

EAA of SA President Paul Lastrucci reports

Much has been happening within the corridors of the SA CAA and the Aero Club regarding ageing aircraft in the recent past, which would have direct cost and downtime implications for EAA members that own vintage and veteran aircraft. It is also important that the EAA works on issues and innovations that are important to its members and the sport aviation community at large in this country. Whilst most of the aircraft that the EAA members are involved in are in the non type certified environment, there are some in the type certified regime which will prove to be a monumental cost to these owners should it become law. Despite our efforts, one of the major problems that keep surfacing whenever proposals are put forward is that very little or no consultative process is gleaned from the industry and, in particular, from the collective minds residing within our own and the other sections of aviation in this country, who own and operate these old gems that grace our skies. It becomes a reactive process and perceptions run rife. I got particularly uneasy when the first draft of this ageing aircraft directive appeared and looked almost fait accompli whilst little or no industry participation was sought. It was viewed as almost a done deal. That is why it is important for our section to be represented so that we can ensure that

issues like this are studied and digested in order to serve the interests of the EAA and its members as best as possible. At these discussions at the CAA, the EAA is represented by either Kevin Storie, GM of the Aero Club, or me, along with RAASA who also provide specific input. We have objected strongly to the ageing aircraft directive in its draft form and will put forward recommendations to ensure that the process does not hinder safe and affordable flying. A work group has been formed to ensure continuity of minds when this issue gets tabled again. Many thanks to Johan Lok, who is heading up the AP scheme again, for the outstanding work, along with EAA member Eugene Couzyn, who spent an entire day facilitated by the Aero Club and many nights going over the Part 47 regulations (registration and marking) to ensure that they serve the needs of vintage veteran and ex-military aircraft as best as possible. We are fortunate to have guys of this calibre to assist and give direction on these issues as and when they arise. Congratulations to EAA member John Illsley, who has recently completed the remarkable restoration of his Aeronca C3, retaining the exact livery and markings it had when it originally flew from London all the way down Africa to Cape Town in 1936.

We believe it is hugely important to keep it looking the way it was back then in order to preserve its rich heritage for years to come. John has been faced with quite a few obstacles, however we will be assisting him to preserve this heritage. He has done a tremendous amount of work on the long restoration process and this one-of-a-kind beauty is right here in Gauteng for all of us to see and appreciate. You are a true inspiration to us all, John.

We will be holding an EAA National Council meeting at the Aero Club boardroom on Saturday 05 October 2013 at 10h00 and urge all EAA Chapter Chairmen and EAA national members to attend. At the meeting we will discuss a number of topics and have a bit of a post mortem on the 2013 EAA National Convention recently held at Brits. We would also like to firm up the date and venue for the 2014 Convention and get the ball rolling. I have reserved the Aero Club boardroom as it has good Skype facilities, thereby ensuring that our regional Chapter Chairmen and members can be present from long distance and contribute to the meeting with positive input which will be much appreciated.

With a jam-packed calendar of events right up until December there is still lots of flying fun to look forward to this year. Safe flying,
Paul



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Eugene Couzyn EAA Chapter 322 ships a helicopter from France

For almost a year, Eugene Couzyn has been negotiating the purchase of a military surplus Sud Aviation Gazelle SA 341 F2 helicopter in France. The Gazelle has been the training helicopter in the armée de TERRE for 30 years. Some models are fitted with sophisticated HOT missiles or 20 mm canons for active duty in various theatres of war. The Gazelle is historically interesting as it is the first helicopter to employ a Fenestron tail rotor and is also the first helicopter to use composite main rotor blades. It also has the distinction of a 140 knot cruise speed which rivals most modern offerings in its class from all helicopter manufacturers world-wide. The paperwork trail has been rather daunting as it had to be released from the French military inventory and export permits obtained. The powers to be in the French government

are sensitive to the destination of their military equipment, and anyone contemplating this undertaking should not do so lightly. The importation of ex-military aircraft requires a number of levels of SA military clearance and the inclusion on the SA civilian register is a saga all on its own. Eugene was in France recently to assist with the containerisation of his Gazelle and sent a note on 17 September "Finished prep for shipping. Will put it in the container tomorrow morning and then it leaves for SA. 32 days on the water as it goes via Cape Town to Durban. The container should arrive at Wonderboom by month end. Chat soon. Eugene" [As Eugene says, it is "exciting beyond belief". We are as excited as Eugene to see this Gazelle belonging to an EAA member in our neighbourhood soon - KJ]



The Gazelle being dismantled for shipping to South Africa.



The helicopter partially packed and secured in a container.

The Lichtenburg Lugbrug - by Mike Visagie Chapter 1504 and EAA SA National Vice Chairman

If ever there was an initiative to be handled with a lot of respect, I truly think this one ranks very highly. An enterprising young man in Lichtenburg, Danie van Heerden, is trying his level best at putting together an EAA Young Eagles event on 12 October. He already has serious support from members of Chapter 322. What is remarkable is that this young man is a former EAA Young Eagle from Klerksdorp!! He had the privilege of enjoying a flight in Klerksdorp due to the local KPA and Chapter 1504 initiatives in taking the local children's home kids for flips some years ago. Danie grew up in this home after being separated from his siblings who were raised in foster care elsewhere. He now wants to return this privilege with this YE fly-in, but faces some opposition as well as minimal support probably due to apathy more than anything else from local flying club members. I do believe that this is a wonderful initiative and deserves our support in the true meaning of what the EAA Young Eagles spirit embraces. Louis Hoffmann, a local crop spraying pilot has kindly offered all his support, but it was only on the way home that I realised he is the perfect airside safety officer/ramp director. For those linguistically challenged, just nod sagely and agree!



The press release for the local newspaper: **LICHTENBURG LUGBRUG** Aanhouer wen was aan die orde van die dag toe Danie van Heerden, 'n plaaslike vliegtoesias, verlede Saterdag die eerste van vele EAA (Experimental Aircraft Association) lede verwelkom het voor die klubhuis van die plaaslike vliegklub hier in Lichtenburg vir die eerste beplanningsvergadering van die heel eerste LICHTENBURG LUGBRUG! Die besoekers was Kapt Karl Jensen, afgetrede senior kaptein van die SA Lugdiens, met 26 700 ure se vliegondervinding agter die blad, Dr Mike Brown, die EAA Young Eagles sameroeper, Clive King en Mike Visagie van Makwassie en die Klerksdorp EAA Chapter 1504. Die eerste LICHTENBURG LUGBRUG gaan op 12 Oktober plaasvind en daar gaan gepoog word om 100 klein Lichtenburg Liggies die lug te laat sien en aan hulle volwaardige EAA Young Eagle status te verleen! Ons verwag 'n groot verskeidenheid vliegtuie, waaronder 'n Antonov 2, wat die grootste enkelmotorige dubbelvlerk vliegtuig ter wêreld is, asook 'n plaaslik gebaseerde Seneca wat onderneem het om die dag mee te maak.

Verskeie lede van die Johannesburgse EAA Chapter 322 asook die Klerksdorpse Chapter 1504 het onderneem om die dag by te woon op eie koste en die vlieg verwante reëlings is reeds gefinaliseer, dus vlieg gaan ons vlieg. Daar is geweldige geleenthede vir Lichtenburgers om betrokke te raak om van hierdie dag iets besonders te maak en belangstellendes word uitgenooi om kontak te maak met Danie van Heerden (082 509 9703) en om die volgende werksvergadering by te woon op Saterdag, 05 Oktober om 14:00 by die vliegklubhuis.



Danie van Heerden en Dr Mike Brown.

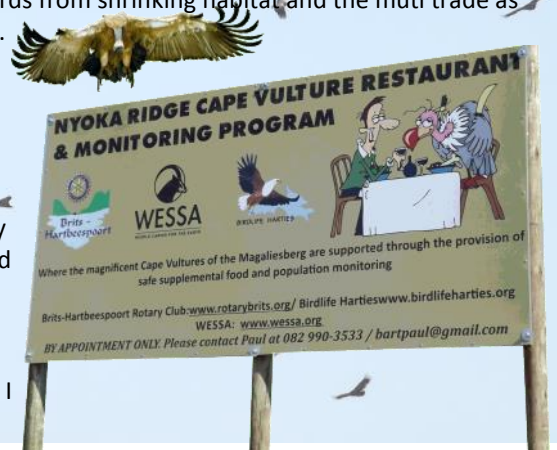
EAA Chapter 322 International Vulture Awareness Day Fly-in - by Karl Jensen

While animal conservation is not a part of the EAA's stated aims and objectives, any responsible thinking person should in my view support this ideal. It was with this aim that a few of us from Chapter 322 undertook to take part the 2012 International Vulture Awareness Day (IVAD). On Saturday 07 September this year, 22 aeroplanes, a glider and 2 helicopters flew in to Dave van der Spuy and Professor Paul Bartels' Nyoka Ridge airstrip about 5 nm west of Hartbeespoort Dam. Nyoka Ridge has a vulture feeding ground which can be viewed from the public area adjoining the airstrip. WESSA, National Parks Board Voluntary Rangers organisation, Birdlife SA, ourselves and about 250 other concerned individuals attended. The Brits/Hartbeespoort Rotary Club provided catering with braai facilities available as well. Two slinky Miss Earth contestants addressed the crowd and mingled with the birdlovers.

Mark Howse flew a high altitude display in his glider that had collided with a vulture way back and after landing presented the interesting story of the incident and subsequent repair. The damaged glider stabilizer is part of a permanent display. The vultures are fed on carcasses from a nearby piggery after 10h30 and all visiting aircraft are required to land by 09h30 before thermal activity makes the birds active. Paul Bartels informed us that there are 3 groups of Cape Griffons or White Back Vultures which roost on the Magalies Ridge. The nearest colony to Nyoka Ridge has decreased in a single year from about 300-350 breeding birds to less than 200. There is tremendous pressure on the birds from shrinking habitat and the muti trade as well as widespread poisoning by poachers and hunters who use lead bullets. Vultures are indicators for anti-poaching units to where animals have been killed and are often poisoned for this reason. At Nyoka Ridge, there are facilities to treat rescued birds that have been injured or poisoned for release back into the wild.

We were entertained to an informative talk on vultures by Paul Bartels as well as historian Vincent Carruthers who has a vast knowledge of the history and geology of the area. Raising funds is part of IVAD, although this is carried out on a very low key. By midday the vultures had consumed their food and had moved away to enable us all to take off without hazard.

This IVAD fly-in is really worth attending and I'll certainly be going again. I also hope that more of our members will join us next year. Sadly on the day I wrote this article, the rhino death toll this year had already reached 688.



A winter Nyoka Ridge airstrip next to the road with Hartbeespoort Dam in the distance.



The lanky Miss Earth finalists pose with Paul Bartels and Karl Jensen.



Vincent Carruthers giving a talk on the history and geology of the area.



General view of Nyoka Ridge on International Vulture Awareness Day 2013.





The Royal Air Force Officers' Club (RAFOC) pays tribute to 'The Few' - by Gordon Dyne

No less than 15 EAA Chapter 322 members are also members of the RAFOC Johannesburg. On Friday 06 September, some 122 members, wives and partners and friends of RAFOC came together at the Wanderers Club, Johannesburg for the annual Battle of Britain Commemoration Ladies' lunch and what a time we all had! No sooner had we all arrived and were enjoying the fruits of the vine than we were summoned to the immaculately manicured lawns of The Wanderers as Captain Scully Levin with Arnie Menegelli's team of four Eqsra sponsored Harvards carried out a flypast over the Wanderers and then performed the 'Missing Man' formation as one of these iconic planes climbed away. Stirring and emotional stuff. After an excellent lunch accompanied by some of the best wines from the famous cellars of the Wanderers, we settled back to hear some humour from RAFOC Chairman Bruce Harrison who was on his usual good form.

The guest speaker on such an auspicious occasion was appropriately enough the Royal Air Force's Deputy Defence Attaché to South Africa - Wing Commander Nigel 'Cookie' Cookson RAF. It was good to see Commander Cookson in full RAF Dress Uniform which he said, "He wore as a tribute to The Few." It is so important to remember 'The Few' every year as there are only 50 surviving at present. Mistakes made almost 80 years ago must never be repeated.

The Commander was accompanied by Mrs Cookson who also served with the RAF and was in fact the first RAF female to serve on a Royal Navy Ship. She also served during the Falklands War in 1982. The Wing Commander is a fast jet navigator with 2 400 hours in the training and operational GR1/4 ground attack role, commencing in the nuclear deterrent role in 1985. The Wing Commander's full CV would take another page of the newsletter, so I will end here. Commander Cookson gave an excellent talk on the Battle of Britain and the pilots from the many countries who took part, including South Africa. Brave men one and all. Commander Cookson paid full tribute to the 'Bomber Boys' who lost 44% of their number. The Commander gave the gathering a long résumé on arguably South Africa's most famous fighter pilot, Adolph 'Sailor' Malan. What an unfortunate first name for a fighter pilot facing Hitler's finest! He must have taken quite a 'ribbing' more than once in the Officers' Mess! Sailor's son Jonathan is a member of RAFOC. 'Sailor Malan' survived the war, only to die at the tender age of 53 from Parkinson's disease, a rare and mysterious malady at that time. Quite a pilot. Quite a man. Another of my heroes. Another, not so well known fact is that 'Sailor's' younger brother George was also a Spitfire pilot serving with 72 Squadron and was killed over Tunisia in 1943. Commander Cookson also gave us a no holds barred few minutes on the politics that are crippling the RAF and to a greater extent the South African Air Force. It appears that many politicians are forgetting those famous words from General Billy Mitchell after whom the famous World War II North American B-25 Mitchell bomber was named and decreed some 75 years ago, "that the side that had air superiority would win all wars in the future." How prophetic were his words.



Wing Commander Nigel
'Cookie' Cookson RAF.



Paul Lastrucci EAA
National President.



Kevin Storie Aero
Club of SA GM.



Stan Oliver RAASA
Chairman, RAFOC member.



Arnie Menegelli's Eqsra Flying Lions
Harvards doing the flypast.

Evans VP1 For Sale. After some long deliberation and soul searching, Tony van den Heuvel has decided to put his VP1 up for sale. Tony built the aircraft in the early 90s and the late Martin Clark did most of the inspections. I test flew it on 28 August 1994. It went to Margate in 1995 on a two day safari and took a couple of prizes and then he flew it to Nelspruit a year later. The VP1 has just over two hundred hours total time and is built strictly to the plans as only Tony could. He is willing to let it go to the first enthusiast who rushes through the door ahead of all the other eager buyers for the very reasonable sum of R 85 000.00. Mike Davis EAA Chapter 322 mike@pluto.co.za 083 601 4750 [Tony built the GP4 ZU-CLC that Chalkie flew from Cape Town to London and back to annihilate the 69-year standing Henshaw Challenge in May 2009. ZU-CLC received the Best Wood Construction Aircraft award at the 2013 Brits EAA Convention - KJ]



EAA Airventure 2013 Oshkosh USA lights up the monthly EAA Chapter 322 meeting - by Gordon Dyne

Some 60 members and friends of EAA Chapter 322 met on Wednesday 4 September at the Dickie Fritz MOTH Hall in Dowerglen for the monthly meeting. I can never drive through those hallowed gates of the Shell Hole without thinking of those two Jeppe High School masters Dickie Dashwood and Fritz von Linsingen after whom the MOTH Hall was named. The two men were killed together during the Battle of Bardia in the North African Campaign on 31 December 1941. They had been great friends since their early school days. Lest we forget.

I defy anybody to find a greater bunch of guys and gals, who share the same passion as the members of EAA Chapter 322, anywhere else on planet earth!

Delicious hamburgers greeted us and those accompanied by a cold beverage or two from the bar put us all in the right frame of mind for the formalities that followed. Thank you very much Wally and Ann Ferreira for your warm welcome. Our chairman Captain Karl Jensen was on form, adding his humour to an already lighthearted meeting. The formalities were quickly dispensed with and after a quick break we settled down to the Gee Whiz minute presented by engineer Paul Sabatier. All about aircraft batteries. Very interesting it was too. After the 'Swindle' was drawn, Athol Franz, photographer, journalist of note and the editor and owner of South Africa's foremost aviation magazine African Pilot, stepped forward to the microphone and presented a video presentation of his 14th consecutive trip to the Mecca of Aviation, Oshkosh, USA. The photographs he showed in addition were quite stunning and apart from a fair few by Athol, there were also some great contributions from African Pilot's team of top photographers Christine Brits, Willie Bodenstein and Deon Prins. I have been to Oshkosh three times in the past decade and the evening's show made me yearn to go again. Thank you very much Athol, your team and Neil Bowden, who runs Air Venture Tours to Oshkosh where the main camping street is called Mandela Boulevard and the whole South African campsite is known lovingly as Camp Plakkerfontein. The South African flag of our Rainbow nation flutters proudly amongst the tents.

Soon, another great evening was over and we wound our way to our loved ones and then back to our wives. Thank you Karl and your committee for all the hard work. Particular thanks to our PR lady, Trixie Heron, who is everywhere doing everything! These evenings are such fun, sharing our love of aviation.



Sid Bottom, Bob Allison, Gordon Dyne.



Damien Rogans, Roy Watson.



Mark Clulow, Trixie Heron, Deena Gounden.



Clive King, Geoff Fish, Jeremy Woods.



Athol Franz takes a ballot from Gordon Radcliffe for an African Pilot photo competition.



A low key event with EAA Chapter 778 Port Elizabeth - by Régo Burger

We received an invitation for a breakfast fly-in from the Grahamstown flying community. On the day of our fly-in, the wind was pumping well above 20 knots so the lighter aeroplanes such as Kitfoxes and RVs and others that might blow over, sheltered behind windbreaks like hangars. Considering the miserable windy weather, there was a good turnout with 8 aircraft taking part. The real enthusiasts drove out just to be with their flying buddies. The guy in the Whisper was brave with a 16 meter wing flapping in the wind. This was not for the fainthearted and he left before the end of breakfast so I did not get a snap of his aircraft. Folks the wind she was blowing. Thanks to the sponsors, to Larry and Sharon McGilliwie who run the Grahamstown Flying School, and to all the chefs for the great breakfast.

Our ground speed from PE to Grahamstown was 152 knots, OAT at 1500' AGL was 4°C and it was the first time I had low water and low oil temperature warnings at this level in years. Heading home, ground speed was 112 knots IAS 132 knots. Closer to PE the wind was pumping 30-38 knots. I must say with the vortex generators, medium canard tips and a headwind and CG centered, I can land pretty short. I did not even need to use brakes and rolled to a stop within 600 m. Elevator trim was neutral, note canard tip in one image. My wife Johanna was sitting on the C.G. so the turbulence did not rattle her - I even saw a few smiles.

Besides my Fish Eagle, we had ZU-EVX Subaru turbo RV-7, Mike Spearpoint's Kitfox, a Sling, the 2 Jabirus of Patrick from East London and Peter and Alison Bain from PE, a Cessna 182, ZS-TAM and Andrew Young's ZU-EOY which departed early to brave the winds back home. Real hungry folks who were willing to brave the strong winds for a good hearty brekkie.



My wife Johanna with my V8 powered Fish Eagle.



Passing the Sundays River mouth.



The gaggle at Grahamstown.



RV-7A and Kitfox sheltering behind the hangars.

WHASSUP! CALENDAR OF EVENTS

We can only display your events if you send us the information!

02 October Wednesday: EAA Chapter 322 monthly meeting. Dickie Fritz MOTH Hall Dowerglen Edenvale.

05 October Saturday: EAA of SA National Council Meeting - Aero Club boardroom adjacent to EAA Auditorium, Rand Airport.

12 October Saturday: Chapter 322 EAA Young Eagles at Lichtenburg (Lichtenburg Lugbrug) - see Page 2.

13 October Sunday: Piper Cub Migration Fly-in to Baragwanath. Contact cwatson@stithians.com

02 November Saturday: Magalies Gliding Club breakfast fly-in invitation. Contact Bob Allison 082 879 0591 for airspace details and Carol Clifford 082 923 7147 or Charl 083 252 0867 for further information.

02 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

08 to 10 November: EAA Sun n Fun Chapter 1503 Bloemfontein and Airshow at 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.

John Illsley's Aeronca C3 again - by Karl Jensen

On the way back from the Nyoka Ridge International Vulture Awareness Day fly-in, Eugene Couzyn flew to Fly Inn in his Alo after suggesting an afternoon Heart Foundation type braai at my hangar. Eugene's sister was visiting from the UK and we reckoned this was a good idea. This meat tanning was duly carried out amidst much mirth and chatter sans any strong beverages - quite a pleasant experience. As the coals from the braai were doused, an invite arrived across the ether from John Illsley to hop over to the nearby Petit airfield where he was to have his newly refurbished Aeronca C3 test flown by John 'Fluff' Mc Kerchar. The set task was for Fluff to carry out a 5 minute timed climb as required for the issue of an ATF.

On our arrival at Petit, the C3 had a flat tyre which was quickly pumped by Hugo Erasmus who owns the airfield and shelters a swarm of Alouette IIs and IIIs in his hangar with tools to look after them - what a treasure trove that is! When the C3 was pushed out, it took 3 or 4 swings and the 35 hp (at sea level) engine did not exactly burst into life, but rather popped away merrily. Fluff carried out the required tests without further ado and gave us a few fly-bys in the still air of the late afternoon. As the sun was drawing water, we mounted our steeds and floated off back to Fly Inn and then went our merry ways off into the sunset. Combined with the fly-in to Nyoka Ridge, what a glorious day of flying fun we had.



The Aeronca C3 ready to go. John Illsley sprays silicone oil into the tappets of the Jap engine. The C3 taxis out to fly.



The Petit hangar with dusty treasures that will certainly fly again.



Eugene Couzyn departs into the sunset in his Alo II.

Completion of the South African Group-Built Van's RV-12 - extract from article by Leon Erwee

Our RV-12 plane which featured in the American monthly 'Sport Aviation' has now made it into 'Kitplanes' too - neat Springs hangar and all: "Whilst visiting Oshkosh in 2009, we marveled at Van's red RV-12. Back in Johannesburg in March 2010, I joined nine aviation enthusiasts in building a project initiated by serial RV builder Rudi Greyling. As an engineer, I was working side by side with auditors and other diverse professionals, gelling into a team, well taken up with what we were achieving. This labor of love was a tremendous learning exercise. We completed the plane in early 2011 by working one full day over weekends every fortnight. Once it was completed, we were left with a feeling of loss - missing the camaraderie only attained by such intense involvement and seeing a fine specimen evolving. It flies like a dream and some of us have already acquired our Sport Pilot licenses and are building hours. Van's support was excellent, and time will have to be found to take up another challenge."



September 2013 EAA Flying Legends' Talk Show another success - by Gordon Dyne

It is often said that a Chartered Accountant is a person who did not have the personality to become an undertaker! Well, that myth was put firmly to rest at the Flying Legends' Talk Show last on 12 September when the guest was Mark Clulow CA (SA). Those of us who know Mark well, know something of his amazing military career, but if you met Mark in church, you would assume he was the choirmaster or a church warden as he is so quiet, modest, unassuming and a thorough gentleman! Most unlike the majority of pilots I know!

A full house at the Auditorium at Rand Airport greeted Mark and Master of Ceremonies Dr Mike Brown, with great enthusiasm, as the talk show began. Mark Clulow was educated at Michaelhouse in KZN and after he matriculated in 1974 he was immediately called up for Military Service to the army. Whilst at Infantry School in Bloemfontein, Mark was one of a thousand young men who volunteered for pilot training. This number was soon whittled down to a mere handful or two and Mark, being academically sharp, was one of the fortunate ones who began pilot training with the SAAF. Mark trained on Harvards and Impalas. In 1979, at the age of 22, Mark was selected for the Mirage III training course. In 1980 Mark was posted to 1 Squadron flying Mirage F1s. He flew many operational sorties during the Angolan war, including Operation

Sceptic. Mark gave us a wonderful illustrated talk from his flying days. Few of us knew the extent of Mark's incredible flying career, the dangers he endured, the friends he lost in combat and the lighter moments which are essential to blank out the death and destruction going on around all men in combat. The audience was very surprised to learn that Mark left the SAAF in 1981 with 1 000 hours and 20 minutes under his belt and never flew a small plane again for the next 27 years! Mark's commanding officer was the late, great Brigadier General Dick Lord (another of my heroes and author of the brilliant 'Vlamgat' and other superb books) to whom Mark turned for advice. The General actively encouraged Mark to follow his heart. An amusing aside was that Mark had to repay the SAAF some R2 000, as he left before the end of his contract, but Mark believed that he had cost the SAAF some R30 million in training, fuel and the ordnance he had used up!

He subsequently joined Price Waterhouse as an articled clerk and has been a Chartered Accountant for many years with his own Practise, has a lovely wife Rene and four adult children who were amongst the audience to learn much about their Dad, facts known only to a select bunch of SAAF flying colleagues.

I am glad to report that Mark finally returned to flying light sport aircraft in 2009 and is now a valued member of

EAA Chapter 322 and recently accepted nomination as its honorary treasurer and was elected EAA of SA National Treasurer along with Murray Nel for 2014. Mark also is a part time flying instructor at Circus Airfield, near Alberton, flying Bantams, Jabirus and Rainbow Cheetahs. What can I say? Thank you very much Mark for an absolutely brilliant evening. Your SAAF career left me green with envy. Envy is a nasty trait, but I cannot help myself. No talk show would be possible without an outstanding Master of Ceremonies and Dr Mike Brown, (following in the footsteps of the irrepressible Captain Karl Jensen), with his splendid inquisitive ways, charming bedside manner, relaxed style and knowledge of the SAAF and many of its bases and characters all added colour and legitimacy to the evening. Mike's very time-consuming research on his guests is exceptionally thorough. Well done the Flying Doctor. Thank you Jeremy Woods, Auditorium Convenor, for finding another exceptional Flying Legend. I don't know how Jeremy does it. Mark proved to be a real 'dark horse'. Thanks too, to Anne-Louise Woods and Trixie Heron who 'manned the door', to master braaiers Coen Swart, Pottie Potgieter and Ronnie Alcock for mean steak and boeries and to Stephen Theron for assisting in the bar. *[Gordon, you do a much appreciated great job with your dedication to EAA and hard work running the pub and producing prolific reports - KJ]*



Rene Clulow announcing the raffle ticket winners, and Jeremy Woods.



Mark Clulow looking very relaxed in the hot seat.

A Flight over Istanbul in a Socata Tampico - by Marie Reddy EAA Chapter 322

Three weeks before leaving for Turkey, I started a search for a flying school, club or association that might be able to assist me with arranging a flight in Istanbul. This city is home to between 12-17 million persons (depending on whom you speak to) and has history dating back to the Byzantine Empire.

After a week of travelling around Turkey, I got back to Istanbul a day before my return to SA and I still had not received confirmation that I would be able to fly in this city. That evening I received a response from Evren Simsek of Istanbul Flying Club with contact details of a pilot who might be able to assist me to do this before my flight back to SA the next day. Selçuk Aner, a private business consultant was willing to take the afternoon off work and meet me at the Sabiha Gökçen Airport for a flight in his Socata TB-9 Tampico. The team at Istanbul Flying Club are most accommodating and tried to get me through the official airport channels to the aircraft as quickly as possible.

In truth, I do not think that they believed I would actually materialise. After a few calls to airport officials, I was escorted through for a passport check and a vehicle was ready to drive me to TC-AIR. It seems that private aviation has stringent controls and regulations and is not an easy business in Turkey.

LTFJ is an international airport and I was relieved that it did not seem as busy as Atatürk International Airport on the European side of the city. Selçuk and I were assisted by a technician to get the chocks off and pre-flight checks done. We got clearance at 15h15 for an intersection take off from runway 24. The weather conditions were perfect - a clear blue sky, 26°C with a light and variable breeze. With my limited experience in Cessnas and Pipers, this Socata was an easy adjustment. We flew west over the Sea of Marmara and the Princes' Islands before heading north over the Bosphorus Strait and up to the Black Sea. What a thought - Asia on our right and Europe on our left.

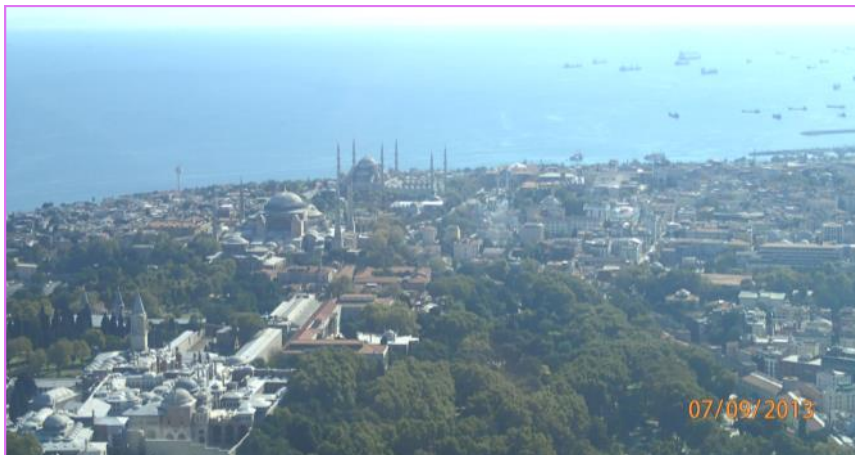
Selçuk pointed out where he lives and went to school. He told me about some of the history of the city while we made a note of the location of the US Embassy, in order to adhere to the proximity restriction NOTAM. The city looks well-structured and organised from the air, with architecture that is cross-religious and cross-cultural spanning a few thousand years. A glimpse of three major historic sights were lined up and made a great opportunity for a photograph; Topkapi Palace, Hagia Sophia and the Blue Mosque located at the edge of the Golden Horn waterway and the Sea of Marmara. After a slow cruise back over the Sea of Marmara and Princes' Islands, Selçuk took control for a quick landing ahead of a Boeing 737-800 on runway 06 at 16h15. I'm grateful to Istanbul Flying Club and Selçuk Aner for making it possible for me to get my hour in the air in Istanbul, spanning both continents in TC-AIR. *[Interesting to note that Sabiha Gökçen International Airport was named the first female combat pilot in the world. -TH]*



Above: The Tower overlooking the Golden Horn joining the Bosphorus Strait.

Top right: Topkapi Palace, Hagia Sophia and the Blue Mosque.

Right: Marie Reddy and Selçuk Aner's Socata Tampico.



CONTACT Is the official newsletter of EAA of SA. This edition was compiled by Karl Jensen and edited with love and kisses on 30 September 2013 by Trixie Heron. All material is gratefully received from all Chapters and members. Remember that this is your newsletter, so please submit material for the next issue by 25 October to karlpix@icon.co.za. Thanks as always to Pilot's Post, African Pilot, Aero Club of SA, Orange Tails, Gordon Dyne and those fine people who regularly support our newsletter and our EAA movement. We wish you all lots of fun and safe flying. To fly or not to fly is not even a question! Regards, Karl Jensen