

## EAA of SA 2013 National Convention - Brits 9-11 August

The EAA National Convention 2013 is upon us and, after much discussion with our EAA members over the past six months or so, a slightly different approach has been adopted for this year's EAA Convention. We want to ensure that we encourage prospective homebuilt pilots and builders to take up the challenge of building or restoring their own aircraft, or just to enjoy flying as part of our wonderful EAA fraternity here in South Africa. At the same time we want to extend an invitation to anyone who is interested in aviation to join us and to assure them that a warm welcome awaits them.

This is in keeping with the EAA that was formed some 60 years ago by enthusiasts who wanted to build and fly their own aircraft, encourage the restoration of vintage aircraft and show old classics and warbirds. Whatever it may be, if it flies it is welcome.

In some instances it may be seen as a step back compared to what the EAA in South Africa did in the eighties. However, times have changed and the dynamics are dramatically different – some for the better, and some possibly not so good, but definitely not all that bad either! With this year's convention we aim to provide an ideal opportunity to touch and feel and relive the freedom that EAA members enjoy, and to cultivate the inclination to design and create an aircraft of own design and fly it amongst our members and visitors, or for anyone attending to just dream about all types of personal flying, from experimental or amateur built aircraft to the vintage or classic beauties or warbirds, but most of all to just enjoy aviation for whatever reason you may have. With these objectives in mind, what can attendees expect from this year's convention? In short, we will be creating an interesting, highly informative show and tell environment, offering our members and friends the opportunity to attend forums and share in discussions with old acquaintances and new friends. It will be a golden

opportunity to continue or rekindle the passion for sport aviation. The Brits area is steeped in history and an interesting tour of some of the attractions on the Magalies meander is being planned for partners and friends who may want to take a short break from the

aviation activities taking place on the Saturday. A fitting finale to the weekend will be an exhilarating sightseeing flight for all our pilots to participate in on the Sunday morning before departing homewards at their leisure.

In keeping with the stated objectives of the EAA worldwide, our primary goal in the EAA of SA is to provide a platform for our members to participate in many aspects of personal sport aviation. We need to bear in mind that many EAA members participate in general aviation, but enjoy sharing the passion of being involved in a fraternity that exemplifies exceptional skills and camaraderie with like-minded friends who are usually found in hangars over weekends and where the day almost always concludes with a roaring fire and a beverage of choice

as the perfect ending to a perfect day of happy flying and safe landings. Let's all pull together to ensure that the 2013 convention is no less than that.

Last but not least, Chapter 322 is appealing for volunteers to assist with completing the exciting Pietenpol build project that has recently been acquired. While it is true that we have a tremendous amount of expertise from within our ranks to manage the project, it is important for our other enthusiasts, young or old, to be part of this project. Come on guys and girls, we can all

roll up our sleeves and channel our enthusiasm into acquiring a new skill, or to pass on our existing skills, no matter how small or limited that might be. This is a group project for the Chapter as a whole, so let's make sure that it is a resounding success.

Blue skies,

Paul Lastrucci (EAA of SA National President)



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## EAA of SA 2013 AGM - Office Bearers

Our AGM coincides with the EAA Convention when we are required to elect the office bearers for 2014. These are one year positions and on average most guys are available to serve for a period of three years. The point is that most of us have stood for three years and more already and, whilst it's easy from an admin point of view to just stand again, we need to ensure that our other members get involved so as to encourage participation and ensure continuity in the long term. A general concern at the moment is that all but one of the executive committee, apart from the various Chapter Chairmen, are from Chapter 322. Whilst this is not the end of the world and Chapter 322 is renowned for doing an excellent job, the ideal would be to have representation from all Chapters if possible in order to maintain a better balance. I would like Chapter Chairmen to put forward any names for honorary life membership for consideration.

Just to refresh our memories regarding the election of executive members as per the EAA of SA constitution, I have attached the committee list as it stands.

The following is an extract from the EAA of SA Constitution - 3. Election of Executive Members:

The Executive Committee of the SA Council of EAA Chapters shall consist of not less than 5 members and the elected Chapter Presidents, namely:

President - Retires each year and may stand for re-election to this or another office

Vice-President - Retires each year and may stand for re-election to this or another office

Secretary - Retires each year and may stand for re-election to this or another office

Treasurer - Retires each year and may stand for re-election to this or another office

Safety Officer - Retires each year and may stand for re-election to this or another office

Newsletter Editor - Retires each year and may stand for re-election to this or another office

Nothing in these Bye-Laws precludes a member holding any

office of a Chapter from being elected to one of the offices above.

Executive members shall be nominated at least **seven** days prior to the Annual General Meeting and voting will take place at the AGM, providing that there is a quorum of at least 30 bona fide members consisting of Ordinary and Honorary members, but excluding Family and Junior Members.

In the event of no prior nominations having been received, the Committee is entitled at its discretion and by decision taken in a properly convened meeting attended by a quorum of Executive Members, to waive the provision set out in Article 3.1. and to call for and register nominations during the AGM.

Nominations received will be accepted only where made in writing by an Honorary or Ordinary member in good standing and accompanied by written consent of the candidate so nominated, who must, at the time of nomination, be an Honorary or Ordinary member in good standing. In the event of the nominations received not exceeding the vacancies, then the members so nominated may be declared elected, without vote. In the event of insufficient candidates being nominated and offices thereby remaining vacant, then the committee as constituted subsequent to the election shall endeavour to fill the remaining vacancies by appointment of suitable Ordinary or Honorary Members. If two or more candidates obtain an equal number of votes, the candidate to be elected shall be determined by a second ballot. All office bearers shall hold office until the next Annual General Meeting immediately succeeding the date of their election or appointment.

A retiring member shall act as a member of the Committee throughout the meeting at which he retires.

Any Committee member who fails to attend at least six meetings per annum, or repeatedly fails to complete his minuted designated tasks, can be required to resign his position by a majority vote of the Committee.

Please take a look at this and let us finalise within the next week to ten days, so that we have enough time to stay within the time constraints of this process.

Regards,

Paul



Date: 23/07/2013



### EAA of South Africa AGM Nominations for 2013/2014

Office Bearer	Current Holder	Chapter	Available(Y) Not Available(N)	Nominee	Notes
National President	Paul Lastrucci	322			
National Vice President	Craig Ralphs	1502			
Hon Secretary	Stephen Theron	322			
Hon Treasurer	Walter Doubell	322			
Safety Officer	Walter Doubell	322			
Technical Officer	Kevin Hopper	322			
Young Eagles	Dr Mike Brown	322			
Newsletter	Karl Jensen	322			
Public Relations	Trixie Heron	322			
Auditorium Convener	Jeremy Woods	322			

## Accommodation in the Brits area - by Barbara Frieboese

### Camping at the Brits airfield is approved.

Appropriate ablutions will be in place.

Ron van Lear of Chapter 322 has kindly made his hangar available for anyone to camp inside the shed - Ron 011 468 1546

Acacia Guesthouse, Brits  
083 212 1668  
083 212 0840  
[info@acaciabrits.co.za](mailto:info@acaciabrits.co.za)  
[olaf@acaciaguesthousebrits.co.za](mailto:olaf@acaciaguesthousebrits.co.za)  
[www.acaciaguesthouse.co.za](http://www.acaciaguesthouse.co.za)

Donkin Guesthouse (farmhouse)  
7 km North of Brits on road to Brits  
Airfield / 3 km South of airfield  
076 074 4367 Christine  
082 467 5197 Jorrie  
(No email, no website)

Grasdak Guesthouse, Brits  
012 252 1995  
082 789 7197  
[grasdakbrits@gmail.com](mailto:grasdakbrits@gmail.com)  
[www.grasdakguesethousebrits.co.za](http://www.grasdakguesethousebrits.co.za)

Harrington 94, Brits  
012 252 5698  
[marika.botha@gmail.com](mailto:marika.botha@gmail.com) (No website)

Jeannelies Guesthouse, Brits  
012 252 1126  
082 775 1268  
082 550 2040  
082 561 8021  
083 616 0332  
[www.jeannelies.co.za](http://www.jeannelies.co.za)

Maroela Guesthouse, Brits  
083 726 9564  
082 775 7621  
[maroelaguesthousebrits@gmail.com](mailto:maroelaguesthousebrits@gmail.com)  
[www.maroelaguesthouse.co.za](http://www.maroelaguesthouse.co.za)

Oudespoor Guesthouse, Brits  
012 252 1203  
[info@oudespoor.co.za](mailto:info@oudespoor.co.za)  
[www.oudespoor.co.za](http://www.oudespoor.co.za)

Santai Guesthouse, Brits  
012 250 2647  
082 853 0437  
[info@santaiguesthouse.co.za](mailto:info@santaiguesthouse.co.za)  
[www.santaiguesthouse.co.za](http://www.santaiguesthouse.co.za)

Sundowner Lodge, Brits  
012 250 5061/2/3  
012 250 5054  
[info@sundownerlodge.co.za](mailto:info@sundownerlodge.co.za)  
[www.sundownerlodge.co.za](http://www.sundownerlodge.co.za)

Thatch Haven Country Lodge, Brits  
Self Catering  
012 252 5028  
012 252 3772  
082 789 2205  
[thatchhavencountrylodge@iafrica.com](mailto:thatchhavencountrylodge@iafrica.com)  
[www.thatchhaven.co.za](http://www.thatchhaven.co.za)

Willow Manor Guesthouse, Brits  
071 640 6584  
081 436 8452  
[info@willowmanorguesthouse.co.za](mailto:info@willowmanorguesthouse.co.za)  
[www.willowmanorguesthouse.co.za](http://www.willowmanorguesthouse.co.za)

@four, Brits  
Booking via website  
[www.four-brits.co.za](http://www.four-brits.co.za)  
No more info

#### OUTSIDE BRITS:

Big Tree Guesthouse  
Booking via website  
[www.bigtreeguesthousebrits.co.za](http://www.bigtreeguesthousebrits.co.za)

Blommelot Bush Lodge -  
North-West of Brits  
012 254 4727  
078 751 2112  
[info@blommelot.co.za](mailto:info@blommelot.co.za)  
[www.blommelotbushlodge.co.za](http://www.blommelotbushlodge.co.za)

Casa Grande B&B - 6 km South of Brits /  
16 km from Brits Airfield  
072 696 9749  
[www.casagrandebb.co.za](http://www.casagrandebb.co.za)

Kokoriba Game Reserve  
25 km North of Brits /  
15 km from Brits Airfield  
012 277 1940  
Good airstrip - Camping, B&B  
072 098 2066/7  
076 153 0884  
076 153 0890  
[Kokoriba@vodamail.co.za](mailto:Kokoriba@vodamail.co.za)  
[www.kokoriba.co.za](http://www.kokoriba.co.za)

Sola Gratia Spa - 8 km South of Brits /  
18 km from Brits Airfield  
012 250 1608  
076 108 5278  
082 774 2594  
[jolyncc@mweb.co.za](mailto:jolyncc@mweb.co.za)  
[www.solagratiaspaspa.co.za](http://www.solagratiaspaspa.co.za)

Ukutula Lion Park and Lodge -  
15 km to the North/North-West of Brits/  
25 km from Brits Airfield  
012 254 4780  
084 510 1046  
Booking via website  
[www.ukutula.co.za](http://www.ukutula.co.za)

#### Guesthouses/Chalets, Caravan Park and Camping, North of Brits and North of Brits Airfield, near the airfield, Self-Catering

Drie Berge Karavaanpark - 6 km North of  
Brits on road to Brits Airfield, 4 km South  
of airfield  
083 608 3409 - Michael  
08h00-13h00 Sunday to Thursday,  
08h00-17h00 Friday, Saturday  
Beautifully situated.  
[drieberge@lantic.net](mailto:drieberge@lantic.net)  
[www.driebergekaravaanpark.co.za](http://www.driebergekaravaanpark.co.za)

Klein Paradys Caravan Park - 15 km to  
the North of Brits / 5 km from Brits  
Airfield.  
Chalets, Camping, Self Catering  
012 252 4625  
012 252 1938  
[www.kleinparadys.caravanpark.com](http://www.kleinparadys.caravanpark.com)

Klipplaat  
16 km North of Brits /  
6 km from Brits Airfield  
Self Catering (owned by Brits Flying Club  
Member Edward Meiring)  
082 460 8301 Alta  
[www.klipplaat.co.za](http://www.klipplaat.co.za)

Model House  
Rashoop Chalet  
[www.rashoopchalet.co.za](http://www.rashoopchalet.co.za)  
Mountain Chalet  
Contact/booking via website  
[www.kleinfonteinaccom.co.za](http://www.kleinfonteinaccom.co.za)  
[www.getaway.co.za](http://www.getaway.co.za)  
[www.safarinow.com](http://www.safarinow.com)



Brits Airfield



## Route Guide to Brits Explanation - by Karl Jensen

As some out of town aviators are apprehensive of flying within the complex Gauteng airspace, I've designed suggested routes to Brits (FABS) to make life easier on their flights to the 2013 EAA Convention by avoiding flying near the busier airports around Johannesburg. If you follow some simple principles and rules, it is actually quite straight forward if you plan your flight properly. Please refer to the latest official aviation charts and maps and use the above sketch as a guide. The Johannesburg TMA is basically a 50 nm circle centred on JSV VOR with a small extension in the Witbank area from 7500' upwards. NO aircraft may enter this airspace unless you are on an IFR Flight Plan and have clearance from JHB Approach - DO NOT disregard this rule. If you adhere to the suggested altitudes and listen out and transmit on the appropriate frequencies, navigate accurately on the suggested tracks, you will have a safe flight. Most pilots use GPS and if you programme them correctly, the flight will be a cake walk. Fly either route that you feel most comfortable with.

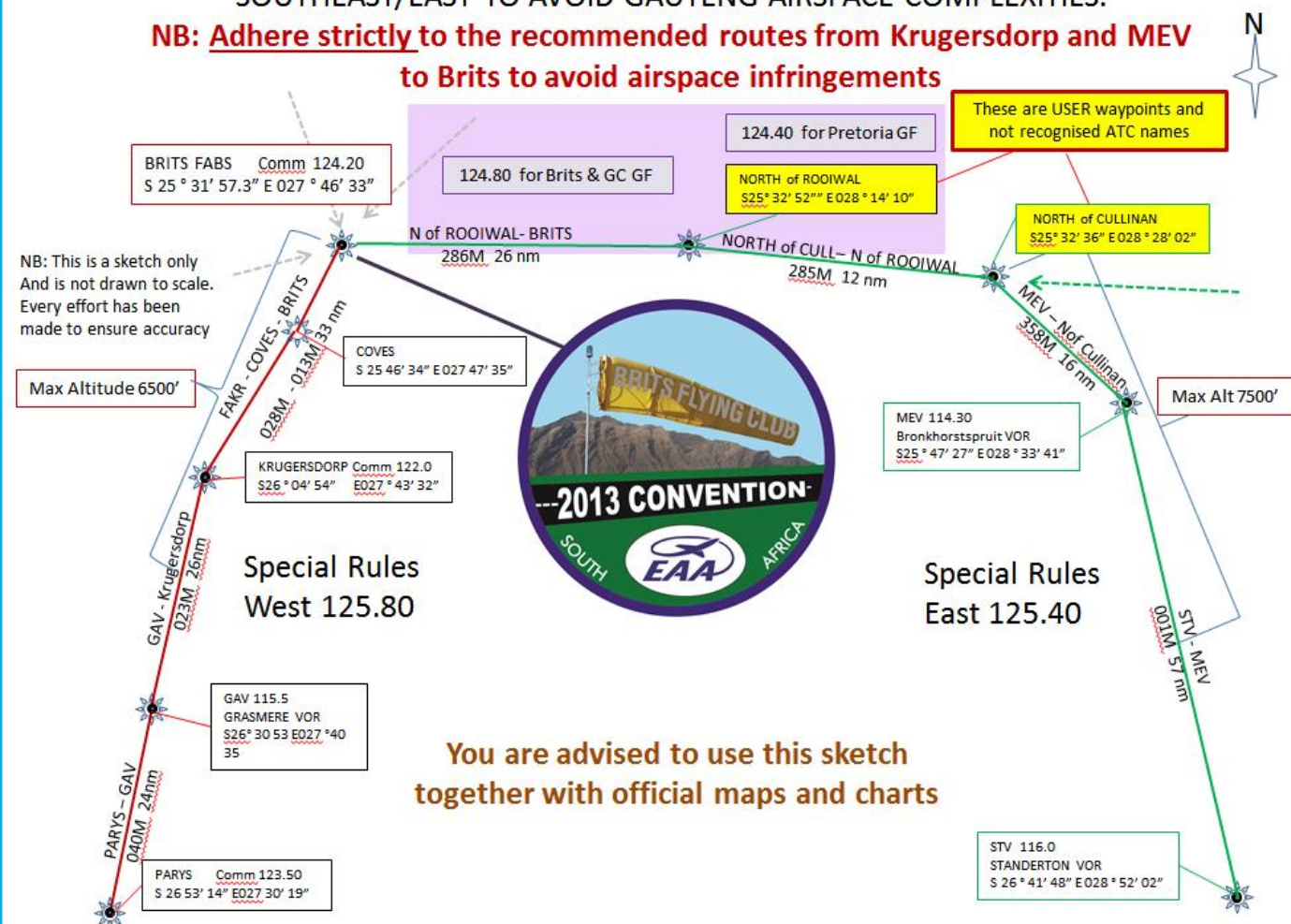
From the South and South East: Head to MEV (Bronkhorstspuit VOR) and then to the USER waypoint NORTH OF CULLINAN making in-flight broadcasts of your posn on 125.4 Mhz. The track from NORTH OF CULLINAN - NORTH OF ROOIWAL keeps you clear of the Wonderboom CTR and the Walmanstal Restricted area. Refer to your charts for in-flight broadcasts for the PRETORIA GF2 and GF1 and GC GF areas where you need to listen out and transmit your posn on 124.4 Mhz.

From the South and South West, plan via Parys or west of Parys making in-flight broadcasts of your posn on 125.8 Mhz to overhead KRUGERSDORP at 6500'. Any higher than this will result in Lanseria TMA infringement. Be aware that the circuit height at Krugersdorp is 6300'. From FAKR, fly accurately to COVES to avoid Lanseria CTR infringement. From COVES to BRITS, be aware of vultures and other large birds which might occur. DO NOT fly under large birds as they tend to dive when they feel threatened.

Brits (FABS) runway is 02/20 and circuits are to the east of the field (R/H R/W 02 and L/H R/W 20) away from the adjacent mountain. The airfield frequency is 124.2 Mhz. AFIS will be in operation on Saturday 10 August, courtesy of Uncle Bob Allison. I am usually available until 18h00 on 082 331 4652 to give assistance before 9 August.

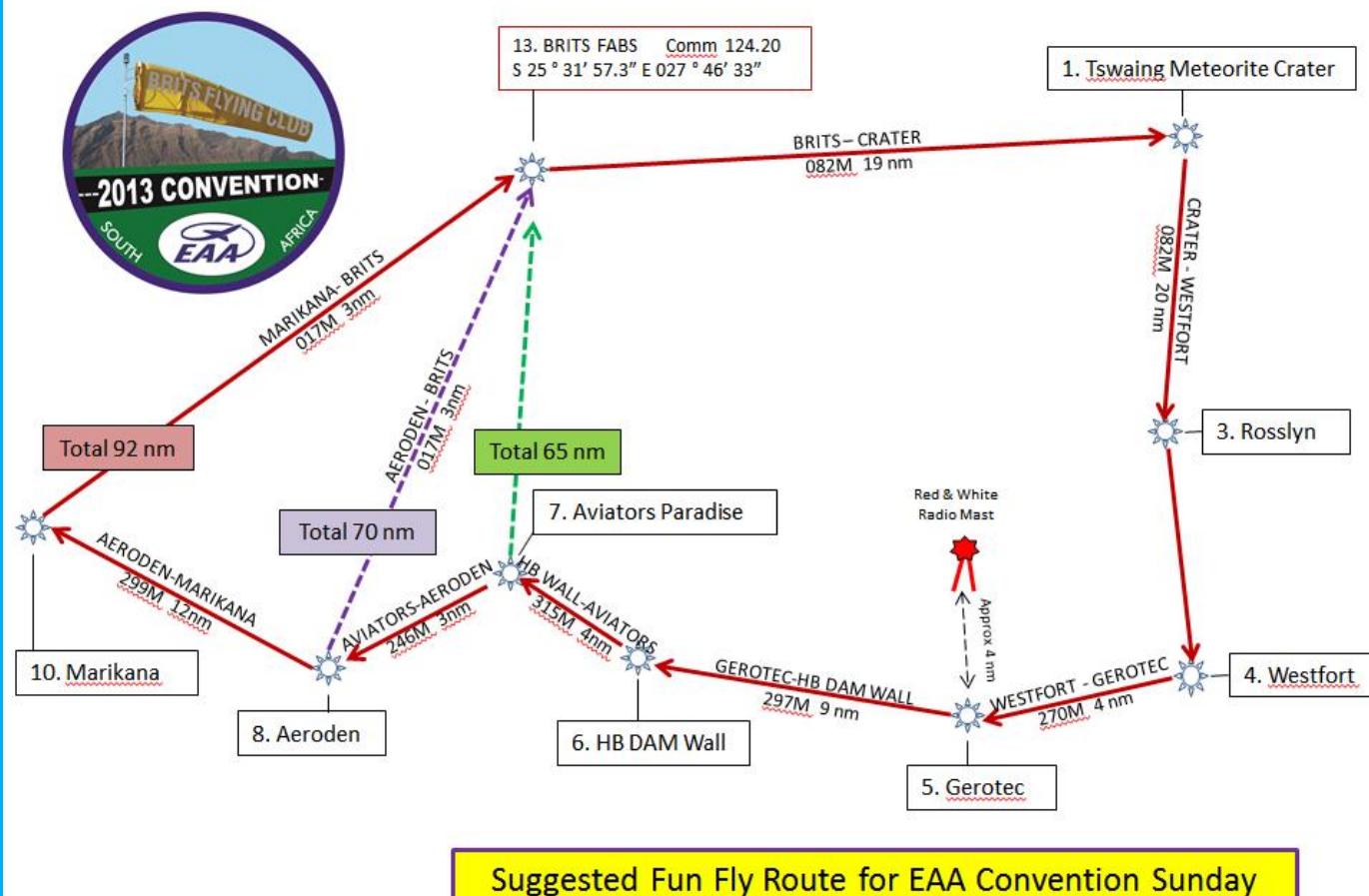
### SUGGESTED ROUTE GUIDE TO BRITS FROM SOUTH/SOUTHWEST AND FROM SOUTHEAST/EAST TO AVOID GAUTENG AIRSPACE COMPLEXITIES.

**NB: Adhere strictly to the recommended routes from Krugersdorp and MEV to Brits to avoid airspace infringements**



## Planned EAA Convention Fun Fly for Sunday 11 August - by Karl Jensen

At the East London EAA Convention in 2010, a most successful and enjoyable fun fly was arranged to historic areas south and east of Wings Park. The success of this event will hopefully be repeated at our Brits 2013 Convention. I have planned the route and will present the details at the Convention. To assist pre-planning and whet the appetite, the route is sketched for you here. The route includes natural scenic beauty as well as significant points of historic interest which too few people are aware of. Jeremy Woods has kindly converted the 3 tracks into Easy Plan format which are attached to the CONTACT email covering letter. The distances are optionally 65, 70 and 92 nm. There is far more to see, but bearing the cost of Avgas in mind, the distance has been limited to take this into account.



Suggested Fun Fly Route for EAA Convention Sunday

## Experimental Aircraft Association National Convention Award Categories

### Brits Airfield 9-11 August 2013

The list of award categories is open to competition by EAA of SA members in good standing. Determine the category correctly for registration at Brits. Registrations will take place on Saturday from 09h00. It will help the organisers tremendously if you RSVP your intentions to [editor@afskies.co.za](mailto:editor@afskies.co.za) ASAP and prior to arrival at Brits.

1	EAA Grand Champion Homebuilt Award
2	EAA Concours d'Elegance Award
3	Pertec Shield for Best Homebuilt All Metal Construction
3a	Pertec Shield for Best Homebuilt All Metal Construction - runner up
4	Best Composite Aircraft
4a	Best Composite Aircraft - runner up
5	EAA Trophy for Best Rotorcraft
6	EAA Best Warbird Award
6a	EAA Best Warbird Award - runner up
7	Piper Concours d'Elegance Award
8	Best Restoration Award
8a	Best Restoration Award - runner up

EAA Meritorious Awards are listed on Page 9

## Directions by road to the Brits Airfield - by Barbara Frieboese

### Directions to Brits Airfield from JHB/Sandton via R511 and Hartbeespoort Dam - approx. 80 km

Follow signpost R511 Hartbeespoort/Brits on William Nicol Drive.

Drive past Diepsloot and underneath the Krugersdorp Highway (N14).

Approx. 2 km past the Krugersdorp highway bridge, turn left (signposted R511).

After about 20 km cross the N4 (Pelindaba/Nuclear Research Centre will be to your left).

Go for about 15 km to a 4-way STOP (petrol station right hand side, shopping centre on left hand side).

Turn right. After 3 km T-JUNCTION.

Turn left, signposted to BRITS, road goes uphill.

Go for about 20 km, over a 4-way Stop (big SASOL garage), road now divided, pass the Firestone/Bridgestone plant to your right, AND then ➡

### Directions to Brits Airfield from JHB - via N1 North/Pretoria/N4 Rustenburg Toll Road

Take N1 North (to Pietersburg/Polokwane), AND then ➡

### Directions to Brits Airfield from OR Tambo Int. Airport via N1 Pretoria/N4 Rustenburg Toll Road - 120 km

Take R21 North/Pretoria, after approx. 40 km, take N1 North (to Pretoria East/Pietersburg/Polokwane) - NB this exit can be easily overlooked! Continue and follow Directions to Brits Airfield from Pretoria below.

### Directions to Brits Airfield from Pretoria - via N1 North/N4 Rustenburg Toll Road - approx. 80 km

2 Toll Stations, toll approx. R20.00 .

Take N1 North (to Pietersburg/Polokwane).

Take N4 RUSTENBURG off-ramp, just before PUMULANI Toll Plaza.

Go on N4 through TWO Toll Stations, first one Doornpoort Toll Plaza, 2<sup>nd</sup> one Brits Toll Plaza.

Take off-ramp Sandton/Brits/Hartbeespoort Dam - first one after Brits Toll Plaza. In total from entering N4 to offramp about 45 km. Turn right at off-ramp signposted to BRITS. Travel for about 7 km, over a 4-way stop (big SASOL garage), road now divided, past the Firestone/Bridgestone plant to your right hand side, AND then ➡

### Directions to Brits Airfield from Lanseria Airport - approx. 65 km

From the Terminal Building, go for 2 km and turn right at T-junction, sign posted Broederstroom).

Go for about 15 km and get to a T-Junction (Broederstroom) with a big farm stall.

Turn right (Pelindaba/Nuclear Research Station) will be on your right hand side).

Go for some 5 km, turn left into a slip road, signposted to either Hartbeespoort or Brits, go over the N4, turn left towards Hartbeespoort/Brits. Go for 15 km to a FOURWAY STOP (petrol station right hand side, shopping centre on left hand side).

Turn right. After 3 km to a T-Junction. Turn left, signposted to BRITS, road goes up and over Silkaats Nek to Brits about 11 km away, AND then ➡

➡ Traffic lights (No. 1), shopping centre to your left, go straight, slightly uphill over rail road bridge.

After 200 m traffic light (No. 2) with SASOL garage on right hand side, continue straight ahead.

After 150 m traffic light (No. 3), advertising sign 'Standard Bank' on top of traffic light, with car dealers and tyre dealer at the corner. A small sign on your left pointing to the airfield and Thabazimbi to the right into Van Deventer Street.

Turn RIGHT at this traffic light into Van Deventer Street. Continue straight for 10 km, with a small mountain range coming up on left hand side (about halfway, after about 5 km High School Wagpos on left hand side). 1 km before the airfield there is a 3-way stop, continue straight ahead. About 1 km ahead on your right hand side a large granite sign Brits Flying Club Security Gate.

Follow signs to the vehicle parking area. Breathe a great big sigh of relief and welcome to Brits Airfield!



## EAA of SA National AGM Saturday 10 August 2013 at 13h30 - 15h00 Brits Airfield



### Agenda:

#### Opening Welcome and Notice Convening the Meeting:

Read out list of members holding proxies who are entitled to vote.

#### Apologies:

Note official apologies.

**Matters Arising from Previous Minutes:** 28 April 2012 Margate  
Members to confirm the minutes from previous meeting as true reflection of the meeting.

Proposer ..... Secondar.....

**Financial:** Treasurer to present EAA of SA Financials

Proposer..... Secondar .....

**National Presidents Report:** 2012/13 EAA of SA National Report

Proposer..... Secondar .....

**Election of Executive Members :**

Nominations to be advised.

## EAA National Convention Meritorious Awards

SAAF Safety Awareness and Airmanship Award
Best Chapter Contribution to the 2013 EAA National Convention
Best Chapter Attendance at the 2013 EAA National Convention
Dave Smith Memorial Cup Award for Most Enthusiastic EAA Member
Most Enthusiastic Lady Member
Youngest EAA Pilot Flying to the 2013 EAA National Convention
Newest Licensed EAA Pilot
Longest Distance Flown to attend 2013 EAA National Convention



## Horseshoe vortex spotted in the 'wild'- by Gus Brown

If you are like me and you love it when you are able to see flow patterns in nature, wingtip vortices in smoke, shock wave shadows on aircraft wings and dust and rain patterns on your car's back window, then this story is for you.

**The AX Sport:** The AX Sport is a carbon composite LSA aerobatic aircraft that has been under development for the past 4 years or so in the Cape by Donald Williamson. Apparently he was flying a Rans S10 at the time and wanted a better aerobatic aircraft, so naturally he decided to build his own.

It started off with a welded 4130 fuselage and with the help of Andrew Parsons from AMT they have developed it into a fully

125 knots on downwind at about half throttle(!), radio traffic went like this: Ground: "Donald, are you testing your smoke system?" Donald: "Uh...oil pressure zero."

Now it just so happened that I was not sleeping during the varsity lectures when they explained the horseshoe vortex to us, so I was able to assist with the following explanation. A horseshoe vortex, a phenomenon originally noticed in the colder snow-covered regions of the world, or maybe in the sandy deserts but it was probably too hot to hang around and make notes. The people there noticed that the snow on the windward side of an object (e.g. a tree) would be blown away in the shape of what they thought was a horseshoe. Horses being more popular than aeroplanes back then. These flow



The AX2 after its first flight, check out the oil flow on the fuselage.



carbon composite aircraft with a 160 hp Lycoming engine. The aerofoil is a typical aerobatic 'ice-cream cone' section with max thickness at quarter chord and a thick blunt trailing edge. The structural test wing was a mix of carbon and glass

composite with glass sandwich skins on carbon spars, which they tried to test to failure, but they ran out of sand bags at 15G equivalent load. The original fuselage was clad in aramid/epoxy sandwich panels. After lots of structural testing of the flight components to limit

load, to satisfy CAA, the

first AX flew in January 2011 using a 100hp Hirth F23 3 cylinder 2-stroke engine. The Hirth never seemed to develop full power and scared the pilot somewhat, also the light weight of the engine resulted in an odd looking long nose so the decision was made to switch to a 'real' engine. Initially this was a 100hp Lycoming O-235 with electronic fuel injection. The latest aircraft is flying with a 160 hp Lycoming O-320. It took one year to build the new carbon fuselage which flew in July 2012 and again in March 2013 with the 160 hp engine. The latest iteration has a one piece carbon wing and this aircraft is expected to fly later this year.

When Donald Williamson was flying the AX 2 for the first time in July last year an oil hose popped off the oil pump and dumped oil over the side of the aircraft. No damage was done to the engine or aircraft, except maybe the seat cushion. However, when examining the oil flow near the wing root the guys noticed the lack of oil there. It seemed to just stop before the wing but clearly continued again passed the wing. This started a discussion as to what might be happening with the local airflow that might cause the lack of surface oil there. About halfway through the first circuit, clocking a respectable

phenomena are often seen in captivity, also known as wind tunnels, where the liberal application of oil mixed with fine titanium powder shows them off quite nicely. But nevertheless I still get excited when I see the phenomena in



L: A wind tunnel model showing off oil-flow near a horseshoe vortex



R: A horseshoe vortex formed in snow

their natural environment.

In subsonic boundary layer flow, flow separation occurs when there is an increasing pressure gradient that lasts for long enough to reverse the flow in the boundary layer (simple explanation). We are used to this happening on the aft portion of our cars and aircraft where the flow slows down and the pressure rises. However, this type of flow separation can happen anywhere there is a boundary layer and an increasing pressure gradient, such as you would get along the side of the fuselage where you have wings sticking out. The pressure rise due to the stagnation of the air at the leading edge can cause the flow on the fuselage in front of the wing to separate.

**Some specs of currently flying AX Sport:** Kit built LSA or experimental low wing, Taildragger. Tandem 2 seater, pilot in rear. Lycoming O-320 (160 hp) or O-235 (100hp) engines for experimental or LSA category. +6/-6G limit loads. 600KG MTOW for LSA category.

Thanks to Andrew Parsons and Donald Williamson for the photos and info on the AX sport.

[Gus Brown is an EAA Chapter 322 member and is an aerodynamicist at Aerosud - KJ]



### **'Satyrday' 13 July dawned cool and crisp - by Eugene Couzyn**

I had arranged to fly to Glen Afric near Harties with fellow EAA'er, Rodney Frowein and his wife Liz, for breakfast, but Liz was feeling poorly and opted to stay at home.

Whilst driving to FAGC, I got an SMS from 322 Chairman, Capt. Karl, advising that he planned to fly to FAKR in his 170 for a jol. It took a huge amount of persuasion to get him to about-turn from his plan and to join Rodney and me on our flip in my Alo for brekkies, but we eventually managed.

Glen Afric is a Game Lodge and Predator Sanctuary situated just West of Pelindaba and South of Hartbeespoort Dam, and the site/film set of the long running TV series, Wild at Heart. It has a magnificent setting in the rolling hills of the Magaliesberg, and is home to numerous bakkies and birds. What an idyllic venue for a bush breakaway, 15 minutes by helicopter or about an hour by road, from Johannesburg.

With Gauteng winter making her presence felt, we elected to eat in the dining room, our frozen bones soon warmed through by the open log fire next to our table. A great breakfast with scintillating company, followed by an informative tour of the predator enclosures, organised by Elise and conducted by Game Ranger Enslin, and we were all too soon heading back to civilisation. The Captain assisted with the flying, and might one day become a reasonable helicopter pilot! Another tremendous EAA Saturday.



Eugene Couzyn, Rodney Frowein, Karl Jensen.



One of the sanctuary's many lions.



Helipad occupied by stubborn ostriches.



We diverted to a more natural landing site.

\*Pan: He is mostly human in appearance but, with goat horns and goat feet. He is an excellent musician and plays the pipes. He is merry and playful, frequently seen dancing with woodland nymphs. He is at home in any wild place but, his favourite is Arcady, where he was born. He is always in pursuit of one of the nymphs, but always rejected because he is ugly.

### **Wing Commander Bruce Harrison graces the EAA Flying Legends Talk Show - by Gordon Dyne**

On Thursday 18 July, at the EAA Auditorium Rand Airport, the usual packed house welcomed Wing Commander Bruce Harrison as the guest in the hot seat. As usual Dr Mike Brown, Master of Ceremonies, had prepared himself well to interview Bruce, a man of many talents. Mike, a medical doctor, EAA's Young Eagles convener, commercial pilot, entrepreneur, philanthropist and vice-chairman of EAA Chapter 322 has just become such a great interviewer, one could be forgiven for thinking that he had trained in this field and had been doing it all his life. Good one Mike!

Bruce Harrison had served in three air forces. The Royal Rhodesian Air Force, the Rhodesian Air Force and finally the Zimbabwean Air Force. Bruce did not have the opportunity to fly very much, but added much value to his postings in an administrative position particularly with his considerable computer knowledge. Bruce took early retirement from the Zimbabwean Air Force in 1982 and with his wife Shelagh and four sons immigrated to South Africa. Bruce is Chairman of the Royal Air Force Officers' Club (RAFOC), a Chapter 322 member. He is involved with the South African Air Force Association (SAAFA) and many other charitable organisations. I have heard Bruce speak on many occasions and he is a raconteur of note. This was evident as he kept the audience laughing with tales from his long and varied career. Thank you very much Bruce Harrison for entralling us all.

Well done as usual Mike Brown for bringing out the best in your guest. You missed your vocation. Thank you Jeremy Woods for continuing to find speakers of such calibre. Your wife Anne-Louise and Trixie Heron braved a bitterly cold evening to welcome the visitors at the door for which we are most grateful. Trixie whose age will never be revealed, celebrated her

*Continued on Page 9...*



...Continued from Page 6

birthday a few days previously and Jeremy presented her with a basket of flowers and birthday card from EAA 322's Chairman Captain Karl Jensen and 322 members, for all her hard work on behalf of EAA Chapter 322.

Thank you Pottie Potgieter, Coen Swart and Ronnie Alcock for providing us all with such succulent steaks. Some wag suggested that 'Pottie and his Braaiers' sounded like a pop group. Alson, Jeremy's 'Man Friday' was everywhere as usual. Final thanks to Justin Gloy for assisting in the bar and our electrical engineers Jonty Caplan and Deena Gounden for keeping the lights burning so to speak. All in all another great evening at the EAA Flying Legends Talk Show.



Bruce Harrison during the Show.



Some EAA Member Audience at the Talk Show .



Jeremy Woods, Mr Auditorium.

### Whassup! - Events worth attending

**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 Scully Levin [flyboys@global.co.za](mailto:flyboys@global.co.za) 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](mailto: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.

**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 1-6.

**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. *Although the advertised prize giving will be at 16h00...in consideration of the guys and gals that are flying in...we will have the prize giving as soon as the spot landing competition has ended and the results have been tallied up!* 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](mailto:sam@bbprojects.co.za) to enter the Spot Landing Competition with: Pilot name, aircraft type and registration and contact details. *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](mailto:briana@global.co.za) 011 487 0795

**Aug 24-25: Warmbaths 2<sup>nd</sup> Neil Armstrong Memorial Breakfast Fly-in:** Pieter le Roux and the local aviation community at Warmbaths cordially invite everybody to this pleasant event. Should you be going to Mongena later on, it is a mere 26 nm north of Mongena - so why don't you pop in for breakfast before going to Mongena. Please RSVP to Pieter at [info@justforfun.co.za](mailto:info@justforfun.co.za) 083 377 5227

**Sept 7 Saturday - Flight for the Plight of the Cape Vulture:** Don't miss the Chapter 322 breakfast fly-in to Nyoka Ridge Vulture Restaurant, Hartbeespoort Dam. Last year e-TV filmed the event which drew 20 aircraft and about 80 people. This occasion will include talks by Vincent Carruthers of Magaliesberg book fame, an aerial demo by Mike Hume in his glider and his talk about his near-tragic collision with a vulture up Thabazimbi way. Miss Earth finalist will be there to tease the pilots and family and friends are welcome to arrive by road. All aircraft are expected to be on the ground by 10h00, whereupon the vultures (birds) will be fed. For the tougher lot, a fire and braai facilities will be available for the mid-afternoon to evening social. For the even tougher lot, why not sleep over Friday or Saturday night. Camping site available on airstrip with ablution block and warm shower. For more information please contact Karl or Dr Paul Bartels at [bartpaul@gmail.com](mailto:bartpaul@gmail.com) or on 082 990 3533.



## Nylstroom Vliegklub / EAA Taildraggers Fly-in Taildraggers - by Eugene Couzyn

All kudos to Richard Nicholson, his wife Mariette and a tremendous team of enthusiasts from the Nylstroom Vliegklub who again put together the most wonderful opportunity for flying aficionados to get together and indulge their passion. This event held over the weekend of 19-21 July has to be one of the premier fly-ins of our aviation calendar. The entire happening ran like clockwork, the food was fantastic and the atmosphere was amazing. Nothing was too much trouble and on top of everything else on his 'to do' list, Richard even

made time to arrange paraffin for the primus stoves.

Camping was encouraged at the field. A lot of good quality accommodation was available in the town and surrounds where participants scarcely had time to sleep with all the activity at the airfield. Our group from 322's accommodation was organised by Appeltjie (aka Brian Appleton) - thanks Brian. Pierre from Waterberg Toyota generously provided comfortable transport between the airfield and the off field accommodation.

About 20 aircraft arrived on Friday and almost 150 by sunset on Saturday. Although the event is intended mainly for taildraggers, all aircraft are welcome and what a collection of amazing aeroplanes were on hand to ogle and drool over. These included microlights, helicopters, gyrocopters, many homebuilts, vintage and veteran types, warbirds and of course regular factory built planes. According to Bob Allison, ably assisted by son Steven, who provided AFIS, there were 347 movements on Saturday, an average of 32/hour during the AFIS hours of operation.

This was the 4<sup>th</sup> Annual Taildraggers event at Nylstroom where the project was started as a low key experiment to check the viability of this kind of fly-in. About a dozen visiting aircraft were anticipated for the first one. About 40 aircraft pitched up and the numbers continue to grow every year. This can be ascribed to the fact that the fly-in is not hampered by the restrictive rules that are required for an airshow or when the public are invited to attend at a fee. Visiting pilots are free to enjoy flying in uncontrolled airspace in scenic country away from built up areas. The Nylstroom Taildragger Fly-in is an event where the recreational aviation fraternity can meet in a most friendly atmosphere. In the evenings there was certainly a lot of laughter, friendly chatter accompanied by many frosted beverages from the Vliegklub pub with traditional braaiing taking place.

Pilots arriving on Saturday morning were treated to breakfast sponsored by the PSG Aviation who presently insures more than 480 aircraft in SA. A fun nav rally was organised by SAPFA headed by Frank Eckard who is also an Aero Club of SA Board Member. Other Aero Club heavies included Jeff Earle (Chairman) and Paul Lastrucci, (Vice Chairman and President of EAA of SA). 29 EAA Young Eagles were flown under the watchful eye of Dr Mike Brown, the EAA Young Eagles convener.

I had the pleasure of taking Sharlene Earle for a flip in my Alo, under the watchful eye of the Colonel, who also seemed to enjoy the freedom one can only experience in a helicopter.

After demonstrating the basics of helicopter flight, Sharlene tried her hand at hovering, and in spite of very little stick time, soon made great progress in taming the beast. We then landed on the top of Kranskop for a dassie's eye view of the Limpopo bushveld, investigated some potential 'terrs' camped on the side of the mountain and then dropped down low level for an exciting treetop trip along a pretty river course back to FANY where all the action was waiting for us to enjoy.

A light-hearted prize giving was held during the supper at the Vliegklub on Saturday with 'langarm sokkie-sokkie' music accompaniment by Jannie du Plessis who will also be performing at the EAA Convention at Brits in August.

The Nylstroom airfield, FANY, was well prepared with a full length taxiway and a helicopter landing area that was watered throughout the day to help control the dust. Litter was not a problem with numerous bins provided that were emptied throughout the day - anyway, pilots generally do not litter! Paul Sabatier from EAA Chapter 975 efficiently controlled all aircraft ground movements. Pilots flew in from many airports, airfields and airstrips near and far with the furthest travelled



Richard and Mariette Nicholson.



Pieter le Roux's Alouette colour-coded triplets.



Airfield camp site.



Paul Sabatier & Mary de Klerk.



Phagameng High Young Eagles.



aircraft, a Pipistrel Sinus flown by Marcel Griffion flying in from Henneman in the Free State. The Best Airmanship Award was given to Gordon Dyne in recognition for consideration and patience, fitting in with traffic and always being prepared to take a rear slot while carrying out many EAA Young Eagles missions in his Piper Arrow. The award was recommended by Bob Allison who at times was under a lot of pressure to accommodate the heavy traffic. Gordon very kindly donated the prize, a GPS to the Nylstroom Vliegklub to present to a deserving aspirant pilot.

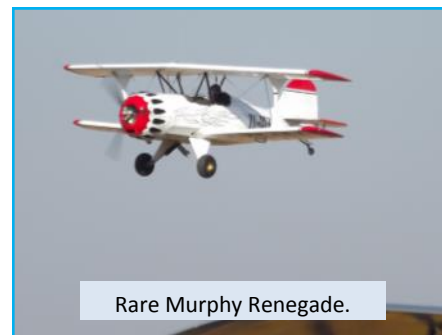
I'll definitely be back next year! - Regards, Eugene.



One of the lines of visiting aircraft.



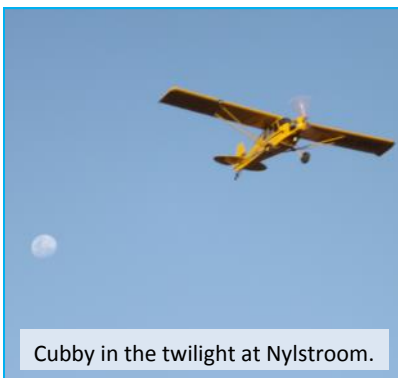
John and Janet Reeder.



Rare Murphy Renegade.



Niel Terblanche with his RV-4.



Cubby in the twilight at Nylstroom.



Lucky township lad going on a Harvard flight.

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Do you know the whereabouts of Jodel SZ-UJJ? The aircraft was stolen at Volksrust. [karlpix@icon.co.za](mailto:karlpix@icon.co.za)

**First Solo:** Aero Club receptionist Tumi Katsi flew her first solo flight on 26 June 2012. Our congratulations to you Tumi. May your path to a Commercial Pilots Licence be a breeze and your dream to own an air charter company be realised.



**CONTACT** Is the official newsletter of EAA of SA. This edition was compiled by Karl Jensen and edited with love and kisses on 23 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 August to [karlpix@icon.co.za](mailto:karlpix@icon.co.za). Thanks as always to Pilot's Post, African Pilot, Aero Club of SA, Orange Tails, Gordon Dyne, Eugene Couzyn and Stephen Theron 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. See you at the Convention! *Karl Jensen*