



## CHAPTERS:

**322 575 592 778 843 870 973**

**1262 1500 1501 1502 1503 1504**

Chris Hicks' 75 year old Aeronca Chief - photo Steve McCurrach, AirServ

### Greetings fellow EAAers

We finally have got our plans in place for the 2014 EAA National Convention, AGM and Fly-in, following our initial non-starts earlier this year. I am happy to confirm that the Convention will be held at the picturesque Wings Park Airfield near East London over the weekend of 09 August 2014. Chapter 1262, under guidance of Chapter Chairman Mike Wright, the management team at Wings Park and the Border Aviation Club, have offered their kind assistance to handle the organising from their side, and the EAA team will support from National to ensure that our Convention is a resounding success.

The Convention Fly-in is intended for aviation enthusiasts from around the country to come and share in the passion of Sport Aviation, whether you need homebuilding advice, are interested in building an aircraft, or just want to come along and interact with old friends who share the passion for anything and everything to do with aviation. We are scheduled

to arrive on Friday 08 August, with the Convention taking place on Saturday 09 August, after which most of us will depart on Sunday 10 August for the homeward bound journey. The EAA AGM is scheduled to be held on the Saturday afternoon at 15h00 in the Wings Park clubhouse. Aircraft judging as well as some technical forums will take place during the day on Saturday. We urge those who will be making a grand entrance in their pristine flying machines to enter them for the aircraft judging. It's a prestigious judging competition, so let's make sure that we have lots of entries. The prize-giving and fun evening's entertainment is planned for Saturday evening at the airfield.

An info pack will be distributed in the next few weeks with all the relevant joining detail, venue and accommodation information. Be sure to come and join us at this idyllic venue this year and share in a week-end of vintage and grassroots aviation at its best. It will be great fun!

*Paul Lastrucci EAA of SA National President*

**Wednesday 04 June**  
Chapter 322 Meeting,  
Dickie Fritz MOTH Hall  
Edenvale

**Sunday 08 June**  
EAA Young Eagle Roston  
Dugmore Benefit Concert  
'Thank You for The Music'  
Rivonia Barnyard Theatre  
Susan Miller  
smiller@vodamail.co.za  
083 698 0085

**Whassup!**

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

**Saturday 21 June**  
Krugersdorp Spot Landing  
Competition and Bring n Braai  
at the Clubhouse

**12-13 July**  
Brits Flying Club  
60th Anniversary Fly-in  
and Dinner  
Hans Schwebel  
hans.s@britsgranite.co.za  
082 656 3005

**Friday 18- Sunday 20 July**  
EAA Taildraggers Fly-in  
Nylstroom  
Richard Nicholson  
rgn@pcwireless.co.za  
082 490 6227

**Friday 08-10 Aug**  
EAA of SA Convention and AGM  
Wings Park,  
East London

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# ZS-APY 75th Birthday Party

by Chris Hicks Chapter 1502, photos by Steve McCurrach, AirServ



Aeronca Chief ZS-APY 75 years old

(A part of SA's Aviation Heritage)

The longest registered aircraft in South Africa turned 75 on 16 May, and the occasion was celebrated with 50 guests in attendance at her home airfield, Grassroots at Cato Ridge, ZS-APY is a 1939 Aeronca Chief, two seater, high wing tail-dragger, owned by the Tyre Kickers Syndicate in which Chris Hicks (and his son Nigel) are the last remaining members.

APY was registered in South Africa on 16 May 1939 and was owned by Bill Reid.

There is an older Aeronca owned by EAAer John Illsley which was registered recently, but APY is the longest surviving continually registered and airworthy aircraft on the SA Aircraft Register.

An interesting historical snippet is that during WWII all private aircraft were commandeered by the SAAF. To avoid this fate befalling APY, the owner disassembled her and a second aircraft ZS-ARB and stored them in the roof of a factory in West Street Durban for the duration of the war. At the end of the war they were re-assembled and were used as the first private training aircraft at Stamford Hill Aerodrome.

In 1970 Don Daniels and Rob Murgatroyd of Benoni purchased APY for R700 and restored her. In 1974 APY was acquired by a syndicate in Pietermaritzburg known as the Taildraggers Association, headed up by Hugh Raw.

She was later damaged in two incidents - wing damage when she collided with an orange tree near Richmond and a more serious event whilst being started at Virginia by Don Ritson. Whilst swinging the prop she jumped her chocks and collided with a Cherokee owned by J Aitken.

The Tyre Kickers Syndicate took ownership in 1978 and Chris 'bought in' during 1982 when she moved to the 400 m long Grassroots strip and he has owned her for 32 years. Must be a world record. APY has a stall speed of 40 mph and cruising speed of 75 mph. She is not known for her speed but is renowned for her longevity and colourful character.





# Chapter 1502 Mountain Fly-away

by Gerald Maddams - President EAA Chapter 1502 East Coast



John Joubert's Europa ZU-EUR (which is for sale)

EAA Chapter 1502 member Hannes Scharf and a team of helpers and supporters opened up the delightful destination of the El Mirador gliding airstrip to members of EAA 1502, the Pietermaritzburg Aero Club and other interested aviators from all points of the compass.

The weather was sparkling and the mountains of the Drakensberg World Heritage Site loomed close as 17 aeroplanes flew the tight left-hand pattern on approach. Respect for the avian and terrestrial wildlife was observed by all. Even the spirited aerobatic display by Trevor Warner in his gorgeous RV 7 was discreet in terms of noise and altitude intrusions. Those RVs are truly lovely aircraft, and there were 5 of different configurations for eager eyes to inspect. Trevor told us that his flight time from Kittyhawk to El Mirador was 1 hour and 9 minutes and burned just 20 litres of fuel. That's economic travelling.

Breakfast was at the adjacent Bakery Restaurant and was inexpensive and beautifully presented. Danish pastries, a full English breakfast, tea, coffee and toast and marmalades. Top quality. Hats off to the family-run business for the high standards that they met. A recommended venue if you are in the area.

Trevor Warner gave an informative and balanced illustrated talk that varied from experiences as an airborne bus driver

for SAA through to the fun of aerobatic display pilot - and lots more inbetween. It was well received, not only by the 50-odd aviation enthusiasts, but also by some people sitting nearby who tuned in and enjoyed the free bonus with their breakfast.



XS-VGR de Havilland DHC1 Chipmunk of Karyn Hill



Rare tri-gear Helio Courier ZS-JZK from Pietermaritzburg



# Gusty A60 Rebuild



Fanie Bezuidenhout, Chapter 1501 Volksrust



What I got - trailer load of remains 30 December 2012

Greetings from a cold Volksrust. It may be freezing out here but will never stop our aviation activities.

The Gusty A60 aircraft was designed and built in the late 1980s by Hein Schuman at Kriel Power Station. Hein is a keen model flyer and decided to build a model aeroplane which can take a pilot. He designed the Gusty based on several model aircraft, the wings are very similar to a Turbulent, one of the older homebuilt aircraft. It took Hein several years to complete the project, constantly redesigning and making changes till he was satisfied that it would fly.

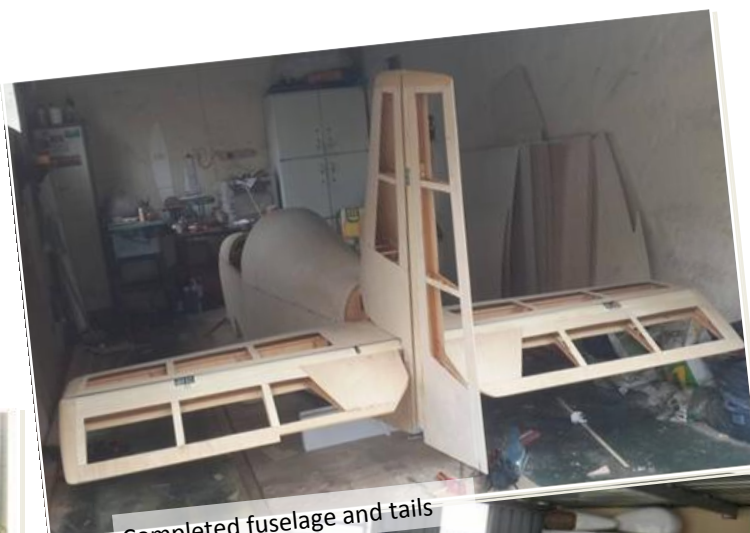
On a cold winter's morning 16 June 1994 the Gusty was ready for its maiden flight, complete with a 1700 standard VW engine and propeller, also made by Hein. After a few taxi and high speed runs at Kriel airfield, Fanie Bezuidenhout who was authorised by Oom Arrie van der Plaatz, took the Gusty to the skies.

I am not too sure if all the garage builders have the same philosophy. Fanie's famous last words, "Last one... no more!"

Next month: Jan Kemp and his RT13 with a Mazda Rotary engine.



Fanie and Hein after the maiden flight



Completed fuselage and tails



Fuselage repaired and painted

Hein continued to fly the Gusty for 150 hours before he sold it to a farmer in White River.

During 2012 Fanie started looking for the Gusty which was nowhere to be found. Sadly, someone decided to revamp the Gusty and took it apart, but he never got going with the project and sold it to Clive at Witbank airfield where it was standing in a hangar for 7 years. The remains were bought and returned to Boksburg where Fanie and his keen helpers restored and rebuilt the aircraft. Well done!





Wings



Keen helpers after a successful first start-up



2 litre VW engine





# C-Wolf Project Visit

by Karl Jensen, Chairman Chapter 322 Johannesburg

On Saturday 17 May, about 50 EAA Chapter 322 members had the pleasure of visiting Wolfgang Vormbaum's engineering works in New Doornfontein to see the progress of his C-Wolf AUV project. This is a really impressive project with brilliant engineering and thinking being invested in this innovative aircraft. Wolfgang and his son Stefan are members of EAA Chapter 322 Johannesburg. Wolf's wife Cheryl and her team of hardworking helpers treated the visitors to a delicious breakfast.

Wolfgang, who has never held a pilot's licence, is following a boyhood dream to build an amphibious family aircraft that could be used as a roomy air conditioned 6-seat family transport. When the C-Wolf concept was shown to fellow EAA members for the first time, many people said that it looked similar to a scaled-up Seabee. Wolfgang's reaction was a genuine "What's a Seabee?" The C-Wolf bears a resemblance to the Seabee, but is somewhat bigger and of composite construction. It has been designed and built from scratch. Wolfgang spent 1400 hours designing and refining the concept and started building on the project in December 2008. Although the C-Wolf is still in the experimental stage of development, the commercial potential is obvious. There is a lot of interest from military and quasi-military authorities in the aircraft from several countries. During AAD 2012 the



design even invoked requests for the aircraft's manufacture to be moved to the Middle East which would ensure an initial 25 aircraft order.

The 1,8 ton C-Wolf can be configured for reconnaissance with a 12-14 hour endurance and be operable at 22,000 feet. Useable weight will be around 800kg. The prototype will be powered by the South African designed and built Adept 320T turbo intercooler engine driving a 5-blade MT reversible constant speed propeller. It is projected to provide a 120 knot economical cruise. The aircraft is immensely robust. For slow speed, take-off and landing, slatted Fowler flaps are fitted. Pitch control is achieved with the moving surfaces of the canard and elevator. An all glass panel with three displays is ergonomically laid out and a ballistic chute will also be incorporated as an option. Hopefully, taxi tests will be possible in 6 to 12 months' time. The C-Wolf project is outgrowing its





present nest and all work will soon have to be moved to new hangars that have been purposely built for the project at Syferfontein, also known as Baragwanath, the home of JLPC (Johannesburg Light Plane Club).

It is a great honour for the EAA to have innovators such as Wolfgang as a member. At Chapter 322, we schedule a build project visit every month if possible. It's a great way to encourage more of our members to build and restore an aircraft of their own. After all, the EAA is all about building and flying aircraft and having lots of fun while doing it. One of the EAA objectives is of course education in all forms of aviation endeavours. The camaraderie that exists during these excursions to the many aircraft projects that are underway by EAA 322 members is wonderful. EAA Chapter 322 has its own in-house build project where a Skyworx Teddy (J3 lookalike) is being built at Krugersdorp under the supervision of the Skyworx owner and our EAA Technical Officer, Kevin Hopper.



EAA National President Paul Lastrucci in the C-Wolf



Wolfgang Vormbaum and EAAers with C-Wolf fin structure



EAA member Arthur Piercy paralysed after a Mirage F1 ejection, visits the C-Wolf. Arthur is also building a Seawind amphibian

## Where's Waldo?

Been a long time since we've communicated. Terrible winter here in the Midwest US, and barely coming out of it. Thanks for keeping me on the CONTACT distribution list even though I'm not a dues paying member, I really like hearing of the activities and seeing the friendly faces.

We had two of the Stearmans out this week that I've been playing with and Lisa got a picture of them. Mine has not been brought out of hibernation yet as I've been too busy with everyone else's planes and that pesky work thing.

The prior weekend we (Chad Pobanz and I) did have my T-6 out in formation with the 450 Stearman.

Their performance envelopes overlap enough for some decent looking passes, or at least fun for the pilots.

Take care and keep in touch. Hopefully you can make it out for Oshkosh or some other event and we can get together for some flying and malted beverages.

*Ric Woldow*





# FAKR Spot Landing Competition



KRUGERSDORP FLYING CLUB WILL BE HOSTING THE SA FLYER / SHELL AVIATION FLY-IN AND SPOT LANDING COMPETITION AT THE JACK TAYLOR AIRFIELD, MOGALE CITY ON 21 JUNE 2014

Please join us for a fun-filled and eventful day – a great day for friends and family to enjoy!!

#### Arrivals from 07h00

- Unmanned procedures for arrivals and departures
- Avgas will be available
- Aviation stalls
- Breakfast and lunch will be on sale
- No entry or landing fees applicable

Prize-giving and Bring & Braai to be held at the Clubhouse. Braai packs will be available to purchase.

To enter the Spot Landing Competition please email your details to [sam@bbprojects.co.za](mailto:sam@bbprojects.co.za)

All aircraft welcome to enter the Spot Landing, except helicopters... sorry!

## EAA Taildraggers

Fly-In to Nylstroom 18-20 July, hosted by the Nylstroom Flying Club



Info frequency is 120.2 MHz  
From early Saturday morning the ground frequency is 118.25MHz, Friday and Sunday 124.8 MHz

Tower info service manned by Bob Allison



#### Nice places to stay:

Waterberg Guest Home - Lizelle 076 236 7646

Modimolle Road Lodge (close to airfield) - Sunelle 072 437 6133

Lekkerbly Guesthouse - Blacky/Heleen 014 717 3702

Boshoffstraat Gastehuis - Gert/Trienie 014 717 4432

7th Hole Guest Lodge - Erika 072 928 4631

Korro Creek Guesthouse - Magda 082 465 0186

Die Pappot - 081 7071811/071 658 6877

Gorgeous Gecko - Ursula - 014 717 4227

Transfers from airfield to B&B' or town sponsored by Waterberg Toyota

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.