

Membership of EAA of SA - IMPORTANT - by Karl Jensen

If you fly a Non-Type Certificated Aircraft (NTCA), this is vital information. There are probably many pilots in South Africa who are not aware of this legislation. If you choose to ignore this advice, you will be in breach of the regulations, with potential consequences including prosecution and refuting of insurance claims. My interpretation of an "applicable aviation recreation organisation" is an affiliate of the Aero Club of South Africa that is dedicated to the class of aircraft that you fly. For example: for aircraft with a maximum mass less than 600 kg, MISASA could be an applicable ARO. EAA of SA encompasses all NTCA including those aircraft with a maximum mass of less than 600 kg or greater than 600 kg. I have checked with officials at RAASA that my interpretation of the regulation is valid. You might spread this word amongst the many fliers whom I suspect disregard the regulation. This extract from the regulations is included for your info:

Part 94 Operation of Non-type Certificated Aircraft Document SA-CATS 94 contains the standards, rules, requirements, methods, specifications, characteristics and procedures which are applicable in respect of the operation of non-type certificated aircraft.

LIST OF REGULATIONS: OPERATION OF NON-TYPE CERTIFICATED AIRCRAFT

94.06.1 (1) Any person operating a non-type certificated aircraft for aviation recreational purposes or in air displays, shall comply with the standards and procedures determined by the organisation designated for the purpose in terms of [part 149](#), if any, and if applicable.

(2) Any person operating a non-type certificated aircraft for aviation recreational purposes shall be a *bona fide* member of an applicable aviation recreation organisation designated by the Director in terms of [part 149](#) and abide by its constitution and code of conduct, if any.

Your Aircraft Radio Station Licence - by Karl Jensen

I sent this advice to many EAAers and the Aero Club of SA a week or so ago. It is important to comply if you do not want to break the law. Do you remember the plane spotter guy with an unlicensed radio a while back and the trouble he got into for using an unlicensed radio? I sure don't want anything like this to happen to me. With the Post Office having been on strike for who knows how long, they maintain they have a 15-day backlog in mail. Your ICASA radio station licence for your aircraft expired on 31 March. You can include a handheld radio on your aircraft station licence application at no additional charge. I checked with Elzana at ICASA, who suggested

paying my licence fee by EFT and retaining this as proof of payment until ICASA can issue a new Radio Station Licence. ICASA does not accept payment at their offices at Pinmill in Sandton. I have made my payment by EFT at R120 per aircraft. You are required to have an original licence if you are flying outside the country's borders.

Account Name: ICASA
Account No: 1462002927
Branch Code: 146 245
Bank: Nedbank
Use Reference: Your current licence number with aircraft registration

CONTENTS

EAA Membership and the Law.....	Page 1
Your Aircraft Radio Licence Renewal.....	Page 1
Hennie Roets' OZ trip	Page 2
ERRATA.....	Page 2
Whassup! Calendar of Events.....	Page 3
Penetrating Oil	Page 3
Chapter 973 Krugersdorp News.....	Page 3

Chapter 1504 Klerksdorp News.....	Page 4
Chapter 322 JHB Snippets.....	Page 4
Chapter 1502 E Coast Take-Off Calculation Day.....	Page 5
LIFT YOUR GAME book review.....	Page 5-6
Chapter 322 JHB March meeting report.....	Page 6
Chapter 322 JHB Brits Fly-in.....	Page 7
EAA at Hobby-X March 2013.....	Page 8
STOP PRESS Talk Show, Parys Time Trials & Ch 322 ..	Page 9

Visit to the land of OZ - by Hennie Roets Chapter 870 Kroonstad and EAA of SA Technical Officer

I have been involved with Eagle R&D, an American kit Helicopter company manufacturing the Helicycle for a few years. My involvement is what is termed a factory checkout on customer helicopters and the initial test flying and rotor balancing. At present there are only three qualified people accredited by Eagle - one each from the USA, Canada and yours truly from South Africa.

Great was my surprise when I was summoned to Australia by two builders from down under.

The one checkout would take place at Nowra, a small town about 2 hours' drive south of Sydney and the second one at Landsborough 75 km north of Brisbane.

Getting a working visa took only 5 days and after a flight of 11.5 hours I arrived in Sydney. I was collected by Peter who drove me to Nowra. Peter had permission from a farm owner to hangar his Helicycle there for checkout period.

I was surprised to find two and not only one Helicycle in the hangar but an R22 and an R44 as well. Max, the farmer, has been flying his Helicycle for a year or two and owns the R22 in a fractional ownership. He uses the R44 only for long trips.

After spending a week there, I was invited by Stephen Dines of the Ausie CAA to spend the night in Sydney on my way to Brisbane. What an interesting character! He used to be a helicopter engineer and operated a helicopter charter company as a com pilot as well. I heard a lot of interesting tales that Thursday night. On Friday morning he took me to another Helicycle builder in Sydney, as we had some time to kill before my flight to Brisbane late that afternoon. What I saw that day must be the closest to being a perfect build that you can get. His perfection can be seen in the pics. On arrival in Brisbane I was collected at the airport by Jacques Malan.

We drove to his smallholdings on the outskirts of Landborough. After two working days I could start the balancing on his Helicycle in what you can only call a seriously confined area. It was only about 13 x 15 m area between 120' high bluegum trees. After completion of hover balancing, we trailered the Helicopter to the local airport at Caloundra where I did the forward flight balancing and the rest of the required tests. I had Jacques hovering his own machine later that day and saw a much bigger grin than any RV one.

Peter Lastrucci suggested I buy the guy a bag of the sourest lemons to get the smile off his face!

When all my tasks were completed, and after a 13.5 hour flight home, it felt good to be back.

This was a wonderful experience to remember forever and I made a lot of good friends Down Under.



Hover testing the Lanborough Helicycle in a confined space



Helicycle perfection



ERRATA: With apologies to Placo and Shell. In the March 2013 CONTACT, it was reported that Placo donated bits and pieces and Shell donated oil to the EAA Chapter 322 JHB February meeting. This should have read Placo donated 10 litres of Shell 100W oil and Shell donated travel adapters. Please bear this in mind and rush off and support Placo who are generous supporters of EAA activities and use Shell's fine aviation lubricants whenever you need them - KJ



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

Whassup! Calendar of Events

April 6: **Parys Pylon Time Trials** - Aircraft 120 kts or faster - arrive before 08h30. Entries to sparkair@telkomsa.net

See STOP PRESS Page 9 for more details on these first two events

April 11: **EAA Flying Legends Talk Show**. Guest Mark Moses - bookings required admin.woods@icon.co.za

April 12-14: **SAA Crew Zebula fly-in and 5th Annual Airshow** - all EAA Members have been invited

May Sat 4: **Warbirds Airshow - Tempe**. Hosted by Bloemfontein Flying Club Kassie Kasselmann flypiper@telkomsa.net

May Sat 11: **SAAF Museum Airshow - from Canvas to Jets Swartkops**

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

July 19-21: **Nylstroom Vliegklub/EAA Taildraggers Fly-in** - Nylstroom rgn@pcwireles.co.za 082 490 6227

July 28-7 Aug: **EAA AirVenture Oshkosh**

July Sat 27: **Parys Pylon Time Trials for Vintage and NTC Aircraft**

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

Sept Sat 7: **Nyoka Ridge - International Vulture Day** EAA 322 fly-in breakfast bartpaul@gmail.com 082 990 3533

Penetrating Oil Information - from Chris van Hoof Chapter 322 JHB and the 'Canard Group'

Machinist's Workshop recently published information on various penetrating oils. The magazine reports they tested these products for break out torque on rusted nuts and bolts. A subjective test was made of popular penetrating oils, with the unit of merit being the torque required to remove the nut from a 'scientifically rusted' bolt.

The ATF/Acetone mix is a home brew mix of 50/50 automatic transmission fluid and acetone. Note this home brew released bolts better than any commercial product in this one particular test. Our local machinist group mixed up a batch, and we all now use it with equally good results. Note also that Liquid Wrench is almost as good as Kroil for 20% of the price. ATF/Acetone mix is best, but you can also use ATF and lacquer thinner in a 50/50 mix. ATF = Any type of Automatic Transmission Fluid.

Average torque load to loosen nut:

No Oil used	516 foot pounds
WD-40	238 foot pounds
PB Blaster	214 foot pounds
Liquid Wrench	127 foot pounds
Kano Kroil	106 foot pounds
ATF/Acetone mix.....	53 foot lbs

News from Chapter 973 Krugersdorp - by Roy de Stadler

Instead of a meeting in February we elected to visit Tedderfield for MISASA's annual 'shootout'/get-together. What a pleasant day! MISASA had invited all members of Aero Club and this gave us the opportunity to rub shoulders with other associations under the Aero Club umbrella. There was lots of fun in the air including a very sleek and very fast model aircraft powered by a jet engine. No seat of the pants stuff there, the control was faultless! And, of course, lots of beautiful aeries to look at. Gavin van der Berg had the use of a hangar in which his 'Chain Gang' showed movies all day and where you could buy cool drinks and snacks. It was great meeting spot. We will do this again next year if possible. One can't help thinking that it's a pity that our Recreational Aviation is so splintered. I do believe that we should do more to drop the barriers and mingle more, even if it is only socially. We are all after the same thing which is to have fun in the air. Our March meeting was devoted to planning and a number of good ideas have surfaced to liven up our Chapter. There will be more on this later, as well as on the aircraft under construction by our members.



Gavin vd Berg in his Gemini



Nigel Hopkins in his MX-2



News from Chapter 1504 Klerksdorp - by Cliff Lotter

One of our members, Jeff Frost, owner of a Tiger Moth that he rebuilt, is now finishing off his KIS. This project has been going for about 15 years but now, as can be seen, is pretty close to completion. Jeff, having restored a number of Jaguars and other British oil leakers, has an affinity for walnut dashes as can be seen in the photo. If you look carefully, you can see the oil leak on the O-360 already!

The carbon dash belongs to the RV10 of Gustus Roux that is just about complete. It was featured a while back. He has a full MGL pack and those lovely self-illuminating switches and every gimmick you could possibly think of and all. A very popular Durban airie! Adam Allem has purchased Tony Bailes' RV7, ZU-MAD, that has now joined the 1504 stable. We plan on going to the Zebula airshow as a fly-out and have booked 2 houses so far. About 5 airies, so we will hopefully see you there!



Top left: Gustus Roux's RV-10 smart carbon instrument panel.



Top right and below: Jeff Frost's KIS in progress



EAA Chapter 322 Johannesburg Snippets - CONGRATULATIONS ALL ROUND!

Clive King regained his PPL on a Cirrus 22. He expressed gratitude to EAA members who have inspired him to renew his licence after a 3 year hiatus.

Brian Appleton passed his Comm Licence and Instrument Rating flight tests in March.

Jenni Jensen flew her 1st Solo in a Cirrus on 12 March - Solo test was by Nigel Hopkins.

Horace Block who lives in Mossel Bay, has joined EAA Chapter 322 JHB. Horace has purchased Chalkie Stobbart's RV-6 ZU-EAA. He has completed the conversion and is very thrilled with this iconic EAA aircraft with his new aircraft - happy flying Horace!



Jenni with husband Wayne after her first Solo



Brian Appleton with his Chipmunk



L: Horace Block after first Solo in his new RV-6

R: The happy chappie flying high!



Chapter 1502 East Coast 'Take-off' Calculation day held at Virginia (FAVG) - by Noel Drew

A recent safety talk about density altitude effects on take-off distances set the ball rolling for a very interesting chapter 1502 activity. Pilots of LSA/Microlight planes need to adjust the standard take-off distance found in the pilot's operating handbook to their specific aircraft, but most homebuilt aircraft go through the testing period without measuring this number. The take-off distance usually ends up being borrowed from the designer's specifications and inserted into the POH. When questioned, very few members of the pilot audience have ever tested their aircraft for this in the creation of their POH.

With some NTCAs using engine and prop combinations that vary from the designer's example, the chance that their POH take-off numbers are incorrect, takes on a new dimension. A number of challenges emerged when the event was first discussed. Firstly the method that can be used to measure take-off distance, then a way to convert the measured distance to a sea level equivalent at standard temperature and pressure, and finally to convert this information to a usable distance.

A search of the internet produced a method recommended by EAA, using a theodolite and geometry, to arrive at the point down the runway where the main wheels leave the ground. While preparing to try this process it was realised that, if the runway centre lines were visible, they provided an eyeball method of recording the lift-off point. Multiple observers could be recruited to help create an average estimate, i.e.: ½ into line 3 from the start. Virginia Airport in Durban has a good image on Google with a scale from which the location of each line could be determined within 3 feet of accuracy. This allowed us to get on with the testing without any intrusion onto the runway.

With Virginia almost at sea level the altitude was assumed to be zero. The tower provided QNH, temperature, wind direction and wind speed. King Shaka airport provided the dew point. Participating pilots were asked to load their aircraft to gross all up mass or provide a percentage of gross mass for our input.

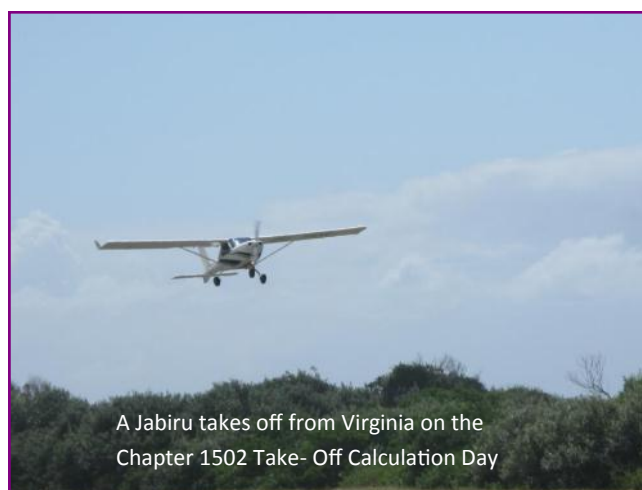
The day went off without a hitch and 14 aircraft were tested and raw data collected.

The problem of multiple calculations was solved by the discovery of an App for iPad that conveniently turned the actual take-off distance into the sea level, standard weather number we needed. This App (Take-off Performance Calculator) is intended for use to produce take-off figures for hot and high or other unfamiliar take-off conditions. Alternatively, a professional, multi-parameter chart could be produced for the POH from the primary number but that is a task for another day.

The best finding of the day was that it was easy to do and can be done at any time without interfering with the airport traffic. The second best was the standard result for an RV8, which exactly matched Van's specifications!

It was a great fly-out day that produced 14 confident aircraft

owners, now knowing their aircraft's take-off performances. EAA 1502 is planning to do a similar 'landing' day soon.



A Jabiru takes off from Virginia on the Chapter 1502 Take- Off Calculation Day

LIFT YOUR GAME - DAVE LENTLE - a review by Karl Jensen

Alan Lentle EAA Chapter 1502 East Coast, father of Dave, sent me this fine book a while back with no instructions or request to do a review. I found most of the book to be extremely motivational. What incredibly dedicated parents Alan and Lyne have been. The book tells a gripping story of a near fatal accident that Dave experienced in a Dragonfly after a catastrophic engine failure. There is much reassurance for all flyers that if you do things following good practice such as filing flight plans, lucid radio procedures and thinking clearly, you can survive an accident of this nature. This book brutally reinforces the need to always have a plan if the engine stops.

I don't want to give away the story, but let me assure you that if you have any flying experience whatsoever, you'll find the book un-put-downable. So many of us have had to face adversities and challenges in life in pursuing an aviation career, but few have had to face and overcome what Dave Lentle has experienced. As a fellow aviator I promote this book unreservedly, not only for your reading pleasure, but also in an endeavour to help Dave recover from the enormous financial burden the accident has inflicted on him and his parents. Something the publisher left out was that during his initial recovery, Dave

High Care at St Augustine's Hospital. Alan went in and said, "Dave, you will never fly again until touch your NOSE with the tips of your fingers." After about a week Alan went in and Dave said, "Look do, Dad," and with great effort and twisting his body almost in half, he did it! That was a BIG turning point. During his first flight off runway 23 Virginia, he didn't want to take control. We turned North over the sea Alan said, "Well, Dave, you have to fly now, 'cos I can swim and you can't!" His broken legs were tied back, his right arm was strapped to his body, he could only move his left arm and two fingers and thumb...

Continued on Page 6...



was in
you can
what I can

In the next print run which will inevitably follow, the editor will hopefully correct all the “hangers” to hangars and “fly passes” to fly pasts. The book will shortly be available at Exclusive Books, but until then you can deposit the value of the total amount of books you order (R255 per book plus R30 per book postage within South Africa) into account D A Lentle, Absa Bank, Acc no 9144951766, Branch code 632005, Send the proof of payment to the following address with your name and postal details on the same e mail and the Lentles will send them off once payment confirmation received. alan.l@iburst.co.za

Another successful evening with EAA Chapter 322 on Wednesday 6 March - by Gordon Dyne

Some 80 members and friends of EAA Chapter 322 came together at the Dickie Fritz MOTH Hall in Dowerglen for the March meeting of Chapter 322. As usual, toasted sandwiches, wors rolls and cold bevies were dispensed by the smiling husband and wife combo of Wally and Ann Ferreira. At 1900 hours sharp Chairman Karl Jensen called the gathering to order and accompanied by his usual wonderfully put together ‘Powerpoint’ presentation, Karl rattled through the usual formalities of past minutes, Chairman’s report, finance, safety, auditorium, happenings past and present, future events, Young Eagles and ‘Any Other Business?’. As usual, Karl’s superb CONTACT newsletter was greeted with rapturous applause. It really is a wonderful publication worthy of a world-wide readership. We do miss our ‘Double’ Walter – Walter Doubell – our treasurer and Safety Officer. Walter is at Potch University trying to recapture his lost youth and probably endeavouring to impress some young girl students as well with his brains and sylph like figure! Come back soon Walter. The entire meeting was accompanied by the dry and wry humour that we have come to expect from our hugely enthusiastic evergreen Chairman. After a suitable break to re-charge our glasses, we sat back to enjoy the evening’s guest

speaker Maurizio de Pol, a retired Alitalia pilot who grew up and learned to fly in South Africa. When he joined Alitalia he barely spoke Italian. Maurizio spoke at length on his flying activities with Alitalia, now sadly defunct, with emphasis on the operations between Italy and the USA in the high altitudes above 70 degrees North and the possible effects of radiation that caused Maurizio to be boarded due to medical problems. Now at the tender age of 52 Maurizio is helping his wife in her advertising/promotional business. I am sure this is not what Maurizio expected when he joined Alitalia all those years ago. Very sad that a pilot’s career should be cut short at such a young age. Maurizio’s presentation was very interesting, but would have been more so if his slides had been in English rather than in Italian.

Once more a terrific 322 meeting came to a close. Thank you very much Captain Jensen for your usual effervescence, jocularly and occasional seriousness. When you retire from the position of our Chairman in a decade or two, you are going to be a hard act to follow.

Thank you Steve Theron for your usual precise scribing of the minutes and to our wonderful hard-working PR lady Trixie Heron for, as usual, doing everything. Finally, thanks to our lovely Hayley Hopper for assisting at the signing in table and for helping Wally behind the bar.



Maurizio de Pol addresses the 322 March meeting



Stephen Theron and Paul Lastrucci



Mike Brown, Cathy Immelman and swindle winner, Dave Taylor



Jeff Earle at the mike

EAA Chapter 322 Breakfast Fly-in to Brits - by Karl Jensen



The airside of the Brits Flying Club clubhouse

The lovely Brits airfield has been under threat of a squatter invasion before. A court order was issued to remove the illegal invaders when the authorities ensured that the order was implemented. A few months ago, despite the court order, a person alleged to be a Brits Town Council official, was seen negotiating with another wave of invaders who claim the official had sold them the rights to erect their shacks. The Brits airfield is owned by the North West Government and operated by the Brits Flying Club with many privately owned hangars as well as the Brits Gliding Club with their extensive facilities. Rainer and Barbara Frieböse (322 members) operate their Wings and Tracks company at Brits, selling and servicing the popular Sambas, Lambadas, Flamingos and Seagle aircraft. According to my informants, despite reporting the land invasion to the SAPS and Crimeline, nothing has taken place to stop the blatant land grab. Farmers in the area and the resident users of the airfield

have now employed legal assistance in an attempt to resolve the matter.

South African aviation cannot afford to have the magnificent Brits airfield compromised by this lawlessness. To show solidarity with the Brits

Flying Club in this dreadful situation, after tons of emails and a quick few phone calls, some of our Chapter 322 members flew in for an informal breakfast on 2 March. At the same time, the potential to hold the EAA Annual Convention there was discussed with the BFC Chairman and some committee members. We received an enthusiastic welcome from these friendly aviators who said they would be delighted to host the EAA Convention there. Brits hosted the SAPFA World Rally Championships (SWRC) in 2011 with 28 countries participating. Brits lies well clear of Gauteng controlled airspace in a bushveld setting. There is ample space to park aircraft, with taxiways to either end of the tarred runway. There are many reasonably priced B&Bs in the area who shuttled the SWRC participants. One could even stay at Kokoriba (12 nm distant) with their own runway for flying in for chalet accommodation. Camping on the airfield would be encouraged.

Photos by courtesy of Barbara Frieböse.



Bruce Harrison and Karl Jensen



Hans Schwebel, Ron Stirk and Ron van Lear



Neil with Gavin Harrison and his lovely Piper Pacer



Club caterers Christina and Amanda Jansen



Discussing Brits as a potential 2013 EAA Convention venue



322 EAAers Brian Stableford, Ricardo de Bonis, Lex Erasmus, Conré Swart, Claus Keuchel, Ronnie Alcock, Coen Swart, Pottie, Ron van Lear, Bruce Harrison



View from the control tower

EAA at Hobby-X 7 to 10 March 2013 - by Paul Lastrucci



This is the second year that we have been invited to showcase sport and recreational aviation through the EAA at one of Gauteng's annual leading hobby exhibitions. Exhibitors entertain the 37 000 hobbyists who pass through the Coca Cola Dome during the 4 day event. Many folk were aware of the

two around the world flights from the coverage the Airplane Factory got on Carte Blanche. Huge EAA banners and many thanks to Eugene Couzyn who lent us a beautiful replica RC model of his beloved Alouette helicopter, which served as an instant landmark on our stand.

This year we were fortunate to have the Sling Aircraft Factory along with Andrew Pitman, Mike Blyth and Jean d'Assonville who were on hand to provide info on their world class aircraft. An interesting exhibit of a partially built fuselage attracted the passer-bys who were really chuffed to be able to chat about the aircraft, see it in various stages of build and mingle with the pilots who actually flew two aircraft all the around the world. Andrew Pitman also had passer-bys handling a cleco tool, whilst explaining the intricacies of aircraft building in a simple way to the folk that stopped by the stand.



At Hobby-X 2013: Kev Storie,- GM AeCSA, EAAers Trixie Heron, Rob Nilius, Pierre Laubscher, Karl Jensen and Jeremy Woods

There was an empennage laid out with a detailed build manual for everyone to see, enabling hobbyist to get a first hand view of what it takes to create an aircraft. It also makes one realise that it's not insurmountable to build an aircraft in your own garage at home, with technology developed right here on our own doorstep, and then fly it around the world. The working MGL EFIS Avionics panel on display also drew a huge crowd when it was powered up. This created a lot of enthusiasm and discussion.

The Aero Club was also represented at Hobby-X and promoted the Safety Campaign that is now in its second year. A number of pilots passed by and signed the safety credo that was on display.

The ever enthusiastic and energetic Kev Storie ran some informative Fly Safe videos that covered the whole spectrum of sport and recreational aviation. The DVD 'A Flight for a Nation' featuring Laurie Kay's iconic 747 flight over Ellis Park for the 1995 Rugby World cup and the 1999 Presidential inauguration flight featuring three SAA Boeing 747s flying low level in formation over the Union Buildings, captained by Scully Levin, Jeff Birch and Laurie Kay. This is such an impressive DVD which was flighted during Hobby-X to promote our aviation heritage, and was offered for sale to raise proceeds for the SA Guide Dog Association. African Pilot and EAA 322 member Athol Franz kindly brought along some back copies of African Pilot that we handed out to passers by conjuring up an aviation interest. Alan Mackenzie (MISASA) also gave us copies of Microflight Magazine that we handed out to the many microlight enthusiasts who expressed an interest in Microlight and Light Sport Aircraft.



Andrew Pitman (brother of James) from The Airplane Factory and Kevin Storie with a live Sling instrument panel at Hobby-X

Being out there is important to create aviation awareness amongst folk with an interest, and equally our objective was to grow our membership. We were visited by Chris Lucier, Chapter Chairman from Chapter XXX in Phoenix Arizona USA who is in South Africa on a business contract; he will be visiting Chapter 322 in May to share some stories.

Throughout the show a wide spectrum of aviators passed by and chatted about flying. We also had many enquiries to join the EAA and hopefully these will all materialise. There were numerous opportunities to promote the EAA Young Eagles programme to parents and children alike and many thanks to Trixie Heron for promoting this so enthusiastically. To all the volunteers who assisted in the planning, setting up and manning the stand during the exhibition, many thanks for your assistance. It was great, once again, to increase the awareness and share the passion of aviation with the many interested visitors to the stand. The challenge is already set to do it bigger and better next year. Watch this space!

CONTACT is the official newsletter of EAA of SA. This edition was happily compiled by Karl Jensen and proof read on 28 March 2013 by Trixie Heron. All contributions gratefully received from all Chapters and members. Please submit material for the May issue by 22 April to 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 and the Aero Club of SA or 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 endeavours.

STOP PRESS



EAA Flying Legends Talk Show - by Jeremy Woods

South African Airways Senior Captain, Mark Moses, joined SAA in 1991 and attained his command in 2004. He started his career in the SAAF in 1981 where he trained on Harvards and subsequently served in two squadrons, 41 Squadron where he flew C185s and Kudus, and 25 Squadron where he flew DC3 Dakotas.

In 1987 on a flight from Opuwo to Ondangwa, the then SWA, he first became renowned for his involvement in the landing of a Dak, loaded full of the most senior 'Brass' in the SA military, after being hit by an enemy surface to air missile which all but removed the tail of the plane. The story of how they got the Dak down, although hilarious when recalled by Mark, was in reality a death-defying feat of ingenuity and superb flying skill. Mark spent some time in between the Air Force and SAA flying Barons, King Airs and DC3 Dakotas for NAC and then SA Air Charters. Mark is at present a Senior Captain, flying Airbus A340s and A330s for the national carrier and has a lovely bunch of stories in his arsenal.

The host for this not-to-be-missed evening will be Captain Karl Jensen.

Booking is essential!

Date	:	Thursday 11 April
Time	:	18h30 for 19h30 (time to order your drinks and boerewors or steak roll)
Venue	:	EAA Auditorium adjacent to the holding point of Runway 29 - take the entrance at Hurricane Road (NOT through the main gate)
Cost	:	R40 each (R30 for card-carrying EAA members)
Booking	:	Send an e-mail to book at admin.woods@icon.co.za .

Parys Pylon Time Trials Special - Saturday 6 April - by Scully Levin I have just heard from Menno Parsons that he and Steve Hinton are going to be at the Parys Pylon Time Trials on 6 April. Steve will be in South Africa the whole of next week as a guest of Menno.



Steve Hinton's unbeatable Strega, a highly modified P-51

I am sure that all of you know exactly who Steve Hinton is. If you don't know him, Google 'Steve Hinton Reno Air Races'. Steve won 6 Unlimited Races at Reno and has won the US National Air Race Championships on two occasions. He also holds the world speed record for piston engine aircraft of 499.018 mph over a distance of 3 km. We hope to have him fly our course in Menno's P51 Mustang. This is a unique opportunity to meet and chat with one of the greatest pilots of our time! Please remember that the briefing starts at 0930 local SHARP! You need to get in by about 0830

so that you can register and then partake of a healthy Free State 'cholesterol bomb' breakfast to get your blood sugar up. The first guys will go onto the course from about 1015 onwards. There will also be some aerial entertainment during the day from some of

EAA CHAPTER 322 JOHANNESBURG - MEETING 03 APRIL 2013

The April meeting is on Wednesday 03 April 2013 at the Dickie Fritz MOTH Hall in Dowerglen, Edenvale, 18h00 for 19h00, allowing time for pre-meeting drinks and boerie rolls. Guests are most welcome. Jean-Pierre Duponsel will give a presentation on fuel instrumentation which he designs and builds. We hope we see you there!

STOP STOP STOP PRESS!

Change of date due to public holiday on 01 May. The EAA Chapter 322 monthly meeting will be held on Wednesday 08 May 2013. We will be hosting Chris Lucier, President of EAA Chapter 228 in Phoenix, Arizona as our guest speaker.