

EAA of SA National Convention 2013 - Brits 9-11 Aug

by Paul Lastrucci - EAA of SA National President

We are fast approaching our EAA Annual Convention with a mere six weeks to go. The venue for this year is Brits airfield in the North West. The convention planning team is moving into top gear. I appeal to our EAA members to encourage all pilots to bring their aircraft and come and enjoy grassroots aviation passion.

We are hoping that many of our aviation friends and families will make the annual pilgrimage to our Convention. We've cobbled together an interesting line-up for the three days, with special interest forums on NTCA insurance, composite techniques and technical discussions.

We make a special appeal to aircraft owners to enter their aircraft in the judging competition which will be headed by our National Technical Officer Kevin Hopper and his team. I know that there are many magnificent aircraft out there, so let's showcase our beautiful birds. There will be events for partners who are not as besotted with aircraft as we are and would like to experience the Magaliesberg Meander. There will be EAA Young Eagles flights and volunteer pilots are always needed by Dr Mike Brown, our National Young Eagles coordinator. Please email Mike Brown on vintageflier1@gmail.com if you are able to help. Our Young Eagles programme aims to introduce our youth to aviation and the wonders of flight.



There will be camping facilities at the airfield as well as accommodation at a number of B&Bs. The accommodation list is being finalised and will be available shortly on our website. We are really looking forward to our Chapter members flying in from all over the country. For our members who are unfamiliar with the Gauteng airspace Karl Jensen is putting together tracks into Brits airfield which will also be posted on the website.

Our EAA AGM will be held just after lunch on Saturday 10th. We will keep it short to allow plenty of time for flying in the afternoon and enjoying the camaraderie. There will be evening entertainment, a social get-together and prize giving to round off Saturday. On Sunday morning Karl Jensen will lead us on a pleasure flight route to see interesting and historic sights in the area. Thereafter we will continue to kuier before saying our goodbyes and heading off into the blue yonder.

From all of this you can see that we are aiming for a relaxed atmosphere for this year's Convention, so come and spend some quality time with like-minded individuals promoting the passion and love for Sport Aviation. See you all there!

Paul



L: Brits airfield control tower inspected on 26 June.



R: Brits airfield manager Johan Booyens and Bob Allison, Convention AFIS.



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Nylstroom Vliegklub / EAA Taildraggers Fly-in 19-21 July 2013

Convener: Richard Nicholson: 082 490 6227 / 082 490 6227 rgn@pcwireless.co.za

In 2010 Stefan Coetzee from Kitplanes suggested a Taildragger Fly-in. A venue was sought and Nylstroom was chosen as the ideal venue. We decided to have a practice run in November 2010. We didn't believe we'd have more than 20 aircraft taking part and were pleasantly surprised with 60. The event was here to stay. One of the main reasons being that we have no airshow and no flying restrictions. You are encouraged to enjoy flying. Take your friends for flips and get flips from friends. 2011 and 2012 had more than 100 aircraft on each occasion.

EAA will be sponsoring the Airfield Information Service (AFIS) at Nylstroom on Saturday 20 July. AFIS will be provided by Uncle Bob Allison, assisted by son Steve. A dedicated frequency has been arranged on 120.2 Mhz as 124.8 Mhz is traditionally extremely clogged in the Nylstroom area. A

ground frequency will be advised by the tower. The applicable NOTAM states: NYLSTROOM, 5NM RADIUS: FLY IN TAKING PLACE. TEMPORARY AERODROME FREQUENCY 120.20MHZ. AFIS PROVIDED ON SATURDAY 130720 0600 - 1530, CALLSIGN NYLSTROOM RADIO. ARRIVING PILOTS SHOULD REPORT 10NM INBOUND AND EXPECT TO JOIN OVERHEAD AT 5500 QNH FOR SEQUENCING. USE UNMANNED BROADCAST PROCEDURES ON 120.2MHZ WHEN AFIS NOT IN OPERATION.

Many aircraft will arrive on Friday. In the evening fires will be burning and old friends will meet again. Soup and braai packs will be available and the pub will be open. The camp site will have hot water showers and ablutions close to the camping area. For those of you not wanting to camp, there are numerous B&Bs available from budget to luxury - all within the close proximity to the airfield.

A few suggestions:

1. The Old Clubhouse - Lorette Goosen 082 922 4497
2. Waterberg Guest Home - Lizelle Jacobs 083 586 9191
3. Lekkerbly Guest House - Heleen/Blacky 082 898 1956 / 014 717 3702
4. Op De Hoek Guest House 014 717 1897
5. Koro Creek Guest House - Magda Weideman 082 465 0186
6. Die Pappot - Lizelle 081 315 0273 / 071 658 6877
7. Anja Akkommodasie - Anne-Mari Vosloo 082 774 7676 / 014 717 2892

Transport to and from the B&Bs will be provided free of charge by Waterberg Toyota.

Breakfast will be served from early on Saturday morning. Pilots registering will get a free breakfast sponsored by PSG Consult (the Insurance guys). From 07h30 registration for the SAPFA run fun precision nav rally followed by the briefing at 08h30 for participants. At 10h00 the rally participants will depart for their navex in the Waterberg area.

The Harvard Club will once again be doing flipping, with Ivan and Mike at the controls of the great old ladies of the sky. During the day Young Eagles will be flown as organised by the EAA. Heystek and Michelle Pretorius will be piloting the Antonov AN-2. Many local kids will be sponsored for a flight experience in the AN-2 by Gordon Dyne from Dyneamic bearings.

The day will be concluded with a prize giving fun event at the bonfire with our local talent and ever popular Jannie du Plessis entertaining us with music.

Some stats from previous years:

Smallest Taildragger - Tailor Monoplane

Biggest Taildragger - Antonov AN-2

Aircraft movements in 9.75 hours 298

30.6 movements per hour with average of 3.1

movements per aircraft with the Harvards

contributing 116 movements for the day.

This is an event not to be missed in the scenic

Waterberg area. If you miss this fun event, SOR-REE for you!



Bob Allison doing AFIS at the 2012 event.



AN-2 and Harvards at Nylstroom 2012.

Words of Safety - by Walter Doubell Morphology is the study of the origin and use of words. Words are what we use to communicate, an attribute unique to human beings. Other creatures on earth also communicate, but do not use words. When we see or hear a word we attach an image or a meaning to the word. Thus, 'apple' means a red, green or other coloured, fleshy, round, edible fruit about the size of a tennis ball. You would not understand my description of an apple if you did not know about colours, fruit, size or tennis balls. Without words we are lost. Words are indispensable in our daily life. More so than the smart phone, texting, probably even food. What does all this have to do with general aviation safety? A word can have more than one meaning, depending on the use and context. Let's see what some words mean that apply to linguistics and to flight safety. When someone misspells or mispronounces a word or constructs a sentence in a way that is difficult to understand, we take note. We then criticise, admonish or gossip about the person's 'bad language'. When a fellow pilot does not adhere to the flying norms and rules or does not apply them, do we do the same as when he breaks the language rules? Good language use is about the application of norms and rules. Safe flying is about the application of norms and rules. Let's become sticklers about the rules. Not only when we talk about safety but especially before, during and after flying. Be safe!

Norm	Linguistical	Workable guideline for language users.	Flight Safety	How something should be done, i.e. a pre-flight, approach speed, weights, radio procedures. 'Airmanship'
Rules / Laws		How we pronounce, form sentences, spell, e.g. knife, wait and weight, etc.		The POH. Abiding with regulations from authorities. Use of controlled airspace, NOTAMS. laws of physics, gravity?
Application		The actual use of words that should conform to the norms and rules.		The actual flying that should conform to the norms and rules.

Two WW II Spitfire Pilots reminisce during a EAA Chapter 322 Fly-in to Krugersdorp (FAKR) - by Gordon Dyne

On Saturday 7 June, thanks to the generosity of Ricardo de Bonis, 'General' Brian Stableford, Eugene Couzyn and Brian Appleton, two South African Air Force World War II Spitfire pilots came together at Krugersdorp airfield, to fly once again. These two sprightly nonagenarians were invited by EAA Chapter 322 members to join them for a braai, hangar talk, good fellowship and maybe some flying. It had also been arranged by Young Eagles Convenor Dr Mike Brown and President of EAA SA Paul Lastrucci to give an introduction to aviation for a group of 20 Scouts. Eugene Couzyn brought Lt John Martin SAAF (retired) and John's son Kevin in his beautiful Alouette II helicopter. Brian Appleton brought Lt Felix Mendelsohn also SAAF (retired) in his immaculate De Havilland Chipmunk.



Eugene Couzyn's Alo with John Martin and EAA members at FAKR.

The Alouette II is approximately 45 years old and the Chipmunk 69 years old. Younger than both pilots! The weather in the early morning was wonderful without a breath of wind. My flight to Krugersdorp from Brakpan in my Arrow was tremendous. Smooth as a baby's bottom. Some 15-20 EAA members flew in and it was great that a further 20 or so friends and aviators drove to FAKR. All in all we totalled some 50 people.



Felix Mendelsohn in Brian Appleton's Chipmunk cockpit.

The wind started to pick up after 0930 hours, so Brian Stableford briefed Lt Martin on Ricardo de Bonis' Chipmunk and then Brian and Ricardo strapped John into the front seat of the plane. John had never flown in a Chipmunk before, so he was very excited. Harvards ("They were new when I flew them!") Tiger Moths, Spitfires and C47s, but not Chipmunks. The cockpit layout of the Chippie is very similar to the Spitfire, to which John was accustomed albeit some 68 years ago.

However, the horse-power was considerably less. John soon nestled into his seat and with much waving and clicking of cameras from the spectators, off they taxied. I could hear Brian in the back



Felix Mendelsohn, Gordon Dyne & John Martin.

saying, "O.K. John. You have control!" Within minutes the plane was airborne and we were being subject to some low level bombing runs. Marvellous stuff. Then suddenly out of the blue there were two Chipmunks in the circuit flying in formation. Brian Appleton had arrived with Felix Mendelsohn! What a wonderful sight. The combined total age of the four pilots was about 300



Ricardo de Bonis, Brian Stableford and John Martin.

years and the Chipmunks 114 years. That must be some sort of record I am sure. All we needed was for someone's car radio to be playing German composer Felix Mendelsohn's 'Wedding March' for the morning to be complete!

Soon the two planes were on the ground and the reminiscing



Brian Stableford taxiing out with John Martin up front.

began with Felix's photos of the war and his squadron and John's beautifully written Pilot's Flying Log Book being passed around the younger generation of enthusiastic pilots. Unbeknown to John there was a picture of him amongst Felix's collection, although these two humble veterans had never flown together or even known each other. Amazing coincidence.

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Whilst all this was happening, Karl Jensen, Chairman of EAA 322, Eugene Couzyn and Paul Lastrucci were busy flying the 20 Young Eagles. The wind had picked up considerably and was at 90 degrees to the runway. Karl wisely advised we lesser experienced pilots to stay on the ground which we did. When Karl speaks, everyone listens. A number of planes we saw landing made really hairy arrivals in the cross-wind.



The Young Eagles and handlers after flying at Krugersdorp.

It was not long before we were all gathered around the braai at Ricardo's well equipped hangar enjoying a great lunch. Everyone had brought meat and rolls so we enjoyed a veritable feast. Brian Stableford decided against flying John Martin in Ricardo's Air-Cam in the very strong wind, so a rain check was taken. Good decision. By now the wind was gusting 20-30 knots straight across the runway.

It wasn't long before we were all winging our way homewards after a grand morning with friends who share the same passion - aviation. How flying has changed my life for the better. Muchissimas gracias Ricardo para vore hospitalidade and for allowing John Martin to fly your Chipmunk. Thank you 'General' Stableford for your time and for your never ending stream of aviation wisdom. To EAA 322 stalwart Trixie Heron thank you for all you do for us all and grateful thanks to master braaiier Pottie Potgieter. No-one can braai like school headmaster Pottie. Most sincere thanks to Karl Jensen for your leadership. Finally thank you my dear friend Eugene Couzyn for your time and generosity in flying the Young Eagles and for bringing my hero John Martin and son Kevin to Krugersdorp. We are all thinking of and praying for your wife Cheryl and you at this difficult time.



Young Eagles learning from our EAA National President, Paul Lastrucci.



Young Eagles in Karl Jensen's Cessna 170.



An energetic thank you ritual from the Young Eagles group



The EAA Chapter 322 JHB

Pietenpol Project - by Kevin Hopper

Thank you for the interest shown in the Pietenpol project that we as EAA chapter 322 are to complete and fly. Karl has suggested that we discuss the project at the next 322 meeting, so I hope to see you all there.

There is great news regarding the engine. We have been donated a good Continental O-200 by Pete 'n Paul Lastrucci. This is probably one of the most suitable engines that can be installed on a Pietenpol. The engine overhaul will also be part of the build process, so for those interested in engines, this is where you will get first-hand information on rebuilding engines from acknowledged boffins.

Building an aircraft from plans is most rewarding; however there are many challenges along the way. Overcoming these challenges is where we get our experience and enjoyment. Don't miss out on this opportunity to learn from those who have risen to these challenges, or to teach others who wish to learn the skills necessary to build an aircraft.



The 322 Pietenpol can look like this one day

Mixture Settings for Take-off on piston engine aeroplanes - CAA Aviation Information Circular (AIC)

1. All the ambits for operations of an aircraft are fully described in the operator's handbooks which should be followed explicitly.
2. Many engine failures occur on light aeroplanes during take-off which may be attributed to mixture settings apparently being too lean.
3. An investigation of the causes for the latter revealed that it is common practice amongst instructors and pilots alike to adjust the mixture setting for optimum performance prior to take-off at engine speeds of 1800 RPM or below. If the mixture setting is left at this setting, it will invariably be too lean when take-off power is applied.
4. With the introduction of the Exhaust Gas Temperature (EGT) gauge, mixture settings can be more accurately regulated and therefore take-off power is better assured. In the event of a too high EGT reading, it is an indication that the mixture setting is too lean and the fuel system flow is incorrect. If the EGT is too high with the mixture control in the full rich position, it is an indication that the entire fuel flow system may need maintenance and attention.
5. Where fuel flow gauges are installed as in the case of many fuel injector systems, the manufacturers specify the fuel flow that can be expected and the leaning required at various altitudes as further guidance of what adjustment is required for take-off.
6. If the mixture is correct for take-off without having to lean it at high altitudes, the mixture may be too lean for similar operations at lower altitudes. In this case too, maintenance may be required before continuing with the flight.

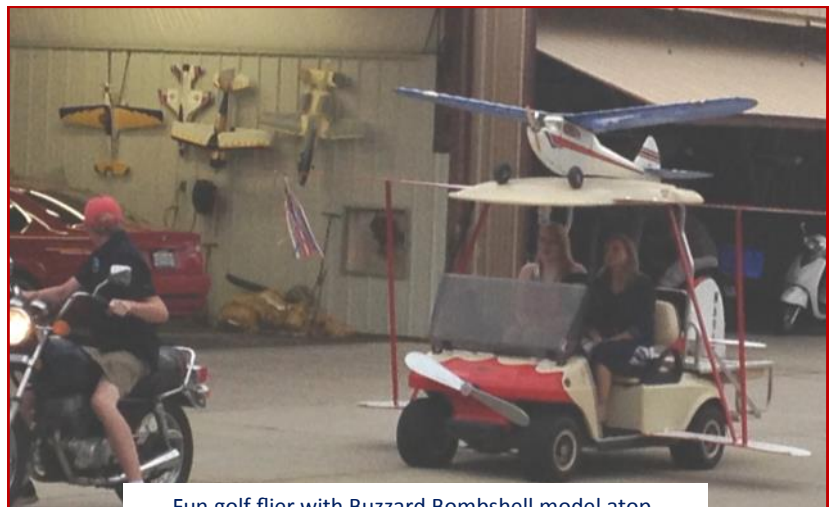
Where's Woldow - Our EAA 322 member in the USA and regular contributor to CONTACT

The weekend of June 20-23 was the annual Waco (Weaver Aircraft Company) fly-in at Creve Coure MO, and your foreign correspondent was lucky to be able to attend this great event. Even without the fly in, Dauster Field is a must stop whenever you are near this continent. The owners have amassed an amazing collection of antique aircraft, including Jennys, early mail planes, WW1 fighters, and a large number of planes from the 20's and 30's. Combine this with the 15 Waco biplanes that flew in from around the country, and you have eye candy for any pilot (or wanna be).

Lisa and I picked up Don's UMF-5 in Davenport Iowa Thursday morning, and in loose formation with him and Dean in their UPF -7 battled headwinds for 2.5+ hours south. We then relaxed and enjoyed good company, great food and adult beverages, and the education and fun that is to be had with a group of like-minded aviators. There were educational forums on maintaining these antique round motors, metal fabrication for restorations, and luncheon events for spouses who wanted to get away from the airfield for part of the day. Browsing in the various hangars to see the interesting and eclectic aircraft (and owners) that call the field home base took hours to make the full round. Flying activities included rides, fly-out events, and informal fun. The evening activities included diners, socializing, and a parade of the local hangar tenants showing their transport around the field. All in all a great weekend, then a nice tailwind home Sunday morning to beat the weather moving into the Midwest.

Take care, and we hope to see a good contingent of South Africans at Oshkosh.

Ric Woldow



Fun golf flier with Buzzard Bombshell model atop.



Ric on the right with Lisa and Friends at Creve Coure.



Wacos and restorers at the fly-in.

News from Chapter 1502 East Coast - by Alan Lorimer

Our Legal Eagle project. Well, we are about 8 years down the track since we started the project. This is a collaboration of ballies, Chris Hicks and Alan Lorimer. The 'Red Baronne' is virtually complete except for the propeller. The engine was installed 2 years ago and has been run for about 5 hours to check temps, pressures and leaks - remember this a Beetle engine. All parameters are OK and safe. The aircraft has a chrome moly fuselage which is uncovered and it has a wood and cloth wing. The paint system is a Plascon Wall & All with a UV protective coat. We received samples of this system from guys in the States and were amazed at the flexibility and durability as well as its compatibility with the glue we used. The undercarriage wheels are from a downhill BMX bike and are light and strong. Remember this is a Part 103 aircraft in USA and must weigh in at under 249 lbs. Here it will be classified as a Microlight. Our example weighs in at 301lbs due to extra coats of paint, instruments and an alternator.

The main reason for the delay has been the propeller. I originally tried to make one, which came out reasonably well, considering that it was a first attempt. Although statically balanced it was not dynamically balanced and as a result we broke two engine mount bolts during our ground runs at high RPM (3000).

We eventually bought a prop from the USA and the late Jeff Sharman shipped it in for us. Regrettably Jeff passed away while the prop was in transit. After many delays, we eventually had the prop in our hands only to find out that the manufacturer had cut the prop to turn the wrong way. After emails to the manufacturer he cut us a new prop and Sheila Sharman is busy transporting it to RSA for us at present. We should have the prop by the end of July and be able to sort out the last few hiccups. We were very sad that our A/P Bob Ilsley was not able to see this moment. R.I.P. Bob Ilsley.

I have built a second engine which is zero timed and which I am going to sell to anybody who wants to fly around their patch as well.



Our Legal Eagle.

Yet another most successful and interesting EAA Chapter 322 monthly meeting - by Gordon Dyne

On Wednesday 5 June, EAA 322 members and friends totalling some 80 people came together at the Dickie Fritz MOTH Hall in Dowerglen, Edenvale for the usual monthly meeting. Chairman Captain Karl Jensen had just returned from week's vacation in the magnificent Kruger Park with his dearly beloved Val (his beautiful wife not his Cessna) and was bounding around the MOTH Hall like a newly born cheetah. It is hard to believe our Chairman is now a septuagenarian. Karl celebrated his 70th birthday on 20 May and is a wonderful example of 'only the good die young'! To commemorate this milestone EAA members presented Karl (who has burned the candle at both ends and in the middle for the past seven decades!) with a beautifully made 'BOOB' cake which was quite delicious and so cleverly iced. It was left to the one and only Irene Naude, a former SAA air hostess, on whom the cake was

modelled, to perform a double mastectomy on the confectionery! Loads of laughter.

Enough of this frivolity! Back to the evening. Most welcome hot soup and fresh bread rolls were provided by Ann Ferreira on this chilly evening while husband Wally ensured that he and the ever-helpful Hayley Hopper - lovely daughter of Kevin Hopper, owner of SkyWorx and our 322 Technical Officer, were kept busy in the bar.

At 1900 hours sharp the evening was underway and the meeting covered the usual headings of minutes, Chairman's report, finance, safety, membership, Annual Convention, Young Eagles, Auditorium, happenings past and present, the Pietenpol building project and so on. As usual the Power

Point presentation was brilliantly prepared and humorous, with some parapsydokians I had not seen before such as "I have had a great evening, but this wasn't it!" Groucho Marx.

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Irene Naude performed the cake's double mastectomy.



Hayley Hopper presents the 'boob' cake to Karl.



Wolf and son Stefan Vormbaum (Boeremeisie amphibian designer and builder).

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After the break and with our glasses recharged we sat down to the Gee Whiz Minute. Gus Brown gave a fascinating and illustrated talk on the extraordinary Solar Impulse that had flown half way across the USA.



The Solar Impulse.

The guest speaker for the evening was inventor and engineer supremo 322 member Rob Jonkers who is a Director of AeroSud. Rob is presently building a Boeing 737-800 simulator at his home. I have never been more amazed by anything in my life. What an incredible undertaking. The presentation was superbly put together with clear illustrations, photographs and explanation. I was lost from the word 'Go'! I do not think I was alone. Even the most technical amongst the audience found the whole exercise beyond their comprehension. Thank you very much Rob. All of us stand in awe at your amazing accomplishment.



Rob Jonkers presenting his 737 simulator project.

We salute you!

So ended another splendid EAA 322 evening. Thank you Captain Karl Jensen for your leadership. We look forward to you becoming an octogenarian and still leading EAA Chapter 322. Thank you too, to the remainder of your committee for all the hard work that keeps our Chapter so vibrant.



Rob Jonkers 737 simulator project Mode Control Panel (MCP) under construction.

Makwassie Mid-Winter MoJo - by Mike and Joni Visagie EAA Chapter 1504 Klerksdorp

YYAAAWWWN.....Another day, another sunrise, more of the same and on we go - certainly not in Makwassie on Saturday June 15! It was a beautiful day with much fun, food, friendship and FLYING! The weekend started sooner than expected with



Obedient Cessna 182 at Makwassie.

some of the 322 members arriving on Friday afternoon, with everyone immediately offering to help with all and anything. Very much earlier than expected everything was sorted and true to form for pilots everywhere, we got on with serious socializing. Friday night was spent around the fire breathing chimneys built by Ben Rheeder whilst sampling lamb potjie and highly potent mampoer distilled and generously sponsored by a local chemist, Gert Jacobs. Meanwhile centuries old family feuds were forgotten for the day, bets were placed, old favours called in and all manners of coercive measures were employed to ensure a place in the

line up! I have to beg all pardons for disappearing every few minutes to answer frantic calls from parents, grandparents, prospective Young Eagles and their extended families all confirming their respective slots to fly along the next day! The pilot guest list for this weekend would certainly read like a who's who of aviation in South Africa! Ladies and gentlemen from all over who all share the passion and spirit of the day.



2013 Makwassie MoJo Control Tower.

We were very fortunate to host, amongst others, a gentleman named Stephen Theron, a wizard with the English vernacular and a keyboard to match. Proof of this statement can be found at <http://www.pilotspost.com/arn0000315> All people who had, despite my call earlier in the week to inform Karl Jensen... continued on Page 8 ...

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that due to the serious regional drought, we may have a slightly less elaborate affair this year, still made the effort to pitch up and make dreams come true for the Young Eagles. The same sponsors from last year, local companies Bitflow (Alex Lombaard) and Build-it, (Deidre van Wyk) again stepped up to the plate and donated in abundance to turn the dreams into reality. Guys, yet again, you made it happen! Saturday dawned bright and cold, but not even hint of a breeze. A stunning day! The Chapter 1504 aircraft started arriving shortly after Alex started his RC Model flights which kept the children enthralled all day long. Len du Preez and Leon Friedenthal did their thing up in the Swartpan Tower manning Area, Radar/Approach and Tower, complete with operations board, notice stickies, the works! Soon the day was officially opened by Ds Daan with a fitting message, scripture and prayer. It included a happy birthday for Jeff Earle and our neighbour's son.

Pilot briefing was carried out with valuable input from the more experienced pilots present. The original plan with the newly graded taxiway as the buffer in the YE programme had to be scrapped as the wind favoured Runway 18. However, great minds solved all issues as easily as a walk in the park. Thanks to all gentlemen, especially to those offering their services for future events to assist with the planning of approach, joining and circuit procedures! Herman, Christelle and Cornelia were tasked with the monumental task of finding a semblance of order in the tumult, succeeded perfectly and then we were flying.

A special word of thanks must go to Piet Volschenk, a member of Chapter 1504. Piet owns ZS-LPD, a stunning Cessna 402 and ZS-PWX, a 182. Piet was ably assisted by Cliff Lotter and HB le Roux with a brief from Piet worth its weight in gold: "These two aircraft will not cease flying today until each and every person, not just Young Eagles, who wished to fly, had their wish fulfilled."

The two pilots happily complied!! They not only flew the bulk of the Young Eagles, but continued until late afternoon fulfilling the brief. The generosity did not end there! Upon hearing of the suggestion from Trixie Heron of Chapter 322 to use the Swartpan International Airport for the Chapter 322 Sun'n Fun later this year, Piet, a SPUR tycoon, offered a gazillion hamburgers with grilling staff to prepare for the occasion! Their price will be coupled to the Brent Crude index to maximize fundraising for Chapter 1504, of course.

Flying went on all day, with a total of 89 Young Eagles experiencing flight for the first time! More significantly due to many other pilots' generosity, several bald and aged eagles also joined the ranks!

The evening was spent with undoubtedly the best lamb chops in the country. Ben Rheeder's best yet again lived up to their well-deserved reputation. For some odd reason the mampoyer was treated with considerably more respect on Saturday compared to the night before. Scientists are baffled by this strange phenomenon. The shuttles were operating from early morning between the 'luxury' Peperboom Lodge in Makwassie and the

airfield. A short sermon by Ds Daan was well attended with aircraft only starting much later after a scrumptious breakfast, countless cups of coffee and hearty goodbyes. An extract from an email message between Brian Nelson and I probably summed it up best:

Joni and I were quietly discussing things last night and we both marvelled that the most amazing thing about this weekend and event is the incredibly kind, generous and pleasant people. It is to us the biggest privilege of all to have participated in such a worthwhile pursuit, but then to be rewarded so bountifully with quality friendships with so many people is something really special. See all of you next year!



The masses of Young Eagles at Makwassie.



3 of the 89 Young Eagles flown at Makwassie.



Cliff Lotter, Young Eagles and Piet Volschenk's Cessna 402.



The lamb potjie.



Young Eagle who had just flown Jeff Earle.



Mark Clulow and a happy Young Eagle.

Whassup! - Forthcoming Events

July 3 Wednesday: EAA Chapter 322 monthly meeting: Dickie Fritz MOTH Hall, Dowerglen, Edenvale. Pub and light meals available from 18h00. Meeting starts 19h00. Great entertainment as usual is planned. Everybody welcome. PRO Trixie Heron editor@afskies.co.za 083 960 9268

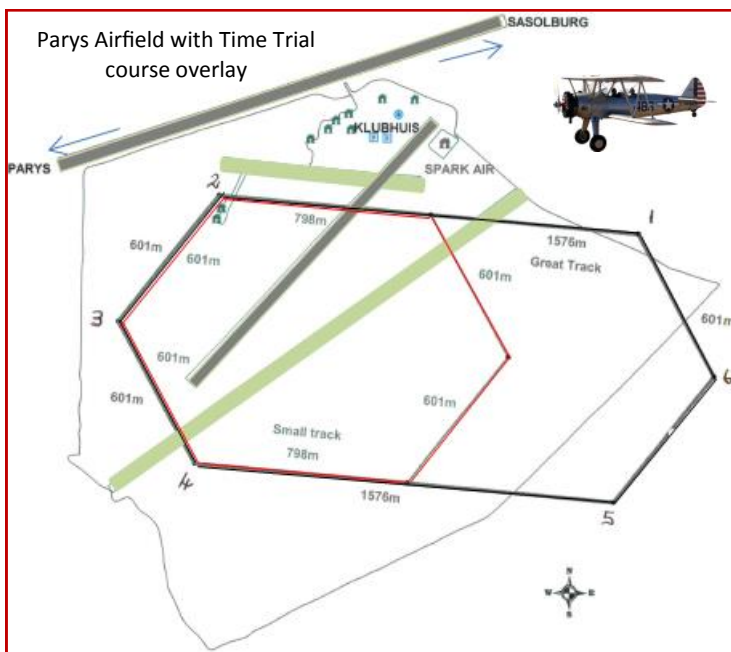
July 18 Thursday: EAA Flying Legends Talk Show. EAA Auditorium, Rand Airport. The show will feature Maj Bruce Harrison (retired) ex Rhodesian Air Force, Chairman RAF Officers Club Johannesburg, EAA 322 member. These shows are always fully subscribed so early bookings are essential from Anne-Louise Woods 011 888 8495 admin.woods@icon.co.za

July 19-21: Nylstroom Vliegklub/EAA Taildraggers Fly-in. See Page 2

July 27-28: Parys Pylon Time Trials for Vintage and slower aircraft <120 knots. The great 'Sop and Potjie Winter Challenge'

will take place on Saturday with the overflow on Sunday 28 July. The course is 1.8 nm, which makes it 1.2 nm shorter than the course for the faster machines. I have flown the course in a Cessna 140, Jabiru, J-3 Cub, Slick 360, Harvard and a Pitts Special. The course is great for vintage/veteran aircraft. Newcomers to the sport will find it easy and safe to fly. For those of you who have accumulated some experience, PLEASE bring your high performance machines down and have a go on the shortened course. Entry forms from

sparkair@telkomsa.net Briefing at 09h30 sharp. We will give the high performance guys five laps on the course, which works out to exactly 9 nm. It will be really interesting to see what effect the tight course has on the speeds that are achieved. Gavin Brown, one of the Flying Lions pilots, will be handing out a beanie and a scarf for each pilot and partner who registers. Camping at the airfield is welcomed and a list of B&B establishments is available on request to karlpix@icon.co.za The days are short in July, but Parys usually has clear and brilliant skies. We have a great restaurant and there will be lovely warm fires on the go. Please try and stay over for the night. We will provide transport for everyone into town and back the next morning. Best regards, *Scully Levin*



July 27 Saturday: Annual Springs ERFC Fly-in for a free breakfast. All welcome from early. Contact Paul Sabatier 082 413 4674

Aug 7 Wednesday: EAA Chapter 322 monthly meeting.

Aug 9-11: EAA of SA National Convention and AGM at Brits. See Page 1.

Aug 17 Saturday: FAKR Annual Spot Landing Competition - Please support us again this year and enter the Spot Landing competition. There will be aviation stalls, static aircraft displays, breakfast and lunch will be on sale and much more. Prize giving at the clubhouse at 16h00. The fires will be going with braai packs available. So come on everyone, please enter and support us by joining in on the day and be sure to invite all your friends and family too! Email sam@bbprojects.co.za to enter the Spot Landing Competition with: Pilot name, aircraft type and registration and contact details. Regards *Bryan Belcher*

Aug 24-25: EAA 322 Mongena Fly-in. After intense bargaining as you can imagine, a limited number of chalets at this nearby tranquil 4-star game lodge with a tarred airstrip have been reserved. First come first served. Contact Brian Appleton briana@global.co.za 011 487 0795

Swaziland: Broomstick Riding Witches

Witches in Swaziland, where witchcraft is serious business, aren't cleared to fly their broomsticks higher than 150 metres and violators may be arrested and fined up to R500,000.

The clarification comes from Civil Aviation Authority marketing and corporate affairs director Sabelo Dlamini, reports the Sun, a U.K. tabloid. Witches are still free to fly lower than 150 metres, or about 500 feet, he said. Toy helicopters and kites are also subject to the airspace limits in Swaziland. The statute came to light when Mr Dlamini was asked to explain the arrest of a private detective for flying a toy helicopter with a video camera to gather surveillance data. He was charged with operating an unregistered aircraft, according to a local news website. Witches in the country are known to use their brooms to scatter drops of potion, but there have not been any reported instances of witches flying them, the site reported. Brooms are short bundles of sticks tied together and do not have handles. Swazi witches are known to use them to fling potions about homesteads, but not for transport.



Fly-out to Kokstad shows the spirit of aviation in KZN



What an event! EAA 1502 and fellow aviators joined forces for a fun day of flying. We had 36 aircraft with more than 75 people visit Glendower Airfield on a perfect flying day, Monday 17 June. Firstly, a big thank you to Dries and Brad, with all their volunteers who put on an awesome breakfast for all the hungry aviators. Secondly, thanks to all who attended for making it happen and last but not least thanks to Grant Beattie for organising the event.

Grassroots becoming Auster Country - by Gerald Maddams,

Another Auster arrived at Grassroots on 24 May for restoration to flight. The current registration is ZS-JPY, but that might be changed when it goes onto the NTCA register. Its history, as best as can be ascertained, is as follows: built in the 1950's as an Auster J-1 Autocrat, c/n 2200, and registered G-AIPT, powered by a Blackburn Cirrus 100 hp engine, it flew out from England to South Africa to become ZS-BD, then ZS-DPN. It then moved to Southern Rhodesia and was converted to Beagle D5/180 style with a 135 hp Lycoming O-290-D2 engine and a completely new front end and new enlarged fin. This was by a WJ Ludgater at Bindura. It was re-registered as VP-YJG. At some stage it came to South Africa (possibly a Mike Spence import?) [Confirmed with Mike Spence - KJ] and was registered as ZS-JPY. Ray Heeson and his family, of Battlefields Country



Auster ZS-JPY.

near Vryheid, have been steadily working on it over the years, but Ray's recent ill-health has forced them to ask Len Cormac to complete the job. The aircraft now has a Lycoming O-320 fitted with a constant speed prop. When we get the logbooks, we will find out the who, when and where of all of the mods. Until then I have used 'Air Britain' for most of my gen. Len has not yet given a time-frame for completion, but has begun to assess the condition with a view to putting together a work programme. That puts 3 Austers in our area, with the aforementioned ZS-JPY, Piet de Villiers' Auster J5W ZS-HOS and my Auster Mk1

ZU-MGM. All should fly in the not-too-distant future.

Gerald Maddams is Secretary Chapter 150 East Coast. He is presently restoring an Auster which is based at Grassroots airfield, and has also recently obtained his NPL after a lifetime of wanting to fly and only recently getting round to it!



Gerald Maddams.

A 'Flying Cheetah' from Korea graces the June 2013 EAA Flying Legends Talk Show - by Gordon Dyne

A packed auditorium on June 13 welcomed Flying Officer Ivan Holshausen South African Air Force (SAAF) retired and Royal Rhodesian Air Force (RRAF) retired, as the guest at the monthly EAA Flying Legends Talk Show at the EAA Auditorium at Rand Airport. Delicious steaks and wors rolls greeted the audience of aviation enthusiasts on arrival. Thank you master braaiers Coen Swart and Pottie Potgieter. Amongst the

distinguished members of the audience was Lt General Denis Earp, former Chief of the SAAF who served alongside Ivan in Korea. Lieutenant Earp and was shot down in his P-51 Mustang, subsequently spending twenty-three months in a North Korean Prison camp. Not a pleasant place, I am sure. Lieutenant Earp was one of eight prisoners of war (POWs) who were repatriated in 1953 on the signing of the cease-fire. We were expecting another of Ivan's contemporaries from the SAAF in Korea, Lt General Mike Muller, himself a former Chief of the SAAF. Unfortunately, General Muller was not well and could not be present. Tony Smit, a pilot friend of Ivan's from the Royal Rhodesian Air Force (RRAF), and well known to all of us, also joined our audience. It was great to have Tony, a guest at the EAA Flying Legends Talk Show some years ago, with

us
Dr Mike Brown, the flying doctor, was the Master of Ceremonies once again and his relaxed, smooth bedside manner and charm brought out the best in this marvellous, modest, very switched on octogenarian pilot. My wife Susan and I had the honour of hosting Ivan (who lives in Howick, KZN) at our home for two nights with Marc Kuster from EAA Chapter 1502. During those 2 days, Marc had arranged a visit for Ivan to Johan Lok's marvellous Toy Box at Wonderboom and also arranged a flight for Ivan in a Harvard, piloted by his old pal Tony Smit, from AFB Swartkop. Tony told me that "Ivan flew the Harvard as if he had never been away from the cockpit." On the evening preceding the talk show, Mike Brown came to our home and spent 2½ hours talking with

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2nd Lt Ivan Holshausen, circa 1952.

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Ivan to obtain all the gen he needed to be thoroughly prepared. It was an eye opener for me to see the extent of the research that is required for our Talk Shows. Thanks Doctor for another great evening. Mike had not only briefed himself on Ivan's flying past, but also on the Korean War, known as the Forgotten War. Mike gave the audience a brief synopsis on this terrible war which ran from 1950-1953. I have spent time in South Korea, mainly in the capital Seoul and have visited Panmunjom (the demilitarised zone) on the 38th Parallel, several times. I have been into North Korea, albeit briefly. Peace has never been declared, only a ceasefire which has held for more than 60 years. The war cost over 100,000 Allied lives



2nd Lt Holshausen's 2 Sqn F-86 Sabre 'Ruth'

and probably a million or more amongst the Chinese and the North Koreans. America has more than 40,000 military personnel still stationed in Korea, most of them on high alert. There is a wonderful memorial to the memory of the American dead from Korea in Washington. South Africa was one of about a dozen countries that answered the United Nations' call for assistance to curb the invasion of South Korea from the North and quickly responded by sending pilots and ground crew. Some 800 personnel served in Korea over the three years of the war, often in the most terrible weather conditions. One of these was 2nd Lieutenant Ivan Holshausen from 2 Squadron SAAF, the

Flying Cheetahs. Ivan served in Korea from 1952-1953. Ivan proved most loquacious and forthcoming as Mike probed him for stories from his illustrious career. Ivan completed his National Service with the SAAF in 1951 and signed up for a three year short service commission. Ivan trained on Harvards in which he has more than 700 hours. He also has about 60 hours on Spitfires, 50 hours on Vampires for jet experience and about 8 hours on P-51 Mustangs. Ivan then converted onto the F86F Sabre in which he has logged more than 300 hours. The F marque being the fighter bombers which belonged to the United States Air Force (USAF). Most of the SAAF's flying in Korea during the war was close support and ground attack operations, definitely more dangerous than air to air combat as was proved during World War II and subsequent major conflicts. The North Koreans frequently set traps to attract the SAAF planes and consequently the SAAF lost a total of 34 pilots and 2 ground crew during the conflict. Ivan gave us some wonderful tales of tragedy and sorrow interspersed with tales of partying and fun with fellow pilots as a way of trying to block from their minds the carnage going on around them. Marvellous stuff for many of us who never had the opportunity of proving ourselves in combat. Ivan Holshausen has now joined my list of war heroes. On his return to South Africa, Ivan had a brief spell as a salesman (heaven forbid!), but still flying Harvards for the Citizen Force, before signing up for a second three year stint with the SAAF at 44 Squadron based at AFB Waterkloof where he flew DC-3s. Ivan subsequently joined 3 Squadron RRAF and flew transport planes, mainly the Douglas

Dakota DC-3 (C-47) in Rhodesia for almost 18 years and retired with the rank of Flying Officer in 1982. Ivan completed more than 5000 hours as Pilot in Command on C-47s/DC-3s.



Ivan Holshausen being interviewed by Mike Brown.

Imagine that! More than 5000 hours! Ivan and his family moved to Cape Town where Ivan signed up yet again with the SAAF at AFB Ysterplaat for a five year contract in charge of air movements and more. Today, at 85 years of age, Ivan has neither pension nor Medical Aid. Yet another aviation hero who risked his life for his country, but ends up with nothing in his twilight years. Thank you very much Ivan for baring your soul to your aviation knowledgeable audience. We all thoroughly enjoyed your talk. The next morning Ivan confided in me that he thought his talk might be very boring and dull. I was happy to assure Ivan that he was anything but boring! Thank you once again Jeremy Woods for tracking down another Flying Legend. Well done. Thanks too to your wife Anne-Louise and Trixie Heron for 'manning' the gate and Stephen Theron for assisting me in the bar. Final thanks must go to Comair/BA/Kulula.com for kindly providing two business class tickets to fly Messrs Holshausen and Kuster from Durban and return.

A tranche of Cessna Parts For Sale: I have rescued some Cessna parts probably suitable for 172s and 182s. The parts were in a 2007 shipment destined for New Zealand that got lost here in SA. I have since bought them and they include: 8.00-6/8/120 tyre, engine gaskets and gears, bearings, bolts, screws, switches, grommets and bushes. I am hoping to at least recover the cash I paid for them, which wasn't much compared to their purchase price, so I suspect that if there is anyone needing anything in this collection, they could save themselves a lot of money. Gus Brown g.brown@aerosud.co.za

CONTACT Is the official newsletter of EAA of SA. This edition was compiled by Karl Jensen and edited with love and kisses on 1 July 2013 by Trixie Heron. All material is gratefully received from all Chapters and members. Remember this is your newsletter. Please submit material for the next issue by 24 July to karlpix@icon.co.za. Thanks as always to Pilot's Post, African Pilot, Aero Club of SA and Gordon Dyne for your ongoing support. We wish you all happy flying in silky smooth and cloudless skies and may your landings even surprise you with greasers on the centreline. Mind the birds and be safe! *Karl Jensen*