



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

Wings Park: Chalkie Stobbart's Fairchild which he flew to Oshkosh in 2003 - Photo Karl Jensen

It seems there may still be some confusion surrounding the 'new' requirements for Young Eagles flights/events.

EAA National took a decision some 18+ months ago, following a proposal by Mike Brown that we review our approach to Young Eagles flights in order to ensure benefit to the Chapters and to those pilots and ground crew volunteering their time and aircraft.

The focus is on ensuring the quality rather than a quantity of Young Eagles activities.

We now have distinguished between 'flipping' youngsters, and providing a proper Young Eagles experience.

In order to count as a Young Eagles flight, the youngsters need



to pre-qualify by registering on the Young Eagles website (www.youngeagles.org.za), and then completing the study modules and passing the online test. Thereafter, they're eligible for a formal Young Eagles flight through the relevant Chapter.

Chapter Chairmen or their designated Young Eagles coordinators will be kept advised as new Young Eagles candidates register for the programme in their regions.

Louis Wilken (083 629 0751) has a 580 sq m and 4.8 m height clearance hangar for sale at Heidelberg, Gauteng with a registered cc company Plover Aviation for aircraft sales, service, maintenance, training. He also has a Cessna 175 project for R180,000 - metal work completed, new windows and leather interior.

Whassup!

Thursday 11 September
EAA Flying Legends Talk Show
EAA Auditorium. Rand Airport

Sat 04 October
Vintage and Classic Fly-in
Petit Airfield

Saturday 18 October
Parys Time Trials War birds
through the Ages and Formation
Competition

Wed 05 November
EAA Chapter 322 AGM

Sat 08 November
Aero Club Annual Awards Dinner
R280 pp

Fri 14 or Sat 15 November TBC
EAA Chapter 322 Yr End Dinner

Sat 22 November
Combined EAA/SAPFA Peter
Hengst Memorial
Breakfast fly-in & Fun Rally
Brits airfield

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EAA Convention 2014

08-10 August, Wings Park, East London

Flying to and from the Convention

- Karl Jensen

What a gas and a lovely adventure it was to be able to fly to Wings Park for the 2014 Convention.

A gaggle of 322 members flew to Bethlehem on Friday 8 August for refuelling to avoid the extra flying time by going via Margate. The tailwinds were excellent from GP, so much so that I tended to throttle back to make the flight longer - after all I enjoy flying and want to make the most of my delightful 170. The gaggle consisted of a J5 Cub, A PA-18 Super Cub, a Saab, a Maule Rocket, a Comanche and my Cessna 170. After a quick top-up, we departed Bethlehem for Glenside against a considerable headwind and threatening clouds albeit with a safe ceiling. Some of our members decided to fly via El Mirador, Maritzburg, Margate, etc and others flew to Wings Park from GP via the west of Lesotho.



We stopped at Glenside as we traditionally have for flights to Margate, and were joined by Horace Block who arrived in his ex Chalkie Stobbart RV-6 from Wonderboom to join the fray. Glenside is an excellent stop with a good restaurant (The Waffle Hut) a 15 minute walk from the good grass surfaced airfield. Eugene Couzyn arrived after we had all departed for refuelling in his Gazelle.

With the hearty breakfast settled by a stroll back to the field, we chose to meet again at Wings Park with some members flying (I just cannot write ro#@*ing!) via the coast. We flew along the Berg to fly over Sani Pass and Drakensberg Gardens where I worked as a sprog Comm pilot in '63/4. The turbulence in the area was quite severe, so we chose to head for the coast at the Umtata River mouth instead of paralleling the Berg any longer. I've flown over this area many times, but

only at jet altitudes for the last 45 years. I was absolutely astounded at the density of the population from about Kokstad all the way to the coast. For many years I've flown up and down the beautiful Wild Coast at sight-seeing altitudes and did not have reason to venture inland. Along the coast we saw a few whales and thoroughly enjoyed the spritely performance of our planes at sea level over the dream-like coastal scenery.

On reaching the coast, flying fairly low past Hole in the Wall, we heard a lot of activity at Wavecrest and decided to stop there for a leg-stretcher - fabulous idea with all manner of aircraft tootling about the circuit and some EAAers overnighing at the hotel, a mere 40 nm for Wings Park. We departed after a 30 minute break and floated in to a busy Wings Park. We fuelled up again and were then directed to allocated parking which was marked with pegged signs so that one could fly during the Convention and your parking spot would not be usurped - a nice touch! After securing our planes, some of us eagerly quaffed a few frosties while meeting up with friends from previous fly-ins.

Horace Block set up a 'What's app' site called 'EAA Carte Blanche' for smart phones which provided free communication and amazing weather updates by all who joined, instead of tedious costly individual calls and SMSs.

The return journey was to have commenced on Sunday, but due to the heavy rains caused by a cut-off low pressure system, the airfield was closed by the owners to avoid damage to the soggy surface. This wasn't really a problem because we hadn't finished kuiering anyway. We met up with our pals at a restaurant in Gonubie where much hilarity and good fun reigned supreme. Some of our members had to be home on Sunday or Monday and departed by airline from East London to return later to collect their planes.

Eventually on Monday, the airfield had drained sufficiently in time for a midday departure. The weather inland remained QBI, so our gaggle decided on a coast-wise return. The weather was not good with heavy rain in patches lowering visibility to near minimum safe limits. Our gaggle landed at Port St Johns for a leg stretcher and to admire the magnificent view from the top of the mountain where the airfield is located. It was our original intention to stop at Magwa Tea Estate where Eugene was to ferry us in shifts in his Gazelle to the beautiful Mbotyi River Lodge on the coast. Due to the delayed departure from Wings Park, we had to scrub this wonderful plan due to some of our members needing to get back to work. On refuelling at Margate, with



the weather doubtful in the Ladysmith-Harrismith area and an ETA back home a mere 10 minutes before sunset, a nightstop was called at Margate. We could have enjoyed Mbotyi after all, but a 48 nm backtrack to Magwa was not a popular choice.

This resulted in our gang meeting at a good restaurant on the beach at Ramsgate to follow through with the festivities that commenced at Wings Park. Regardless of the delicious bitterly cold libations, we had an early night and departed next morning for home. This silky smooth flight was magnificent in the early morning and we arrived home

uneventfully albeit very tired from all the kuiering.

The generosity of the EAA members from East London, the Border Aviation Club, the Wings Park people, and the Margate people need to be described in a much longer story. Thanks everyone for the company, the sharing, the happy atmosphere and all the effort by so many to make the Convention and journey such a pleasure. I really appreciate the fact that I own a wonderful aircraft that I can share with my friends. It is truly great to be an EAA member and be able to enjoy the camaraderie and adventure that our fly-aways always provide.



Fun in the Gazelle

- Rodney Frowein

My fun was had on the trip down with Eugene in the Gazelle, skimming along the beaches of the Wild Coast, seeing the beautiful waterfalls that fall straight into the sea, circling the Magwa Falls and then flying on through the canyon. I've always wanted to see the Hole in the Wall and we hovered next to it - incredible!! I always knew that coast to be beautiful, but seeing it from the air just blew me away!

Another highlight was meeting interesting people like John Costello in Port St Johns (even in the short time we had, he had fascinating things to say about early settlers - i.e. before 1652). After seeing his photographs of the region I almost deleted my poor efforts!

The EAA camaraderie was great and made up for the weather. The Wings Park hospitality was superb and I admired their dedication to safety.

I was sorry I had to be back in Johannesburg on Monday evening and not staying over at Mbotyi, but as we taxied in the Airbus at East London, I wished I had time to take a photo as we passed two Cirrus parked on the apron with a disconsolate Willie sitting cross-legged next to one of them - you could see he wasn't going anywhere that day!



Eugene's precision parking - right skid only but the left skid was identical - only a vernier would have measured the difference.



ZS-CAT's First Convention

- Celia Lastrucci



The EAA Convention was moved to 08 August, at Wings Park, East London. That is a long flight for ZS-CAT, but I was excited and looking forward to the trip. The Wings Park team had prepared a detailed information pack with pictures of the airfield layout and approach instructions, along with details of camping facilities, shuttle services, meals, functions, etc. This was a really well organised event!

We were lucky to be invited, along with Chalkie Stobbart, by Andy, Margie and Lilly Lawrence, to stay in their newly decorated flat at their Kei Mouth holiday home. So with accommodation sorted, we did not have to worry about heavy tents and sleeping bags. Our mass and balance calculations showed that ZS-CAT was just below gross, as we needed full fuel for our trip. On Thursday morning, the fully laden little plane took off with ease from Krugersdorp, and we set the heading towards Pietermaritzburg. It took us 2 hours to reach Pietermaritzburg, even with a tail wind, where ZS-CAT, which has a cruising TAS of 100 knots, was doing a 130 knot groundspeed.

The airport was not busy, we were able to refuel, pay our landing fees and depart quickly. Off again and heading for Margate where we managed to also refuel, pay and leave promptly. We were now on the last leg of the journey to Morgan's Bay, and we were flying against a headwind of 30 knots. After two and a half hours, and a very scenic flight, we eventually spotted Brown's Landing. A pretty, well-kept grass runway, on high ground just outside Morgan's Bay. Andy, Margie and Lilly were on the ground and Andy had his handheld radio. It was good to hear his voice, and we landed at 14h15. Before we shut down the engine, we noticed that Andy and Margie had a bottle of champagne, four glasses and had laid out a red carpet! It was a wonderful welcome after a long flight. The little Cessna had performed very well and we had enjoyed our flight.

It was then off on a short road trip to Kei Mouth for the night, in a rather tipsy state!

The next day was Friday, and after a fresh morning walk on the beach, we got ready for the final flight into Wings Park to

join the convention. The original plan was for Margie to drive the car to the airfield, while Andy flew his RV6, and Pete and I were to arrive in ZS-CAT. The car would take an hour and a half, the planes about eighteen minutes. Pete offered to drive and let Margie fly with me. I became a bit concerned, as I am a low time pilot, did not know Wings Park, and Margie had only recently become less anxious about flying. "No problem," said Andy, 'Just follow me!'

Margie and I took off from Browns Landing before Andy, we circled over Kei Mouth before heading down the coast towards the Cintsas reporting point. Andy and Lilly were behind, and wanted to know our position. "12 nm NE of Cintsas." Andy wanted more detail. "Margie, please look out the window and tell me where we are?" Margie put down her crocheting, and looked out the window. "We are over Bosbok Strand camp site," she answered. "Margie, pilots will not know where that is, please look outside again," I asked. "We are over Haga Haga," she answered. "Are you sure?" After debating our location, we eventually arrived at Cintsas, and turned inland towards Wings Park airfield. On giving our position in the GF, a voice came over the radio assisting the traffic for Wings Park. They had arranged a special frequency, and advised us to join a right base for runway 09. Andy was now ahead of us, and we followed him in. At the time, we were the only two planes in the circuit.

The grass runway is wide and soft. We landed safely, without Margie dropping any stitches on her crocheting! On landing, the radio operator asked if we needed fuel, and we were advised to taxi left towards the fuel tanks. We stopped behind Andy in the queue, and were given the warmest welcome ever. While ZS-CAT was being pushed in line for me, Andy had two fuel attendants helping him, Steve Onions on the left wing filling with Mogas, and Patrick Hill on the right wing filling with Avgas. The service was unbelievable!

After ZS-CAT was filled, I went into the fuel hut to pay. I was assisted by a friendly chap, who filled in my invoice. He needed certain information. "What is your name?" "What is your address?" "What is your cell phone number?" Then "What is your waist measurement?" I had to stop him there,

because I knew that, next, he was going to ask my age and other statistics.

I started up to taxi and James Wardle appeared on a four-wheeler with a big yellow 'Follow-Me' sign at the back, and he led me to my parking bay. Waiting for me was another gentleman, who helped me push ZS-CAT into her spot, and a little sign was nailed into the ground with the aircraft registration (as well as a little sketch of a kitty). This was my parking for the whole event. (I kept the sign for memory's sake!) Eventually Pete arrived by car, and helped me tie down ZS-CAT with her 'claw'. She was well secured.

Watching all the other visiting aircraft arrive on Friday was fascinating. Chalkie arrived in his Fairchild, and there was a big variety of planes on display. The catering was fantastic, and we purchased our food and drinks coupons and got stuck in. The next day was Saturday, and there was lots of hangar talk and swapping of ideas and experiences. The AGM followed, and in the evening a formal dinner and prize-giving was held. It was really well done, a good vibe, with foot-tapping music, and nobody went hungry.

Later that Saturday night, back in the Kei Mouth flat, I woke up in bed to the sound of

heavy rainfall. The next morning, our day of departure, we heard that the Wings Park airfield had been closed due to flooding. At least the little Cessna was tied down good and proper. So we spent a wet and cold Sunday at Kei. On Monday morning, the weather was no better, and I now understand the pilots 'favourite saying, "If you have time to spare, go by air!" Unfortunately I had no time to spare, and I flew back on Monday evening with Kulula, leaving Pete to fly ZS-CAT home alone, on Tuesday.

All safely back home, we looked back at the great time we had and simply cannot wait for the next adventure!



Pete & Celia Lastrucci, with Margie & Andy Lawrence.

Laid Back

The East London EAA members may be living in a laid-back part of SA, but they certainly are very capable of putting together an enjoyable Convention.

I have attended all of them and this year's one was again well organised with the boys living up to their reputation. Thank you all!

The AGM attendance was excellent and very lively at times. Thanks Paul for all the hard work.

This year, I decided to hang up my boots as aircraft judge after two and a half decades of it. Time for a change...

I put on the 'Forum cap' and ran an Aircraft Surface Treatment forum, discussing aluminium preparation with all its do's and don'ts.

It was reasonably well attended and those who were there showed a keen interest, which was very enjoyable and gratifying.

Unfortunately, we ran out of time and the second forum on Aircraft Hardware I had prepared had to be canned and kept for another time.

I sat in on Dr Mike Brown's excellent talk on Aviation Medicine and Annual (for me, that is!...) Medicals - a most professional presentation.

- Marc Kuster
EAA Chapter 1502



Wings Park Clubhouse.

Wow! What an extended weekend, thanks to the rain on the Sunday. We all had a ball, meeting new friends, enjoying the aircraft fraternity, the flying, the party around the fire in the evenings and the general aviation buzz.

I was particularly privileged to fly with Karl in his 170 and share his wealth of general knowledge and aviation experience. I learnt so much about aviation and general knowledge over the weekend and for me to fly down the Transkei Wild Coast all the way to East London was a

particular treat, because being a hiker, I have hiked from Port St John's to Coffee Bay and down to Hole In The Wall, and also from Kei River Mouth to Gonubie, and then to see it all from the air - WOW! Absolutely fantastic, and an experience I will always treasure as a precious memory. Thanks to everyone.

- Neil Fenton



- Gerald Maddams

It may have seemed a long way to drive, and the truck and taxi drivers along the route were determined to reinforce that fact, but a drive of twice that distance would have been worth it.

I arrived at Wings park in the gathering dark, late on Friday afternoon, to find a chilly wind being effectively deflected by the warmth of the friendly hospitality of a large group of men and women, who broke off their conversations to greet my companion and me to make us feel welcome. Some dedicated people had been slaving away tirelessly to produce a table loaded with salads, a wonderful lamb potjie and crisp fires for the braai fans.

The organisation was evident from the very start. The men and women of Wings Park, aided by many from other areas, did all attendees proud with their thoughtful arrangements and excellent planning.

The purpose of these Conventions is to gather together planes and the people who care for them. Big or small, rough or perfect, fast or slow. Planes as diverse as the folk who love them. It was only in the morning that I got to see the variety that had flown in there and I was glad to

have my camera with me, because the spectacle needed capturing in order to relive it later when I got back home.

The formal talks and forums were excellent, demonstrating the wide variety of interests and knowledge that EAAers possess, and reinforcing the spirit of the EAA and it's credo of education through activity.

The presentation of awards are always great because we get to see real dedication recognised by others. I am always amazed how the judges can settle on their prize aircraft as there are always a host of prize-winning aircraft out on the field. Those judges deserve warm applause for their attention to detail and their single-minded determination to find the diamond in amongst so many gems.

To all who attended, prepared, planned, encouraged, hosted, cooked, flew, or whatever, a very big thank you from the KZN members (including the MISASA guys who joined us). This really is what it's all about: meeting people.



The true spirit of EAA - homebuilt with a converted motorcar engine that flew in from distant George (so I'm told).

Bomber Command

My visit to the Royal Air Force (RAF) Bomber Command Memorial
- Gordon Dyne

Whilst in London in early July, I made a special point of visiting The Royal Air Force Bomber Command Memorial in Green Park. I have wanted to visit this iconic Memorial since it was 'opened' by Her Majesty Queen Elizabeth II on the 28th June 2012.

The Memorial commemorates the aircrews of the Royal Air Force Bomber Command who embarked on missions during World War II. Some 55,573 aircrew from Britain, Canada, Czechoslovakia, Poland and other Commonwealth Countries failed to return from such missions. This Memorial commemorates their deaths and also the deaths of thousands of civilians of all nations killed during the raids.

I attach a number of pictures of the Memorial. I cannot 'get over' how the crew member on the extreme right of the crew picture resembles our own 'General' Brian Stableford! "Per Ardua ad Astra" - the motto of the RAF and other Commonwealth Air Forces - "Through Adversity to the Stars".

The controversy over the tactics employed by RAF Bomber Command during the Second World War meant that an official memorial to the aircrews had been delayed for many years. Despite describing bombers as 'the means of victory' in 1940, British Prime Minister Winston Churchill did not mention Bomber Command in his victory speech at the end of the war. Quite appalling in my humble opinion.

Aluminium from a Royal Canadian Air Force Handley Page Halifax of No. 426 Squadron which had crashed in Belgium in May 1944, was used to build the roof of the memorial, which was designed to evoke the geodetic structure of a Vickers Wellington bomber. The Halifax LW682 OW/M had been removed from a swamp in 1997 with three of the crew found still in their seats. They were buried with full military honours in Geraardsbergen and the remains of the aircraft were sent to Canada. Some of the metal was used for the restoration of a Halifax in Trenton, Ontario, and the rest was melted down by the Bomber Command Museum of Canada in Nanton, Alberta. The Museum provided ingots for the memorial to commemorate the 10,000 of 55,573 airmen who were Canadians.

The bronze memorial standing 9 feet (2.7 metres) high depicts seven airmen who have just disembarked their bomber after a raid. Their attire shows what a crew had to wear for protection from the cold. The strain and tension are visible on their young faces as they know they have made 'it home,' but that only in a few hours' time they will have to 'fly yet again' and that time they might not be so lucky.

The Memorial is beautifully sculptured, thought-provoking and emotive. To just stand there quietly and take stock of what men, some still in their teens, had to endure for our freedom is quite staggering.

The English lyricist and poet John Maxwell Edmonds (1875-1958) is said to be responsible for the famous epitaph carved on the memorial of the British Second



Division in the large Military Cemetery (maintained by the Commonwealth War Graves Commission) in Kohima, India after the Second World War. It reads:

"When you go home, tell them of us and say: "For their tomorrow, we gave our today."

The same applies to all those young airmen commemorated by the RAF Bomber Command memorial.

In May 2013, the Memorial was vandalised when an unknown person spray-painted the word 'ISLAM' across it. What can I say?

**FREEDOM IS THE SURE POSSESSION
OF THOSE ALONE WHO
HAVE THE COURAGE TO DEFEND IT
PERICLES**



Chapter 322 Johannesburg Meeting

The Airplane Factory's James Pitman astounds EAA Chapter 322 with tales of his adventures - Gordon Dyne

On Wednesday 06 August, some 130 members and friends of EAA Chapter 322 came together at the Dickie Fritz MOTH Hall in Dowerglen for the August meeting of South Africa's biggest and busiest EAA Chapter. How it must gladden the old heart of Chairman Captain Karl Jensen to see the numbers swell every month as he reaches the zenith of his time as Chairman of this powerful EAA Chapter. Karl has again been threatening to 'stand down' as Chairman in November, but what will happen to this vibrant EAA Chapter unless someone with Karl's leadership qualities, charisma, charm, humour, good looks, computer skills and time comes forward to take this Chapter to the next level?

With apologies to William Shakespeare - "Here was a Caesar - when comes such another?"

Members and friends were met on arrival with tasty toasted sandwiches and coffee supplied by Ann Ferreira. Her stalwart hubby Wally, an old MOTH, was as usual at his post in the bar - bayonet fixed - to supply thirsty folk with something to 'wet their whistles'! Wally was, as usual, ably assisted by the lovely Hayley Hopper. What an asset to any barman as sales promptly shoot up!

Chairman Karl called the rowdy gathering to order at 19h00 sharp and the meeting settled down to run through the usual formalities such as Minutes, Chairman's report, Finance, Auditorium, Young Eagles, Build Project, Safety, Annual Dinner, Aero Club Awards Evening, present and forthcoming events, with particular reference to the upcoming EAA Convention at Wings Park, East London that weekend 08-11

August, and also the Grand Rand Airshow on Sunday 17 August.

After a suitable break to recharge our glasses, we resumed our seats to listen to the guest speaker James Pitman from the Airplane Factory based at Tedderfield Airport where the Sling is produced. What a wonderful South African success story is the Sling Light Sport Aircraft in a configuration of two seats, four seats, taildragger or tricycle. Even at AirVenture at Oshkosh in the USA, the American Airplane Factory recorded record sales for its Sling. Wonderful! Well done guys! James 'Wild man' Pitman, aided by an amazing Powerpoint presentation, focused his talk at the EAA meeting on his recent trip through Namibia in his Sling 2TD culminating in landing on a deserted island off the North Namibian Coast. This trip was the forerunner of a twelve part programme to be produced by America's Discovery Channel. Imagine how much worldwide publicity that will bring to the Airplane Factory! How a 'staid' city lawyer such as James could change his career and risk everything to end up as a 'twice round the world pilot and aviation adventurer' is beyond me. Nevertheless, all I can say is thank goodness there are men such as James Pitman and Mike Blyth who are still prepared to 'push the envelope' and to 'boldly go where no man has gone before', just as the Star Trek crew did some four decades ago. Thank you James. You and your colleagues deserve all the plaudits and financial rewards that come your way. Well done.

This wonderful evening wound up at about 22h30. Thank you Mr Chairman for yet another amazing evening. For more information on EAA Chapter 322 please contact our vivacious PR girl Trixie Heron on editor@afskies.co.za. Thank you.

GPS Tracker

- Régo Burger

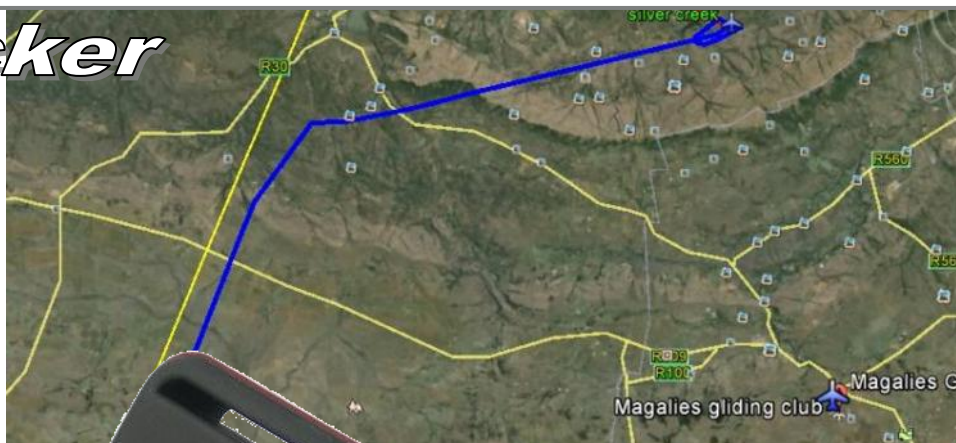
I am using this pocket unit as a plotter and it doubles as a location device for my family. SMS controlled low battery warning and all.

The SOS button can be pressed if you have advanced warning of a pending emergency or if you survive one and are conscious.

In the event you are unconscious and the battery starts fading it transmits a message to your chosen administrators with GPS position reports.

If your family want to know where you are, they simply call the device and it returns an sms with the details.

Below is a sample of the low battery tx on my ferry trip to Magaliesberg on Saturday. As I



wheeled up to the hangar my Missus in PE got the sms and the position.

The unit will send the message every 3 min till the battery dies. The same when you press the SOS button.

Message:

low battery! Lac:9a 58af
T:14/08/03 03:44 Last: T:16:09
<http://maps.google.com/maps?f=q&q=-25.798322,27.522208&z=16> bat:5%

The battery just started to go flat after a full day of flying from 08h00 to 18h00.

The track can be recorded, converted and displayed on Google Earth. Your family can follow your trip via the Internet link if set in GPRS mode.

The next step up is a more expensive unit.

If you want full tracking you can also use the FM1100 system.

Service centre control or self monitoring can also be done. You can hard-wire it to the aircraft battery but I feel it is not required. You can also use it for post flight analysis.



EAA Flying Legends Talk Show

Thursday 11 September 2014

Major General H.A.P. "Hap" Potgieter (retired) was commissioned from the Military College in 1962 and retired from the SA Air Force in 2000. During his illustrious career he served as: a pilot, a Flight & Squadron Commander as well as Operational Air Force Commander, flying numerous types ranging from Harvards, Impalas & C185s during his initial training to Pumas, Alouettes, Super Frelons and many Reserve Force Civilian fixed wing types.

He has roughly 10,450 flying hours, 4,006 of which were giving instruction and 3,950 on helicopters which includes almost all

the civilian light types. His CV reads like a 'thriller', moving from the battlefield to the boardroom, to Operational Commander of various Combat Command Posts, to University lecture halls, to UN missions in East Timor, DRC, Seychelles, Namibia, Rep. of Congo, USA and France.

I doubt we will be able to cover all the stories in one evening, but we'll try.

Booking is essential - email eaatalkshow@icon.co.za

- Jeremy Woods

@ Editor

- a letter from Dieter Schuffenhauer

Having read your story on an evening with General Hugh Paine, I thought I might share a story with you about my former squadron commander.

In 1990, I was 18 years old and had the privilege of being one of the few National Servicemen to actually get posted to a squadron instead of going to security or fire units. I ended up at 87 Helicopter Flying School as a Technical Services Orderly. On one occasion when the squadron was going to the satellite base in Bergville for the mountain flying phase of training, I received a call in the office from the Commandant Paine asking me to please come round to his office. Officers buildings were a short walk away from our offices. When I got there, Cmdt Paine asked me to drive him in his Opel Kadett Cub out to the flightline and help him load his gear onto his chopper and then bring his car back. We got to the Alo, the Cmdt started his pre-flight and I loaded his gear. I then wished the Cmdt and the flight engineer a good flight and left. At this point, I took, shall we say, certain liberties, and instead of parking his car at the office, I first drove to the NCOs' mess, had a leisurely lunch and then went back to my office.

When I got there, I received a message saying that Cmdt Paine was looking for me and that he was not happy. I first laughed and told the guy giving me the message that the Cmdt left an hour ago, to which he replied that the Alo was still on the flightline. I walked out there only to see a grim looking Cmdt Paine standing next to his Alo. He looked at me and in a soft voice just said to me, "Go and get my car and bring it here. Now." I went off as quick as my shaking legs would carry me with thoughts of DD1's (disciplinary form) running through my head. I fetched the car and drove out to the flightline, strongly believing that the Cmdt's entire trip to Bergville was now off because he was going to discipline me. When I got out to the chopper, the Cmdt went round to the boot and opened it. I now thought, that's it, he's putting his gear back in and we're going straight to his office. Instead, he reached in, and... took out his golf clubs!!

He loaded them into the chopper and off they went. The next two weeks were the longest of my life as I waited for the inevitable disciplinary that I knew was coming upon his return. Fortunately, his golf game, I mean the training programme, went very well and when he eventually did come back, he was in a good mood but someone else was asked to take his car out to the flightline. And he never mentioned it again. In fact, when 87 HFS won the chopper competition that year, Cmdt Paine sat for ages buying me drinks in the bar! I wonder if he remembers that incident? I will say one thing, this National Serviceman will never forget it!

Consider Gliding

Gliding used to be considered a less expensive way to become an aviator. The current theory is that it is no longer a cheap way to fly. It is worth looking at this aspect again.

A form of gliding, which is gaining popularity, is motorised gliding (known as TMG). A price per hour of flying a motor glider may be around R700 per hour. Some of the advantages of starting with motor gliding include having access to an airfield where training is available, close by. If you consider Gauteng, we have Magaliesberg Gliding Club and Springs. Costs vary, and change with distance to travel and many other factors, all of which seem to be reasonable. I will touch on some of these aspects further on.

Now that the Soaring Society has a structured training programme, it is easier to predict the time to going solo, as well as the time to obtaining a glider pilot's licence. Therefore it is easier to estimate the cost of obtaining a licence for gliding and compare it to a sport or private pilot's licence. The last figures I heard for hiring an aircraft were over R1,000 per hour. A popular motorised glider is the Motor Falke. The main reasons for its popularity are the relatively low purchase price and a fuel consumption around 10 km per litre.

The alternate approach to gliding, is the pure glider - no engine.

For those of us living in the cities, distance to a suitable airfield becomes important. Time, fuel and toll roads, add to the cost of flying per hour. This is made slightly easier with reduced club membership fees, the further you have to travel. If you travel frequently the advantage reduces quickly.

Another influence on cost is the method of launching the glider. Two methods in use are the aerotow, being behind a tug aircraft to get to altitude, and the other is the winch launch. The altitude gained from the winch depends mainly on the length of the winch cable, or runway length. Aerotows allow greater flexibility in altitude gained but the costs are considerably greater as well. Thermals are not as strong low down as higher up, so in order to stay up longer after a winch launch, it probably requires a few extra launches until a good thermal is entered. If the weather is good the chances of entering a thermal quickly, help keep the launch costs down. An aerotow can cost in the order of R 300 and a winch launch around R 80.

The pure gliding (excluding TMG) airfields close to Gauteng, include Magaliesberg and Parys, and both experience good gliding weather in unrestricted airspace. Both have winch launching, but only MGC has aerotowing at the moment. Springs is below the ORT TMA and flying is limited to 7,500 ft agl. The same applies to all airfields under the OR Tambo TMA. The TMA limits gliding to motorised gliders.

The next consideration is the number and types of gliders available for training, and with this, the number of instructors

available. At present, I believe that Parys is short of a training glider for ab initio training.

This leaves Magaliesberg as the choice of clubs close to Gauteng central.

Now, if we now look further afield, a whole new situation comes up. I refer to one airfield only, but there are others in the area. There are 18 Gliding Clubs in South Africa, recognised by the Soaring Society.

Hennenman airfield is where the Goldfields Gliding Club is based. Hennenman is in the vicinity of Welkom and Virginia. From Kempton Park, the distance is roughly 250 km. A big fuel cost, unless the cost is shared by fellow travellers.

The other adverse consideration might be that no aerotowing takes place at GGC. This aspect is not as serious as at other airfields, because the runway and cable length is long enough at 1.9 km, and the weather is more conducive to finding a thermal and 'getting away' on the first launch.

Other positive aspects at the Goldfields Club include the facilities. There are six club gliders available to members and students. They include a K 7, which is a basic two seat trainer used for spin training (a subject still in the training syllabus). Other clubs send their students to GGC to cover this aspect. There is an ASK 13, a better performance two seat trainer and a third, more modern glass ship twin trainer, the ASK 21. A student will fly the first solo in either the K 7 or the K 13. The remaining club gliders are single seat glass ships, an ASK 23, an ASW 19 and an ASW 20.

The club aims to have all students fly all 6 of the club aircraft in their progression to becoming a proficient glider pilot. These gliders range from basic performance to competition performance.

The hangarage is very good quality, as is the club house close by. Hangarage costs for privately owned gliders are extremely low by comparison with hangars around Gauteng. Membership fees are lower than comparable clubs elsewhere.

Accommodation in Hennenman is available in the form of B&Bs priced at around R300 per person per night.

Flying takes place on both Saturdays and Sundays with full teams rostered for duties.

If anyone would like to consider a weekend trip to Hennenman to fly with GGC and find out what gliding is about, please contact me.

- Sid Bottom

sid@digitalfabric.co.za

082 447 2049



Oshkosh, a different perspective

- Eugene Couzyn

No attempt to describe this unbelievable event can come close to the actuality of the Oshkosh experience, and I will not try. I attach a few photographs of the EAA 322 members who attended this year's extravaganza, and the faces will tell the story without needing any words.

However, for me personally, the highlight was getting to fly an AH-1F Cobra Attack Helicopter, and I am still on a high, several weeks after the event.

It all started when I got chatting to Bruce Whitley of the Army Aviation Heritage Foundation.

This organisation exists to inspire American soldiers through the maintenance and operation of historical aircraft by veteran airmen and women, and in this case, the Hueys and Cobras of the Vietnam conflict.

Whilst drooling over the Cobra on display at Oshkosh, I learned that the foundation would be offering flips in both the Huey and Cobra from nearby Fond du Lac Airfield on the following day, so bright and early, I took a taxi down to Fond du Lac.

I 'established my credentials' with Bruce, the first pilot for the day, by showing him pics of my Alo and Gazelle, and giving him a little of my background, and then paid my bucks for the first ride of the day in this awesome machine.

Turns out, Bruce was a Vietnam Cobra Veteran with many missions under his belt, but had also actually flown a Gazelle in a different theatre.

My flight started out in the front seat of #15826, with Bruce making a mock attack on a small farmhouse near the airfield, and I came under close scrutiny through the mirror set up to reflect the passenger's face to the PIC in the rear.

I must have passed muster, because when I asked to be allowed to take the controls, I was able to repeat the exercise



over and over, with each successive dive getting steeper and steeper, until we were all but vertical in our attacks on the long suffering farmers in the area.

I then carried out a sortie down a nearby winding river, strafing the 'gooks' with our machine gun. Man, I get all shaky just re-living the flight, with the realisation that this had to be the most exciting flying experience of my life.

Sadly, I then had to return to the airfield, where Bruce landed, to take on the next passenger.

To the amazement of the organisers, I returned a short while later for a second and third flight, getting more and more comfortable with the machine on each successive flight, and finished off with a low level high speed pass down the Fond du Lac runway, a steep climb, wingover and second pass in the opposite direction.

President of the organisation, Ed Clarke, presented me with a Demonstration Team Tee shirt and cap, and I look forward to wearing them at future events.

All too soon, it was all over, but the memory and 0.9 hr entry in my logbook are there forever.



Where's Woldow

Lisa took these photo's on departure from home on our recent flight to Yisplanti MI, home of Willow Run Airport where all those bombers were produced for WWII. They were having a gathering of T-6's, and with the promise of fuel, lodging, and food, we were on our way. A great weekend, with the highlights being a formation of a B-17, flanked by a P-38 lightening and a P47 Thunderbolt, with P-51's on ends of the Vee.

The USAF Thunderbirds were there too, but to us fans of vintage aviation they were just a distraction for the crowds. We put a total of 170 gallons of 100LL through our T-6 proving they are not economical, but are sure a lot of fun.

Next weekend is the annual AAA-APM gathering in Blakesburg Iowa, followed by the Stearman fly in in Galesburg IL. Perennial favorites and we will send photos and commentary.

On the way to the Thunder over MI, we stopped in Danville IL to meet up with friends travelling from the south. We took time to poke around a few hangars.

Ric Woldow



Rand Airshow



Chapter 322 members at the Rand Airshow. Once again the EAA and Chapter 322 organised a braai at the EAA Auditorium for our members to enjoy a wonderful day of aviation excellence.

first

VINTAGE
and classic
FLY IN

4 OCTOBER 2014
PETIT AIRFIELD
ARRIVALS FROM 7:30AM

GPS LOCATION | 526° 04' 54" E28° 23' 26"

A DELICIOUS BREAKFAST AWAITS YOU

FOR MORE INFO CONTACT JOHN ILLSLEY

john@boyshigh.com

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.