



From where I sit and handing over the reins of CONTACT! - by Karl Jensen



My first visit to Oshkosh was in 1983 while I was a fresh young Captain in SAA flying 747s during a layover in Houston, Texas. I believed then (and still do) that the EAA was a mighty fine organisation to be associated with. Since my retirement from the airline in 2003, I involved myself in our

organisation and have enjoyed putting a lot of effort into trying to make the organisation in SA a good society to belong to. As this issue of the newsletter is the final one with me at the helm, there are some facts that need to be aired. For the past 5 years I have been bashing away at my PC and banging my head against a brick wall for this newsletter. Come hell or high water I have managed to send out monthly issues of CONTACT! on a regular basis. For much of this time it has been a labour of love, but it has impinged on my time and that of my family in a big way. I have always applied maximum effort to ensure that CONTACT! is a newsy journal and that it is a true reflection of what cooks in the EAA in South Africa. My view is that the newsletter itself and the news we have been publishing is a cohesive force in keeping the EAA in SA alive and well as a viable organisation.

The bashing of my head resulted from continuously having to ask, beg and cajole Chapter Chairpersons and members to submit snippets of news and activities that might have taken place in their clubs. Most of the time the requests fell either on deaf ears or my letters were simply ignored. It takes little initiative and only a few minutes to report on events, meetings, happenings, fly-aways, build projects, talks, experiments and sending of appropriate pictures from your Chapters. With Trixie Heron's assistance, the reports would be made suitably presentable for CONTACT! I am proud to say that we have succeeded in taking the most basic articles and making them look good and read well, while always maintaining the integrity of the text and the individual writer's own particular and often much-loved style of speaking and writing, without anyone being any the wiser.

I would like to put a very pertinent question to all our EAA Chapters around the country and it is simply this: do you really consider that you comply with the minimum requirements to entitle you to claim the honour of calling yourself an EAA Chapter? How many of our Chapters hold regular formal meetings as required by our EAA of SA Constitution? Do we even know who are the committee members at the various Chapters? To be recognised as an EAA of SA Chapter, your club is required to have a minimum of 10 paid up members, and the minutes of meetings should be made available to (and from) the National Secretary. To hold and run regular meetings that are fun and interesting, meetings that will encourage continued and new membership, takes a lot of input, initiative and dedication. The dynamics of the EAA have of course changed over the years, but in my view the momentum and far-reaching influence of the organisation should be maintained. Those of us who have had the privilege and good fortune to participate in many and varied activities should ensure that these experiences are shared as widely as possible with existing and prospective members of the EAA. Our affiliation to the Aero Club of SA is essential, no matter what form of recreational aviation you take part in. It does not require a genius to realise that without this body, recreational aviation would suffer from extreme short-sightedness and run the risk of being legislated out of existence. Why should we in South Africa see ourselves as any different from many of the other countries on the continent? The authorities, rightly or wrongly, either look upon aviation as merely being transportation or purely an elitist pastime and an easy cash cow for exploitation. Beware fostering an apathetic attitude, because it is up to each and every one of us to prevent a bad attitude from inadvertently causing our demise!

My sincere thanks and appreciation to those of you who have contributed to CONTACT!, whether it has been once, twice, or numerous times. I ask you all to please support the new helmsman, Gus Brown, and I wish all strength to his elbow. Remember, as members of the EAA we are all volunteers. As volunteers we all need to support those members who are willing to stand up, be counted, take control and shoulder the responsibility. After all, it is for the good of our very own EAA and recreational aviation as a whole.

May you and those nearest and dearest to you have a blessed Christmas with good health, lots of fun and safe flying in 2014.

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AEROBATICS; "GO BIG - GO SAFE - GO INVERTED" - by Ashleigh van der Westhuizen

The advertisement read "AEROBATIC FUN FLY-IN. Please join us for a fun fly-in to Parys on 13 October 2013". Fun day? I think this is a very modest statement; I would rather substitute *fun* with 'a life-changing event'. There are only a handful of people I know, who have or will participate in aerobatics and I am proud to say that as of the 13 October 2013, I am one of the lucky few. My dad, Mark Clulow, and I had an early start on a beautiful Sunday morning flying to Parys for a day that quite literally took my breath away. We arrived in Jabiru style, being the 6th Jabi to join the circuit at the same time. Someone on the radio said, "THIS IS CHAOS!" followed by a chuckling response, "That's Jabiru Pilots for you." It was like the arrival of hungry vultures, one after the other, to eat their long waited yummy Parys breakfast and koeksisters. When we landed, what a sight, more than fifteen aircraft lined up, from Jabirus to Extras to RVs - a pilot's paradise. Breakfast was in the Montgolfier Restaurant where all the pilots did what they are good at - eating, socialising and let us not forget flying jargon talk. There were a few things that I noticed: ALL pilots wear caps (who knows why?) and they all constantly talk of a bug?? Now, I did medical, I was trying to think medically "What bug affects pilots and pilots only?" hmmm that baffled me, the little blond that I am.

The events of the day were professionally presented with a printed programme detailing an introduction to aerobatics, the importance of safety. We were introduced to the aerobatic team. The team included Barrie Eeles, Charles (Boris) Urban, Elton Bondi, Glen Warden, Johnie Smith, Cliffy Pike, and many more. We commenced with a minute of silence to pay our respects to the former aerobatic champion, Glen Dell, who tragically died at the Secunda air show the previous day. All of the aerobatic team and the other pilots who attended this event, people were deeply saddened by this tragic loss.

I was paired up with one of the aerobatic team members, Clifford Pike. We started with something called a pre-briefing, and this is where my adrenaline started kicking in... and so was his. Cliff's passion for aerobatics came out through his hand actions, describing what manoeuvres he was going to do. I was strapped into the front seat of his Giles aircraft. The aircraft had a rainbow of deep metallic blue, red and white, with a slogan of "Fly it like you stole it". "Now this is what I am talking about", I said to myself. As a person, I am a tad crazy, my parents would not say 'tad' but I have done many crazy stunts such as skydiving, gorge swinging among others, but nothing compares to the thrill of my aerobatics flip. Flying in a straight line for these pilots isn't invigorating enough, so they mix it up with loops, inverted flight, rolls, dives, spins, abrupt changes in direction, flying like a rocket into the sky and stalling while falling down towards the ground - as if that is not hair-raising and daredevil enough for you. During my first inverted manoeuvre, I had the most incredible view of the beautiful and peaceful Vaal river flowing over the rocks and gushing downstream, my world had been turned

upside down (excuse the pun). Once we recovered from this manoeuvre, I realised my life would never be the same again. I asked Cliff, "Is this what life is about?" and he replied, "Welcome to life!" I felt this overwhelming sense of freedom with a mixture of adrenaline running through my veins. My life was like a dream, I was in my absolute element. The rest of my flight consisted of me screaming with excitement and showing the thumbs up sign to Cliff. My debriefing was Cliff telling me that my body is not used to the manoeuvres we did as well as the G-force my body endured. He explained to me that I would feel an overwhelming sense of exhaustion later that night and he was right as I did not make it past 18h30 and I was tired a few days after that (hahaha not funny).

After we landed, I found my feet again and had a cooldrink. I was jumping around like an ADD kid full of life. If someone asked about my experience, I was delighted to tell them about it and when I ran out of people, I started phoning my friends. We watched the rest of our team members enjoy their turn in the aerobatic aircraft and walking away with either a white face or a big smile. Once we all had a flip and knew the aerobatic lingo, the aerobatic pilots then gave us a demonstration of an aerobatic competition sequence. We had a live commendatory from the chairman of the aerobatics club, Barrie Eeles himself.

My Dad and Glen Warden were in SAAF together, flying side by side in Mirages. They have been friends since well before I was born. To my elation later in the day, I was privileged to have a flip in his Extra 300. This aircraft is the powerhouse of all aircraft. The interior of the Extra 300 is pure pristine. Glen took me through his advanced aerobatic sequence. We went through a series of defined aerobatic manoeuvres. During my loop manoeuvre, I experienced +7G. This means that I took seven times my weight in the upwards motion of the loop, to my astonishment I withstood 308 kg - now that is some bragging material. I experienced -3G. At positive and minus ten G-force, you will temporally pass out, as there is not enough blood going to the cranial area. This is my goal for my next flip, crazy right? But totally groovy. Now clearly 'the bug' that the pilots spoke of that day was not of the medical type but all I can say is... I AM AFFECTED BY THIS DAMN BUG!! The bug bit me when I got into the seat of the two aerobatic aircraft and it multiplied after take-off. I have good eating and socialising skills, so all I need now is a flying CAP!



Ashleigh with Cliffy Pike and his Giles at Parys.



...with Glen Warden.



...shortly after 18h30 same day.

Tracey Curtis Taylor flies from Cape Town to UK - by Roy Watson

In 1928, Mary Heath who was the first woman to hold a commercial flying licence in Britain, made front page news around the world as the first pilot, male or female, to fly solo in a small, open-cockpit biplane from Cape Town to London. She flew in an Avro Avian registered G-EBUG, later owned by Amelia Earhart who crashed it on a tour of the USA. The possibility of replicating Lady Heath's epic journey obviously caused a lot of intrigue and now it is being undertaken by Tracey Curtis Taylor, an active pilot at the Shuttleworth Collection at Old Warden where she keeps her aircraft. Having an interest in Africa, she did one road trip and subsequently flew down the length of Africa in an Antonov 2. The time has come and now she is flying her Boeing Stearman from Cape Town to a reception at Goodwood in the UK. Annette Porter from Nylon Films and a film crew, following in a Cessna Caravan, are making a documentary of the flight which follows Lady Heath's route and is based on the book 'Lady Icarus' written by Lindie Naughton. The Stearman she is flying was assembled in Cape Town and she started her journey on 02 November, having been delayed a day by bad weather. She was due to land at Baragwanath on the 3rd but arrived a day later. We prepared for their arrival, even getting out two Amelia Earhart fuel drums, that I got after appearing in the film, to flavour the day. A number of aviators had been there on the Sunday and were able to sign a flag that Jane, my wife, had made to wish her well. When she arrived, followed by the crew in the support aircraft, she was greeted by some members of the Johannesburg Light Plane Club waving South African flags. The afternoon went well and we had a wonderful get-together. Even though it was Monday, there were a number of people to cheer her on, and I think that the team really enjoyed the

afternoon with us. The association with Bara goes back to the 1920s when Lady Heath flew from Bara a number of times. She even took part in a pylon race, which I think she won. Courtney, my son, took Tracey around the clubhouse, showing her some pictures of Lady Heath and other bits of history, including our collection of solo mugs dating back to 1917. We all had a chance to have a chat. We even got her on the solo chair, which initiates pilots into the club, before they had to go on their way to Lanseria! After a briefing Tracey took off and I had the film crew with me in our SUV. We filmed her take-off from behind, by following her by car on the runway, and as per the briefing, lined up behind us for take-off were my two sons, Courtney in my Tiger 'Tiggy' and Patrick in the Cessna 140. They took off immediately and soon joined Tracey in a three ship formation as was done in 1928. During the formation flight they managed to get some super pictures from 'Tiggy'.

I have just read in Lindie Naughton's book that Lady Heath was also caught in bad weather on her way to Baragwanath. The pylon race was from Bara, around a mine dump, around some trees and back to the field. That is almost the same as the first pylon race that I organised for Tigers at an airshow in the 70s. We also went around the mine dump, but our second turn was around the cooling towers, new since 1928. A pity, if I had read it before the day we could have had another pylon race! On Tuesday I met Tracey and Annette at their hotel and took them to Lanseria in the 1955 Bentley. I spent the morning at Lanseria before watching them depart northwards. It is always so wonderful having such an encounter with somebody so dedicated and on such a grand mission. Tracey, all the very best of Irish luck, and may all your cylinders keep firing 1 3 5 7 9 2 4 6 8. We are there with you!



Tracey and Roy Watson with his Bentley.



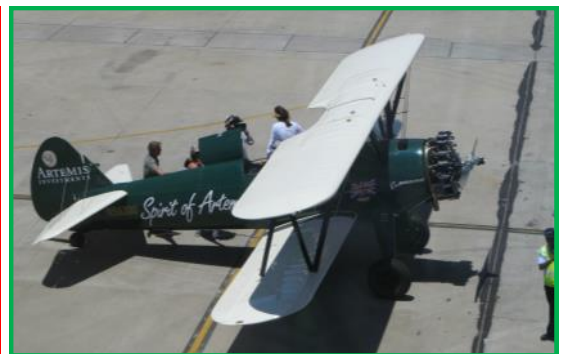
A smiling Tracey watching the formatting 'Tiggy'.



Tracey in the solo chair.



En route from Baragwanath to Lanseria.



Preparing for departure from Lanseria.

Karl Jensen elected unanimously again as Chairman of EAA Chapter 322. Hooray! - by Gordon Dyne



Last Wednesday evening 06 November, more than 64 members and guests of EAA Chapter 322 came together for the November meeting of EAA Chapter 322. The venue was the same - the Dickie Fritz MOTH Hall in Dowerglen, and as usual everyone was met by a beaming Ann Ferreira providing delicious hamburgers and similar to the hungry troops. An army marches on its stomach and so it appears, by the volumes consumed, so does EAA Chapter 322! Ann's other half, Wally, slaked our thirst from his splendid stocks behind his bar, of which he is rightly proud. Wally was ably assisted by the lovely Hayley Hopper.

At 19h30 hours sharp our Chairman the sprightly, youthful Peter Pan of aviation, Captain Karl Jensen, called the meeting to order and ran through the Minutes of the October meeting and all pertaining points thereof. Other matters were dispensed with in double quick time so that the 2013 Annual General Meeting of the Chapter could get underway. Karl ran through his Chairman's report outlining all the activities in which the chapter has been involved this past 12 months. Enormous thanks were given by the Chairman to the real stalwarts of the Chapter and responsible for its success. The Chapter's finances were sound, thanks to the great work by outgoing treasurer Walter Doubell, Potchefstroom University's most mature student!

Then came the voting for the committee for 2013. To everyone's great relief Karl Jensen was elected unanimously as Chairman again. Thunderous applause greeted this decision. We all sincerely hope that Karl will now be Chairman for life. Steven Theron was elected once more as secretary and Mark Clulow C.A. (S.A.) and former SAAF Mirage pilot, replaced Walter Doubell as Treasurer. Dr Mike Brown continues as Vice-Chairman and Convenor of EAA Young Eagles. A strong team all round. Thank you everyone for accepting your nominations. Without you all, Chapter 322 would fail to survive.

After a short break we sat back to listen to the General Manager of the Aero Club - Kevin Storie, who gave an illustrated talk accompanied by a DVD on 'Safety First Aviator - Second Phase'. Kevin will be giving this excellent talk to aviators around the country, emphasising safety. As most aviation accidents are caused by pilot error, pilots need to change their preparation, outlook and attitude. Too many deaths have occurred this year marring the enjoyment of flying. Thank you very much Kevin. I know we will all try and do better.

So ended another successful evening with EAA Chapter 322. Thank you to all those present and my personal thanks to Karl Jensen for his never-ending stream of humour and youthful enthusiasm which keep us laughing. I know I speak for everyone when I say, "Welcome back again to the hot seat, Mr Chairman. May you live forever!"



Mike Brown receives the Aero Club Silver Wings Award from AeCSA Chairman Jeff Earle. Mike was overseas during the Official awards function. EAA Nat President Paul Lastrucci looks on in the background.



Kevin Storie GM of Aero Club during the 'Safety First Aviator - Phase Two' presentation.



Veteran ATC Bob Allison was made an Honorary Member of EAA Chapter 322 Jhb at the AGM.



322 Technical Officer Kevin Hopper.



The Chairman says, "This EAA 322 business should be taken seriously."



Sharlene Earle doesn't believe him!



PETER HENGST MEMORIAL BREAKFAST - BRITS 09 NOVEMBER 2013 - by Eugene Couzyn

The Chapter 322 Memorial Fly-in to commemorate the untimely death of former Chapter 322 Chairman, Peter Hengst, continues to be an important event on the EAA flying calendar.

The Brits Flying Club has hosted the event superbly for 5 years now, and this year was no exception. The welcome we always get when flying in to Brits is a huge incentive to keep going back and the breakfast served would have done any 'Boerefees' proud.

A gaggle of aircraft from around Gauteng congregated at BFC on Saturday morning amidst great camaraderie and lots of aerie talk, balanced with respect for the seriousness of the occasion.

Notable amongst the attendees who flew in for breakfast were Karl Jensen, who arranged the event, Mike Brown, Brian Stableford, Brian Appleton, Nico Brandt, Gordon Dyne, Ricardo de Bonis, Clive King, Trixie Heron, Rob Jonkers, Archie Kemp, Irene Naude, Justin Gloy, Duncan McKellar and Charon, John and Janet Reeder, Frank Bonfils-Persson and Ron van Lear.

In all, there were some 12 aeries from 322, other than those based at Brits. Several of the 322 pilots took part in the Rally organised by Mary de Klerk, and from his own account, our Chairman built up quite a sweat trying to keep ZU-VAL on track and up to speed. He garnered a 3rd place for his first effort.

After breakfast, Clive King, Trixie Heron and I touched in at The Coves to see one of my clients before winging on to Glen Afric for a drink on the deck overlooking the reserve. To Trixie's delight, we were treated to some great game viewing whilst we quenched our thirsts. A stream of blesbok, zebra, wildebeest, ostriches and Impala paraded for us while we relaxed in comfort on the elevated deck.

Clive is really enjoying the Alo and a little more stick time will have him hovering with ease. We helo jocks don't like to admit it, especially to plank flyers, but helicopters are really easy to fly.

We arrived back at Grand Central at about 17:30 after a fantastic day of flying around with friends.



Glynnis Mason, widow of Ron Mason BFC who was sadly murdered , with Karl Jensen and Christel Hengst, widow of Peter Hengst.



Eugene Couzyn, Trixie Heron and Clive King with Eugene's Alo II at Brits.



Rob Jonkers bunkering his 172 .



Brian Appleton in his Chipmunk with Nico Brandt.



Deformed pole after Irene Naude's dance routine.



Archie Kemp force feeding a reluctant Brian Stableford.



Mary de Klerk and Karl proudly display their Rally certificates.

Plans built J3 Cub - by Thys Basson

We own and operate a J3 Cub full scale replica, Like, ZU-CJM, from Wonderboom (FAWB). The aircraft was built by Cyril J Manser (CJM) in 2003, (mostly) from Piper plans. It is, as far as we can ascertain, the only Cub with an Aluminium tubing airframe. The engine is a Continental C85 driving a wooden prop. It holds 80 litres of Mogas in (Bushbaby) wing tanks, which is not standard J3 configuration but it "makes the legs a bit longer".



Here we are, somewhere north of Wonderboom, doing what we like best. Picture was taken by Hans de Beer from his Kitfox 7SS.

Crosswinds Airfield Aviation Hazard: Kindly note and take immediate special precautions and added vigilance. The African Nest adjoining the Crosswinds airfield has erected a number of lightning conductors on the southern side of the airfield boundary. Please take note of this development and pass on to anyone else you know that may be flying into or from Crosswinds.

FLY SAFE! Kind regards, Trevor Davies



DO IT! - by Karl Jensen

African Pilot and Pilot's Post have both regularly given EAA the most fantastic publicity on a weekly basis. We all owe Athol Franz and his team, Willie Bodenstein and Juri Keyter a debt of gratitude and I believe this can be shown by subscribing. I often ask our members and other aviation aficionados if they subscribe to the African Pilot weekly newsletter or to Pilot's Post.com. Most replies are a simple 'no!' There is no cost involved to subscribe to either media and you do not get

bombarded by unwanted information. The African Pilot Newsletter arrives on Mondays. Simply follow the link <http://www.africanpilot.co.za/> At the lower right of the HOME page is the Weekly Newsletter sign up link that looks like this graphic.

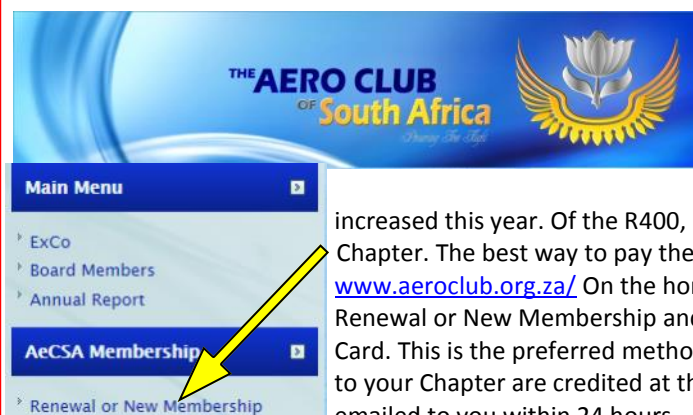


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the update, you merely click on the supplied link. You will be surprised how easy and worthwhile the process is.



EAA and Aero Club Annual Subs

Subscriptions are again due on 01 January but are payable for 2014 from 15 November this year.

The total annual cost of belonging to EAA and affiliation to The Aero Club of SA is R730. This is made up of R350 for Aero Club dues and R400 for EAA subs. EAA subs have not

increased this year. Of the R400, half goes to EAA National and the other half goes to your Chapter. The best way to pay the subs is via the Aero Club website <http://www.aeroclub.org.za/> On the home page on the left side on the AeCSA Membership, click on Renewal or New Membership and then select **Option 1** which is for payment by Credit or Debit Card. This is the preferred method of payment as the transaction is instant and the monies due to your Chapter are credited at the same time. Your Licence insert, which you may print out, is emailed to you within 24 hours.

You are required to be a member of AeCSA if you fly a NTC aircraft or take part in National Events. If you do not require to be affiliated to Aero Club, make arrangements with your Chapter Secretary/Treasurer.



Can you help this enthusiast?

I live in the Boston (US) area and have an interest in the VP2. Some time ago I had several email conversations with a gentleman in SA who had a VP2 with narrow chord ailerons. Unfortunately, after retiring, I seem to have lost his contact details on my computer. Do you happen to know this particular VP2? I am considering buying a VP2 (from Sweden) that has narrow chord ailerons and I'm quite interested to find out more about this modification. Contact Paul Madden.



UK registered VP2

paulmadden707@gmail.com



EAA Sun n Fun 2013 Bloemfontein - by Jack Onderstall Chairperson EAA Chapter 1503 Bloemfontein - Event Organiser

All Trophies were new and fully sponsored. The trophies were a brass Spitfire mounted on a wooden base with the Sponsors name listed on each. These are all floating trophies which we will do our best to keep track of. The event was successful in many aspects. It paid for itself (zero cost to EAA South Africa) leaving Chapter 1503 a small margin of profit. Unfortunately it did not generate sufficient funds for our Chapter to reach its goal of a PPL sponsorship award.

The skydiving was not part of the EAA Sun n Fun organisational tasks. Skydive Central was accommodated and followed their own operational programme. There was an unfortunate dust devil related accident where a skydiver was seriously injured, from which he later succumbed. Haz Quip, the Specialist Fire and Emergency response outfit, took 27 seconds to get to the injured skydiver. This was truly remarkable. I was pleased that for the first time I was successful in being instrumental in organising the testing and issuing of Flat Display ratings for many of the local aviators. Charlie Marais and Chris Briers were phenomenal and made themselves available to evaluate the accreditation process. The team of role players and officials were proficient, well organised and enthusiastic. Each role player or official was issued with an EAA engraved safety jacket. A quad for towing was used throughout the day. The no prop barrier line was strictly enforced.

In my view, the attendance from other Chapters was dismal. I erected a facility for an EAA Tent for the day but unfortunately not one volunteer from EAA South Africa rose to the occasion to actually man the station. It just proves the point that it makes no difference getting the event onto the calendar 12 months in advance. I had invited Neil Bowden to arrange an Oshkosh reunion. Well, needless to say, the reunion did not bear much fruit which allowed Neil and Carolyn to take over the EAA tent and handle the task of EAA Young Eagles. Mike Brown had emailed the necessary formats and documents for YEs which we printed out. Three of our

local Cirrus SR2 owners did 2 flights each and PAC took one load. Thanks to Neil and Carolyn for their unselfish sterling effort. At Sun n Fun, we flew 27 Young Eagles. The day itself had various dramatic problems that had to be sorted out. Some of the events listed on the programme had to be cancelled due to the strong wind later in the day and some of the participants did not show. In a nutshell, the event was very successful which attracted about 1,800 people of all ages. Sun n Fun offered the public an opportunity to hear about the EAA and to witness it in action on an open apron day. They could meet up face to face with the builders and pilots of all types of NTCA. The public could attend an incredible wind tunnel display enthusiastically provided by Larry Homan who had driven to Tempe from Gauteng for the event. Disappointingly, very few aircraft owners entered the judging process, which was strange. This is the second year that I have specifically catered for the Built with Professional Assistance category, which should have attracted more entries. The judges were Marc Kuster (chief), Kevin Hopper, Hennie Roets and 'Spoedbroek' Dieter Bock did an excellent job. Marc kindly handled the Awards function with professional ease. The team that made this event possible were truly remarkable and conveyed the meaning of 'team effort' to the highest degree. The main sponsor, local aviator and owner of Trailord, Bertus Kitzinger, is the type of sponsor you would want to work with, because he leaves no stone unturned in his effort to assist and ensure that the event is successful. The same can be said of Chris Briers of Airteam. It is only with these type of enthusiastic dedicated and passionate people that such events are possible. There were 12 colourful tents erected which were made available to various vendors. Robin Coss Aviation, The Airplane factory and Bundu Aviation took up three of the tent allocations. I extend my sincere thanks and appreciation to all the role players, sponsors, helpers and service.

Jack



Awards for Bloemfontein Sun n Fun 2013

1	Westline Aviation Trophy	First place NTCA	Niel Terblanche RV4 - ZU-FRV
2	Ferreira Aviation CC	Second place NTCA	Dieter Bock - Lancair Legacy ZU-DCB
3	Fantini Air Trophy	Third place NTCA	Fanie Bezuidenhout - Jodel F12 ZS-UJM
4	Salleys Yamaha Trophy	1 st place NTCA professionally assisted	Martin Heneck - RV10 ZU-FNI
5	Jack Onderstall Trophy	2 nd place NTCA professionally assisted	Frank van Heerden - RV9A ZU-VRA
6	Twizza Trophy	3 rd place NTCA professionally assisted	Andrew Conroy - Zenair CH750 ZU-WTF
7	Ferreira Aviation Trophy	Best All Round NTCA	Niel Terblanche - RV4 ZU-FRV
8	Jan Daan Verster Trophy	Concours d'Elégance	Dieter Bock - Lancair Legacy ZU-DCB
9	Wally Goodrich Trophy	Furthest Flown	Martin Venn - RV7
10	Loutrans Trophy	Best Contribution to Sun n Fun	Chris Briers
11	EasyPlan Prize	Best Individual Contribution to SnF	Jack Onderstall
12	Certificates	Outstanding Contributions to SnF	Kevin Hopper, Marc Kuster, Dieter Bock
13	Cash Prize	Donated by Lourens Terblanche	Martin Venn - RV7

Supplied pics on the next page...



Sun n Fun 2013 at Tempe Above: Crowded apron. Below left: Tempe-based Tiger Moth. Below right: 4 ship RV formation fly-by.



News from EAA Chapter 1502 East Coast - by Iselle McCalam

The last Chapter 1502 breakfast fly-away was to McKenzie airfield, Richmond on 29 September. Joined by members of the MG Motor Club, it turned out to be a very social morning with the best bacon and egg rolls provided by the MOTHS. Despite the threatening weather early in the morning, 22 planes turned up and more than 50 people were counted. McKenzie is a really beautiful and well-kept runway and just far enough for a relaxed flight. Unfortunately this time of the year the weather is too unpredictable to plan any fly-aways in advance, but we hope to get back in the air more often in January.



Richmond fly-in attendance shows dedication.

After 8 years of building intermittently, George Morphis believes he is only months away from completing this project. The engine, a fuel injected Lycoming IO-540, has been installed and the last of the rivets are to go in before the interior is tackled. George is privileged to live on a beautiful smallholding on the outskirts of Hillcrest (near the Alvaston mast, for those who fly in this part of the world) with his hangar next to the house and the runway a couple of metres from the back door. He also owns an RV6A ZU-SON.

Chapter 1502 has an active build community and we regularly have informal meetings to look and learn from those brave enough to attempt these projects.

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...continued from Page 8



George Morphis is close to completing his longstanding RV 10 project.



EAA Chapter 1502 AGM

The Chapter 1502 AGM was held at Grassroots, Cato Ridge on 23 November. It was well-attended and the new committee welcomed. The 2014 Chairman is Gerald Maddams; Vice-Chairman - Russell Smith; Treasurer - Mervyn Roberts; Secretary - Alan Lorimer, Safety Officer - Chris Hicks; Events Coordinator - Iselle McCalman.

We thank the outgoing Chairman Craig Ralphs, Safety Officer Alastair Mathews and Treasurer Noel Drew for their dedication and hard work. Noel was Treasurer of Chapter 1502 for 14 years. A special thanks to Kevin Cox, with the help of his wife Brenda, for his time as Events Coordinator. Kevin officially stepped down but is still actively involved in all social matters.

Some of the outgoing and incoming committee members. Left to right: Craig Ralphs, Alastair Mathews, Russell Smith, Noel Drew, Front: Mervyn Roberts, Gerald Maddams and Alan Lorimer.



Whassup! - EAA events to diarise

Although all dates for these events are not fixed, please remember that they are arranged for the benefit of our members.

EAA Chapter 322 monthly meeting - Wed 04 December 18h00-19h00 - at Dickie Fritz MOTH Hall Dowerglen, Edenvale. Guest Speaker: aviation historian John Illsley. The talk is on vintage aircraft "recovery, restoration and replication" (mainly 'warbirds' around the world) with the last segment devoted to his Aeronca C3 project, now the oldest flying vintage aircraft in SA. Boerie rolls sponsored by 322. Visitors welcome.

EAA National Convention and AGM - Margate possibly during April-May 2014.

Nylstroom Vliegklub/ EAA Taildraggers Weekend - Nylstroom 18-19 July 2014.

Makwassie Mojo - Swartpan International Date TBA.

EAA Sun n Fun - Venue and date to be determined.

Peter Hengst Memorial fly-in - Brits Saturday 08 November 2014.

Please advise **CONTACT!** of any event that your Chapter intends holding ASAP to avoid clashing dates as happened this year with EAA Sun n Fun Bloemfontein. We can't support your function if the date clashes with others. 2014 has no less than 25 airshows scheduled, so careful and considerate planning is required.

Where's Woldow - by our Chapter 322 honorary member in the USA

My wife Lisa took a few pictures on our trip 2 weeks ago down to our place on Table Rock Lake. Since it is a 300 nm trip each way, fuel stops were required.

We stopped at VIH, Rolla Missouri where fuel is "only" \$4.99 USD per gallon (for me), and our son is attending college so he could come out and visit (for Lisa). While down at the Lake, Chad Pobanz joined us to help annual the J3 Cub we keep down there (needed to change two cylinders), as well as splash around in the Lake. The water is great this time of year without the summer boaters making wakes all day long. While the Lake Amphibian is slow, its unique capabilities make it worth the long sit of any cross-country travel. The flying season is wrapping up here, at least the fun, open cockpit type as we have high temps near freezing all week, with some snow and lots of wind. I am envious of you entering into the summer flying season, so must plan a journey to visit. Regards, *Ric*.



1: Unfamiliar view of the landing 'ground'.

2: Ric's Lake Amphibian ashore.

3: Amidst strangers at Rolla, Missouri.

Aviation Development Programme Initiative - by Keith Irwin †

Top Flight Academy, in partnership with the National Economic Education Trust, are formulating a programme for advancement of the national interest in the development of scarce skills, in line with the act of December 2012.

Government would like to see more rural persons brought into the sciences, of which Aeronautics is one.

Accordingly, a programme is being formulated which will see the development and purchase of 9 flight simulators, one for each province, and longer term, the provision of a complete aircraft kit to be built in each of the 9 provinces.

One of the big problems is how to deploy such a project. A proposal has been put forward that the EAA be approached to lend its support.

The proposal is that a complete mobile simulator (not CAA approved) to the value of R200 000 be given to an EAA Chapter in each province for the use of that chapter, on the proviso that that Chapter incorporate the simulator into its EAA Young Eagles (YE) programme, that when YEs are flown, the simulator also be available, manned, and that kids from rural areas be given the opportunity to fly the simulator as well. Furthermore, that the Chapter embark on a programme of actually taking the simulator into rural schools, one per month, and educate the kids on aerospace. It must be emphasized that the approach is for all avenues of

employment in aerospace.

Based on the commitment of the Chapters, the relevant Chapter will then be in line to be given a complete aircraft kit to be built by the Chapter, including engine and avionics, using kids both locally and from the rural areas to help in the construction. The aim is to introduce kids to the engineering aspect of aviation as well. Once built the aircraft would be left with the Chapter, to be used as part of the YE programme. It is our plan to rollout this program at the end of first quarter 2014, with all 9 simulators to be in place by the end of 2014. As for the aircraft building project, we would like to start with at least 2 projects next year, with the balance of the 9 provinces rolling out in 2015.

The aircraft kits to be built must be South African manufactured, right now there are only 3 that we are aware of, being the Sling, Skyworx's Teddy and the aircraft produced by Kitplanes for Africa. We are calling for proposals from the manufacturers, including any others that we may not be aware of. Aircraft must be made of modern materials, i.e. no wooden aircraft, and may be rag and tube (steel /aluminium), or aluminium or composite/fibreglass. Aircraft will be evaluated on ease of construction, time to build the manufacturer's support programme, cost and the popularity and flying habits of the proposed aircraft.



Keith Barry Irwin - by Karl Jensen

It is with sadness that we report on the passing of Keith Irwin, an active member of EAA Chapter 322 Johannesburg. Keith died when his RV6A ZU-FJA crashed shortly after take-off from The Coves airstrip to the west of Hartbeespoort Dam Friday 30 November around 14h00 in fine weather. The aircraft took off on runway 36 and turned left after airborne. According to witnesses, the aircraft continued in a steepening bank and dived almost vertically into the ground on an adjacent farm. Keith was the only occupant of the aircraft. On Page 10 is a contribution to **CONTACT!** that Keith, with fine intent, made about a week prior to our deadline. I hope somebody picks up the reins of this worthwhile initiative.

To Keith's family and friends, I extend condolences on behalf of EAA with the wish that Keith may rest in peace.

Brits Flying Club EAA Convention 'After Party'

Roel Jansen, Chairman of the Brits Flying Club extended an invitation to all EAA members to attend a lunch in our honour on Sunday 01 December to thank EAA for holding the EAA Convention at the Brits Airfield. The response by EAA members was rather appalling and embarrassing in my view, with a mere 11 EAA members attending. The BFC manager Johan Booyens and his wife Marinda prepared a delicious boerekos luncheon that was sufficient for many more people than were present. Thanks Johan and Marinda and to Roel Jansen, your hospitality has ratcheted up yet another notch! See you again soon!



Above L: Roel Jansen, Chairman Brits Flying Club and General Brian Stableford.
Lower L: Ricardo de Bonis conquering anorexia.



Above R: Marinda and Johan Booyens preparing steaks to order.
Lower R: Eugene Couzyn emulating Ricardo.



CONTACT! Is the official newsletter of EAA of SA. This edition was compiled by Karl Jensen and edited with love and kisses on 02 December 2013 by Trixie Heron. All material is gratefully received from Chapters and members. Remember that this is your newsletter, so please submit material for the next issue by 01 January 2014 to the new elected **CONTACT!** compiler Gus Brown contact@teamcool.co.za or Trixie Heron editor@afskies.o.za. Our grateful thanks 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 organisation. To fly or not to fly is not even a question! Compiling **CONTACT!** has been an immense learning curve and memorable journey for me. May you all have a Happy Christmas with best wishes for health and prosperity in 2014. Regards, *Karl Jensen*