

2013 National Convention - Brits

The Convention venue has been changed to the Brits Airfield and will take place from 9-11 August 2013. The airfield lies in the bushveld in a light air traffic density area outside the Johannesburg Special Rules Area. This should encourage participation by pilots from outside Gauteng who might be apprehensive of flying in the Special Rules Area. Safe flight tracks to Brits will be communicated via CONTACT and our EAA website www.eaa.org.za prior to the Convention. EAA members will be able to enjoy flying and showing off their aircraft without the restriction and limitations of an airshow, as the Convention will not be open to the paying public. All fly-bys will be at the discretion of the Safety Officers and in terms of briefed procedures, in accordance with our EAA of SA ARO Certificate.

A steering committee meeting was held at Brits on Saturday 27 April. The Brits Flying Club Chairman Roel Jansen and his friendly committee have agreed to host the event in association with EAA headed by Paul Lastrucci, EAA of SA National President. The congenial meeting took place in idyllic weather and surroundings under the trees at the Frieböse's Wings and Tracks hangar. We will be calling for energetic volunteers from EAA ranks. An initial planned programme of events will hopefully include a spot landing contest for all arrivals, with every landing recorded on camera. On Friday 09 August there will be a fun Nav Rally under the auspices of our friends from SAPFA, followed by the rally prize-giving and an evening braai. Aircraft judging will take place from Friday afternoon until midday on Saturday. This is your opportunity to have your aircraft checked by boffins who often detect problems that the owners are unaware of. The judging categories will follow closer to the event. You might even get a special mention or a prize for entering a show-worthy aircraft.

The EAA of SA AGM will take place on Saturday after lunch at 14h00. There will be an EAA Young Eagles event after 15h30 with fun flying by EAAers. The day will end with the prize-giving and a dinner in the marquee that will be hired for the weekend. On Sunday 11 August a fun fly will be organised to places of interest. This will emulate the very successful historic flying tour that was held at the East London EAA Convention in 2011.

Here's hoping this year's Convention will be well attended by all our recreational flyers, from microlighters and sky divers, to hot air balloons, gliders, warbirds and the Virtual Aviation Society.

Right: EAA of SA National President, Paul Lastrucci and Roel Jansen, Chairman of the Brits Flying Club.



First 2013 planning meeting in the shade outside the Wings n Tracks hangar at Brits airfield.

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News from EAA Chapter 1502 East Coast - by Craig Ralphs



Bob Ilsley passed away in April after a long battle with cancer. He was an exceptional role model of admirable character in the true EAA spirit. This spirit is also displayed by his widow Barbara. Bob Ilsley, member number SA 10203, was a stalwart of Natal (KZN) EAA. He attended the first EAA meeting in Natal held at the Polo Pony Hotel in 1976 and has been deeply involved ever since. He was a shining example of selfless service in the true spirit of the EAA. Bob helped build a Europa, a Pulsar, a Flight Star and his own personal Piper Vagabond. He became an AP in October 1991. As an AP he was responsible for a large number of homebuilt aircraft that have graced South African skies, and was intensely valuable in technical matters for numerous other projects over which he was not the AP, but freely gave of his time and expertise to the builders/restorers. Unfortunately there was no requirement to keep a list of aircraft overseen prior to 2006, but the list of 53 different aircraft since then is most impressive. These include aircraft as varied as the 28HP Legal Eagle through to the four-seater RV 10. Bob attended virtually every EAA activity, function, fly-in, technical session or convention that was held in KZN. He was invariably accompanied by his wife, Barbara, and they both pitched in wherever and whenever assistance was needed.

[Our sincerest condolences to Barbara, the family and all his many friends in EAA - KJ]

News from EAA Chapter 973 Krugersdorp - by Roy de Stadler

It is with deep regret that we report the passing away of two of our members, both of whom were well known and liked and active at 973 for many years.



Roy de Stadler presents Johan Vos with the first Chapter 973 Membership card for 2012.

JOHAN VOS passed away on 07 March after a long fight with diabetes. He was employed by Trevor Davies of Davies Aviation Corporation for about 10 years in the manufacture of the Thunderbird and the maintenance of Microlight and Light Sport aircraft. He was a dedicated and highly skilled technician much respected by those whom he served. His illness prevented him from achieving his dream of obtaining a PPL. I remember his enthusiasm in recounting the trials which were carried out on the Hartbeespoort Dam with a Thunderbird on floats. Jannie was a quiet reserved person, always cheerful, even when his illness gained the upper hand. He had a passion for aviation and attended all the local air shows.



MARTIENS STEYN died in a tragic accident on 16 April when his Tiger Moth ZS-OSS went down in the Modimola Dam near Mafikeng Airport. Martiens was a person who was always willing to help and to give advice. He was someone you could talk to and who would give his point of view as to what he thought would be best, not telling you what to do but simply giving you advice. He is remembered as someone always with a smile. When the going was rough and he was down, his response would be that tomorrow would be better. As Christa Greyvenstein put it, "Once you spend time in an air race with a



Martiens flying his Tiger Moth ZS-OSS.

person you become part of each other's souls. His humour and friendship will always be with me. His love for his family, his honesty and integrity was his strength." May both Johan and Martiens rest in peace. *[Our sincerest condolences to your families, friends and the members of EAA Chapter 973 Krugersdorp - KJ]*

On Saturday, 20 March, enthusiastic members attended the meeting held in our clubhouse, causing the meeting to go on rather long and reducing the time for socialising before the sun set. Fortunately we were rescued by two aliens who flew in on motorised paragliders! What graceful, beautiful and easy-to-fly aircraft!

We are now on Facebook (see EAA Chapter 973 Krugersdorp) and all interested parties are invited to look in.

We have started an aviation library to better serve the needs of our members and are looking for books, videos, DVDs, etc. relating to any issue of aviation, including biographies, aircraft construction techniques (e.g. EAA books), flying skills, safety, aircraft design, etc., etc. No limit as long as the content relates to aviation. If you have any items which you would like to donate please contact Roy de Stadler, 011 9570136 destadler@vodamail.co.za

In a similar vein, we are collecting special tools. There are many tools, such as rib-lacing needles, Nicropress tools, weigh scales for Weight and Balance, clamps, etc. which get used only a few times during the building of an aircraft and then gather dust when the aircraft is built or the owner has moved on to other things. Please consider donating such items to us if you no longer need them.

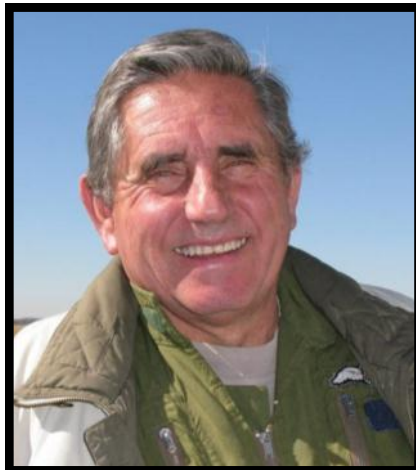
Tribute to Laurie Kay - by Karl Jensen

I interviewed Laurie at the EAA Flying Legends Talk Show and as an aviator of note and family friend. He was born in May 1945 and grew up in Malvern, Johannesburg. He was besotted with aeroplanes from when he was a youngster. He started learning to fly at Rand Airport with Frank Lister who sent him solo in a Piper Cub after just 6 hours of dual instruction.

After he applied unsuccessfully to the SAAF to become a pupil pilot, he applied to air forces all over the world and was accepted for training by the Royal Air Force in the UK in 1967 where he learnt to fly on Jet Provosts and Chipmunks. He couldn't wait to get back to South Africa and when he did come home, he was accepted into the SAAF where he flew as an instructor on Harvards at CFS Dunnottar and later as a part time ACF pilot in 4 Squadron at Rand Airport. Laurie's best friend Jeff Law was also a part time ACF pilot with 4 Squadron. Jeff was employed as a First Officer on B707s in SAA. On a weapons camp with 4 Squadron at Bloemspuit, the Harvard Jeff was flying had a structural failure which sadly was fatal for him. A short while later, Laurie married Jeff's widow Adrienne.

Laurie joined SAA in 1974 and soon became a Training Captain on the HS 748, Airbus A300 and most of the Boeing airliners operated by SAA. He retired in 2005 flying B747-400s. During Laurie's

SAA career, he flew with Scully Levin's Winfield and later Chubb Pitts Special aerobatic team. He often flew the solo slot during displays. These many displays led the team to be invited to fly with the Chilean Air Force all over the country with the Halcones Aerobatic Team where they were treated royally. This close formation experience resulted in the first ever official formation of 3 Boeing 747s that performed the flypasts



at Nelson Mandela's presidential inauguration in 1994. Laurie flew the lead aircraft with the other two 747s flown by Scully Levin and the late Jeff Birch. This formation was certainly one of the highlights of the ceremony. Laurie's public fame arose from the low level flyovers by an SAA Boeing 747 of the Rugby World Cup at Ellis Park in 1995. The flight was a well-kept secret that had the nation gasping in

admiration when the flyover took place. During his post SAA career, Laurie was one of several retired SAA Training Captains who joined Nationwide Airline and were responsible for the very high standards of Nationwide's flight operations. Laurie later was involved with several airlines' Cadet Pilot schemes and as consultant on flying training. He was a long serving and active pilot with The Harvard Club at Swartkops.

Laurie was involved with charity work on a large scale, especially with Guide Dogs for the Blind. He was a lover of classical music, particularly the Black Tie Ensemble. He dedicated a lot of energy to the SAN Parks anti rhino poaching activities in the Kruger Park, where he succumbed to heart failure on Wednesday 25 April 2013.

In late 2012, Laurie was hijacked near his home in Midrand. Laurie was badly traumatised by this horrendous crime which changed him and might have played a role in his premature death 10 days before his 68th birthday. Although Laurie was not an EAA member, he often attended Chapter 322 meetings. Laurie is survived by his wife Adrienne, adult children Roy, Helen, Laurienne and a pair of grandchildren on whom Laurie absolutely doted.

Many EAAers attended Laurie's Memorial Service at Swartkops on Thursday 02 May, where condolences were conveyed to his family.

Whassup! - Calendar of Events

08 May Wed: EAA Chapter 322 JHB monthly meeting - Guest Speaker Chris Lucier, past President EAA Chapter 228 Phoenix, Arizona USA - see Page 6.

09 May Thur: EAA Flying Legends Talk Show featuring Col Peter Cooke - Honorary Colonel of 2 Squadron, Airline Pilot *extraordinaire* and RV owner. Booking is essential with Anne-Louise Woods 011 888 8495 admin.woods@icon.co.za

11 May Sat: SAAF Museum Airshow - 40 years of Aviation Passion.

15 June Sat: 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. A must see is the Makwassie Update <http://www.avcom.co.za/phpBB3/viewtopic.php?f=194&t=110895>

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

28 July-7 August: EAA AirVenture Oshkosh.

27 July Sat: Parys Pylon Time Trials - for vintage and NTC aircraft slower than 120 knots.

09-11 August Fri-Sun: EAA of SA National Convention Fly-in and AGM - Brits FABS.

07 September Sat: Nyoka Ridge - International Vulture Day EAA 322 fly-in breakfast bartpaul@gmail.com



SPECIAL OFFER - Placo have kindly offered all paid-up EAA members a special discount of 10% off Shell aviation oils - this offer is subject to purchasing case lots of 10 cases of the same oil, upon which an additional case will be given as the discount. The offer is only valid through the EAA while stocks last. To order, please contact Sharlene Earle on sharlene@placo.co.za or call 011 827-9301.

What is this EAA Thing all about - (with apologies to Athol)

by Eugene Couzyn EAA Chapter 322 JHB

So what is this EAA thing all about? Saturday 30 March 2013 dawned cold and overcast, but MET advised it would clear by 07:00 ZULU. A bunch of EAA 322 stalwarts took out their trusty flying machines and headed for FAKR, where tradition has it that Ricardo de Bonis has open house for members on Saturday mornings to burn a bit of meat, tell lies and laugh a lot. I arrived a little early with Rodney Frowein in my Alo II, and thinking we were the only ones stupid enough to brave the cold, we tried to start a fire in Ricardo's entertainment palace, but with marginal success.

Fortunately, the General (aka Brian Stableford), Ricardo and Ken arrived on the scene and, with his blacksmith's bellows, the General was able to turn our miserable pile of smoky coals into a raging inferno which would make the vleisies edible.

Nico Brandt arrived next in his Bushbaby Explorer ZU-LLV and Karl Jensen arrived shortly afterwards in his C170 ZU-VAL together with Clive King as pax.

It is common knowledge that Brian does not hold helicopters in high regard, but the appeal of flying historical aircraft, and in this case an icon such as the Alouette II, was more than he could resist. The fire was to take a while to be ready, and

when Mike Spence arrived, the gang were entrusted with tending the fire while Brian and I headed off to take the Alo around the block.

We had a brief discussion on the steam driven instruments which I love, the basic power plant and controls of the helo, and off we went. It should be said at this stage that a few weeks previously, Brian had allowed me to make a total fool of myself in Ricardo's Air Cam, and I was secretly hoping to get a little of my own back. This was not to be, and Brian came away smiling ear to ear, with just a little knyp in the rear, after experiencing the challenge and excitement of flying that one can only achieve in a helicopter. Having now 'seen the movie' Brian now intends 'reading the book', and I have no doubt that he will soon be teaching me things about helicopters that I haven't ever considered. One thing I do know, however, is that he will no doubt wish to see the movie again.

As the day progressed, Ricardo and an initially hesitant Clive King both got to try their hands at taming the beast, only to find that, contrary to what we helo pilots would have one believe, the Alo is just a pussycat. What a great time was had by all. So, what is EAA all about? FLYING, fun, laughter; FLYING, fun, food; FLYING, fun, friendship...

Thank you Karl. Thank you Ricardo.



Rodney Frowein.



'The General' Brian Stableford.



Ricardo de Bonis.



The good old boys: Karl Jensen, a guest, Rodney Frowein, Clive King, 'General' Brian Stableford, Ricardo de Bonis, Nico Brandt and Mike Spence.



Clive King saying 'allo to the Alo.



The General in strange surroundings.



Eugene checking up on the braai's progress.

SAA Pilots 5th Zebula Airshow - 13 April 2013 - by Karl Jensen

The Zebula Airshow this year was without doubt the best yet at this bushveld venue. Aircraft began arriving on Friday and by the end of the weekend, 166 had taken part or visited Zebula for the event. EAA was formally invited and many of our members attended. All visitors were required to be on the ground by 11h30 on Saturday, which resulted in enormous congestion in the air and more especially on the dedicated ATC frequency. There was even one individual who arrived during this fracas, not on frequency, and then proceeded to do low level aerobatics over the runway. There seems to be poor airmanship reigning among some aviators who are not bothered about obeying regulations and doing the most basic preparation such as researching procedures that have been planned and published to make our airspace safe. Zebula Country Club and the organisers of the airshow had prepared the parking areas and essential facilities such as catering, to a T. There was a great variety of good quality food and beverage available. Litter control was impressive with nary a speck of trash to be seen. At the end of the show, all that remained was foot-flattened grass that has by now recovered. One of the hazards of spending a day at an airshow is the ever-necessary use of toilets, Hats off to Kings Hire for the cleanest facilities I have ever encountered at any airshow.



Menno Parsons' P-51, always a crowd pleaser.

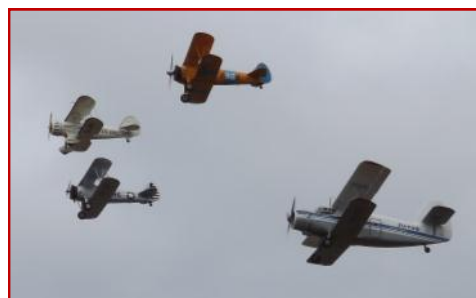
This company will hopefully be engaged for the 2013 EAA Convention at Brits in August.

The 3 hour airshow was spectacular with many unusual displays. Among the most impressive was a four-ship radial engine biplane formation led by a Waco with a



Stearman on each wing and with Heystek and Michelle Pretorius' Antonov AN-2 in the number 4 position. A three-ship Kingair formation with a Premier executive jet in the number 4 position, did a spirited formation display that culminated with each of the King Airs flying by at high speed with both propellers feathered. Seldom do we see three T-28s in formation in SA. This display was enhanced by Menno Parsons' P-51 'Mustang Sally' which flew regularly during the day. Another seldom seen formation was the Goodyear Pitts team joined by a 5th Pitts S-2. There were numerous Harvards, aerobatic aircraft and even the SA Historic Flight's DC-3 filling the sky with lovely sights and sounds. The culmination of the Zebula Airshow activities is the lavish Boma dinner in the evening after the show. The majority of the participants, spectators and organisers stayed in the luxurious privately owned homes on the Zebula Estate and

most sadly chose to party at their lodges and ignore the Boma event. However it came about, catering had been prepared for the regular attendees numbering in their hundreds, and only 50 or so turned up. This was a great shame!



Above: A Waco leads the 2 Stearmans and the massive AV-2.

Left: The King Air formation.

Below: Roaring T-28s performing.



Airshow Safety Officer Pierre Laubscher (EAA 322 member) briefs the pilots at Zebula.



Aero Club of SA AGM 24 April 2013. The Aero Club's AGM was held at the EAA Chapter 322 JHB's regular meeting venue, the Dickie Fritz MOTH Hall in Dowerglen Edenvale. 17 EAA members were present, by far the largest representation of the 16 affiliated sections of the AeCSA. EAA Chapter 322 supplied the audio/visual equipment for the meeting. Our congratulations go to Makwassie's Mike Visagie from EAA Chapter 1504 Klerksdorp who was elected as the third member of the Aero Club of SA's Board. Aero Club needs our continued support, especially as this organisation deals with legal matters that continuously threaten our freedom of the skies. AeCSA is the link to SASCOC and to the FAI who determine National Colours and international recognition of records respectively. Both the Chairman Col Jeff Earle and Vice Chairman Paul Lastrucci of the Aero Club are EAA members, with Paul Lastrucci being our EAA of SA National President. The Aero Club GM remains Kevin Storie who continues to be a great asset to our world of recreational aviation.



L to R: Hanke Fourie (Treasurer) Paul Lastrucci (Vice Chairman) Jeff Earle (Chairman) Kev Storie (GM).

Another superb evening of interest to aviators at EAA 322's April monthly meeting - by Gordon Dyne

On Wednesday 03 April some 60 members and friends of EAA Chapter 322 JHB came together at the usual venue of the Dickie Fritz MOTH Hall in Dowerglen for another evening of aviation. Although the evening was wet and cold, members poured in, rather similar to a moth (not a MOTH) being attracted to the light! Wors rolls, supplied by Ron van Lear, were rapidly devoured by the assembly and Wally Ferreira ran the bar splendidly as usual. Thank you Ron and Wally. The meeting was underway at 19h00 sharp with the usual formalities. Unfortunately, Karl had listened to a few criticisms of his usual slick, humorous Powerpoint presentation and removed everything from the screen except the basics. No longer did we have members' aircraft criss-crossing the screen and the parapsydokians were conspicuous

by their absence. Frankly and sadly a rather bland presentation. Go back to the old ways please, Captain. Far preferable. This is not just my opinion, but by many others I canvassed before writing this report. Events past and present, minutes, finance, safety, Young Eagles, auditorium report with news of the EAA Flying Legends' Talk Show on Thursday 11 April with Captain Mark Moses as the guest and general topics were quickly run through. It was great to have our larger-than-life Treasurer/Safety Officer Walter Doubell back from his adventures at Potch University. An academic in our midst! EAA's absolutely riveting CONTACT magazine was acknowledged with rapturous applause from the floor - it really is a world-class publication. After the break, we welcomed Jean-Pierre Duponsel, an EAA 322 member

and gyrocopter enthusiast who possesses great innovative skills in the design and manufacture of aviation instruments. Jean-Pierre gave us a very interesting talk on the inexpensive Optifuel management system he and son Stephane have designed and which is a must for all NTC aircraft. This is a winner! Our next meeting will be on Wednesday 08 May. I understand that our guest speaker that evening will be Chris Lucier, past President of EAA USA Chapter 228 from Phoenix, Arizona who is at present living in JHB and attached to IBM. That will be tremendous. It will be great to have a huge turn-out that evening as a courtesy to our visiting American guest. Do please make that special effort to come and try and think up some relevant questions for our guest from across the pond. God bless America.



Above: Optifuel flow sensor.
Below: The Optifuel indicator.



Jean-Pierre Duponsel with son Stephane enthralled the Chapter 322 April meeting.

Hope to see you there. Thanks must go as usual to Karl Jensen for his seemingly never-ending flow of enthusiasm and of course our youthful PR lady Trixie Heron and not so youthful secretary Stephen Theron.

The April 2013 EAA Flying Legends Talk Show will be almost impossible to follow - by Gordon Dyne

On Thursday 11 April, a packed EAA Auditorium at Rand Airport welcomed Captain Mark Moses SAA as its guest at the famous Flying Legends Talk Show. I had heard Mark speak at a recent Royal Air Force Officers' Club lunch, so I knew the audience was in for a real treat. Captain Karl Jensen was back as master of ceremonies after a voluntary and well-deserved nine month sabbatical, albeit unpaid! On arrival, everyone was greeted with scrumptious steaks and wors rolls accompanied by a cold bevvy or two. Mark was soon into the swing of things and had the audience rolling in the aisles as he told many humorous tales of his early training with the SAAF in the mid 1980s. Absolutely brilliant. I particularly enjoyed his story of hearing a voice

saying, "Moses, this is the Lord!" We all wondered what was coming next. The 'Lord' turned out to be Brigadier General Dick Lord, recently deceased, on the radio. General Lord joined the Royal Navy in 1958 and qualified as a pilot. He flew with the Royal Naval Fleet Air Arm, the US Navy and the SAAF. He was the author of many superb books, including my favourite, 'Vlamgat'. After the break, Karl moved onto the more serious stuff, the tale of Mark's heroic part in landing a Dakota DC3 safely at Ondangwa in Northern Namibia, some 80 km from the Angolan border in 1986, after the plane's tail was hit by a SAM-7 missile. Mark, as co-pilot, with due modesty, gave all kudos to the Dak's commander Captain Colin Green and the loader, Private Ian Walsh. To get

the Dak down intact was difficult enough, but to compound the difficulties the crew was experiencing, the plane was full of high ranking officers from the air force, navy and army, the lowest rank being a Colonel! The crew moved the passengers around to help control the Centre of Gravity of the aircraft. When Captain Green reported the hit, they were about 110 nm west of Ondangwa. A Puma helicopter was scrambled to intercept them and flew in a loose formation with the Dakota all the way home, providing Captain Green and his crew with in-flight updates. I believe the Puma crew was economical with the facts regarding the extent of the damage. What an amazing feat of airmanship.

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All three men were decorated by the Chief of the Air Force for the saving of the plane and all the passengers. Thank you very much Captain Moses for enthralling your audience with such wonderful stories from your military career. We hope your years with SAA prove to be less terrifying.

Thank you Karl for your smooth approach to the role of MC. Good to have you back. I am sure Dr Mike Brown appreciated the break.



Mark Moses is thanked by Jeremy Woods.

Thanks also to Jeremy Woods, the EAA Auditorium convener. Without you Jeremy, there would not be any talk shows. From where you continue to find these Flying Legends, is beyond me. Thanks to braaiers Coen Swart, Pottie Potgieter, Mike Hartmann and Ronnie Alcock. To Anne-Louise Woods and Trixie Heron on the door, to Justin Gloy in the bar and to Alson Maphosa for doing everything else, my most grateful thanks.



The badly damaged Dak safe at Ondanguwa.

The May 09 Show will feature Captain Peter Cooke who was Chief of Flight Operations at SAA, presently doing similar work at Comair/kulula.com an honorary Colonel of 2 Squadron and a former Mirage pilot. Peter was the introductory force of CRM for SAA after the KLM/Pan Am 747 disaster at Tenerife in 1977. This should be another absolute cracker of a show. Book with Anne-Louise Woods 011 888 8495 admin.woods@icon.co.za



Mark Moses.

Brian Stableford EAA Chapter 322 Johannesburg - by Karl Jensen

Brian Stableford has been involved in flying all manner of aircraft for more than 50 years. This ranges from many homebuilts to B747s as a Training Captain in SAA. His speciality has been his devotion to round engine airliners such as DC-3/4/6s, Convair 440s, Ju 52, and light aircraft with radials like the Cessna 195, DHC Beaver, Bücker Jungman, Fairchild Ranger and more.

should perhaps make an honest woman out of his partner of 17 years standing - good idea! Charmain, his lovely bride-to-be, had been an air hostess in SAA for many years and flew as a part time hostie for the SAA Historic Flight, Flippie Vermeulen's Springbok Flying Safaris, and with Rovos Air. We all took the casual nuptial reference at the birthday do with a pinch of salt until a few weeks



Brian files the Flight Plan with Charmaine and other crew learn and ensure all is correct.

He is a Designated Examiner and is fondly called 'the General' in EAA and by his large circle of friends due to his stern military manner. In print he has often been referred to as 'The Airplane Whisperer' because of his encyclopaedic knowledge of many types of aircraft and his insightful dedication to Aviation Legislation.

Brian hit the big Seven Oh earlier this year and at the birthday bash, in passing during his oratory, he announced that he

ago when some of us lucky ones received a wedding invitation. The wedding took place at the Sir Herbert Baker designed Helderfontein Estate near Kyalami on Saturday morning 06 April. The guest list looked like an attendance register at an EAA 322 meeting.

One cannot expect a daytime wedding of such an accomplished and dedicated aviator to take place without a flypast.

The ceremony in the beautiful Helderfontein gardens was over by 10h30 and lots of rose petals were scattered followed by congratulations and well-wishing. Suddenly the tranquillity was shattered by a highly polished DC-3 making 2 salutary flypasts at METO power. The Dak disappeared for a few minutes, only to return with a Chipmunk formatting on each wingtip. The sight of this awesome formation caused buckets of tears to flow and even Brian admitted that he had to lightly dab his eyes. Brian learnt to fly in the RAF on Chipmunks and his most recent flight was in the same DC-3 that did the flypasts. Who said generals don't cry? I am so often charmed at the generosity of our friends in aviation such as Flippie Vermeulen who flew his Dak and Brian Appleton who provided his Chipmunks which were flown by Larry Beamish and son Jason.

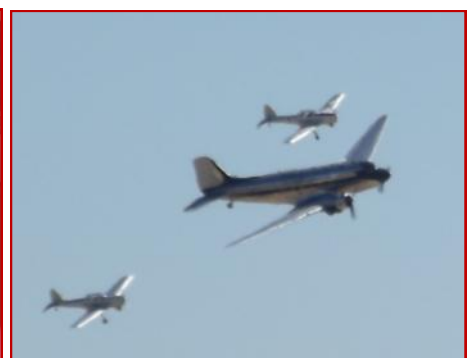
All of us in EAA wish Brian and Charmaine a long and happy married life together... and no loud screechy music!



Walking to the flightline.



Inflight catering sorted!



Brian Appleton's Chipmunks & Flippie's Dak.

The Ultimate Roadable Aircraft - by Karl Jensen

The PAL-V is a two seat hybrid car and gyroplane, a **P**ersonal **A**ir and **L**and **V**ehicle. What makes the PAL-V attractive is the convenience of fully integrated door-to-door transportation. On the ground this slim, aerodynamic, 3-wheeled vehicle has the comfort of a car with the agility of a motorcycle due to its patented, cutting-edge, 'tilting' system. It can be driven to the nearest airfield and take off just like any other aircraft. The single rotor and propeller are unfolded to make the PAL-V ready to fly. The PAL-V usually flies in Visual Flight Rules (VFR.) traffic, so there will be no interference from commercial air traffic. Furthermore, the PAL-V is powered by a very robust, flight certified aircraft engine. It runs on mogas. It can reach speeds of up to 180 km/h (112 mph) both on land and in the air. The PAL-V has a very short take-off and landing capability, making it possible to land practically anywhere. Flying a PAL-V is like flying a standard gyrocopter. It is quieter than helicopters due to the slower rotation of the main rotor. It takes off and lands at low speed, cannot stall, and is very easy to control. The gyroplane technology means that it can be steered and landed safely even if the engine fails, because the rotor keeps auto rotating.

I was at Fly Inn cuddling my Cessna 170 in early April when I saw a strange ballasted Nissan bakkie driving up and down the runway with a large gyrocopter rotor. This vehicle was testing the SA developed folding rotor blades for the PAL-V. I met the young and dynamic designer of this revolutionary roadable aircraft from the Netherlands, Robert Wegerif and his telemetry engineer Johan de Leeuw. The Rotor blades were manufactured by Epsilon Engineering headed by Dave Taylor. The team were using the Fly Inn runway that has a low usage on weekdays. Further testing has moved to the longer and disused ODI strip in Garankuwa. It is very gratifying to see that the PAL-V designers have chosen the South African Epsilon Engineering to manufacture this critical component.

Have a look at the video on <http://pal-v.com/>



David Taylor, aeronautical engineer from Epsilon Engineering.



Above left: The simple radio TX for complex telemetry of the foldable rotor blades and rotor mast data.

Above: The PAL-V rotor test rig mounted on a ballasted Nissan bakkie.



Above: The PAL-V with rotor, stabiliser and propeller extended.

Below: The PAL-V flying surfaces folded on the road at speed showing the leaning feature of an already flying prototype.



Above: Dutch designer of the PAL-V, aeronautical engineer Robert Wegerif (closest) with telemetry and data capture aeronautical engineer and analyst Johan de Leeuw in the bakkie test vehicle.

News from Chapter 322 Johannesburg - by Karl Jensen
 Archie Kemp's company Signco has kindly made EAA of SA licence holders as well as a smaller version to adorn your aircraft. We now also have a stock of silver and blue Chapter 322 logo stickers and a copy of each will be given to all members of 322 in good standing. I have a pile of envelopes individually addressed with the stickers which can be collected at our next meeting on 8 May. If you are unable to be there, I am quite happy to hand



Chapter 322 membership card.

your envelope to a friend who might be attending. If you live out of range, please send your postal address to me and the envelopes will be dispatched forthwith. Credit card sized Chapter membership cards have been made for all paid up members. If you have not received yours and are in good standing, please contact our PR lady Trixie Heron editor@afskies.co.za. In Chapter 322 JHB, we value every member. However after serious deliberation, the committee has decided to remove all persons from our membership list

who have not paid their 2013 subs after being asked numerous times and despite many invoices and wasted energy. In terms of Document SA-CATS 94 **94.06.1** (1), any person operating a NTC Aircraft, and is not a member of an

approved ARO such as EAA of SA, regardless of your valid licence and valid ATF, you are doing so illegally with probable implications of insurance baulking at any claim. This is a serious matter.

A Chapter 322 survey will be presented to all attendees at the 08 May monthly meeting to help guide the committee on the direction our members want us to follow. If you'd like the survey by mail, simply email me at karlpix@icon.co.za. The survey will be completed anonymously and only the results will be made known to Chapter 322 members. Please note that we really do welcome constructive criticism! We have gratefully accepted longstanding 322 member Mark Clulow's offer to audit our books. I believe transparency and proper financial control is a key to a successful Chapter or any club for that matter. You're a star, Mark - many thanks!



Mark Clulow.

GALLERY



Final approach at Walkersons - Dullstroom.



Mike & Joni Visagie with Jeff & Sharlene Earle at the RAF Officers' Club 50th Anniversary Dinner - Wanderers JHB.



Audience at the EAA Auditorium.



P-51 and Bentleys at Zebula.



Zebula April 2013.



Mike Spence
 Founder Chairman
 Of EAA SA.



Chapter 322's Wayne Giles' Bearhawk project at Fly Inn.



FOR SALE - My recently rebuilt Cessna 195 ZS-BFW, the only one in SA is now for sale. This is undoubtedly one of the most beautiful classic aircraft ever made. The aircraft is in pristine condition and the Jacobs 300 hp engine has flown 20 hours only since a top overhaul. Contact me in office hours 011 452 6857. See the Cessna 195 article in Pilot's Post <http://www.pilotspost.co.za/arn0000268> where this beauty is given prominence - *Archie Kemp*



WANTED - I would like a VCR player/recorder in good working condition - please contact me on 011 468 1546 - *Ron van Lear*

WANTED - I am in the process of trying to get together as much stuff that I can to build up an archive for Baragwanath and JLPC. We are preserving it in the clubhouse and electronically on our new website - www.jlpc.co.za I would appreciate it if you could announce at the next EAA meeting and in CONTACT that we are trying to recover Bara's past - old trophies, airshow programmes, photographs, newspaper clippings, anything! If your members could aid us, we would be most appreciative. Old Baragwanath started as an airfield in 1919 and JLPC was formed in 1926 so it is one of the oldest continuously running clubs in the Southern Hemisphere.

FOR HIRE - Nico Brandt's magnificent hangar at Tedderfield for social functions. The well-equipped kitchen is of the highest standard and has a large adjacent lounge and a balcony overlooking the runway. Email Nico Brandt nicog@netactive.co.za

EAA Chapter 322 JHB visit to Rob McFie's Titan T-51 build project - by Karl Jensen

On Saturday 20 April, the weather was rainy with a low overcast which prevented any members flying in for the visit to Nico Brandt's hangar at Tedderfield to see Rob McFie's T-51 project which has reached an advanced stage of construction - 90% complete with 90% to go! The weather did not deter about 2 dozen Chapter 322 members from driving in, loaded with braai ingredients, to drool over and learn about this beautiful aircraft build. This is the second scale Mustang that Rob has built, the first being a Loehle Mustang. The full scale P-51 is his and no doubt many other's dream aircraft.

Rob said he did not believe he'd ever be able to afford a real one, so he decided to build his own. This beauty is a 66-75% scale example of the P-51D and is to be powered by a Mazda 3 chamber rotary engine through a 2,58:1 planetary gear gearbox (similar to the P&W 1830 gearbox as used on the DC-3). The 300 hp engine will drive a ground adjustable 4-blade propeller. Rob's workmanship is from the top drawer and we all hope the aircraft will be flying by the EAA Convention at Brits in August. Rob has promised it will fly by Tuesday - he failed to mention which Tuesday though.



Mike Brown tries the T-51 cockpit for size while Rob McFie looks on.



Rob McFie explains some finer points of the 300 hp Mazda rotary engine.



EAAers drool over the Mustang project in Nico Brandt's hangar at Tedderfield.

Where are we going in EAA and your newsletter CONTACT? - by Karl Jensen

CONTACT is intended to reflect the activities, direction and aspirations of all 13 established EAA Chapters in South Africa. Is it expected of me personally to continually beg you for input for **CONTACT**? I don't believe so and I certainly don't enjoy penning my frustrations regarding the compiling of our newsletter. EAA is a voluntary organisation and I happily dedicate a lot of my time to EAA but will not be held under the lash for no reason. This month's edition has input from Chapter 1502 East Coast and Chapter 973 Krugersdorp with as usual plenty of info from my own Chapter 322 Johannesburg. When there is any news from any Chapter, I eagerly incorporate it into the newsletter, usually after only gentle massaging of the text. I thank those of you who do provide input and ask you to please continue doing so. I know that all EAA members and friends love reading about the EAA activities in your part of the world. One more thing... spread the word about our wonderful EAA!

CONTACT is the official newsletter of EAA of SA. This edition was happily compiled by Karl Jensen and proofread on 06 May 2013 by Eugene Couzyn and Trixie Heron. All contributions gratefully received from all Chapters and members. Please submit material for the next issue by 24 May to karlpix@icon.co.za. Thanks to all who contributed to this edition. Keep 'em coming! Thanks as always to Pilot's Post and African Pilot and the Aero Club of SA for their ongoing support. We wish you all happy flying, tailwinds and that every landing may be a greaser on the centreline and may your other lesser pursuits and adventures be safe and happy!