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Rob Jonkers' B737-800 simulator project - Photo Gus B

THE OFFICIAL NEWSLETTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION OF SOUTH AFRICA

! On Thursday 17 April, due to the lack of support by the various sections of the Aero Club, AeCSA General Manager Kevin Storie, in conjunction with the AeCSA Board, took the decision to cancel the Aero Club Air Week which had been scheduled to take place from Thursday 01 to Sunday 04 May at Bethlehem.

As a result of this unfortunate turn of events, the decision was made to postpone the EAA of SA National Convention which had been planned to take place on Friday 02 and Saturday 03

May at Bethlehem, and an alternative date and venue will be announced in due course.

◆ Apologies, the picture associated with the EAA Flying Legends article about Wing Commander Nigel 'Cookie' Cookson was in fact a picture of John Bassi, a previous Talk Show guest.

◆ The new EAA.org.za website is now live, thanks to the efforts of Marie Reddy and Kevin Marsden. We will be gradually improving it throughout the rest of the year.

Whassup!

Wednesday 14 May
Chapter 322 Meeting,
Dickie Fritz MOTH Hall
(NB - 2nd week of May)

Saturday 10 May
SAPFA Krugersdorp fun rally
www.sapfa.org.za
Contact Mary de Klerk
mary@expandingbranding.co.za

Saturday 17 May
Wolfgang Vormbaum's
C-Wolf/ Boeremeisie
project visit

Saturday 14 June
Chapter 973 Crosswinds Airfield
Breakfast Fly In
Contact Roy de Stadler
destadler@vodamail.co.za

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EAA National Convention - Postponed

Bethlehem 17 April 2014

by Paul Lastrucci, EAA of SA National President

Regrettably our 2014 EAA Convention that was to be held from 01 to 04 May 2014 in conjunction with the Aero Club Air Week at Bethlehem has had to be postponed. Unfortunately for the EAA, this is the second time this year that we have had to change course regarding our Convention.

To recap the EAA position: our original intention was to host this year's annual Convention at Margate, but these plans were scuppered. At the time of our initial planning, we did not know the date when the elections would be taking place. On top of that, we were advised that the fuel installation at Margate had been withdrawn and there was no date available regarding reinstatement. Our EAA Convention Committee then embarked on an alternative venue, and the Aero Club Air Week at Bethlehem was the preferred option.

We considered that the Aero Club Air Week presented an ideal opportunity for shared facilities which justified the change of venue. Aero Club has had a tumultuous time trying to accommodate all the sections to share a weekend of fun and camaraderie at this ideally positioned central location. Due to a general apathy and lack of response from most sections of the Aero Club by the time that the actual numbers were extrapolated, it was clear that the cost of this event would be prohibitive if catering for a poor turnout. The expectation of some 750 to 1 000 Aero Club section members attending the event, as had been envisaged during the initial planning of the event was overstated. It became obvious that section support did not come close to the intended numbers originally planned for and discussed at the Aero Club Board meetings leading up to the event.

We attended a site meeting at Bethlehem on the 08 April 2014 to button up loose ends. On arrival, we were surprised to note that there were problems with the Council and the two flying clubs at Bethlehem which appeared to be in conflict regarding the organisation of the event and their responsibilities as hosts. We worked through an emergency plan to get the arrangements back on track and departed with a consensus that everything would be put in place as agreed.

Regrettably, on final costing, it ultimately became clear that, just in order to break even financially, a minimum attendance by 700 members from all sections would be required. Without being able to bank on this attendance, the Aero Club had no alternative but to take the difficult decision to postpone the event in its entirety, with the intention of rescheduling at a later stage.

From the EAA point of view, we considered the various alternatives, including hosting the Convention at Bethlehem on our own. However, given the fact that we cannot be assured at this point that we would be able to attract the numbers required from our own members in order to support the planned infrastructure. On reviewing the proposed expenditure and having even tried to cut these down to a bare minimum, we would not be able to provide the necessary value to an EAA member, so it was decided to go back to the drawing board.

From the EAA of SA National point of view, it goes without saying that we will hold a post mortem on this matter, as it is clear that we need to approach our national events from a different perspective in order to garner and maintain the

support we require to host our national events. With the exception of Chapter 322 Johannesburg, we generally experience a lack of commitment and participation and this is something that we need to discuss, analyse and correct. From both an EAA and an Aero Club point of view, a new approach in terms of event planning has to be taken, as these types of events do have considerable merit, but they require specialist planning with enough lead time.

From my side, sincere apologies for the inconvenience caused by this decision. However, it would be a serious abrogation of our

duties to rattle around a poorly supported event at an airfield at huge cost to our membership. We take a serious view of our mandate to ensure that we observe correct governance at all times, and to this end we must ensure that member interest and sound financial viability is observed in all things. For this reason I feel that this situation necessitated urgent correction and change of plan.

The EAA will continue with forward planning to host the 2014 Convention on an alternative date and suitable venue, because it is after all our major annual showcase, and we owe it to our members to make it happen in a financially sound, memorable and thoroughly enjoyable way.

In closing, on behalf of the EAA National Council, I would like to take this opportunity of thanking every one of our members for their patience, understanding and unwavering support - it is much appreciated.

Regards and blue skies

Paul



Deferment of Aero Club Air Week



Date: 17 April 2014

Dear Members, Suppliers and Presenters

Re: Deferment of Aero Club Airweek Event

It is with great unhappiness and sadness that the Aero Club of South Africa has to inform its members, suppliers and presenters that due to various reasons, mostly the lack of attendance by members it would not be financially viable to continue with such an event.

The intention going forward is to look at another date securing full "buy in" and participation by sections much further in advance.

The concept and ideology is sound and it may be the current economic environment that has placed pressures on member's ability to attend.

Stall owners and suppliers committed to the event will have their funds reimbursed. The expense to develop the underlining skeleton of the event will not go to waste as this will be utilised at a future date to bring the event to the aviation community when the aviation community is ready for such an event.

Many thanks for those few that got involved and delivered on their promises especially the EAA in the areas they committed to. We would also like to thank the Dihlabeng council and Bethlehem Flying Club and Airfield for their support and work to prepare for this event and we trust that lessons learnt will be used to advantage to streamline this event in the future.

Many thanks to the Aero Club staff and Exco for the tireless hours spent preparing for the event. It is soul destroying having to make this decision.

A big thank to RAASA and to SACAA for their support and working with Aero Club in the preparation Phases.

This is not the end of the event but merely a postponement to another time where all aviators will get involved to bring this event to fruition.

Sincerest apologies and yours in preserving Free Flight.

Kevin J Storie

General Manager - Aero Club of South Africa

Chapter 973



Justin Schoeman's Raven

by Roy de Stadler, Chapter 973 Chairman

In February, after our meeting, we were introduced to 3D printing technology by Russell Oosterlaak. (Russell is the owner and CEO of 3D Solids Additive Technology). Russell's presentation on this fascinating new technology opened up a wonder-world where objects could be created from CAD drawings with amazing accuracy using a variety of plastic polymers. Numerous examples were displayed which wowed everybody. Most were prototypes in ABS but some aircraft production items of lightweight, intricate honeycomb structure showed how highly complex items could be made in polymers of choice. Even parts within parts can be made by laying down a modified water soluble polymer between the separate components. After completion, the water soluble polymer is removed by placing in water and thus releasing the parts.

In March we visited the Control Tower at Lanseria Airport where our host was only too happy to show and tell, and we spent about 2 interesting hours in the tower. Clearly, they welcome the opportunity to link with pilots who on occasions fly into their controlled air space. Of particular interest was their interface with OR Tambo and the reliance they place on OR Tambo's radar (Lanseria does not have radar)

and how they sometimes have to place aircraft on a holding pattern even though Lanseria itself may be clear, much to the disgust of pilots who are unaware of what is happening in the adjoining OR Tambo airspace.

Last year we held the Crosswinds Breakfast/Fly In which was so well supported that we decided to make this an annual event. This year the event will be held again at Trevor Davies' Crosswinds Airfield, Tarlton, on Saturday, 14 June. Details will be advised later and will also be posted on Facebook (EAA Chapter 973, Krugersdorp). Come and join us!

Last year Justin Schoeman's Raven took to the skies after four years' construction. This year two projects are nearing completion.



Roy de Stadler's Flying Flea



Pierre Douglas' KR2

Roy de Stadler's Flying Flea, HM293, is almost done; the main outstanding items are the engine exhaust, the wing supports and stays and the wing control rods.

Pierre Douglas is building a KR2 and says:

"I am busy with the wing tanks and when that is done I should be able to finish off the fuselage and start with the painting. Then it is just the interior as well as cables and she should be ready for testing."

Rob's 737-800 Simulator Project Visit

Rob and Vera Jonkers are gracious people who opened their home to EAA Chapter 322 members for a wonderful Project Visit for us to experience Rob's Boeing 737 simulator. The simulator is in an advanced state of construction with most systems functioning realistically. The accuracy of the panels, switches, instrumentation are almost more realistic than the actual aeroplane (if that is possible). I had the pleasure to do a take-off, circuit and landing at Innsbruck which lies in a steep valley in Austria. Although the control feel mechanism is not quite tuned yet, the flight was most exciting for me, not

having flown a 737 for about 6 years. The visual presentation outside the cockpit is amazingly realistic. I am a proud Chairman of Chapter 322, especially when we have dedicated and incredibly enthusiastic people like Rob Jonkers amongst our members. The generosity of the Jonkers and their hospitality is sincerely appreciated. Thanks Rob and Vera for allowing us to braai in the garden of your lovely home where a lot of fat-chewing in every sense took place, and also well done to so many of our members who took part on the day.

- Karl Jensen



A full cockpit of happy test pilots



Intense flying discussions around the braai

Designing & Building Simulators



B737-800 showing Captain's side with surround visuals

by Rob Jonkers

Ever wondered about the usability of a flight simulator as being close enough to resemble real flight? Well, with computing power and flight control technologies available today, the ability to achieve the realism is getting ever closer. My own dabbling in simulators has been around since Microsoft released their very first MSFS back in the late 80s with only Meig's field in Chicago as the airport available to fly from using a green flat earth terrain mesh.

Progress has made phenomenal strides since then with photo-realistic scenery being available these days, and even Google Earth terrain mapping. Flying real aeroplanes is getting more and more expensive in this day and age from the time my flying started at R40/hr in 1980 on a Cherokee, and issues of currency, checklists and procedures being front and centre in our world, and thus the decision made to build a simplified cockpit panel to practice various in-flight scenarios from the comfort of the lounge. Previously memorizing and patterning checklists you would do in your head and imagining the switches and controls to move, this being less than ideal where mostly you would tend to skip things, those pilots reading this would probably relate to this. Then of course you can sit on the ground inside the aircraft and talk to yourself, gesticulating all the actions as it would be needed for flight scenarios, with the benefit of seeing and touching the relevant controls and switches, the problem there is that there is no pressure of the actual flight and with no action, plenty of time to 'do' vital actions.

My first panel I designed to be compatible to fly twin piston props, and included magnetos, fuel tank selectors, fuel pump, alternator, light switches, etc. I also included a radio/avionics stack with Nav/Com/Xpnder as part of the set-up, and some basic Autopilot functions. This panel worked with Microsoft

FSX and had one screen, the lower half of the screen showed instruments, the upper half the outside visuals. This set-up worked very well and as an option for anybody wanting to have a more interactive simulator without having to remember keyboard commands for functions a good way to go.

The biggest limiting factor for VFR type flying and especially practicing in-flight emergencies is the visual field of view being so limiting with one screen. Having tried a head tracking system, which although workable is somewhat disorientating, hence the decision to add more screens to achieve a surround view, and in my desktop sim set-up have 180 deg FOV and a dedicated instrument panel screen. This allows one to do circuits very easily without ever losing sight of the runway. Further realism with instrument panel overlay templates was added to be able to simulate more accuracy in real aircraft instrument panel layouts, where without much fuss you can within minutes change from flying a B1900 to a B737. At around this point, I moved onto using X-Plane 9 as the software of choice, having higher frame rates and more realistic flight models, this of course is a great debate along the lines of the Cessna vs Piper of which is better... enough said! Further than X-Plane, most of the instrument and control software is bespoke needing some knowledge of the C language to write control and display functions.



Instrument Panel Switch interface & Radio Stack

Around 2009, having had some experience under my belt on building a simple sim, I thought why not try out a full-on full scale airliner as a specialist project, having seen such projects in work through Internet information, although these were mostly based on chopped up airliner cockpits being rescued for such applications. There are so many airliners being sent to the boneyard, the availability of airframes has skyrocketed, sadly not many in SA, and the cost prohibitive to import/transport a cockpit.

My decision was to base a full scale build project on a B737-800, now why the 737 one may ask, in my opinion it is still a pilot's airplane, with traditional conventional controls and manual control ability. I knew of course it would take some years to build, and a reasonable budget, but seeing what was available as on-line information, decided to take up the challenge, this of course also making it resemble the actual



180 Deg Surround view (Lanseria in foreground)

cockpit as accurate as possible. Now you may ask why such a complex project - for fun of course, which is as good a reason as any other.



So, where does one begin? Well, being a system engineer by training, a system architecture diagram is a good place to start, and from there you can start deriving all the required functions and interfaces and from that a picture of what hardware is necessary emerges. Then it is a matter of designing in your favourite CAD software tool the details of the design, taking into account things like in how many sections will the cockpit be split into (logistics of moving it around probably important for getting it in and out of a room), what to make the structure and parts from, and how to assemble/install subsystems to each other.

The decision was made to manufacture all of the structure from Supawood in 12, 6, 3 mm formats, this type of wood is easily cut and shaped. The panels would be made of plastic sheet with some in Perspex for means to display backlighting, and most of the switches being of specific shape and function not easily available off the shelf would also need to be manufactured, mostly involving turning metal bits on a lathe. In this day and age of CAD/CAM being more available and affordable, most of the parts were manufactured using panel

router and waterjet equipment. With 3D printing now becoming available, consideration to make parts, especially control knobs will be the next jump in technology in making bespoke parts.

This project is a long term one, with many weekends not taken up by real world flying with design and construction, with the project now at around half way and at least flyable in all axes with the power quadrant also active. The most challenging so far has been the development of the surround visuals layout, having taken around 6 months to perfect, with consideration to field of view, design eye point, image distance, merging of 3 projectors through a single computer, applying anti-warping and image knitting, this mostly having been prototyped on suspended bedsheets until a good result was obtained, the overall visual presentation is arguably very realistic even fooling the brain with pseudo motion cues.



To give an idea of the hardware requirements, it will be running with 7 networked PCs, 7 LCD screens, 3 projectors, 25 control boards controlling around 400 switch connections, 20 led displays, 15 servo controlled instruments/controls. The project will also include a sound system simulating cockpit noise, warnings and a low frequency shaker system to emulate ground operation and engine rumble. All in all a daunting project, but good engineering fun!



Chapter 322 Meeting Report

Panel of Aviation Experts brought together for the April meeting of EAA Chapter 322 by Gordon Dyne

With thunderstorms threatening, some 90 members, friends and guests of EAA Chapter 322 came together on Wednesday 02 April, at the usual venue of the Dickie Fritz MOTH hall in Dowerglen for the Chapter's monthly meeting.

Delicious hot chicken pies and a cold bevvy or two met the hungry, enthusiastic audience.

At 1900 hours sharp our ebullient, effervescent and efficacious Chairman Captain Karl Jensen called the meeting to order. What on earth will happen to this Chapter, the biggest by far in South Africa, if colourful, charismatic Karl carries out his threat to 'stand-down' as Chairman at the end of 2014? I believe that all members should resign en masse in protest at this unpopular idea.

The formalities were covered in depth aided by some great humour, illustrations and parapsydokians from Karl's usually brilliantly prepared Power Point Presentation.

Welcome and Apologies. Minutes, Chairman's Report, Finance and Membership. Auditorium, Flight Safety and Forthcoming Events, particularly the EAA National Convention at Bethlehem over the weekend 01-04 May. Finally, there were the EAA Young Eagles and the Chapter Teddy Build Project. Thank you very much to all those involved in the aforementioned topics, namely Marc Clulow, Walter Doubell, Stephen Theron, Mike Brown, Kevin Hopper, Marie Reddy, Jeremy Woods and Trixie Heron.

After a suitable break for some hangar talk the audience reassembled to face the panel of aviation experts brought together by Karl Jensen to share their experiences, particularly concerning safety and weather related incidents, with the

aviation knowledgeable audience. The panel consisted of Captains Brian Stableford, Geoff Fish and Wayne Jensen, with input from Sid Bottom in the audience. Making up this Brains Trust of aviation expertise were Colonel Jeff Earle, former SAAF Mirage F1 pilot and at presently Honorary Treasurer of EAA National and Chapter 322, Marc Clulow, and last, but by no means least, one of the world's most experienced air traffic controllers Bob Allison. This panel plus Captain Jensen must have at least 110,000 hours of flying experience between them. That is a lot of experience! This initiative was the brain-child of Safety Officer Walter Doubell and he had some testing questions for the panel and the audience. It was a superb question and answer session and I think all we 'weekend warrior pilots' went away with much food for thought. I certainly did. Thank you gentlemen on the panel for sharing your experiences with us. Must I say it again? How about some autobiographies?

Unfortunately, EAA's monthly CONTACT newsletter was not available for the meeting, but was published the following day. It was another brilliant edition from the pen of our most enthusiastic new Compiler Gus Brown. Well done and thank you Gus, and to all those who contributed articles to this world-class publication.

So ended another riveting Chapter 322 meeting. As usual thank you Chairman Captain Karl Jensen for your infectious boyish and jolly enthusiasm. The world and 322 would be a sadder place without you.

Thank you everyone for attending. Please note the next meeting will be on Wednesday 14 May. For more information on EAA Chapter 322 please contact our wonderful PR lady Trixie Heron on editor@afskies.co.za. Thank you.

Next Chapter 322 Monthly Meeting

Johannesburg - Wednesday 14 May Monthly Meeting

by Karl Jensen

Due to the 2014 General Election day, the EAA Chapter 322 May monthly meeting had to be postponed until Wednesday 14 May. The monthly meetings are always entertaining as well as educational. The business of the meeting will be dispensed with as quickly as possible. After a brief refreshment break where robust hangar talk always takes place, we will have the pleasure of retired SAA B747-400 Senior Captain Bruce Rowan doing a presentation on CRM (Crew Resource Management) with specifics for amateur single engine pilots in the General Aviation fraternity. I have personally been a proponent of CRM ever since it was introduced to SAA shortly after the horrendous collision by 2 B747s at Tenerife in March 1977 where 583 people lost their lives. The accident could have been avoided had CRM practice and principles been applied.

Bruce says that his presentation on CRM at GA pilot level is more about threat and error management than the underlying theory that professional airline pilots need to

understand in a multi-crew environment. Bruce Rowan's likeable manner and humour make a seemingly mundane subject come alive.

Anybody is welcome to attend at no charge as EAA is a safety oriented association and promotes flight safety at every opportunity. The CRM presentation will make you a better and safer pilot if you are prepared to apply the essentially common sense principles that will be presented.



Wednesday 14 May 2014

Time: 18h00 - 19h00

Venue: Dickie Fritz MOTH Hall, Dickie Fritz Street, Dowerglen, Edenvale

There is ample secure parking - refreshments and light meals on sale by MOTH volunteers.

Nobody is coerced into joining the Experimental Aircraft Association, although you probably would like to when you experience the camaraderie and fun of being a member. For more info, contact PRO Trixie Heron editor@afskies.co.za or Treasurer Mark Clulow mclulow@gmail.com

Safety Officer Workshop Spin-off

23 February 2014 by Chris Hicks

It is now 47 years since I was asked to leave the University of Natal and since then studying anything except aviation related subjects has not been a priority. Now I had to attend a Safety Workshop at Rand Airport and was expected to concentrate for two full days, fat chance.

About 18 years ago I had the privilege and good fortune to meet our Chapter President and Chief Nerd, Gerald Maddams. He is quite sickening as he knows everything and has had experience in much of what life offers. Three marriages, great children, happy in his chosen career and recently achieving his long time goal of becoming a pilot (a little thanks here goes to Andre Smit) and nearly completing rebuilding his own aircraft.

On a trip up to CAA with him and Pompies de Villiers, he went on and on, ad infinitum, about the conflict of the Boer and Zulu wars, indicating what battles and strategies took place. He was at one stage a Battlefields guide so that helped a bit. The trip was pleasant and enlightening save for Pompies sleeping and snoring in the back seat.

Anyway, I digress.

Spin -off No 1

Having been informed by Maddams about Piet Retief's laager at Kerkenberg near the Sterkfontein Dam, I programmed a visit there on my trip up to the workshop. The 8 km excursion on dirt road was very easy compared to shocking condition of the national road R74.

The site was well maintained, clean with spectacular views and history, including a glass case covering the name Piet Retief written by his daughter Deborah using ox wagon paint on Piet's 57th birthday on 12 November 1837. The women and children and a few elders remained camped at this spot whilst Retief and a posse of 70 strong went to negotiate acquisition of land from the Zulu Chief Dingaan, only to be slaughtered. You may remember from your history lessons that Dingaan had previously murdered his brother Shaka to usurp his leadership. Scoundrel.

The remainder of the trip to Rand was sans incident and routine and I settled in at the Academy Aviation Centre B&B.

Spin-off No 2

This was my first visit to Rand Airport which is sizable and a busy hub. A pleasure for any aviation freak. At its open air museum many examples of past international air travel are displayed. These include two 747s, one a SP.

Spin-off No 3

Sunday was supposed to include visits to many airfields/strips on my way back home via Benoni, Springs, Middleburg, Ermelo, Piet Retief, Paul Pietersburg, Vryheid, Dundee.

An electrical fault in my bakkie put paid to this as I over-nighted at Middelburg to enable an Auto Elec to look at it on Mon am.

A bit about the airports:

Benoni/Brakpan 08:00 hrs 16 February

I was locked out until the a/c petrol attendant, Cedric Berriman, arrived and let me in to look around. We were later joined by an ex SAA pilot, test pilot, and current instructor, Sluggo Lugg +45,000 hrs who doesn't let anybody else say anything but was very interesting. He test flew ZS-APY after its rebuild in 1971 by Don Daniels and ? Murgatroyd. Cedric advised me that they only refuel 3 to 6 aircraft per day and lots of flying disinterest is caused as a result of drag racing being held on the runway once or twice a month. There are 17 hangars, only one was open but virtually no activity.

Springs 10:10 hrs 16 February

Gates also locked but got in by lying. 14 hangars on the one side, one open.

Other entrance about 20 hangars (2 open).

Nobody there had heard of EAA. No circuits are allowed on Sunday.

Big disappointment!

Middelburg

Strip about 5 to 8 kms out of town. NO ACTION.

Ermelo 10:15 hrs 17 February

Strip close to town 2 kms and easily identifiable by a HUGE white sphere on a tower near the Control Tower.

+/- 20 hangars. No activity.

Amersfoort 11:00 hrs 17 February

Strip name 'Forced Landing'.

Very well maintained pretty private grass strip on the southern border of the town. I think it is used for crop-spraying.

Volkstrust at 5,600 ft on the side of Majuba Mountain.

A gem of an airstrip, grass 1,000 m long.

The only place I witnessed life since leaving Rand, and this in the form of a loony by the name of Jan Kemp. A lovely, most hospitable man, only too keen to show one his many homebuilt aircraft. These include a Condor, T 18, 160 hp rotary Tomahawk and several more. He has a 100 hp time-ex motor with prop for sale for R40 000.

That's all time would allow, so I made my way home in case the bakkie failed

These various stops highlighted something for me. How fortunate we at Chapter 1502 are, having our own strip and base at Grassroots where there is nearly always aviation activity and bullshit. Members, count your blessings and let's see more of you at the field over any weekend.

If you feel tense about landing at Grassroots, no problem, just contact Alan Lentle for details and advice.

Regards to all, *Chris Hicks*

EAA Flying Legends

SAAF's General Hugh Paine treads the boards at the EAA Flying Legends Talk Show by Gordon Dyne

Yet another packed house at the EAA Auditorium, Rand Airport, on Thursday evening 10 April greeted Major General Hugh Paine SAAF (retired.) With our usual Master of Ceremonies the Flying Doctor Mike Brown, being his customary cool, calm and collected self, he was able to extract some great stories from General Paine of his long, varied, exciting and amazing flying career with the South Africa Air Force (SAAF.)

By some strange coincidence, only the previous day, I had been endeavouring to explain to my African staff the English idiomatic expression 'Still waters run deep'! Not an easy task! However, here on Thursday evening in the form of General Paine was a wonderful example of 'Still waters run deep'. A quiet, probably unassuming, gentle, delightful airman, looking every inch the retired military officer, but one who packed one hell of a punch! Fair comments, General?

During his career in the SAAF, the General flew many types of aircraft including Harvards, Impalas, and many helicopters such as Alouettes, Pumas, MBB BK117s, Gazelles and more, whilst holding the positions of Officer Commanding 87 Helicopter Flying School, Chief Project Officer Rooivalk Helicopter Project, Chief Director Force Preparation, Director Air Capability Plan and Director Helicopter Systems amongst others! Phew! Quite a mouthful! What qualifications! Better than my FSS AM NSB. (Failed Standard 6 and Matric – Now Selling Bear-ings!)

General Paine had seen extensive operational service flying Alouettes and Pumas and commanded the Task Force which was involved in Flood Relief Operations In Mozambique in

2001. Some amazing flying was performed by all the SAAF pilots involved in this mammoth rescue task.

We heard many stories of sea rescues, operational tours in Rhodesia, Medevacs at sea, restarting the Rooivalk programme, Rhino anti-poaching operations and a Puma accident in the Drakensberg.

The General also converted popular EAA 322 member Eugene Couzyn onto Eugene's Alouette II and, more recently, his beautifully newly acquired former French Army Gazelle which saw action in Algeria in the 1960s.

Sadly, the evening came to an end all too soon. It had been another spectacular evening with another Flying Legend baring his soul for the knowledgeable EAA audience. Thank you very much General Paine for your time. Please go on flying for the SAAF Museum and instructing for many more years to come. It was also good to have your wife Claire with us. I trust she enjoyed herself as much as the rest of us did.

Well done and thanks as usual to Dr Mike Brown. You really have become the consummate professional. Well done and thanks to Auditorium Convenor Jeremy Woods for continuing to find these Flying Legends. I am sure Jeremy will still find many more in the future. Finally, thanks to Jeremy's team of at least a dozen good men and women who help discreetly behind the scenes.

The date of the next EAA Flying Legends Talk Show is yet to be confirmed. Please watch out for news of the date of the next talk-show.

For more information on the EAA Flying Legends Talk Show, please email eaatalkshow@icon.co.za

C-Wolf Project Visit

by Karl Jensen

On 17 May, EAA Chapter 322 will be having a project visit to member Wolfgang Vormbaum's C-Wolf/Boeremeisie build project. This C-Wolf is an eye-opening venture that has been planned by an amazingly sharp engineering brain. As an aviator of more than half a century, I recently visited Wolf's place with my devoted and equally longstanding aviator friend (General) Brian Stableford who said he had half expected to see an amateurish experimental project. Brian was highly impressed with the technicalities of this advanced project. We were there to provide opinion on positioning of control devices and instrumentation from our airline experience. The project is at an advanced stage, but still a long way from flight. Eventual final construction and production of the aircraft will move to newly built hangars at Bara-G, Syferfontein. Members wishing to take part in the visit need to RSVP to facilitate catering arrangements (Please RSVP and don't simply arrive - Karl). Full details will be available at the Chapter 322 meeting on Wednesday 14 May.



Don't miss this wonderful opportunity.

Venue: Vormbaum Engineering works at 13 Seventh Street, New Doornfontein (close to Ellis Park).

Date: Saturday 17 May starting at 09h00

Contact: Cheryl Vormbaum

vormbaum@netactive.co.za

082 888 9493

Roston Dugmore - Award

by Roston Dugmore Snr.

EAA Young Eagle and World F3f Aerobatic Junior World Champion Roston Dugmore - by proud grandfather Roston Dugmore

Karl Jensen sent SMS to many of the 322 members on 16 April to say that Chapter 322 EAA Young Eagle Roston Dugmore had been invited to be interviewed on TV. Roston and his mother Susan got up at 04h00 to be at Gold Reef City at 06h00 for his TV interview. On arrival she found the occasion was actually a gala opening of the 'Sport in Struggle Exhibition'. Well Roston could not really say much about the 'Struggle' and the TV presenter chose not to interview him. Probably lucky he didn't speak because he had prepared to speak on model plane flying and how he prepared for the world championship and how the Aeroclub controls recreational flying - not how he had grown up in an underprivileged environment and how sport had changed his life. Sincere apologies to all who got up so early and did not see what they expected.

The function turned out to be very interesting and the cherry on top was that Roston had primarily been invited to receive an award for sporting excellence - R10 000, what a huge surprise! This award was handed to Roston by the Minister of Sport Mr Fikile Mbalula who said, "You make South Africa proud." It was a gathering of top people in SA sport administration including IOC member Dr Sam Ramsamy and SASCOC president Gideon Sam.

Roston and his mother enjoyed the function and the chance to meet these sports administrators. Roston and family are working hard at raising money as he has been invited to fly in the US championships in July - any help will be much appreciated via Susan Miller smiller@vodamail.co.za



Seen at Virginia Airport

In light of the upcoming elections, I was interested to see that the DA have resorted to Aerial Advertising in KZN!

Spotted this RV7 at Virginia. - Eugene Couzyn





Letter from Bill 'Lefty' Leftwich

Hello everyone, and greetings from a very soggy Savannah. Last evening, despite the rains, I gave a talk to our fellow EAA members about my recent trip to South Africa. Prior to me talking, I showed the video that Karl gave me which he photographed from his C170. After that, I showed the video of flying with Eugene in the Gazelle, from Krugersdorp and around the Johannesburg downtown area.

I began by talking about my long time friendship with Ricardo and his fascination with flying machines, showing a hangar full of airplanes, and the braai of course. I spoke about the flight to Mongena, viewing the animals and then flying over the huge diamond pit on the way to Karl's hangar.

I talked and showed them pictures of Archie's C-195 at Vereeniging, the Aeroplane Factory at Tedderfield, the breakfast at Brits, and the formation flight of Chipmunks over the Hartbeespoort dam. Of course they already knew about my talk at the EAA auditorium at Rand, but I just had to show them the large sign on the outside of the building, showing the Air Cam flying with Ricardo and me in it.

I showed them a photo of Roy Watson holding the book he gave me, which I enjoyed very much. Roy does an excellent job of recounting his early flying days around Jo-burg and I always got a very special feeling

whenever he mentioned an airport that Ricardo and I visited.

I've just returned from our annual Sun 'N Fun fly in at Lakeland, Florida. The factory Air Cam plane was sporting a new full enclosure that seems to work very good, and is easily removed for warm weather flying.

William S. Leftwich
Senior Airworthiness Inspector
Gulfstream Aerospace, Savannah



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) or Trixie (editor@afskies.co.za). Our grateful thanks to all those who regularly support our newsletter and our EAA organisation.