this type of event would be compatible with a grassroots type Convention in customary EAA style. The EAA Convention is ideally a gathering of like-minded enthusiasts with their home-built, vintage or other flying machines, without the restrictive rules and regulations that would of necessity be imposed on the activities if we were to stage an airshow. Having said this, we do not wish to rule out displays in their entirety. I believe it is common knowledge that an air display, albeit aerobatic or just a low-and-slow Pietenpol doing a flypast, is what helps to build up some excitement and get the enthusiasm

going. Should there be EAA members who would like to do flypasts, such as the RV guys and hopefully Rob McFie's newly built T-51 Mustang, these sequences can be checked out and the necessary approvals obtained. Specific displays like the RV formation, or a host of vintage aircraft, would also be additional draw cards and serve to add a special flavour to the programme. Subsequent to the January meeting, I discussed the matter with Pierre Laubscher at RAASA and he assured us of his full support to hold a Convention with flypasts of EAA aircraft, on specific recommendation by the EAA, provided that the pilots and aircraft are checked out prior to submission to RAASA, who will then adjudicate and/or rubber stamp the application. MISASA did this successfully at Tedderfield in early February. This activity will form the basis of planning on our ARO addendum for displays at our Fly-ins and Conventions.

The EAA members present reiterated that they would like the Convention to follow a more technical theme, where flying could also take place all day without the closing of airspace. The idea is to focus on technical forums and showcase product displays, etc. Visiting aircraft would be able to come and go as they wished. From past experience, many pilots will arrive on the Saturday morning, even though the Friday is a holiday, day visitor pilots will depart on the Saturday afternoon. An airshow would hinder their time available and many would consequently opt not to attend. This has been proven in past years.

Fanie spoke to me after the meeting and indicated he intended resigning from EAA Chapter 322 and wanted no further dealings with the Convention planning. I urged him to reconsider his decision. Unfortunately, Fanie chose to resign and distance himself from any further involvement in the EAA Convention. I have written to the HAA advising of this development. It is now back to the drawing board. The EAA of SA National Council, including all EAA of SA Chapter Chairmen, is duly advised that an EAA National Council meeting is hereby called on 16 March at the EAA Auditorium at FAGM at 10h00. This meeting is essentially intended to resolve the change of venue arrangements. Please give the matter serious consideration and persuade your Chapter Chairman to bring your ideas and input to this important meeting.

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It is fun putting CONTACT together and provides me with a lot of satisfaction most times. I had never done this kind of thing until our previous Chapter 322 newsletter editor Chris van Hoof handed the reins to me. Chris did a wonderful job and was recognised some years ago by EAA USA for the best EAA Chapter newsletter in the entire organisation - an accolade he justly deserved. His was a tough act to follow when in trepidation I stepped up to the plate. The newsletter seemed to eventually hit the spot after much helpful criticism. After a while it became the EAA of SA national newsletter embracing all Chapters in the region. This new coverage required a massive amount of extra work, not only in content gathering, proof reading and editing, but also in distribution that extends to many parts of the world.

As the compiling team consists of one person, namely me, it has become rather stressful to get CONTACT distributed by the consistent deadline of the first Monday of each month. As an EAA Chapter chairman with the commitments the position entails, I am finding the gathering of good input difficult and unnecessarily time consuming by having to constantly remind Chapter heads to provide news for CONTACT. Some of the leaders provide input when reminded, but more often my pleas are disregarded. CONTACT is supposed to reflect the activities of all our Chapters and it would be great if the members contributed individually more often without prompting - pictures are appreciated and make the articles more interesting. My email is [karlpix@icon.co.za](mailto:karlpix@icon.co.za) and I look forward to your articles that we will sensitively edit if necessary.



## Whassup! Calendar of Events

6 March: **EAA Chapter 322 Johannesburg Monthly Meeting** 18h00 - 19h00, Dickie Fritz MOTH Hall Dowerglen, Edenvale. Guest speaker Maurizio de Pol, ex Alitalia Captain will do a presentation on flying in Alitalia

March 7 - 10 : **HOBBY-X** Coca-Cola Dome, Northgate, Johannesburg Thurs & Fri - 10h00 to 18h00, Sat, Sun - 09h00 to 18h00. Last year more than 38,000 people visited HOBBY-X and most spent time at EAA's exhibit - what great exposure! We need you to assist in manning the EAA stand - Paul Lastrucci [tailwheel@telkomsa.net](mailto:tailwheel@telkomsa.net) 082 822 7018

March Sat 9 : **Project visit to Wolfgang Vormbaum's C-Wolf/Boeremeisie build project** New Doornfontein downtown JHB. Wolfgang at [vormbaum@netactive.co.za](mailto:vormbaum@netactive.co.za) 082 888 9493 **POSTPONED to April due to Hobby-X . Date TBA**

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

March Sat 16: **EAA of SA National Council Meeting** 10h00 EAA Auditorium Rand Airport. There are urgent matters needing attention - please encourage your Chapter Chairman or a representative to attend. RSVP the Hon Secretary Stephen Theron [steviet888@gmail.com](mailto:steviet888@gmail.com) 084 699 1684 or Paul Lastrucci [tailwheel@telkomsa.net](mailto:tailwheel@telkomsa.net) 082 822 7018

April 12-14: **SAA Crew Zebula fly-in and 5<sup>th</sup> Annual Airshow** All EAA Members have been invited

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

July 19 - 21: **Nylstroom Vliegklub/EAA Taildraggers Fly-in** - Nylstroom Airfield Richard Nicholson [rgn@pcwireles.co.za](mailto:rgn@pcwireles.co.za) 082 490 6227

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

Sept Sat 7: **Nyoka Ridge - International Vulture Day** EAA 322 Flight for the Plight of Vultures fly-in breakfast. Paul Bartels [bartpaul@gmail.com](mailto:bartpaul@gmail.com) 082 990 3533

Sept Sun 29 : **Rand Ekurhuleni/Aero Club Airshow** - Rand Airport



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## My Taylorcraft Story - by Zak Kotze EAA Chapter 575 East Rand

It all started around 2007 when I arrived with bits and pieces of a completely disassembled and stripped aircraft. Truthfully it probably started much earlier, when, as a little boy, I ran out the house whenever I heard a plane flying over the house. As I got older, I always involuntarily turned my gaze upwards when I was outside and heard the familiar noise of an engine passing overhead. I probably always knew that I would someday own and fly my own. Although Taylorcraft Serial # 7752 was in a completely disassembled state, it was parts of a dream I planned to create. With a hired trailer and a borrowed bakkie, we collected all the parts from Hangar 25 at Rand Airport and moved them to their new home. This was in August 2007. I was the 3<sup>rd</sup> owner since the plane last flew in 1984, and who knows how many times it was moved from one hangar or home to another. The unfortunate thing, I later came to realize, is that each time it was moved, some parts seemed to have been left behind and lost.

Where did this once lovely aircraft come from and why was she abandoned for so many years? Taking a few steps back in history: "Taylorcraft BC12-D #7752, was the last of a batch of six aircraft built by the Taylorcraft company, Ohio USA, imported into the then Union of South Africa, in 1946. For

perform badly during her life at the coast, but once she moved to the Highveld, there were simply not enough ponies to fly safely on a hot summer's day. According to notes I got with the plane, the intention was to install a Lycoming O-235 (115 hp), 2 wing tanks, and completely re-cover the plane among some other smaller changes and upgrades. At this time she was also re-registered as ZS-VHL in the NTCA category. *(The previous registration was allocated to a Piper Tripacer belonging to Pat Clarence from DWC that was affectionately named Kokstad as CCW was the old number plate for that town - KJ).*

For whatever reasons, the project was never completed. Momentum was lost and interest waned. #7752 was sold to the next set of owners and the intended Lycoming changed to a Continental O-200 (100Hp). The wings were completely refurbished and re-covered. Time kept ticking by and a few years later with little

further progress, I became the owner. Needless to say, I was very excited. Little did I know what I had let myself in for. I started to sandblast and clean the frame. X-rays proved that the frame was in good condition without hidden internal corrosion. After priming and painting, it was time for a re-cover. Since I had to go to work in Malawi for three months, I outsourced the re-covering, which eventually took quite a



some reason #7752 remained in its crate until 1955. It was assembled and registered ZS-CCW in April 1956. ZS-CCW was based at Virginia (Durban) and returned to the Transvaal in 1982. The logbooks I have, date back to August 1964 at which time she had accumulated 1484 hours. In December 1984, ZS-CCW flew for the last time from Brakpan airfield, not knowing that it would be her last flight for about 29 years. At the time she had accumulated 2800. The owners at that stage, decided it was time to increase engine power from the original Continental A65 (65Hp), which probably did not

while longer than anticipated. After about a year, #7752 was back home in October 2009.



By now I started to realize that work can really interfere with one's hobby, and that this project was going to take longer than I thought at first. I remained positive and worked on her whenever I could. A few years later in May 2011, the fuselage was covered and silvered, the instrument panel, interior, upholstery, doors and all electrics completed. The engine was stripped and inspected, and we made some

less than desirable discoveries.

*Continued on Page 4...*

*Continued from Page 3...* The long and short of it, the engine needed a complete rebuild and although it cost money, at least I now had a zero time engine that should last my lifetime. By December 2011 the aircraft was painted and the engine was installed.

At this stage I thought that it was only a hop and a skip away



from being finished. "You'll fly by March the next year". It turned out not to be the case. Only 8 months later, engine cowls, baffles & exhaust were completed with a thousand other tasks that ate up time. Now we were in August 2012,



exactly 5 years since I started the project. This was probably the toughest 8 months of the entire project, where you work and work and work but when you stand back and look at it, not much has changed. Then only I really understood what other homebuilders meant with 90% done, 90% to go. Finally on 28 Sept, 2012 we trailered her for the last time to Springs for assembly of the wings.

Finally, in November 2012 she looked like a proper aircraft again, sitting on her undercarriage with an attitude that said

"I'm ready, what are you waiting for?"

The rest of that year was spent on engine runs, taxi tests, final inspections, Weight & Balance and all other outstanding checks and of course the final paperwork. On 1 February 2013 I got the thumbs up from CAA and that weekend, 5 years and a few months after restoration started, Taylorcraft ZS-VHL



took to the air for the first time in 29 years.

Test flights were carried out successfully. The rigging was perfect and she flew straight and level hands off. You would never think it is her 67<sup>th</sup> birthday this year and with all that



extra power from that 100Hp Continental, this is a FUN aeroplane to fly. The realization is still sinking in, but I must admit it is a grrrrrrreat feeling!

I want to thank my lovely wife Alida for her patience, understanding and endurance as well as all the sandwiches and many cups of coffee, you are still my No1 although you might have had doubts.

*Congratulations Zak, may you have many happy hours flying your dream come true. Hope you join us on our fly-ins! - KJ*



#### **News from EAA Chapter 1504 Klerksdorp - by Cliff Lotter**

*In my effort to keep our readership informed on activities of all EAA Chapters in SA, I regularly beg all Chapter Chairmen for input for CONTACT. I received this note from Cliff Lotter as his contribution with the attached pic - I don't know if it is true. But include it any way. You judge for yourself - KJ*

Nothing much happening at Klerksdorp. Third ship from the left belongs to 1504, Rather long but none the less quite nice! Perhaps you could use that?

Regards,  
Admiral Cliff

*...continued on Page 5*

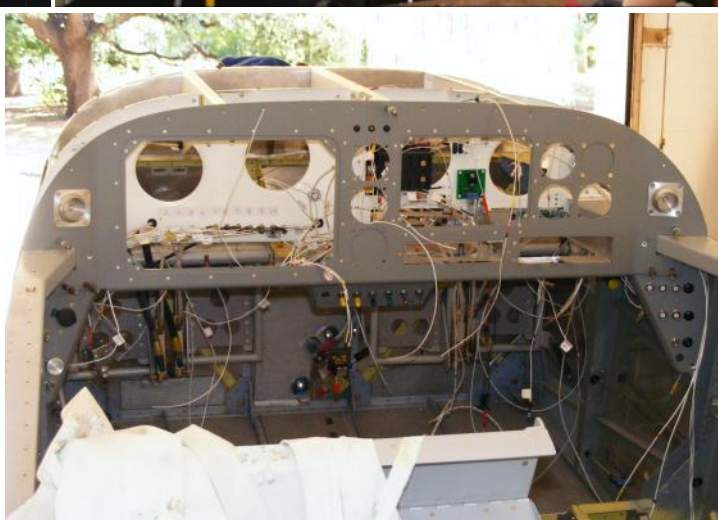


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## The Real News from EAA Chapter 1504 Klerksdorp - by Cliff Lotter

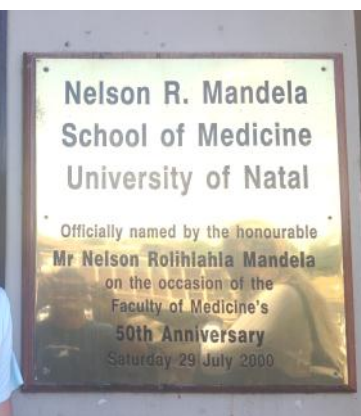
We have got a Savannah build (top left) in progress which belongs to Gert van Aarde. He farms out of town and owns a weight shift ML that he is gatvol of - time to fly a real airie! The RV-10 (top right) nearing completion belongs to Gustus Roux. Leseur Kaiser is slowly making progress on his RV-6 (below), I think this is year 18!

Regards, Admiral Cliff



### Jade Bonfils-Persson

an EAA Young Eagle has been admitted to Medical School. Proudly submitted by dad Frank who is an active EAA Chapter 322 Johannesburg member who flies a Super Cub very occasionally to Chapter 322 fly-ins



Justin Gloy and Laurie Kay perving over Ricardo de Bonis' AirCam at FAKR

**Bryan Belcher**, EAA Chapter 322 Johannesburg member with his immaculate classic Piper PA-23 Apache 160 which he recently imported to SA after flying it around the USA with fellow member Dave Lister while on holiday there. The plane flew again for the 1st time after re-assembly on 17 February at Krugersdorp where Bryan also has a Piper Aztec and an Atlas Bosbok in his hangar.

Bryan heads the Social Committee at the Krugersdorp Flying Club and organises the well run annual Spot Landing Competition at Krugersdorp Jack Taylor Airfield





### News from Chapter 1502 East Coast - by Craig Ralphs

Here are a few pictures of the new workshop that Andre Smit has recently moved his project to from his garage at home. His attention to detail in setting up the workshop is evident by the neatness of it. His project is progressing beautifully and his attention to detail can be seen in the fine workmanship.



A Chapter 1262 East London member in his 80's, Eric Evezard wishes to sell his projects: 1.) KR 2S which is complete but I would say it is more for parts as it does not have a paper trail of the build. It is registered as ZU-BMP. It also has a nice trailer which is registered. Offers?

2.) Monerai Glider, self-launch Kit built, with Koenig 3 cylinder radial engine. 99% complete. Offers around R35k.

3.) Duster glider, ZS-GML, was in regular use but needs overhaul and inspection. Offers around R25k.

Contact Eric: 043 748 1618 [eric@netactive.co.za](mailto:eric@netactive.co.za)

### Dispelling Myths! - by Gus Brown, Aerodynamicist, EAA Chapter 322

- 1) Lift does not act at the wing center of pressure (CP).
- 2) Movement of the CP has no effect on stability.
- 3) There is no such thing as a stable or unstable wing section.
- 4) Direction of the tail load has no effect on stability.
- 5) The angular difference between wing and tail has no effect on stability.
- 6) The change of tail arm as the CG moves is of little significance.
- 7) A tailless aircraft does not need a reflex wing section or washout with sweep for stability.
- 8) Normal static stability has little effect on the phugoid oscillation.
- 9) The direction of the "lift-weight couple" has no effect on the change of trim when the engine stops.
- 10) An aircraft with low stability has a more sluggish pitch response than one with high stability.
- 11) The extra speed needed for landing with full up elevator at excessively forward CG is not in order to obtain more elevator effectiveness.
- 12) Nose drop at the stall is not significantly affected by aft CP movement.
- 13) Induced drag is not a direct function of aspect ratio or of tip chord.
- 14) Aileron drag is not caused by their going down and up into high and low pressure flow.
- 15) Ailerons do not reverse their control direction at the stall.

## A Packed EAA Auditorium salutes Lieutenant General Carlo Gagiano - by Gordon Dyne

On Thursday 14 February – Valentine’s Day – a packed auditorium at Rand Airport welcomed the recently retired Chief of the South African Air Force (SAAF) Lieutenant General Carlo Gagiano as our guest at EAA’s Flying Legends’ Talk-Show. As the Elvis Presley number 1 hit of 1965 said: “Oh! What a night it was, it really was, such a night!” So it turned out to be for all of us who chose to attend the talk show as opposed to a romantic night with our loved ones and in some cases our wives! Master of Ceremonies for the night was Dr. Mike Brown (Vice Chairman Chapter 322) who with his smooth bedside manner gently probed some great stories from the General. Mike has really turned into the ultimate professional in this new role and has made the job his own. Applicants for the job of the talk-show’s MC need no longer apply as the vacancy has been filled.

accepted responsibility for the situation. However, Minister Lindiwe Sisulu refused to accept his resignation. Lieutenant General Gagiano finally handed over command of our Air Force to Lieutenant General Fabian Msimang in a ceremony on 28 September 2012. What a huge loss to the SAAF. During the General’s long and successful career he flew Harvard, Pilatus PC7, De Havilland Vampire, F86 Sabre, Mirage 111, Mirage F1CZ and Cheetah Ds and Es. Boy am I envious! What a record. The General said he would not apply for a civilian licence now that he is retired. I am not surprised. How could a Cessna, a Beechcraft, a Cirrus or a Piper possibly excite the General after he has flown all the aforementioned beauties! Maybe my Nanchang CJ6A, but nothing else! Two stories from the General really struck a chord with me. One was the time when he

of his days. Gripping stuff! Thank you very much General Gagiano for opening your heart to us. It was a fabulously scintillating evening. May I, on behalf of all your admirers everywhere wish you a long and fulfilling retirement. However, I am sure your many talents and vast experience will ensure you a very busy next few years. Good luck. Thank you Mike Brown for handling the interviewing with such aplomb and skill. All the audience was very interested in your time with the SAAF at Langebaanweg Air Force Base. I, for one, did not know that you had been stationed there as a Medical Officer during your National Service. I was very amused how you managed to arrange a ride in a Mirage in exchange for erasing the entry, for I imagine some sort of anti-social disease as we used to call it, from a pilot’s medical record. Nice one Mike! As usual, without Jeremy and Anne-Louise Woods there would not be a talk-show.



The Braai Muskateers at work



Mike Brown, Gen Gagiano, Mrs Leonie Gagiano & Bruce Harrison



Ralph Hurwitz & Steve Theron

Lt Gen. Gagiano joined the South African Air Force in 1968 and qualified as a pilot on Impalas in December 1969. In 1985 he completed the SAAF’s Senior Command and Staff Course and was subsequently appointed as the OC 3 Squadron, operating Mirage F1CZ aircraft. In 1989 he was appointed as the Officer

Commanding 89 Combat Flying School, operating Cheetah D aircraft. From 1991 to 1994 he was the South African military attaché to Israel. On his return from Israel, General Gagiano attended the SANDF Joint Staff Course. He

served as Inspector-General of the Air Force from 1998 to 2000, as Chief Director: Operations Development from 2000 to 2005, and was promoted to Chief of the Air Force in 2005. In 2011, Lieutenant General Gagiano tendered his resignation, following problems with the aircraft that was used to take Deputy President Kgalema Motlanthe on an official visit to Finland. The aircraft suffered mechanical problems and the trip had to be cancelled. Lieutenant General Gagiano

and Mrs. Gagiano were stationed in Israel during the First Gulf War in 1991 and had to endure Scud missile strikes emanating from Iraq and everyone had to carry gas masks much of the time as Saddam Hussein was threatening gas attacks. Shades of World War II. The other story was flying alongside

Thank you Jeremy and Anne-Louise for yet another memorable evening. Thank you Trixie Heron for assisting at the door. Thank you our braaiing musketeers Mike Hartmann, Pottie Potgeiter, Ronnie Alcock and Coen Swart. The steaks were as delicious as usual. Thank you electrical engineers Jonty Caplan,



General Gagiano being interviewed by Mike Brown



Leonie Gagiano receives a Valentine’s gift

Deena Gounden and Paul Sabatier for keeping the lights blazing. Thank you to the donors of the raffle prizes and particularly Bruce Harrison for all the ladies’ Valentine’s Day chocolates. Thank you Justin Gloy for assisting in the bar. Finally enormous thanks goes to Jeremy’s ‘Man Friday’ Alson for

being everywhere and for doing everything nobody else wishes to do. A real quiet, unassuming, behind the scenes hero. It was also great to see Dr. Ralph Hurwitz back amongst his flying colleagues after his recent abdominal tumour operation. For more information on EAA’s Flying Legends’ Talk-Show please contact Jeremy Woods on [wbmeea@tiscali.co.za](mailto:wbmeea@tiscali.co.za).

Captain Arthur Piercy in 1987 over Angola when Arthur’s Mirage F1 was hit by a missile fired from a Mig 23. Many of us know and greatly admire Arthur and have heard the story of this fateful day directly from the horse’s mouth so to speak. It was very interesting hearing the story from the General who was flying alongside Arthur and then finally watched Arthur’s disastrous landing which resulted in Arthur being confined to a wheel-chair for the remainder



## Young Eagles at Fly Inn - The Hillbrow Twilight Shelter Boys - by Karl Jensen

A few years ago I was approached to give a few flights for some of the boys from the Twilight Shelter for homeless children, who abound in the Hillbrow area of Johannesburg. The idea was not to simply be kind to these hapless youngsters who have been abandoned by their families or where the families simply could not sustain them. It is an unfortunate reality of urbanisation of rural people who migrate to the major cities throughout the world to seek subsistence and also no doubt the unreal dream of riches that cities might provide. The plight of these young boys is truly heart rending. I willingly agreed to fly a mere 10 of the lads from the Shelter as an incentive for those who had been the most diligent at school and were determined to better themselves. The air experience for the initial batch of lads who qualified for the first session, became intense motivation for those in the Shelter who had not worked as hard at school. The genuine appreciation was tangible. In August last year, my wife Val became the catalyst for me to offer a repeat performance. She approached the Shelter and suggested we do another flying day. This was mentioned to

the boys as an EAA Young Eagles project. No less than 8 of the EAA members spontaneously offered to bring their aircraft to the event venue at Fly Inn Estate to take part. This was in spite of the fact that it was to happen on a working day, Friday 15 February. We upped the numbers of Shelter boys for flights to 20. Eugene Couzyn brought his Alouette II from Grand Central, Brian Appleton from Rand arrived in his Jabiru and Dr Mike Brown, Vice Chairman of Chapter 322 and EAA Young Eagles Co-ordinator arrived in his Debonair to lend a hand. Recently qualified PPL, Justin Gloy, who is himself a product of EAA Young Eagles, hired an aircraft at Grand Central and flew in to help martial the Shelter boys who were totally new to anything to do with aviation. Of course they all listened wide-eyed to the pre-flight briefing.

As most EAAers know that being involved in an event of this nature is required to understand the appreciation that results. There was nothing but happiness for the boys who were also intensely interested in the workings of the aircraft. I flew many of the boys in my



Simon the supervisor from Twilight Shelter thanks Mike Brown



A hint of negative G evokes genuine surprise!



Young Eagles and the EAA team pose for mandatory photo



Tony makes his impromptu speech of thanks

the Shelter boys and resulted in noticeable school motivation once again. After the year end school results, 12 boys with the best marks were selected and a date scheduled to fly the achievers.

I mentioned the fact at an EAA Chapter 322 monthly meeting that I intended to fly 12 of the lads in a week's time. We decided to fly



Eugene Couzyn has as much pleasure as the Young Eagles in his Alo

Cessna 170. After the flying, refreshments and sticky buns were served and a few caps and other small gifts were given to the boys. The boys will all be presented with EAA Young Eagle certificates soon. The names of 'our' boys will also be entered into the world's biggest logbook at EAA Headquarters at Oshkosh in the USA. All this is good stuff, but for me and my fellow EAAers, the gift in return for our efforts was the speech expressing appreciation on behalf of the Twilight Shelter made by one of the boys, Tony. It takes persons far tougher than me not to become emotional when a young disadvantaged stranger expresses such heartfelt gratitude.



## Hobby-X 2013 EAA Involvement - by Paul Lastrucci EAA of SA National President and Aero Club of SA Vice Chairman

Following on from the successful Hobby X exhibition we did last year we have been invited to showcase the EAA at the upcoming annual Hobby X at the Northgate Dome taking place from the 7<sup>th</sup> to 10<sup>th</sup> March 2013. As a special interest group we can promote awareness and interest within our specific hobby and no doubt, this platform will provide an ideal opportunity to expose the exciting world of Sport Aviation to hobby enthusiasts and encourage new membership. An added opportunity would be to come and share the experience and passion of building, flying and to start the educational journey, that amateur built and experimental aircraft has provided to so many members worldwide. As we did last year, it is also an ideal opportunity to display the EAA and Aero Club brand prominently to create heightened awareness. Some 38,000 folk visited the show last year so EAA members, friends and family that are in the Gauteng area and of course the regional chapters are always welcome! We appeal to you all to come

along and visit the Dome during Hobby X 2013. The show is over 4 days which will make it easier to come by the stand during this exciting time. We have been allocated a 10m by 10m stand on the perimeter inside the dome, where we will be displaying our aviation related goodies. We will drape the stand with EAA and Aero Club Banners and run audio visuals as well. We are looking at some exciting displays and will be promoting the Young Eagles program and have also invited the South African Model Aircraft Association to display a few of their impressive models. This type of visual display and branding goes a long way to promote the EAA and Sport Aviation in general to encourage the much needed new membership. Hobby X, the hugely popular hobby and crafts exhibition continues to be SA's favourite hobby show. As always, we are in need of volunteers to assist with manning the stand which needs to be manned at all times (mainly Sat and Sun is where we need more volunteers). We are really appealing to our members to dispense with about 2 hours

of your time to come and share, as well as impart some good old aviation knowledge and camaraderie to the folk visiting the show. So what we require now, is a list of members that can assist during the show mainly over the week end, just 2 hours of your time. Please let me know who can help and what time during the day e.g. 08h00 to 10h00 or 14h00 to 16h00 etc, you get the picture!! Volunteerism is essential to make these things work.

We require, as always, much needed volunteer names and an indication of when you can do a bit of duty (fun) in order to populate and finalise our draft roster. We will be sending out a roster like we did last year with the names that have been put forward. It's loads of fun, and there is also a host of other hobbies that will be showcased, latest creative crafts supplies and innovations, eye catching displays and for the rest of the family and friends that are not quite as badly bitten by the aviation bug, they can merrily meander the show at their leisure, which will make for a great day out.

## Chapter 322 February monthly meeting Report - by Gordon Dyne.

On 6 Feb some 70 members and friends came together at the Dickie Fritz MOTH Hall in Dowerglen for the February meeting of EAA Chapter 322. Members were met by the aroma of beef-burgers and toasted sandwiches courtesy of Ann Ferreira. Ann's better half Wally who prevented all of us from dying of thirst!

At 19h00 the bell tolled and we all settled down for the usual hour of formalities. However, before this, Chairman Karl Jensen asked the meeting to be upstanding for a minute's silence to remember Brian Stableford's Mum - Dee Dee du Toit who died last week two days shy of her 90<sup>th</sup> birthday and also to remember the son of EAA 322 member Fanie Bezuidenhout and his wife Ansan who was killed in a motor cycle accident the previous week. Shocking. Our deepest

Aviation Lubricants and Butch Hannay from Shell Aviation. Dylan and Steve gave us a very thorough presentation on Aero Shell lubricants and Butch followed this talk with a very enlightening talk on Shell fuels with particular focus on Avgas and its sad decline. We all gleaned much useful information from these men's vast knowledge. I have always been a Shell fan ever since Bing Crosby came on Independent Television in the fifties and sixties singing: "You're going well. You're going Shell. You can depend on Shell." Karl is horrified to hear I can still remember the song after all this time. Shell very generously donated a case containing 12 litres of Aero Shell 100 oil for our raffle as well as a brace of travel adapters from Placo by Sharlene Earle, wife of Jeff. Thank you very much Butch and Sharlene. I had to buy 48 litres of Shell W100 recently to replace my stock recently used up during my Nanchang's MPI. That cost me a



Dylan vd Merwe, Butch Hannay, Steve Cloete and Steve Theron (322 Secretary)



Mike Brown, Sharleen Earle and Brian Stableford, winner of a can of W100



Sid Bottom, Kevin Storie (GM AeCSA), Mike Brown, Paul Lastrucci (Vive Chairman AeCSA) and Jeff Earle (AeCSA Chairman)

condolences to Brian and sister Bev, Fanie and Ansan.

Life must go on and so the meeting progressed. Minutes from the last meeting. Happenings past and present. Chairman's report. Auditorium. Finance. Safety. Young Eagles. Gee Whiz Minute and so on. Conspicuous by its absence was the sylph like figure of Walter Doubell our Safety Officer and Treasurer. Walter as a youthful sexagenarian has enrolled at Potch University where he may well be the oldest student. When he goes clubbing, he will certainly be the oldest swinger in town. Good luck Walter. We missed you. After a very amusing meeting thanks to some gems of humour from our effervescent Chairman, we arose for a short break. No sooner had the first frosted litre slipped down than we returned to our seats to greet our guests Dylan v.d. Merwe, Steve Cloete from Atlas

total of R3411.80 Ouch! Thank you Dylan, Steve and Butch for giving us of your time. So finished another tremendous evening with EAA Chapter 322

Rt: Kevin Hopper (322 Tech Councillor) and Piet Fourie (CAA Airworthiness Inspector)





**News from Chapter 1262 East London - by James Wardle**

We have been on a few fly-ins and have had visits to our Wings Park airfield over the last couple of months. One of our fly-ins was to Queenstown also attended by Chalkie and Maureen Stobbart, Andy and Margie Lawrence and Peter and Celia Lastrucci who popped in at Wings Park for fuel.

Our Hennie Prinsloo is now at the point where his Sling is ready for test flying after a two year build from a fast-build kit. Niels Andersen has now got his Hatz biplane flight tested and is in the process of flying off the mandatory 40 hours. Theo Scheepers and Chris Bode have each invested in Bowers Fly Babies which live at our Wings Park and great fun is being had by the owners.



Hangar talk on the hoof at Wings Park, home of Chapter 1262 East London



Left: Chalkie and Maureen Stobbart and Above Peter and Celia Lastrucci at Wings Park



Above Margie and Andy Lawrence at Wings Park



Above: James Wardle's "Biggles" and a Super Cub at the Queenstown fly-in

Far left: Chalkie rides an ice box at the Queenstown fly-in  
Left: Chalkie gives addresses for certain airline job entry

**Rob McFie and his beautiful Mazda Rotary powered T-51 scale Mustang at Tedderfield - due to fly on a Tuesday !**



I couldn't afford to buy one, so I built one. Why don't you build one too?



**CONTACT** is the official newsletter of EAA of SA. This edition was happily compiled by Karl Jensen and proof read on 3 March 2013 by Eugene Couzyn. All contributions gratefully received from all Chapters and members. Please submit material for the April issue by 24 March to [karlpix@icon.co.za](mailto:karlpix@icon.co.za). Thanks to all who contributed to this edition. Keep 'em coming! Thanks as always 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 greaser landings and may your other lesser pursuits and adventures be safe and happy events.