

Message from the EAA National President Paul Lastrucci

I have updated our EAA of SA Committee and Chapter Chairmen on info following on from the AGM that was held at our Convention in Brits. I extend a big welcome to Mike Visagie as Vice-President and Mark Clulow as National Treasurer, who will be assisted by Murray Nel, as well as Gus Brown who replaces Karl Jensen compiling the CONTACT! Newsletter on a monthly basis from 2014. I look forward to working with everyone again for the next year.

Certainly heartfelt thanks are in order for the outgoing office bearers, Vice-President Craig Ralphs Chapter 1502, National Treasurer Walter Doubell EAA 322, and CONTACT! Newsletter Compiler Karl Jensen EAA 322. Many thanks for your efforts and look forward to continuing the passion of sport aviation with you guys.

A spreadsheet was sent to all Chapters so that we can keep track of the required EAA of SA Council meetings that are to take place and those at the Chapters. Every effort must be made in terms of our EAA Constitution to hold structured meetings within the Chapters so that they can grow.

A request to the Chapter Chairmen was made to please fill in the gaps relevant to their Chapter meeting dates and send

back to me so that I can consolidate the document and re-issue once completed. Take note of the EAA National meeting dates to diarise accordingly so that we are all on the same page re the meetings. I believe that when we deal with the CAA, it is important that we are a structured professional bunch that show representation when it comes to any regulatory issues. There is a large one coming regarding ageing aircraft, which we will have to analyse and come up with workable solutions and recommendations.

Unfortunately I am going to be man down for the next week or so as I have to have an op on my right knee, as the patella tendon has completely severed and has to be re-attached following my staircase incident. Initially it was thought that it was stretched, however they couldn't see much due to the swelling. I have been going to an orthopaedic surgeon and battled to get an appointment to a referred bio-kinetics dude. I was at the High Performance centre at the PTA University and they did the scan as the swelling had come down considerably. He advised me to get it re-attached asap, and I have no option as the tendon can degenerate and I will have a problem for ever, if it does. I really thought I had it beat, however it was not the case, and I must have it



sorted out soon.

We recently had a horrific family tragedy. Briefly, my cousin Viviana Ponté was murdered and torched in her house in Oranjeville down on the Vaal Dam. Many thanks for the good wishes and support that has been extended to both my brother Peter and me. Needless to say, Peter and I have been for the last week running/limping on auto pilot trying to sort out this mess. Fortunately Pete and Celia along with my wife Beverly have it in hand as best they can. We are the only immediate family so this is also going to take a while to sort out. It is somewhat reassuring that these barbarians have been caught and have been refused bail, however the magnitude and the effects of this is far reaching as one can imagine. Fly safely,



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EAA of South Africa's 2013 National Convention at Brits - by Gordon Dyne

The 2013 EAA of South Africa National Convention was hosted at Brits airfield by the Brits Flying Club between Friday 9 and Sunday 11 August with early arrivals flying into Brits on Thursday as the Friday was a public holiday. Unfortunately, the weather was nasty initially on the Friday when the majority of EAA members from around South Africa were expected. Luckily the poor weather cleared by midday and thirty aircraft arrived at Brits from nearby airfields. The good weather was still present on Saturday morning and a total of 94 aircraft arrived for this generally laid back Convention. It was also edifying to note that a number of members who felt that the flying to Brits was a little dodgy jumped into their cars and drove there to enjoy the splendid camaraderie of fellow aviators.

Niels Andersen flew his stunning Hatz biplane CB1 ZU-FWO all the way from East London, only a week after receiving her official authority to fly. This beautiful aircraft took 13 years to build from plans. African Pilot will be featuring this unique aircraft in the near future. Karl Jensen, Chairman of EAA Chapter 322, commented as follows, "The incident-free EAA 2013 Convention, so kindly hosted by the Brits Flying Club was absolutely superb." As usual, Bob Allison, ably assisted by his better half Daphne manned the Control Tower and Bob's dulcet tones and vast experience kept the aviators safe in the blue sky. There was not a single complaint about anything regarding the planning and presentation that was so efficiently organised by the Chairman of the Brits Flying Club, Roel Jansen and his members. It is invigorating for we city dwellers to experience the amazing hospitality that exists in the rural areas of South

Africa and our recent forays to Makwassie, Nylstroom and Brits prove that this attitude is not just a flash in the pan. The meals and refreshments at Brits airfield were absolutely mouthwatering. Many congratulations and thanks to Johan Booyens (the manager of BFC) and his wife Marinda who were responsible for the cordon bleu meals and the rapid service from the young team behind the bar. Well done.

Regarding the Convention attendance, one understands that the inclement weather in the morning of Friday 9 August coupled with the cost of Avgas did affect attendance to a degree. The fact that some EAA Chapters organised their own activities which clashed with the most important event on the EAA of South African calendar was disheartening for the organising Chapter 322 of Johannesburg. Karl said that the awards and the way aircraft are judged needs to be revisited. The National EAA President Paul Lastrucci has suggested the formation of a committee to address this problem to ensure even happier Conventions ahead. Karl was emphatic that EAA members who did not attend the Convention this year, for whatever reasons, missed out badly.

On the Sunday morning, after an illustrated briefing by Karl that had everyone spellbound, he led a gaggle of aircraft in his shimmering Cessna 170B ZU-VAL on a flight of historic interest in and around the Brits and Hartbeespoort Dam and platinum belt area. This flight was absolutely fascinating and showed how ignorant most of us are of the facts and incredible history of our own beautiful country. We wish to express our deep gratitude to Karl for organising this great climax to a splendid weekend. It will be a hard act to follow!



Niel Terblanche's Grand Champion & Best All Metal Homebuilt.



Neil Murray's Concours d'Elegance Glassair Sportsman.



Niels Andersen's Best Tube & Fabric Hatz CR-1.



Arjan Schaap's Best Composite Aircraft Whisper Motor Glider.



Tony van den Heuvel's Best Wooden Construction GP-4.



William & Jeremy Woods' Piper Concours d'Elegance J-5 Cub.



Niels Andersen showcases his magnificent Hatz CB-1.



Niel Terblanche and Paul Sabatier.



Mike Blyth - The Airplane Factory.



Larry Homann & Gerald Maddams.



Marshall Paul Sabatier and Mike Brown.



John Illsley with his Auster.



Trixie Heron and Clive King who handled registration.



Dinner table centrepieces by Cindy and Gus Brown.



Tony Kent - sweet!



Roel Jansen auctioned the centrepieces for charity.



12 Ft Beaufort Aviation Academy students and teachers attended the Convention.



Paul Lastrucci and Roel Jansen during the Awards.



Bob Allison is acknowledged.



Gus and Cindy Brown.



Stephen Theron EAA Secretary. Kev Storie AeCSA GM, Mark Clulow EAA Treasurer. Simon Tladi PPL. Archie Kemp showcases his Cessna 195.

Experimental Aircraft Association National Convention Award Winners - Brits 2013

| | Award | Aircraft | Reg. | Owner/Builder | Chapter |
|-----|---|----------------------|--------|------------------------|------------------|
| 1 | EAA Grand Champion Homebuilt Award | Vans RV-4 | ZU-FRV | Niel Terblanche | 870 Kroonstad |
| 2 | EAA Concours d'Elegance Award | Glassair Sportsman | ZU-JOE | Neil Murray | 322 JHB |
| 3 | Pertec Shield for Best Homebuilt All Metal Const. | Vans RV-4 | ZU-FRV | Niel Terblanche | 870 Kroonstad |
| 3a | Pertec Shield - Runner up | Glassair Sportsman | ZU-JOE | Neil Murray | 322 JHB |
| 4 | Best Composite Aircraft | Whisper Motor Glider | ZU-GAS | Arjan Schaap | 973 Krugersdorp |
| 4a | Best Composite Aircraft - Runner up | Lambada | ZU-JBD | Chris Adrian | 322 JHB |
| 5 | EAA Trophy Best Rotorcraft Award | Not Awarded | | | |
| 5a | EAA Trophy Best Rotorcraft Award - Runner up | Not Awarded | | | |
| 6 | EAA Trophy Best Warbird | Not Awarded | | | |
| 6a | EAA Trophy Best Warbird - Runner up | Not Awarded | | | |
| 7 | Piper Concours d'Elegance Award | Piper J5A | N35297 | William & Jeremy Woods | 322 JHB |
| 8 | Best Restoration Award | Cessna 170B | ZU-VAL | Karl Jensen | 322 JHB |
| 8a | Best Restoration Award - Runner up | Globe Swift | ZS-BCE | Mike Brown | 322 JHB |
| 9 | Best Wood Aircraft | GP4 | ZU-CLC | Tony van den Heuvel | 322 JHB |
| 9a | Best Wood Aircraft - Runner up | Jodel F12 | ZS-UJM | Fanie Bezuidenhout | 1501 Volksrust |
| 10 | Best Designed Aircraft Award | Not Awarded | | | |
| 11 | Best All Metal Aircraft | Vans RV-4 | ZU-FRV | Niel Terblanche | 870 Kroonstad |
| 11a | Best All Metal Aircraft - Runner up | Glassair Sportsman | ZU-JOE | Neil Murray | 322 JHB |
| 12 | Best Tube and Fabric Aircraft | Hatz CB-1 | ZU-FWO | Niels Andersen | 1262 East London |
| 12a | Best Tube and Fabric Aircraft | Piper J5A | N35297 | William & Jeremy Woods | 322 JHB |
| 13 | Best Automotive Conversion | Not Awarded | | | |

EAA Meritorious Awards

| | | | |
|---|-------------------|------------------------|-----------------|
| Contribution to Safety and Promotion of Recreational Aviation | Brits Flying Club | | |
| Best Chapter Contribution to the 2013 Convention | Chapter 322 JHB | | Chapter 322 JHB |
| Best Chapter Attendance at the 2013 Convention | Chapter 322 JHB | | Chapter 322 JHB |
| Dave Smith Memorial Cup Award | Paul Lastrucci | EAA National President | Chapter 322 JHB |
| Most Enthusiastic Member - Special Acknowledgment | Karl Jensen | | Chapter 322 JHB |
| Special Acknowledgement for Untiring Support | Clive King | | Chapter 322 JHB |
| Most Enthusiastic Lady Member | Trixie Heron | | Chapter 322 JHB |
| Most Enthusiastic Lady Member - additional acknowledgment | Hayley Hopper | | Chapter 322 JHB |
| Youngest EAA Pilot fFlying to the Convention | Not Awarded | | |
| Newest Licensed EAA Pilot | Not Awarded | | |
| Farthest Distance Flown - | East London | | Chapter 1262 EL |



| EAA of SA National Council 2014 | | National Media/PRO | Trixie Heron |
|---------------------------------|----------------|------------------------------|---------------------|
| National President | Paul Lastrucci | National A/P Representatives | Kevin Hopper |
| National Vice-President | Mike Visagie | EAA Webmaster | Willie Bezuidenhout |
| Hon Secretary | Stephen Theron | National Safety Officer | Walter Doubell |
| Hon Treasurer | Mark Clulow | EAA Young Eagles Convenor | Mike Brown |
| Auditorium Convenor | Jeremy Woods | EAA CONTACT! Newsletter | Gus Brown |

EAA 322 International Vulture Awareness Day Fly-in to Nyoka Ridge - by Dave van der Spuy

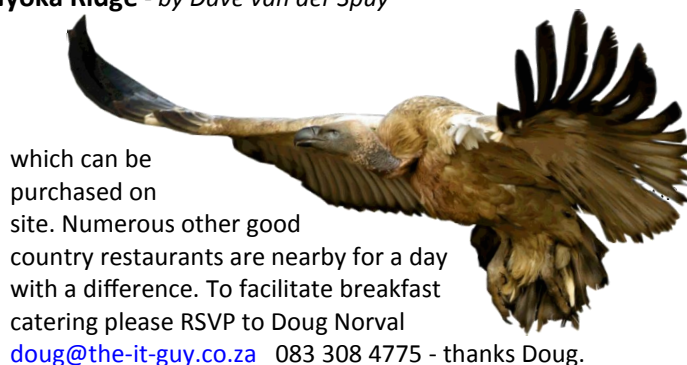
Take advantage of flying and driving to Nyoka Ridge Vulture 'restaurant' on Saturday 7 September for a good cause - to raise awareness and funds to assist in the conservation efforts of the endangered Cape Griffon Vulture. This will be a fly-in with a difference! You land on 1,000 m. They land on 0.5 m!

Nyoka Ridge is a registered airstrip. It lies about 5 nm west of Hartbeespoort Dam. We are hosting the day and providing facilities, interesting presentations and demonstrations as well as the opportunity to observe first-hand, the feeding of the magnificent endangered Cape Vulture which roost in the nearby Magaliesberg ridge. Professor Paul Bartels will do a talk on these birds, of which he has immense knowledge and of the threats to their existence. Facilities exist at Nyoka Ridge to treat vultures which have been injured or poisoned. After treatment and rehabilitation, the vultures are returned to the wild. A raffle will be run on the day and all proceeds will go to the project.

We have an observation deck that was donated by the nearby Upperdeck Restaurant at Hartbeespoort Dam. The deck is situated at a good 'bino distance' from the vulture 'restaurant' feeding area. Pig carcasses from a nearby piggery are collected to feed the birds which flock by the hundreds to the area when the carcasses are put out. First feeding will take place at 10h00 after the arrival cut-off time for visiting aircraft and again in the afternoon.

More highlights: Vincent Carruthers who is an authority on the Magaliesberg and its structures, geology and palaeontology, will also be speaking on this intensely interesting subject. Mark Howse whose glider collided with a vulture will be landing at Nyoka Ridge in the repaired aircraft. Mark will also speak on the collision experience. Miss Earth will also be gracing us with her presence!

A disabled vulture that is quite healthy, but not airworthy, will be on live display to visitors. If there are any rehabilitated vultures ready for release, this will also happen in our presence. Bring camp chairs, binoculars, sunscreen and a large hat. We will be joined by WESSA, Birdlife SA, Rotary, Bateleurs, EAA and other invited individuals and interest groups. Bring your walking shoes and mountain bike for trail riding the farm where you will see zebra, impala, kudu, bushbuck, duiker, etc., on the plains and in the thickets, and lots of birds at the dams. We are lighting fires for a Bring n Braai in the boma in the afternoon and into the night. Rotary will also be providing basic burgers and other delicious eats



which can be purchased on site. Numerous other good country restaurants are nearby for a day with a difference. To facilitate breakfast catering please RSVP to Doug Norval doug@the-it-guy.co.za 083 308 4775 - thanks Doug.

A pre-landing indemnity needs to be completed, so please email me at info@aerosafari.com for the form to complete and get airstrip and driving details. Aircraft should land by 10h00, but cars can drive in later.

If anyone wants to sleep over you are most welcome to pitch a tent on the grass, under your wing or the trees. There are hot showers and clean loos. Listen to our resident jackals' haunting melodies as you fall asleep, or take up nearby for rent guest cottages. Just email me for more info on these. Aircraft and cars will be safe in an enclosed locked-off area. Wake up to a great breakfast and a crisp, super, morning for a Harties valley flight!

A few points I'd like to emphasize, learning from last year: safety with regard to aircraft movements in the air and on the ground. Last year we had kids running across the airfield at regular intervals, wanting to be with mom or dad who had crossed the runway to check out a particular aircraft or friend - this kind of thing is an accident waiting to happen. We will have a marshall (with red/yellow vest) to monitor and guide. This person will help guide aircraft to a particular parking spot, after receiving instruction from the marshall.

NB. All circuits should be to the south of the airstrip and it is advisable to land before 09h30, after which time the vultures become active. Be vigilant and do not fly under any vulture in flight, as most birds tend to dive when there is a perceived threat.

The event is a celebration and awareness day. We will have a donation box available, however this is not a fund-raising event per se, such events are run and managed completely differently. What we will be doing is getting contact names and email addresses which can be used to do appropriate follow-up contact with, without pressurising anyone.

See you there!

In formation with a Bristol Beaufigther - by Brian Appleton

The British Bristol Beaufigther was designed as a long range heavy fighter. This aircraft had a long career and served in almost all theatres of World War II. It had a crew of two and weight of 15,600 lbs. Two Bristol Hercules 14 cylinder radial engines which each produced 1600 hp powered the aircraft. Due to its relatively quiet noise print, it became known as 'The Whispering Death'.

On 17 March 1943 at 11h25 local, nine 272 Squadron Beaufigthers from Luga, Malta, took off. The mission was a shipping strike off Point Stelo. On the climb-out, Beaufigther 'N' piloted by Sgt Donald Frazee with Sgt Sandery as the observer, developed violent vibrations and the sudden loss of engine power. With no other options the aircraft was ditched at around 100 mph a kilometre off the Maltese coastline near Sliema. Neither of the crew members were injured and were rescued by a launch within minutes of ditching. Seventy years later, this aircraft lies in 38 metres of blue, clear Mediterranean water. The aircraft did its final landing on its back. The landing gear points skywards and the tyre on one

side is still visible.

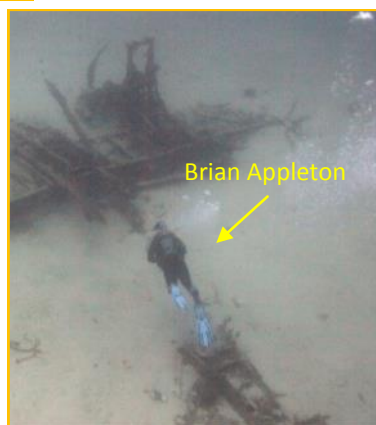
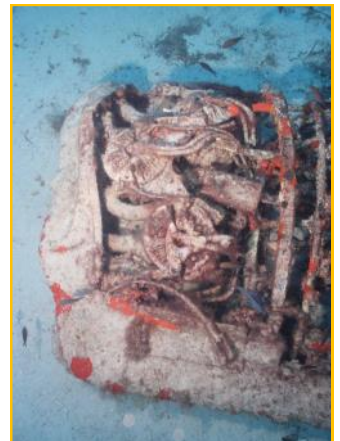
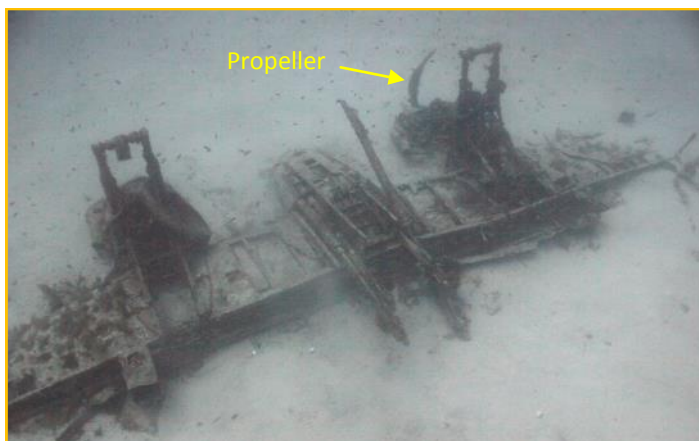
Both engines are still intact, one with propeller.



Despite lying in the currents for seventy years, the main spar and superstructure are almost flyable.

On a recent diving trip to Malta, the highlight for me was certainly diving this wreck. Being so motivated, once the boat positioned over the wreck, I was the first to be kitted up and as the divemaster said, "This one is for you, so just go overboard," I was gone. Now 38 metres is considered deep for sports diving.

It was very eerie approaching the wreck. I had the good fortune to spend many minutes by myself, flying formation with the Beaufigther. Having spent time at the air museum the previous day, my mind was cast back 70 years. At that depth one has a limited bottom time and I very soon realised that it was time to waggle my wings and climb to the surface. This experience will be with me for the rest of my life and what a great privilege it was.

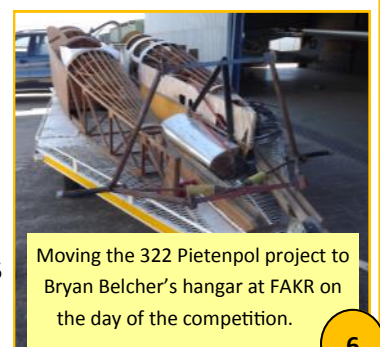


Krugersdorp Spot Landing and Breakfast Fly-in on 17 August 2013 - by Sam Belcher

A BIG THANK YOU to everyone that attended the FAKR Fly-in and Spot Landing on Saturday, it was great to see such an excellent turn out - we are grateful for your support! We had the most entries ever this year at 60!!

It was very unfortunate that the weather conditions got so bad that some of the entrants were unable to fly. As disappointing as that was, safety always comes first! Please know that your efforts in entering and being there on Saturday is greatly appreciated! Well done to everyone who participated in the spot landing competition. As is often said, it is not about winning, but about enjoying yourself and experiencing a memorable day! To the sponsors, club members, students and non-members involved in making the day such a success – THANK YOU!

Congratulations to the winners: 1st: Peter Lastrucci flying a C177 ZS-OND
2nd: Andrew Pratley flying a C172 ZS-LLI. The best Non-Member: Bennie du Plessis flying K35 Bonanza ZS-IJL. The best Lady Pilot: Claudia Lazendorf flying a Reims ZS-OXS
Best Student Pilot: Monica Bridges flying a Pioneer ZU-EYZ. Go girls!



Moving the 322 Pietenpol project to Bryan Belcher's hangar at FAKR on the day of the competition.

Noise Tolerance Comparative Tests - by Rego Burger

Factories are limited to < 80db before plugs or ear-muffs are compulsory. The only reason why EOY's was low is because the engine was just above idle in a virtual glide. Look to the right of the noise meter at the RPM. All other tests were either in cruise or at take-off power. A kind warning to you and your passengers.

From an OHAS point of view you should have a placard on the noise hazard in your cabin. Please don't tell CAA just yet. Just like the cigarette pack warnings 'without hearing protection you could go deaf' should appear in the cabin too. If you don't want to go deaf before 50 years of age and your cabin is running above 100db, buy yourself noise cancelling headsets or add a silencer to the engine. Most headsets with good gel pads attenuate noise around +/-20db.

The reason why my BNH V8 is quieter is because the motor is at the back. We are flying ahead of the noise and for the record the noise is quieter in the rear seats closer to the engine! Now imagine a Cessna 337 with both engines running. Most Cessnas produce 100db or higher!

This is just for your own protection.



Noise test GAC.



Noise test RV-7 Turbo.



Noise test EOY.



Noise test BNH.

EAA and the Aero Club of South Africa - by Mike Visagie

The 20 August 2013 Aero Club Board Meeting had several issues of note for the EAA.

Our recent AGM meeting in Brits has made a very favourable impression on attendees from the Aero Club and they conveyed their pleasant impressions as such at the meeting. This is very significant seen against a backdrop of the intended Aero Club Air Week planned for next year sometime at an airfield to be decided yet. Apparently the same format (as EAA Brits) but with participation of all or most sections is what is planned in an informal, members-only type of environment. EAA members should really pipe up as much as possible to make the most of this huge opportunity.

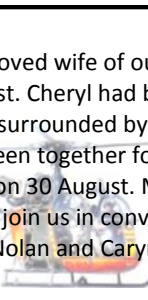
Johan Lok is now the elected Chairman of the AeCSA AP committee. He has served in this capacity before and will continue in the same good manner. A proposed Aero Club clubhouse facility was suggested, which was generally favourably received and warrants due attention from all members as we all stand to benefit from this vision.

On a personal note, I thank the EAA members for the trust they placed in electing me as EAA National Vice-President.



Great sorrow at the passing of Cheryl Couzyn - by Gordon Dyne

It is with great sadness that I have to report that Cheryl, dearly beloved wife of our great friend and fellow aviator Eugene Couzyn, passed away peacefully on 20 August. Cheryl had been suffering from cancer for 25 years and finally succumbed to this dreaded disease surrounded by her loving family. She bore her illness with great fortitude. Eugene and Cheryl had been together for 45 years. A Memorial Celebration of Cheryl's life was held on Friday afternoon 30 August. Meanwhile, my wife Susan joins me and I know countless friends in EAA and elsewhere join us in conveying our deepest condolences to Eugene and his and Cheryl's children, Sean, Rhys, Nolan and Caryn on the sad and untimely death of their wonderful wife and mother.



Deena Gounden Ch 322 with Paul Poberezny in July at Oshkosh.

Paul Poberezny died on 22 August 2013 in Oshkosh after a career that spanned more than 70 years of flight at the controls of more than 500 different types of aircraft.

Message sent to the Poberezny family (abridged) - by Athol Franz

Paul Lastrucci, Chairman of EAA South Africa and Karl Jensen Chairman of Chapter 322 join me in conveying South Africa's deepest sympathies to Paul's wife Audrey and son Tom on the passing of the great man of General Aviation and founder of the Experimental Aircraft Association (EAA) – Paul Poberezny. The EAA will live on as a tribute to the unselfish work that this single minded pilot who had a fantastic aviation career, did for grassroots aviation. In Oshkosh this year on the Friday whilst the International Parade was taking place, I spotted Paul in RED ONE and managed to get a good photograph of this great man in aviation which I will use in my tribute in African Pilot. Paul Poberezny came from humble beginnings, yet he created one of the world largest aviation organizations and emerged as one of the 20th century's greatest aviation leaders, creating a worldwide aviation organization and the world's largest annual fly-in event, EAA AirVenture in Oshkosh, Wisconsin.

August with EAA Chapter 322 Johannesburg

A busy month for the EAA Chapter 322 JHB members - Monthly meeting on 7th, Convention 9th -11th, EAA Flying Legends Talk Show on 15th, Spot Landing Competition at FAKR on 17th, to Sud Aviation on 22nd - Simuflight Mandela Day EAA Young Eagles on 23rd - Neil Armstrong Memorial Fly-in to Warmbaths and Mongena Fly-away on 24th and 25th.

EAA Chapter 322 August monthly meeting report - by Gordon Dyne

On Wednesday evening 7 August some 60 members and friends of EAA Chapter 322 met at the Dickie Fritz MOTH Hall in Dowerglen, Edenvale for the usual monthly meeting. We were greeted, as we always are, by the warm broad smile of our wonderful PR lady Trixie Heron. Any thoughts of 'I would rather be at home on this cold winter's evening' soon dissipated. Hot soup and pies were kindly provided by Ann, wife of the MOTH Hall's resident barman Wally Ferreira, who dispenses from his well-stocked bar so efficiently.

At 19h00 sharp our Chairman Captain Karl Jensen called the meeting to order and the audience took to its seats. The usual monthly formalities were run through. Minutes from the July meeting. Chairman's report. Past and future fly-aways. Safety. Finance. Auditorium. Young Eagles and so on. The EAA build project of the Pietenpol was covered in depth by the convenor Kevin Hopper of SkyWorx Aviation fame. A wooden wing of the Pietenpol had been transported to the meeting by Sid Bottom to try and raise more enthusiasm amongst members to assist with the project.

EAA National President Paul Lastrucci covered the forthcoming EAA Convention arrangements at Brits in depth. It sounded a lot of fun, especially if the weather forecast was wrong! After a short break, members sat once more to listen to a presentation by Gus Brown who is an aerodynamicist at Aerosud. He presented the method to incorporate all the aeronautical charts onto an iPad, iPhone or Android device that enable full flight following of the country whilst in flight or for flight planning purposes. Gus also showed the latest developments with the Aerosud AHRLAC aircraft which is capable of many roles and he showed screened a most interesting slide show of the advanced state of the prototype - as the logo says, "watch the borders". This show was followed by a high resolution 16 minute video of Quadcopters and the almost unbelievable and incredible capabilities of

these machines. The brain power behind these amazingly versatile machines was demonstrated by Raffaello D'Andrea, who combines academics, business and the arts to explore the capabilities of autonomous systems. As part of his research as professor of dynamic systems and control at the Swiss Federal Institute of Technology, he and his collaborators at TEDGlobal, demos his flying quadcopters: robots that think like athletes, solving physical problems with algorithms that help them learn. In a series of nifty demos, D'Andrea showed drones that play catch, balance and make decisions together. Mindblowing stuff and contributing to another enthralling evening at EAA!

Thank you Karl for your never wavering enthusiasm for everything that concerns aviation. Our next meeting will be Wednesday 4 September where the guest speaker will be Athol Franz, editor of African Pilot, who will give an illustrated talk on his 14th consecutive trip to the Mecca of aviation - Oshkosh. Athol will be assisted with photographs from three of South Africa's top aviation photographers Christine Brits, Willie Bodenstein and Deon Prins. Another evening to which we can all look forward with great relish.



Marie Reddy draws the winning 'Swindle' number with Mike Brown.

The Flying Legends Talk Show comes up trumps yet again- by Gordon Dyne

Jeremy Woods found another 'gem' from the SAA woodwork, this time in the form of Captain Stefan Poprawa - SAA's Chief Technical Pilot and Training Captain on the A320 fleet. The patrons were met at the door by Anne-Louise Woods and Trixie Heron sitting shivering in the cold, but still managing to meet and greet with a permanent smile, selling seats, meat and raffle tickets with ease. Gee! That rhymes! Braaiers Ronnie Alcock and the scourge of many a child - Headmaster Pottie Potgieter slaved over the gas braai providing succulent wors and steak rolls for a ravenous audience. The rolls were wolfed down aided by a cold beverage from the bar run by myself with able assistance of Justin Gloy.

Our now resident Master of Ceremonies, Dr Mike Brown slipped into the hot seat with his customary superb bedside manner and soon put Captain Poprawa at ease. The German born pilot, born as the Berlin wall was erected in 1961, also spent some years flying with the German airline Lufthansa. He gave the large attentive audience a resume of his incredible academic record and then his thirty plus years of flying. All in all an amazing career and Stefan still has plenty of time left to add even more to SAA and possibly even more qualifications. The evening flew by all too quickly and soon it was time to wend our way home. Thank you Jeremy Woods for finding another 'Flying Legend.'



Jeremy Woods.



Stefan Poprawa.



Gordon Dyne.



The Braai Masters.

Chapter 322 Aerosud Visit and Nigel Hopkins Presentation. On Thursday afternoon 22 Aug. Aerosud's Rob Jonkers invited EAA to join the Aeronautical Society at their premises adjacent to SAAF Waterkloof for a presentation by Nigel Hopkins on his personal approach to aerobatics. Nigel was delayed at SAA due to a selection board he was running and arrived a little later than the advertised starting time. This was a bonus as the audience was treated with the latest developments in the Aerosud AHRLAC project. The presentation was led by Paul Potgieter and the Aerosud aerodynamicist Gus Brown (EAA member

elected to compile CONTACT from 2014). The AHRLAC prototype wing has now been tested to 4.5 G and the major airframe components have been removed from the jigs. The incredible accuracy of the build resulted in a difference in wing bend over 12.5 m of 0.3 mm. We were treated to a close-up inspection of the aircraft, but sadly photos were not permitted. Aerosud is a centre of excellence that all South Africans can justly be proud of. When Nigel Hopkins arrived, he showed a personal inflight video of advanced formation aerobatics in a pair of MX2s and explained to an awestruck audience

the physiology of an aerobatic pilot during manoeuvres that change from -5 to +10 Gs in a heartbeat. The explanation of the design of aerobatic sequences and the safety margins is scientific with entry gates that are never exceeded. Nigel is the A320/319 Chief Training Captain in SAA and has an inside track which he shared with us on the Airbus Industry view and adaptation of altered standard operating procedures to try and prevent loss of control in unusual attitudes that might result from upsets such as thunderstorm and inadvertent severe turbulence penetration.



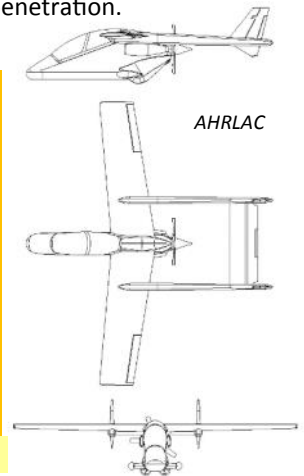
Paul Potgieter, Gus Brown.



Rob Jonkers.



Nigel Hopkins.



To honour the Nelson Mandela Day pledges made by so many around the world on July 18, the SIMUFLIGHT Company in Centurion approached EAA Chapter 322 to gather a dozen young people with an interest in aviation to experience a flight in certified flight simulators of a Beech King Air/1900 and



a Cessna 208 Caravan. Mike Brown, the EAA National Young Eagles Convenor promoted this initiative in the spirit of EAA Young Eagles. Four of the recruits were brought from the Twilight Shelter in Hillbrow. Others included two Grade 10 young ladies from Phagameng High in Modimolle whose teacher Victoria Letoaba personally drove them from Nylstroom for the afternoon and returned them home the same day - now that's dedication! SIMUFLIGHT's Chief Instructor, SAA A340 Captain Hayden Tunmer and SIMUFLIGHT's Ruan van Zyl manned the simulators. Within 30 minutes Hayden had some of the lucky youngsters able to carry out a take-off, a flight around Table Mountain in Cape Town and a semblance of a survivable landing in the Caravan simulator. Joey Shulz, wife of SIMUFLIGHT's owner, provided a braai for everybody present. An investment in youth is an investment in the future - thank you and well done to all at SIMUFLIGHT.



Paulina Sebopelo and Lebogang Maphosa from Modimolle in SIMUFLIGHT's Caravan simulator.



Natrinnias Masinga & Xolane Sebiya in the King Air/1900 simulator.



Ruan van Zyl, Mike Brown, SAA F/O Moses Tshabalinganda, Hayden Tunmer, Joey Shulz, Clair Schulz, Raymond Zambon.



Karl Jensen collecting aspirant pilots from the Hillbrow Twilight Shelter.



Karabo Phakedi at the entrance to SIMUFLIGHT's impressive facility.

Warmbaths Falcons Flying Club Neil Armstrong Memorial Breakfast Fly-in - by Ron van Lear

On Saturday 24, the Falcons Flying Club at Warmbaths held their 2nd annual Neil Armstrong Memorial Breakfast Fly-in to honour this aerospace engineer, naval aviator, test pilot, university professor, astronaut and first man to set foot on the moon in July 1969, who passed away on 25 August last year. It dawned a beautiful winter day, but smoke and moisture from the north created low level cloud and murk which prevented many aviators based south of the Magaliesberg from attending. When I arrived at FAWA, there were only 6 other aeries on the ground. Last year 68 aircraft attended compared to this year's disappointingly low 19 visitors. None the less, a delicious breakfast was served at this airfield which is so beautifully maintained by the enthusiastic handful of friendly and hospitable members. Richard Nicholson from Nylstroom flew in and it seems that he gets a massive discount on short trousers. Warmbaths, also known as Bela Bela, is in flat countryside. Our hearty thanks to Pieter Roux and the Falcons Flying Club for organising the day. I am sure we will not be plagued with such appalling weather next year, so many more of us can celebrate the amazing life of Neil Armstrong in better style, befitting a man of Neil's fortitude and magnitude. I look forward to the next Warmbaths event and the wonderful camaraderie and chin-wagging that is always a feature of all our EAA fly-aways.



The Warmbaths airfield eating area . Hugo Visser with his Alouette III from Petit outside the prepared wetted helicopter landing area. Some visiting aircraft.



A local Thunderbird with a strange registration.

Breakfasting at Warmbaths.

.....and on to Mongena Lodge

Some of the visitors departed after the breakfast to nightstop at the aviation friendly 4-star Mongena Lodge, as arranged by Brian Appleton. Mongena has a 1200 m tarred runway just 27 nm north of Cullinan. 26 EAA members and their spouses thoroughly enjoyed the Mongena sojourn. The Lodge is really good value, well managed and features the Big 5 only a short way from Johannesburg and Pretoria. We all went on game drives for a few hours in new vehicles with knowledgeable guides who showed us an amazing variety of game before returning to the lodge for sundowners and fabulous catering overlooking a lake at the Kingfisher Restaurant. Mongena lies 10 km east of Hammanskraal on the Rust der Winter road and forms part of the 28,000 hectare Dinokeng Game Reserve. EAA Members who were prevented by the inclement weather from flying in, were able to drive from Johannesburg in less than an hour.



Refreshment break during a game drive at Mongena.



An elephant sighting on our game drive.



The idyllic 4-Star Mongena Lodge grounds.

.....more on Mongena



EAAers' aircraft at Mongena.



Strange creatures, - a squirrel and a Chipmunk in the bush.

A family of Nyala in the Mongena Lodge grounds.



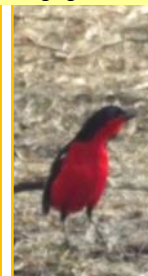
EAAers going game viewing.



Organiser of the fly-away, Brian Appleton.



Mongena owner Etienne Toerien in the Chipmunk.



It's real!

John Illsley's Aeronca C3 flies. On the afternoon of Saturday 3rd August, my 1935 Aeronca C3 made its maiden flight after a restoration that started fifteen years ago. The 25 minute flight was in the hands of test pilot John "Fluffy" McKerchar and it went off flawlessly. For those who were there, it was a great thrill to see the "airknocker" become South Africa's oldest airworthy aircraft.

The plane is restored in the colour scheme and markings it carried on its epic 1936 flight from England to Johannesburg in the hands of Flight Lieutenant David Llewellyn who must surely have been smiling down on Petit airfield for this event.

This message and the attached photos are by way of a heartfelt word of thanks to the scores of people who have had something to do with bringing this project to a successful conclusion. So, to all those who provided engine and airframe parts, plans, labour, reference photos, technical advice, encouragement, prayers and kindness in so many other ways, my sincere thanks - a little part of you flew with this little bird on Saturday and I hope that you may be able to see it fly on some future date. *[Well done, John! - KJ]*



The Aeronca C3 does a fly-by .



On short finals for the first landing after restoration at Petit Airfield on the East.



Test pilot Fluff McKerchar and John toast success.



Overhead on 2 cylinders.



Thea and John Illsley after the test flight.

Whassup! Calendar of Events!

We can only feature your events or news from your Chapter if you notify us

4 September Wednesday: EAA Chapter 322 monthly meeting at the Dickie Fritz MOTH Hall, Dowerglen, Edenvale. Light meals and refreshments on sale from 18h00. Meeting commences 19h00. After Interval Athol Franz and his team will do an audio-visual presentation on OSHKOSH AIRVENTURE 2013. Don't miss this one! Everyone welcome. More info from Trixie Heron editor@afskies.co.za

7 September Saturday: EAA 322 Fly-in to Nyoka Ridge for International Vulture Awareness Day. An event where we can help our ailing eco system and enjoy the spectacle, presentations, vulture feeding, food stalls, bring n braai, etc. See Page 5 for details.

12 September Thursday: EAA Flying Legends Talk Show featuring Mark Clulow who attended Michaelhouse where he matriculated in 1974. After leaving school he joined the South African Air Force and qualified on Harvards and Impalas. In 1979, at age 22, he was selected for the Mirage 111 training and joined 1 Squadron, flying Mirage F1s in 1980. Mark flew many operational sorties during the Angolan conflict. In 1981 he left the SAAF, having flown over 1 000 military flying hours. He then joined Price Waterhouse as an articled clerk and qualified as a Chartered Accountant, CA(SA). After a break from flying for 27 years, he started flying light sports aircraft in 2009. Mark is now a part time instructor flying from Circus Airfield and is a member of EAA Chapter 322. Booking is essential at Anne-Louise Woods, EAA Auditorium, 011 888 8495 aaa.talkshow@icon.co.za

28 September Saturday: EAA of SA Council meeting starts 10h00 at the Aero Club Boardroom at Rand Airport. Please attend or if this is impossible, appoint a stand-in to act on behalf of your Chapter.

29 September Sunday: Grand Rand Airshow - Rand Airport.

2 October Wednesday: EAA Chapter 322 monthly meeting.

12 October Saturday: Chapter 322 EAA Young Eagles at Lichtenburg - details to follow.

2 November Saturday: Aero Club of SA Awards at Wanderers - for reservations or if you have award nominations, please contact the Aero Club of SA Office at 011 082 1100 or office@aeroclub.org.za

8 to 10 November: EAA Sun n Fun Chapter 1503 Tempe Airfield Bloemfontein, contact Jack Onderstall 082 770 5505 email jack@cp.bftn.co.za

9 November Saturday: Peter Hengst Memorial Breakfast Fly-in to Brits.

16 November Saturday: EAA Chapter 322 Year End Function - from midday at Dickie Fritz MOTH Hall.



Dramatic pic by William Woods of a passing shower on the Friday of the Convention.



Rudi Greyling with his RV-10.



Barbara Frieböse & strange hat.



Arjan Schaap's amusing logo.

CONTACT Is the official newsletter of EAA of SA. This edition was compiled by Karl Jensen and edited with love and kisses on 2 September 2013 by Trixie Heron. All material is gratefully received from all Chapters and members. Remember this is your newsletter, so please submit material for the next issue by 25 September to 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 support. Additional pictures supplied by Brian Appleton, Brian Stableford, Athol Franz, Willie Bodenstein, Stephen Theron, John Illsley, Régo Burger, Dudley Steenkamp, William Woods. We wish you all happy building, flying and may the crosswinds not blow.