

## CHAPTERS:

**322 575 592 778 843  
870 973 1262 1500 1501  
1502 1503 1504**

THE OFFICIAL NEWSLETTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION OF SOUTH AFRICA

Photo: Eugene's Aerospatiale Gazelle - Willie Bodenstein

Due to issues beyond the control of the EAA, the decision has been made to move this year's EAA National Convention from the intended venue at Margate to Bethlehem in the Free State over the weekend 01 to 04 May 2014. The AeroClub is hosting a section air show at the same venue over the same weekend.

Bethlehem has fuel, is centrally located and the weather is good at that time of the year.

We thank our EAA National President Paul Lastrucci and the EAA National Council for their deft handling of the situation.



Mark Howse has informed us that, after a very successful Basic Composite course that was run last month, they are planning a follow-up course for anyone wishing to learn how to work with basic composite materials.

The proposed course dates are 14 & 15 March 2014.

Please contact Mark Howse for more info on the course - [memories@lantic.net](mailto:memories@lantic.net)

Vans Aircraft has issued an advisory for its RV 3, 4, 6/6A, 7/7A & 8/8A aircraft to inspect for cracks in the elevator and tailplane. If you operate one of these aircraft, please get a copy and act on it as a matter of urgency.

## Whassup!

Wednesday 05 March  
Chapter 322 Meeting,  
Dickie Fritz MOTH Hall

06-09 March  
EAA Stand at Hobby-X  
Coca-Cola Dome

Thursday 13 March  
EAA Flying Legends Talk Show  
featuring Wing Commander  
'Cookie' Cookson  
RSVP [eea.talkshow@icon.co.za](mailto:eea.talkshow@icon.co.za)

Saturday 15 March  
EAA of SA National Council  
Meeting at Rand Airport  
[skt@iafrica.com](mailto:skt@iafrica.com)  
plus

Saturday 15 March  
EAA Auditorium presentation by  
Bill Leftwich from  
Gulfstream, USA  
[editor@afskies.co.za](mailto:editor@afskies.co.za)

Saturday 22 March  
Chapter 322 Brekkie Fly-in to  
Mongena Lodge  
[editor@afskies.co.za](mailto:editor@afskies.co.za)

Saturday 29 March  
Project visit to Rob Jonkers'  
Boeing 737 Simulator  
plus bring & braai  
[robjs1000@yahoo.com](mailto:robjs1000@yahoo.com)

Saturday 05 April  
ATNS/ JLPC (Johannesburg Light  
Plane Club) Fly-in for breakfast/  
lunch at Bara-G  
[cwatson@stithian.com](mailto:cwatson@stithian.com)

## Inside this issue:

Birth of a Gazelle .....	2
Chapter 322 Build Project .....	3
BearHawk Project Visit .....	4
Anti-poaching Patrol .....	5
Vintage Eastern Cape .....	6

Chapter 1502 February Breakfast Fly-in .....	8
MISASA Kittyhawk .....	8
EAA Flying Legends .....	9
Chapter 1501 Volksrust .....	10
Chapter 322 Meeting Report .....	12



# Birth of a Gazelle

GAZELLE STORY by Eugene Couzyn

I have no doubt that many EAAers will remember the dramatic arrival of the RAF liveried Gazelle at the Mile High Sun n Fun in Volksrust, 2010. She came barreling down the runway at an indecent speed, climbed at 45 degrees till she came to a halt, where upon she performed a 180 degree torque turn and descended again, to land gently at the eastern end of the runway, where the other helicopters were parked.

Whilst I had been mildly interested ever since I first saw this machine in Johan Lok's hangar where my friend Anton kept it, that demonstration of unheard of speed in an affordable helicopter sealed it for me. I spent the following 2 years searching every aviation site offering Gazelle helicopters for sale.

I got quite excited when a parcel of 30 came up for sale in the UK, but I could not afford to bid on them all and there was no way I could choose a particular machine from the offerings. As it has subsequently transpired, it seems that the parcel was bought by a South African company for sale into African markets.

I continued looking and eventually came across a dealer who had a number of machines which appeared to meet my requirements, namely ex-military, not yet civilianised.

We talked the numbers and when it looked like this phase

could work, I travelled to Europe to look at the helos on my shortlist. I made a choice and concluded the deal, subject to finding a way to overcome the red tape. That was over 12 months ago and it has taken

blood, sweat and tears on both sides of the Med to finally land the machine in South Africa. The process is now established, although not straightforward, and I am considering bringing in more machines for enlightened enthusiasts.

The mechanical inspection of my Gazelle has revealed a machine that's in superb condition and state of maintenance, which reinforces my opinion of the French Military maintenance protocols, established with my Alouette II. The cosmetics required some TLC, but I look forward to many happy years of flying.

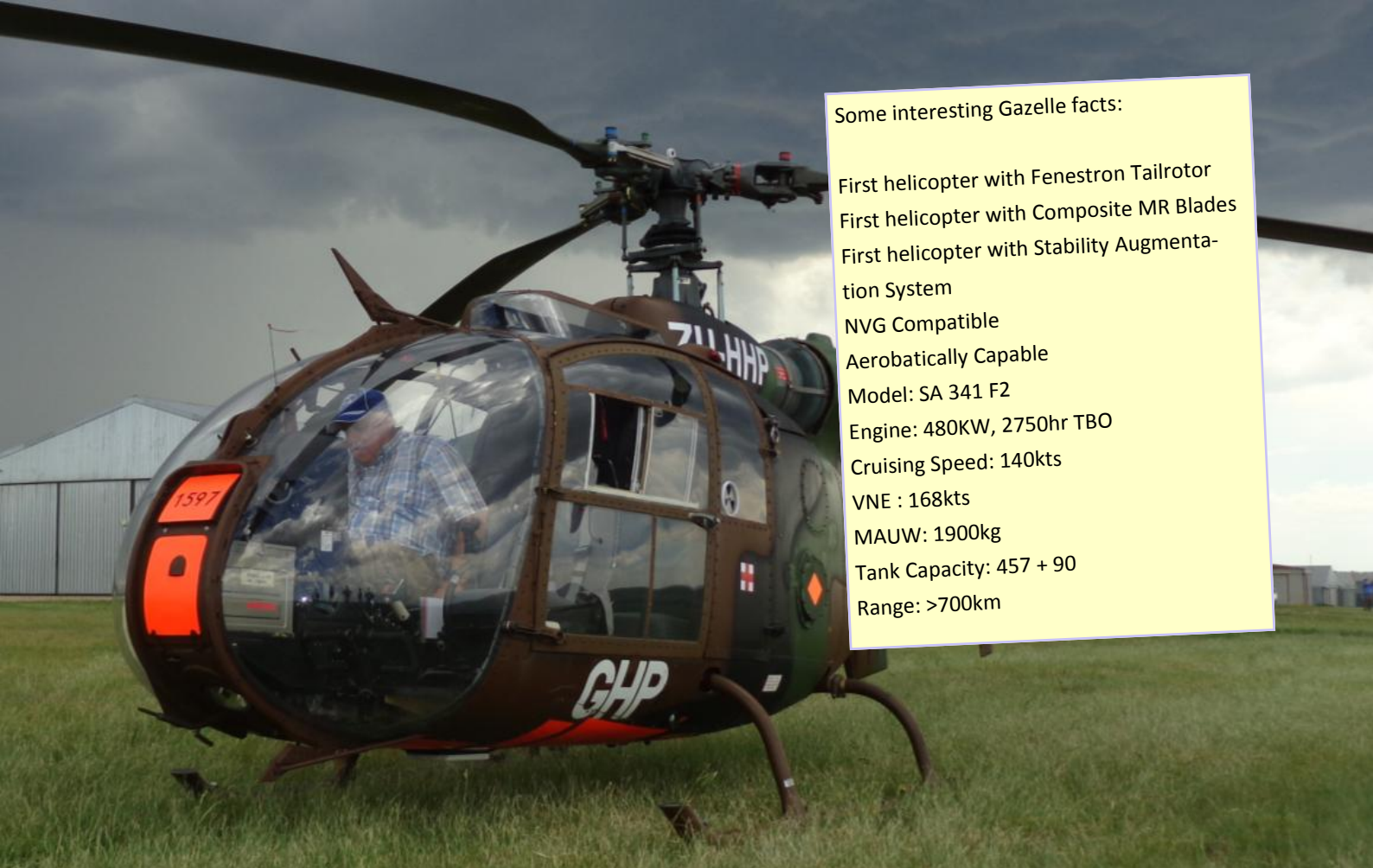
The last hurdle, that of registration on the NTCA register in South Africa, was finally overcome and I am taking huge pleasure flying my supersonic (nearly) flymo.

The AeroClub has been fantastic in driving the programme to register ex-military aircraft.



(Continued on page 3)





#### Some interesting Gazelle facts:

First helicopter with Fenestron Tailrotor  
 First helicopter with Composite MR Blades  
 First helicopter with Stability Augmentation System  
 NVG Compatible  
 Aerobatically Capable  
 Model: SA 341 F2  
 Engine: 480KW, 2750hr TBO  
 Cruising Speed: 140kts  
 VNE : 168kts  
 MAUW: 1900kg  
 Tank Capacity: 457 + 90  
 Range: >700km

(Continued from page 2)

An effective ban has been in force for the last couple of years, driven by the CAA interpretation of the Part 47 Regs, rather than the intent behind the Law.

Enter the AeroClub and Kevin Storie. He approached the problem with a determination which made no provision for failure, and we are fortunate indeed to have the AeroClub looking after the interests of General Aviation in South Africa.

There were many times over the past 12 months that my

advisors told me to pack it in and when I declined, told me that I probably had bought the most expensive jungle gym in the world.

Be that as it may, with the assistance of the AeroClub, my Gazelle is now registered on the NTCA Register, and after exhaustive inspection, followed by the prescribed Proving Flights and the issue of the Authority to Fly, I take great pride in showing this magnificent historic warbird to the aviation fraternity in South Africa.

## Chapter 322 Build Project

Thanks to everyone that was able to join us on Saturday 15 Feb 2014 for the first session of the Teddy build project. For all those that want to participate, please join us. The work schedule for March is shown.

Email or sms Marie Reddy on 083 259 7691 / [ea322buildproject@gmail.com](mailto:ea322buildproject@gmail.com) to confirm you are able to make it.

March 2014						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
					1	
3	4	5	6	7	8	
10	11	12	13	14	15	
17	18	19	20	21	22	
24	25	26	27	28	29	
31						





# BearHawk Project Visit

by Marie Reddy

There was an impressive attendance of 45 members, family and friends who dropped in at Fly-Inn to view Wayne Giles' BearHawk Patrol project and the social afterwards was such a nice way to spend the day. We even had Richard Nicholson flying in from Nylstroom in a Bushbaby to have a look at the build as he is also building one.

The general consensus: the workmanship is excellent and the short length of time it has taken him to get this far is admirable.

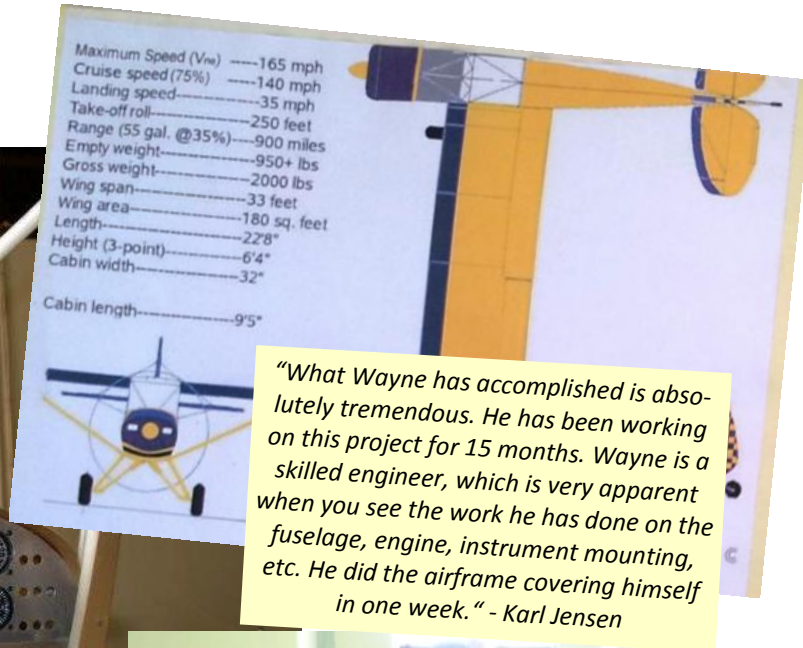
Our thanks and appreciation to Wayne for opening up his hangar to us to wander through, look at his work and ask about build aspects that we might be battling with. This is one of the aspects that make kind the EAA so great. It's all about knowledge transfer, best practice comparisons and

information sharing, and goes a long way to encouraging others to go ahead and build their

own aircraft. Gabi Venter is a lovely and gracious host. He made himself and his facilities at Fly Inn available for anyone who was interested. He was happy to show us around and chat about the various aircraft that he has built and owned through the years, and it was such a nice way to spend our day, standing around braaiing, laughing and telling lies...



"Lekker plane and the build is fantastic."



"What Wayne has accomplished is absolutely tremendous. He has been working on this project for 15 months. Wayne is a skilled engineer, which is very apparent when you see the work he has done on the fuselage, engine, instrument mounting, etc. He did the airframe covering himself in one week." - Karl Jensen



"This must be one of the most difficult things to find the time for doing in your spare time. Well done, Wayne!"





# Anti-Poaching Patrol

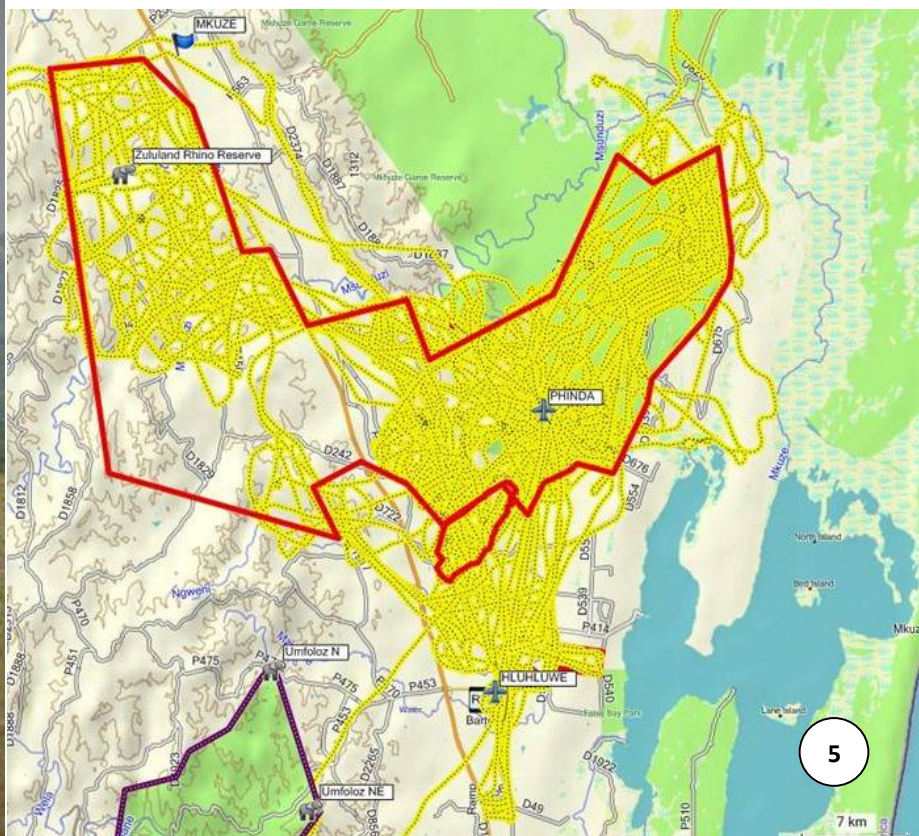


by Steve McCurrach, Air Serv

The Bateleurs is an organisation that exists to connect pilots with NGOs government departments, educators, researchers, parks and reserves, the media, etc., and offer them an aerial perspective of the problems or issues that they are addressing.

One such mission was airborne anti-poaching patrols in November and December 2013 of the Hluhluwe area. Zululand. A total of 68.5 hours were flown covering 6710km of track and, in the words of Brett, the Chief of the APU, this had any observers, local community folk and wannabe poachers all

unable to fathom what was going on. Whilst the resident Zap Wing aircraft was buzzing around one part of the region, there was one of the volunteer flights in another part. On the days where the baton changed hands, there was an early flight by the departing pilot and then a later flight by the incoming pilot, i.e. a total of 3 LS aircraft could be observed on some days and as a visible policing effort, the exercise made a great statement. This aerial surveillance and visible policing by the Zap Wing and our Bats is given credit for the fact that, of a staggering 26 rhino that have perished in this 2014 year to date (and we're only on 20 Jan at the time of writing) there were no fatalities/losses in 'our' zone. A debt of gratitude is owed by Zululand conservation to the combined aerial effort and to the Anti-Poaching Unit who have guarded this region.





# Vintage Eastern Cape

By John Illsley

A recent holiday trip to the Eastern Cape allowed me to catch up with what is happening in a number of places associated with aviation history and vintage aircraft.

The SA Air Force Museum's satellite museum in Port Elizabeth is definitely worth a visit if you are in the city. Located at the PE airport on the opposite side to the terminal building, it is housed in a few of the wartime buildings that survive and are preserved. Surrounded by copses of Port Jackson willow and bluegum trees, the preserved portion of the original air station is evocative in its own right, but the main museum building reveals a surprisingly well displayed collection of aircraft and relics. The local Friends of the Museum do a good job of maintaining the displays and acting as guides. The main display hall includes a DH Vampire, Wasp helicopter and Mirage F1 together with engines, flying clothing and an impressive art display by local artist Don Bell.

A short distance away is the restoration hangar and this contains the crown jewel of the collection in the form of an Airspeed Oxford twin engine trainer that is being restored to a very high standard, albeit for static display only. This all-wood twin was used extensively in South Africa during World War Two to train pilots, navigators and air gunners. The example



under rebuild was obtained by the late Dave Becker when serving in the SAAF Museum in an exchange with the RAF Museum, a Lockheed Ventura going in the opposite direction. With many Oxfords having seen service in this part of the

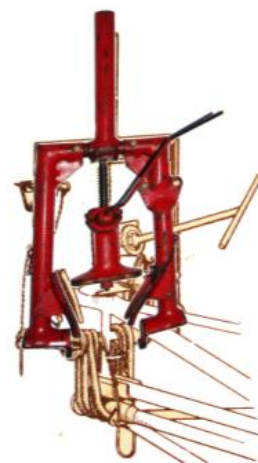
country, it is appropriate that this aircraft should be housed in the Windy City.



Also in the hangar is a project that would make anybody do a double take at first glance for there is a seemingly a new Spitfire Mk IX. On closer inspection it becomes apparent that it is made of wood and fibreglass. Nevertheless, with an authentic paint scheme it will give a good idea of what SAAF Spitfires looked like in their heyday. Even in this form, it represents an ambitious project.

A disappointment in Port Elizabeth was learning that the stunning collection of paintings produced by the late Ron Belling are no longer exhibited in an art gallery that until recently carried his name. The collection is still intact and is in storage, but it seems great shame that this wonderful portrayal of military aviation in South Africa is no longer on public display. Many of you will remember the book that was published in the 1990s featuring the full collection. One hopes that the paintings will see the light of day at some point in the future.

Next stop on the trip was Port Alfred where we were staying with my good friend and fellow EAA member, George Armstrong. As longstanding Auster throttle benders (we both own ex-SAAF Auster Mk V aircraft) the visit was in part to assist George in fitting new





(Continued from page 6)

undercarriage shock cords. I happen to own the only Auster tool for this job and so needless to say the item has done the rounds in South Africa. This time the foreman came with the tool! Starting early one morning and after rounding up a few pairs of additional hands, we set to work and finished the nerve-wracking task in under two hours, something of a record in my book. While at the airfield, I took the opportunity to walk around to Don Johnson's hangar. He has done work on several vintage and homebuilt aircraft (remember the exceptionally smart Hatz biplane at Brits last year?) and I was

figure restoration as it has required extensive reconstruction of the fuselage. The project is nearing completion and the Rapide may fly again by Easter. The workmanship is of a very high standard and this will be a real gem when it flies. Those of us living in the 'big smoke' can only hope Mark will agree to bring it to the Reef for a visit!

A final stop was at the airfield in Queenstown which is the wartime airfield that has the most complete set of original buildings still intact, including the Bellman hangars that would have originally housed the fleets of Avro Ansons used to train aircrews as part of the Joint Air Training Scheme operated by the SAAF and the RAF. One of these hangars is still used by the Queenstown Flying Club and annual hangar fees are R1 000, something which will bring on pangs of envy among those of us in Gauteng who have to live with double that as a monthly rental! Our host was Mark Sahd, the very affable custodian of a significant collection of vintage and classic aircraft. Apart from the Rapide, Mark operates a Tiger Moth, Auster J1, DHC Chipmunk and Fairchild Argus. Mark made us feel very welcome and we spent a happy few hours talking old aeroplanes with lunch very kindly provided by Mark's wife. One aircraft in

Mark's collection which I was pleased to see again was the Auster, as I have some time in this plane having done some training on it when it was still owned by Bill Keil. The Chipmunk is the one previously owned by Richard Bickel, a longstanding EAA member. Mark also showed me around the wartime red brick buildings that serve as EAA club house; flying club briefing rooms and watering hole, the latter known as the 'Sopwith Pub', a pun derived from the original WW1 Sopwith Pup propeller that is suspended above the bar! Thanks to Mark for his hospitality. I would recommend a visit to see Mark's collection if you are passing through the town.

As always, thanks to my wonderful wife Thea for again putting up with a holiday peppered with aviation detours.

able to see one of his recent projects, an Auster J5 Autocar. With Don's workmanship being of a world class standard, it is a pity that he currently doesn't have an aircraft to work on and instead is doing ground-up rebuilds of 1940s MG sports cars, which have to be seen to be believed. Anybody out there with a vintage aircraft that needs restoration? It seems a waste to have these talents not being utilized on some of the projects lying in the back of hangars across the land.

Time didn't permit a visit to the large flying school at the airfield which keeps the designation of the wartime air school alive today as well as utilizing some of its original buildings. The remnants of Avro Anson engine nacelles which used to lie in the bush adjacent to the airfield, seem to have long since vanished into the local informal settlement.

Stopping in Port Alfred wouldn't be complete without a stop at the Pig and Whistle tavern in Bathurst, a few kilometres inland. As the locals like to say there is "no thirst like Bathurst" and so a few beers had to be quaffed in the historic old pub which is not only the oldest in the country but also has a strong link to 43 Air School during the war years when many SAAF and RAF trainees frequented it, the latter group being the ones who gave it the present name.

Heading up the coast to Haga Haga, I had to take a short detour to East London airport to the AMO run by Dave Hart to see progress on the De Havilland Dragon Rapide (originally built as a Dominie for the RAF) that now belongs to Mark Sahd. This is very much a six







## Chapter 1502 February Breakfast Fly-in

by Alan Lorimer, Chapter 1502 Secretary

Hello to all our fellow aviators from 1502 East Coast Chapter!

During February we had our first fly-in breakfast of the year. Dawn broke to another magnificent KZN morning. The first of the team were on site at about 06h30 followed shortly by the rest of the master chef Grass Roots team. Skottels were fired up and gas stoves were set alight in preparation for the 30-odd people who had responded to the invitation. The rules were, fly in for a free brekkie or drive in and pay R20! Either way it was a winning deal. Before long we had a queue of hungry visitors throwing money at us but no aeries. Then along came Johnno in his trusty taildragger, our first free breakfast. Johnno had taken off from Light Flight, 500m away, joined overhead with impeccable precision and radio calls, proceeded with his circuit and touched down for grub. What a tight-arsed bastard, for R20.

Anyway, I joke, our first aerie.

Over the next hour we received another nine aeries from all over the Kingdom. I think we ended up with several RVs of

differing types, some Foxbats and a few other aircraft types. We also had some in-house entertainment with a minor runway excursion where the true calibre of EAA members came to the fore. Twenty Chiefs and one Indian. After much discussion the aerie was brought back on to the short grass and recovered to the hangars to catch its breath along with the pilot who also got treated to a nice cup of tea and breakfast. All matters have been reported to the correct authorities. Well, now the entertainment was over, it was time to catch up with old friends and do the mandatory hangar tours. We have two hangars, one with three Bantams and a Cheetah, and the builders' hangar with a 1939 Aeronca Chief, 1942 Auster Mk1, 1948 Piper Vagabond, 1960-something Piper Super Cub, two Kitfoxes, a Taylor monoplane and a Legal Eagle.

At around 11h00 the aeries started to depart followed by the motor brigade and by 12h30 it was only the diehards left to clean up and reflect on our first breakfast run. After all was said and done we had a resounding success with the final score being 80 visitors and 10 aeries. We always would want more aeries, but were happy with the turnout for our first event.

## MISASA Kittyhawk

The MISASA Tedderfield Shootout was cancelled in favour of a fly-in at Kittyhawk. I really enjoyed the new format that I am led to believe is closer to the original. The venue was particularly well suited to the task with the grass in front of the clubhouse packed with enthusiasts, aviators, aircraft and vendors alike. More than 130 aircraft were counted on the day and the 9th Irene Air Scouts did a wonderful job of guiding aircraft and cars alike. - Gus







## **Brilliant Bassi brings a difference to the EAA Flying Legends Talk Show** - by Gordon Dyne

A full house, as usual, at the EAA Auditorium, Rand Airport, welcomed helicopter pilot extraordinaire John Bassi to the EAA Flying Legends Talk Show on Thursday evening, 13 February. What a night it was! Without question, one of the most superb Talk Show evenings we have ever enjoyed. Dr Mike Brown was once again our Master of Ceremonies and, in his usual gentle probing bedside manner, brought from John some amazing stories of John's life in the bush. Mike never tries to upstage his guests, and as usual he sat back and enjoyed the results of his thorough research, allowing his guest to do the majority of the talking.

John was born in Rhodesia in the fifties and as a growing boy every spare second was spent in the bush. He left school with few academic qualifications and joined the elite Rhodesian Selous Scouts when he was called up for military service with the ever-threatening bush war. After an eventful two years with the Selous Scouts and with the writing on the wall, John fled Rhodesia and spent two years in Scotland before returning to his beloved Rhodesia. Seeing there was not any future there for him, John came to South Africa and after working on a farm, thanks to some generous benefactor, John began flying microlights and from there progressed onto helicopters.

In 1985, as a flying instructor and whilst still flying ultralights, John flew extensively over Namibia promoting the awareness and preservation of the desert rhino and desert elephant. In 1986 John flew the length of South Africa's highest mountain range, the Drakensberg, up to 15 000 ft, in order to promote vulture awareness, and in 1987 flew from the Namibian border, around the South African coast to the Mozambique border, in an effort to promote marine conservation and highlight the destruction to the coastline and estuaries.

Combining a passion for aviation and conservation, John specialised in operating helicopters and has become one of the leading game capture pilots and conservationists in the country. A pioneer in helicopter capture and wildlife translocation techniques since South Africa's wildlife boom in the eighties, John has stood at the forefront of the industry and has accumulated over 16 000 hours of flying throughout southern Africa.

Over the years John has operated various light helicopters

including the R22, R44, the H30, AS350, EC120 and the BH206 within South Africa, Botswana, Namibia, Mozambique and Zimbabwe, capturing many species of large and small game whilst working closely with some of the most renowned veterinarians and professional capture teams in the wildlife industry.

John has incorporated his extensive knowledge and skill into providing a unique helicopter platform for wildlife research projects, wildlife capture and relocation, large scale anthrax vaccinating, aerial game census, radio tracking, ecological survey, helicopter safaris, conservation education and everything else imaginable with regards to rotorcraft aviation. John has written articles on aviation, expeditions and conservation and since February 2002 has been writing articles for a popular local monthly aviation magazine.

John recently published his autobiography 'Pilot in the Wild', and the copies he had with him were swiftly scooped up by the aviation hungry audience. Apart from being an author and chopper pilot of note, John is also gaining a world-wide reputation as a sculptor and several exhibitions of his brass animal sculptures have been held, to great applause.

John finished the evening with a shocking and thought-provoking powerpoint presentation showing the devastation to the rhino and elephant population in southern Africa by the ever-growing number of poachers who are decimating these beautiful animals for their horns or tusks. Absolutely terrible and our 'wonderful' government cares little and is doing precious little to stop the carnage.

It was almost 23h00 when the 'Flying Doctor' called the evening to a close. It had been a superb Talk Show. Thank you very much indeed John for giving of your time. Many thanks Mike Brown for asking the right questions to enable this modest, reserved quiet man tell us of his passion for conservation and some scary stories of flying choppers below tree level!

Another coup for our Auditorium convenor Jeremy Woods. Well done and thank you Jeremy. Grateful thanks to Anne-Louise Woods and Trixie Heron for manning the door. Thanks to Steven Theron for assisting with running the bar and to Coen Swart, Pottie Potgieter and Ronnie Alcock for tanning those stunning steaks from the braai. Special thanks must go to Software Engineer Kevin Marsden who stood in for regular Jonty Caplan who recently married, to record the Talk Show and to ensure the sound quality was as expected. Thank you to my chauffeur for the evening, Tony Kent. Lastly, thank you to Jeremy's Man Friday, Alson Maphosa, for doing everything else and to you, the marvellous audience, who are with us through thick and thin.





# Chapter 1501 Volksrust



All-metal restoration C172 in progress

by Fanie Bezuidenhout; photos by Charmaine Oliver

Chapter 1501 at Volksrust is well known to aviators from all over SA especially members of various EAA chapters in and around Johannesburg.

The Volksrust Flying club has existed for many years but was officially registered and constituted in 2009 together with EAA Chapter 1501.

Volksrust is known as the club with great warmth and hospitality. They have hosted many fly-in events over the years, the most well known being the 'Mile High' fly-in arranged and coordinated by Engela Kemp and dedicated members of the club. This event took place for nine consecutive years. I am sure we are all looking forward to experiencing their hospitality again in the near future.

Although it seems that there is not much going on at Volksrust and members do not participate in all the fly-ins in and around SA, be assured that these members are on the move all the time. Several aircraft projects were completed and others are in progress with builders, helpers and assistants (onlookers) working on them at every spare moment.

Friday evenings is a must at Volksrust, when all the members and a large number of visitors gather at Dirk's Pub hangar. Fires burn till late with aviation stories being told, information exchanged and lessons to be learned from experienced aviators.

Let us tell you a bit more about our club members

Dirk van Deventer is the Chairperson of the Volksrust Flying Club and Chapter 1501. Not only is he a very keen aviator and pilot, and flying is his passion. His business offices are located on the airfield in order to be there as much as possible.

Dirk has built and restored several aircraft. He owns the only J6 Cub in SA built with the help and assistance of his lifelong partner and friend Jan Kemp. Together they have rebuilt the only NTC Piper Sparrow. He rebuilt a Cessna 150 to mint condition with a 172 in progress.

He started his career in 1982 on Gliders, he obtained his PPL

in 2000 and has accumulated 1200 hours on several gliders, various aircraft and microlights.

Dirk's belief is to share his passion with keen aviators who cannot afford the luxury to have their own aircraft; he owns a



Dirk van Deventer's scratch-built Tube & Rag J6



All-metal restoration C172 in progress



Kolb Mk2 Classic and several other 'Pyp & Lap' aircraft which these members can fly at the cost of fuel only. What a great aviator!

All the pilots and aviators at Volksrust are part of the club and Chapter 1501. Every club or institution have their characters or personalities, and at Volksrust we have a very well known person by the name of Jan Kemp. Better known as 'Jan Mayday'... Why? Don't ask me, we all know the answer!

I was privileged to have met Jan and his wife Engela at the Margate EAA Convention in 1992 where they arrived in a VP2 with Engela's VW Jetta engine mounted under the cowling.

Jan is always at the airfield. He converted his hangar into a workshop, relocated his business from town where he services and repairs automotive electrical parts, and builds and restores aircraft.

Jan has built, restored and flown several projects over the years. He had the only Poli-wagen with a Mazda Rotary power plant in SA. He restored, converted and flies a RT 13 (Tomé Hawk with a Mazda rotary power plant). He has in his hangar a Thorp, C150 in process of restoration, the RT 13 and a Condor.

a member of 1501. He visits Volksrust regularly to render assistance on projects, visit friends and enjoy the camaraderie. Fanie is well known in aviation flying the white & orange Jodel F12. He is near completion restoring a Gusty A60, designed and built by Hein Schuman in the late 80s. Fanie test flew it in 1994 with a standard 1700 VW engine generating 36 Hp with a self-manufactured prop. The Gusty will be equipped with a 2 litre VW Mark 4 engine and Peter de Necker prop that will generate 80Hp on the prop.



Scratch-built wood & fabric Gusty A 60



Scratch restoration all-metal  
RT 13 with Mazda rotary engine



Scratch-built wood & fabric Condor

Jan is a registered AP and Grade 2 Test pilot with AeroClub SA, he has inspected and tested over 60 different aircraft during the last number of years, and has accumulated over 2 600 hours since 1992.

If you need help or experience problems give Jan a call, if he can't fix it no one will be able to do so.

Gert van der Merwe got tired of the low and slow flying in his Cheetah, he bought a Sling kit which was assembled and completed by himself and keen helpers. If ever you attend any fly-in at Volksrust you will probably have a pair of Mile High socks in your cupboard made by Gert and his wife.

Fanie Bezuidenhout is not living in Volksrust, but is

Fanie has completed more than 13 fabric projects including a Chipmunk, several Yaks, Jodels, Piper Colts & Pacers. He is a keen home builder, always ready to assist and share information to fellow builders. Fanie obtained his PPL in 1984 after many years with SAA as a cabin attendant; he accumulated over 2 400 hours on several aircraft as a fun flying aviator.

Deon Prinsloo and Charles Oosthuizen are two very keen members - come rain or sun shine these fine aviators are there, ready to help and assist on projects or repairs on aircraft and, most of all, to fly.

All the EAA Chapter 1501 and members of Volksrust Flying Club make up one big family. They work on aircraft as a team, braai as a team and fly as a team.

**We invite each and every aviation enthusiast who has not experienced the Volksrust hospitality to pay them a visit.**

Scratch-built wood & fabric Jodel F12





# Chapter 322 meeting report

## A vibrant and stimulating EAA Chapter 322 meeting

by Gordon Dyne

An enthusiastic audience numbering 65 gathered on Wednesday 05 February at the Dickie Fritz MOTH Hall in Dowerglen for the February meeting of South Africa's best supported EAA Chapter.

We were greeted by the glorious aroma of macaroni & cheese permeating from the kitchen where Ann Ferreira, Dickie Fritz' answer to Nigella Lawson, was busy feeding a number of ravenous aviators. Thank you very much, Ann. An army marches on its stomach, so apparently does EAA Chapter 322. Ann's better half Wally, ably supported by the lovely Hayley Hopper, was busy dispensing liquid refreshments to accompany the delicious spaghetti. Thank you, Wally and Hayley.

The last month has not been a good advertisement for General Aviation in South Africa with almost a dozen accidents and about six fatalities. Most of these accidents were caused by flying in bad weather and our beloved Chairman Captain Karl Jensen yet again gave the audience a stern lecture on the stupidity of flying in bad weather and also the good chance of suicide if one attempts to return to the airfield after losing an engine on take-off. Karl called us to our feet for a minute's silence in memory of our friends and solemnly read the names of these late lamented good people. A sobering minute or two for us, but a lifetime of sorrow and misery for all those families left behind.

Chairman Karl decided to reverse the evening's proceedings so we began with a talk by the accomplished and well known aerodynamicist and aeronautical engineer Francois Jordaan who has been at the helm of research for many aircraft designs and development. Francois' excellent and gripping talk centred on the 'Flight Envelope'. Francois highlighted the causes and consequences of 'Flutter', which could mean the wings or elevator breaking off with certain death for the occupants of the plane.

Two points really stayed in my tired old brain. One was never to add or change the exterior of one's plane and secondly never ever go past the yellow line on one's 'Air Speed Indicator' (ASI) or exceed VNE as we more commonly know it. You have been warned. Thank you very much Francois for a talk which gave us all a jolly good wake-up call!

After a suitable break for refreshment, the

usual formalities were run through. Chairman Karl Jensen was on his usual good form with some very jokes to keep the audience roaring with laughter. Last meeting's Minutes, Chairman's Report, Safety, Finance, Auditorium, 'Teddy' Build Project, Young Eagles, events and happenings 'past, present and future' and so on. Particular praise was rightly given to Gus Brown who brought out only his second copy of CONTACT! this week and it was brilliant. Well done, Gus, on doing a superb job! Karl congratulated Club Secretary Steven Theron on recently being awarded his wings, and then called forward teenager Roston Dugmore to receive his Young Eagles Certificate. Not only is Roston a budding future pilot, as was his grandfather who flew with the SAAF, but he is the reigning F3A World Junior Radio Controlled Aircraft Champion! Marvellous! Well done, Roston. Young Roston is certainly a chip off the old block.

So ended another most successful EAA Chapter 322 monthly meeting. Thank you Captain Karl for your usual infectious enthusiasm which keeps bringing the people in. Thank you too, Trixie Heron for your wonderful hard work behind the scenes.

For more information on EAA Chapter 322 please contact Trixie Heron on [editor@afskies.co.za](mailto:editor@afskies.co.za)

Our next meeting will be Wednesday 5 March, 18h00 for 19h00 start, at the Dickie Fritz MOTH Hall, Dowerglen, Edenvale. Guests are always welcome.

Hope to see you there!



EAA Young Eagles convenor Dr Mike Brown hands Roston Dugmore his EAA Young Eagles Certificate

CONTACT! Is the official newsletter of EAA of SA. This edition was compiled by Gus and edited with love and kisses by Trixie Heron. All material is gratefully received from Chapters, members and non-members alike. Remember that this is your newsletter, so please submit material as it happens to Gus ([contact@eaa.org.za](mailto:contact@eaa.org.za)) or Trixie ([editor@afskies.co.za](mailto:editor@afskies.co.za)). Our grateful thanks to all those who regularly support our newsletter and our EAA organisation.