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BRAKES ON ... THROTTLE SET... CONTACT!

April 2015



*The Oldest airworthy homebuilt in South Africa,
Dale de Klerk's CVJETKOVIC Mini Ace CA-61.
Photo by Willie Bodenstein*

Whassup!

Wed 01 April
Chapter 322 Meeting
Dickie Fritz MOTH Hall
Edenvale

Thurs 02 - Sun 12 April
Stars of Sandstone
Vintage Aircraft
incl Harvard Flips
Steam and Heritage Event

Sat 11 April
Chapter 322 Teddy Build
Hangar E50, FAKR

Wed 29 April - Sun 03 May
Aero Club Week
Parys Airfield
Celebrating 95 Years of
Recreational Aviation in SA

Fri 15 - Sun 17 May
Chapter 1500 Inaugural Fly-away
Bethlehem

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CVJETKOVIC Mini Ace CA-61

Dale de Klerk's 'oldest airworthy homebuilt in South Africa'

- Willie Bodenstein



The Cvjetkovic Mini Ace CA-61 is a design of Anton Cvjetkovic, a Yugoslavian who had emigrated to the USA in the late 1950s. The Mini Ace that was only available as a 'plans built' first flew in 1962. Designed for home construction, the Mini Ace is a wooden low-wing monoplane with a fixed tail wheel undercarriage to be flown with a C-65 Continental. However, 1600cc Volkswagen engines have been installed as well. Some builders have opted for side opening and open cockpit variations.

Dale's Mini Ace is the first and possibly the only Mini Ace in South Africa was built by HC 'Toy' van Rensburg, a resident of Clocolan in the Free State. Toy, an out-and-out layman who did not have a pilot's licence, read about Cvjetkovic's design in the December 1965 issue of Mechanics Illustrated magazine and there and then decided that he was going to build one. Plans in hand, Toy started finding out just how to build an aircraft and where to source the necessary materials. As was to be expected in a small community, word of the project had spread and Toy's garage was crowded with locals, most of whom were only there to appease their own curiosity. Toy's first fast taxi run in the Mini Ace resulted in a burst tail wheel tyre, but the first test flight eventually took place uneventfully. The Mini Ace flew like a dream, performing precisely as expected. Toy eventually flew her all over the country, even as far afield as the Kalahari.

In the 1980s Dale used to see ZS-UDW at many fly-ins. As she was unique in several ways, she attracted his attention, but a drawback was that she was a single seater. The engine did not have a starter motor and therefore she had to be hand propped. During the 1990s, Dale befriended aviation legend Nigel Hopkins. Nigel allowed Dale to fly his Teenie Two ZS UHC and then Dale started looking for the Mini Ace again. In 1996 Dale eventually found her in a hangar at the Petit airfield. She seemed in reasonable condition, but the engine was in a sad state. Dale made the owner an offer that was accepted and the Mini Ace was his.

Dale carried out an engine top overhaul and Nigel then flew her to Brits. Dale flew her a few times, but by then the VW engine had completed 1390 hours and was tired. An inspection by an Approved Person promptly put an

end to the Mini Ace's flying career, and Dale stripped

the aircraft and placed her in storage, where she remained for the next sixteen years.

In November 2013, Dale and Coenrad Underhay, aircraft builder extraordinaire, fetched her from Brits. After cleaning off enough dust to topsoil an average townhouse garden, Coenrad and Dale moved her to Krugersdorp, where they stripped her to a bare frame and started a total restoration. The woodwork was still perfect so she was covered, painted and assembled.

To retain the look of the era in which she was designed, the beige and burgundy colour scheme was retained. The original design called for a Continental A-65 engine. Dale was fortunate enough to find one that used to power an Aeronca Chief and purchased it. A new prop made by Peter de Necker was fitted, and the Mini Ace was ready to take to the air again. Dale desperately wanted to fly her to Petit for the Pilot's Post Classic and Warbird Fly-in held on 4 October 2014, but due to bureaucratic problems at the Civil Aviation Authority (CAA), her first flight was delayed until 22 October. Present on the day to witness the flight was Sanet, Toy's daughter. Sanet, I am sure, was very moved by the occasion.

Dale now flies the oldest airworthy home-built in the country, and what a stunner she is!



ZU-ALO Back in the Air

- Eugene Couzyn

After 7 months on the ground, my Alouette II, ZU-ALO, is happily flying again.

I de-commissioned her in August last year to undertake some cosmetic work, as the paint was looking tatty and the bullet sealant on the fuel tank had passed its 'sell-by' date.

Sunday 24 March saw her back in the air, and she behaved flawlessly, as one would expect of royalty.

I will no doubt have her at 322 fly-ins again soon, but her first outing is to 'Stars of Sandstone' over Easter.

My thanks to James, Thulani and Shepard for their assistance, and to Karl for the generous use of his Pilot's Cave to keep us sustained and jettisoned for the duration of the project. Also huge thanks to Trixie for her help in maintaining the workplace.



The Coves Breakfast Fly-in



Neil Fenton, Gregg and Stuart Clegg, and Elaine and Jean-Pierre Duponsel, with the Duponsel gyrocopter



Elaine Duponsel and Karl Jensen



Good signage at The Coves

07 March 2015 - Karl Jensen

A squadron of EAA aircraft and their crews attended The Coves fly-in breakfast. The Coves is a private estate on the western end of Hartbeespoort Dam with a smooth 1000m tarred runway at 3900' elevation.

The secure estate is eco-friendly with farmlands, dams, game and magnificent homes amongst a forest of beautiful indigenous trees. In the southern section, there are homes with adjoining hangars and taxiways and much more construction under way. There is a communal hangar for aircraft of homeowners without hangars.

Full emergency services were on hand - fortunately not required on this uneventful day. Many residents acted as marshallers in the friendliest manner. Golf carts were on hand to ferry the visitors to the offices and clubhouse, where a great breakfast was served under a spreading oak tree. Rudi Greyling, Angelo Lupini and Jan Hanekom, 322 members who live at The Coves, encouraged EAA member attendance for a relaxed and pleasant outing in perfectly warm, cloudless weather with only a very light and variable breeze - typical autumn weather that is a feature of the Hartbeespoort Valley.



Chapter 322 Meeting

Another successful evening with EAA Chapter 322

- Gordon Dyne

On Wednesday 04 March more than 100 members, guests and friends of EAA Chapter 322 came together at the Dickie Fritz MOTH Hall in Dowerglen, Edenvale for the March meeting of this busy, vibrant EAA Chapter.

Once folk had 'signed in' and had been warmly greeted by the vivacious Trixie Heron, most made their way to the kitchen area where, as usual, the aroma of some delicious home-cooked 'goodies' permeated the air. Thank you, as usual, to Ann Ferreira. Ann's 'better half' Wally was only 15 metres away, dispensing liquid refreshment from his usual position at the bar. This was dear Wally's last duty as he has sadly been forcibly retired.

At 1900 hours sharp, our Chairman Captain Karl Jensen called the meeting to order and welcomed everyone. There were a few risqué jokes, which for some reason normally include a red-blooded fictional male called Gordon. I can never figure out to whom Karl is referring!

As with the new order of proceedings, the guest speaker came first on the agenda. This month 'in the hot seat' was EAA of South Africa's Technical Officer, Kevin Hopper. Kevin is the owner of Skyworx Aviation at Krugersdorp Airport (FAKR). Kevin's hangar is a veritable Aladdin's cave of 'flying toys'. Sadly, Kevin's and four other hangars at Krugersdorp were burgled the other night, by persons unknown and a lot of expensive equipment stolen. So sorry to hear about that, Kevin. However, knowing you as we do I would bet your business barely missed a beat!

Kevin gave a wonderfully illustrated talk on a Tiger Moth which he had recently restored. Kevin has rebuilt or restored no less than 15 Tiger Moths. This particular Tiger Moth is now regarded as one of the most beautiful Moths ever built. Thank you, Kevin, for a great talk. How I envy you your technical ability.

Before the interval Karl ran the video appeal of 'Operation Cuba'. Captain Arthur Piercy was a SAAF pilot flying a Mirage



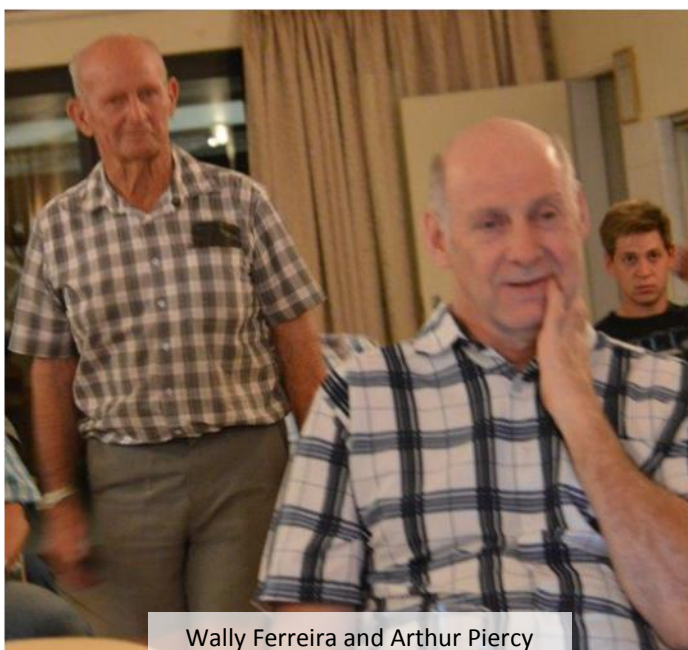
F1-CZ over Angola in 1987, when he was shot down by a Cuban pilot flying a Russian built MiG-23. Arthur survived, but sadly he is now condemned to wheelchair living, possibly for the remainder of his life. It is Arthur's hope to raise enough money to be able to go to Cuba to meet his former adversary of all those years ago in a spirit of reconciliation. Good luck, Arthur.

Honorary Memberships were awarded to Jeff Earle (Chairman of Aero Club), Neil de Lange (CEO of RAASA), Kevin Storie (GM of Aero Club), and Paul Lastrucci (President of EAA of SA).

After the interval, the usual formalities were covered. These included Minutes, Young Eagles, Auditorium, Teddy build project, forthcoming fly-aways, the EAA National Convention, Sun n Fun, flight safety, and so on. The Flight Safety item included some shocking information on the recent Lancair accident at Parys which claimed the life of Hans Petr and his six-year old son. This was presented to discourage dangerous practice in the ongoing spirit of EAA's flight safety awareness ethos.

So ended another successful EAA Chapter 322 meeting. Thank you Chairman Karl Jensen, for your continued never-failing or altering enthusiasm which keeps the Chapter going. Our next meeting will be on Wednesday 01 April. See you there.

For more information on EAA Chapter 322 please visit the website www.eaa.org.za



Wally Ferreira and Arthur Piercy



Kevin Storie, Aero Club GM, being presented with EAA Hon. Membership

VRYHEID

Vryheid Fly-away

- Steve McCurrach

This past weekend's fly-away to Vryheid has been lauded as the 'best hospitality' aviation event in recent years in KZN, rivalled only by the annual Swartberg events. The preparation, then delivery, the kindness, warmth and hospitality and... and... and... shown by the Vryheid Wings Club, with particularly huge deliveries from Louis & Hayley Smit and Johan Dena, has set the bar very high for class leading fly-aways. We were 'treated' at every turn, with scrumptious meals throughout, a delightfully relaxed and homely atmosphere, live music, camaraderie in abundance, and this is undoubtedly the nearest that we can get to the 'feel' of Oshkosh.

Very unfortunately. many pilots were grounded by poor weather and in fact it felt bizarre to persist with a drive to the airfield at Grass Roots, Cato Ridge, whilst driving in proper rain and with the clag sitting on Alverstone ridge. One immediately assumes that the rising terrain going inland will make for an even worse condition - but, incredibly, it was clearer inland and it became quite open, and finally the sky was even blue as we pushed inland. Thanks to Jan Jefferiss and Duncan Dean in the Notties district for operating their satellite WX stations. Without any specific target in need of shooting, I had the most delightful time, by being relaxed, absolutely unhurried and meandering my course to shoot at anything which took my interest. Now that is dinkum touring, and I was loudly reminded of how infrequently I/we do this type of stuff.

Whilst I have sung the praises of the Vryheid Club and their unsurpassed hospitality, from the aviation and organisational viewpoint, Grant Beattie must take a bow. Fantastic promotion of the event, nurse-maiding the reluctant into line, then helping with excess baggage transfers (via Craig Mee & Alan Lorimer - a big thank you), administering the arrivals on site - the list is endless, even including Grant's voluntary



opening of my uncollected camping kit and drying out of my tent, etc. As an event coordinator you went above and beyond the call of duty, and your considerable effort is sincerely appreciated.

Ed: Steve takes some really good pics, too many to publish here. So please visit his website to see more great photos.

www.airserv.co.za



Chapter 778

Good News!

Last Saturday Algoa Flying Club held a Fun Rally, and we, EAA 778, did very well!

Russell Phillips with Brett Williams as his navigator, came first, and me, your honourable President, came second.

Sadly, as a mere mortal, I was outsmarted by the Organiser with inside knowledge!

Bad boy, Brett! LOL!

EAA 778 Talks.

I have lined up a speaker for our next talk, the date of which will be decided and advised later! But, just to let you know, it will be held at the Air Force Museum, with a nice curry & rice supper.

Until next time, keep the Brown Below and the Blue Above.

Regards,

Pottie Potgieter

Kittyhawk MISASA Fly-in

- Gus Brown

Once again the guys from MISASA hosted a great sport aviation showcase, and what a showcase it was - arguably the best selection of sport aircraft to be found in one place at one time in the country.

As can be expected from a MISASA event, there was a large contingent of trikes as well as tube and rag microlights. The EAA was also well represented with the usual squadron of members' homebuilt and restored aircraft. Our local sport aircraft industry was there with the now familiar collection of Bushbabies and Slings.

As a special treat this year there were no less than three new aircraft types. Wayne Giles' recently completed, beautifully built, BearHawk Patrol that was reported on in the January issue of CONTACT! as well as Richard Stubbs' all metal Alto TG, imported in partnership with the Czech manufacturer Direct Fly, (you can read more about it over the page), and then there was the Zlin Aircraft Savage Bobber imported by Flying Frontiers' Craig Lang. This was an exciting new style of 'naked' aircraft and, although the spectators' views on its practicality vary, it nevertheless drew quite a bit of attention. I personally think it's a wonderful combination of open air trike flying and conventional aircraft design.

So, all in all, a great day of aviation fun in the sun – I hope to see an even better event next year!



Direct Fly Alto TG

Richard Stubbs' new import, the Direct Fly Alto TG

- Willie Bodenstein



Richard Stubbs has introduced several aircraft to the South African market and his latest import in partnership with the Czech manufacturer Direct Fly s.r.o. is the ALTO TG. Launched at this year's MISASA's Kitty Hawk Aviation Showcase, the all-metal low-wing ALTO TG offers arguably the 'greatest value over performance' at this point in time.

The first ALTO TG arrived in what the overseas factory lists as its 100% kit and was prepared for flight by award-winning Krugersdorp based AMO Kevin Hopper and his team at Skyworx Aviation. The 100% ALTO TG kit only needed the engine and propeller installation, instrumentation choices and upholstery fitting and, with the first ALTO TG off to a flying start, Richard and Kevin are both very confident now that the 100% kit order could be completed to a flying aircraft in less than six weeks.

Richard has already initiated the SACAA 'type approval' certification process for factory built 'ready to fly' ALTOs and, even with fluctuating exchange rates and the unavoidable shipping costs, he remains very confident that the ALTO TG is particularly good value if a 'like for like' comparison is done against anything offering similar performance, comfort, range or build quality. Designed for the increasingly popular LSA 600kg MTOW class, the ALTO's construction is that of a conventional all-metal low-wing monoplane with various composite elements, namely those of the top and bottom engine cowls, main landing gear, wheel spats and spinner. This extremely light, but durable construction method has enabled the ALTO TG to provide class leading useable weight considerations - even with full tanks and additional baggage. Impressive performance and totally predictable handling qualities are ideally suited to both the recreational pilot and instructor training environment and for additional safety an optional factory fitted ballistic parachute is available, this having been tested to verify that it actually works!

Normally equipped with the universally respected 2000 hour TBO Rotax ULS 100hp motor matched to a FITI 3-blade composite ground adjustable propeller, only the customer's budget really limits what specific installed options are possible for the ALTO TG in terms of delivered specification.

Performance options like in-flight adjustable propellers,

sophisticated EIFIS and/or EMS management systems and 2 or 3 axis auto pilot systems can all be considered.

The first ALTO TG (ZU-IEA) lifted off from the Jack Taylor Airfield recently, with test pilot Dale de Klerk at the controls. Dale, who has logged 4300 hours flying time, is type rated on 70 aircraft and besides being a test plot holds tug, aerobatic, formation and airshow display ratings. Dale, who is also a qualified Grade B instructor, won the 2003 World Rally Championships together with Nigel Hopkins. Either way, Richard was assured of an unbiased and credible opinion from an exceptional pilot who really knows his stuff.

When asked to objectively comment on the ALTO TG, Dale's unedited and frank opinion read as follows:

First impression: The Alto is a very conventional, sturdy, all metal aircraft. Build quality and finish are exceptional.

Pre-flight: Because of the simplicity of the aircraft, the pre-flight inspection is similar to most low wing conventional aircraft. Everything is easy to see and easy to reach.

Getting in: Typical of a low wing aircraft, one needs to get onto the wing and lower oneself into the cockpit. No major issues, but one needs to stand on the seat and not support one's weight on the canopy which slides forward.

In the cockpit: There is ample room and it is very comfortable. I weigh 100kg and am 186 cm tall. Two people my size would be accommodated with ease.

Controls and layout: Everything is perfectly placed and easy to reach. A simple, yet effective instrument layout with a very modern look.

Start-up and taxi: It is a typical Rotax procedure for the start-up and warm up. All controls are well defined and neatly demarcated. The taxi is conventional nose wheel steering with a hand operated brake.

Take-off: Select 10 degree flaps and hold slight back pressure on the stick. She is very easily kept on the centre-line and lifts off within about 250 metres. Let the speed build to 60 knots and she climbs away effortlessly.

In flight: She is really an easy aircraft to fly. Control harmony is perfectly balanced. Stall is a non-event in all flap configurations. There is a slight buffet just prior to the stall and then the nose drops just enough to un-stall the wing. If you hold the stick back, she will mush without dropping a wing.

Landing: Approach is at 55 to 60 knots in any flap configuration. Do not let the speed bleed off until you are virtually on the touchdown. Hold off until the main wheels touch. As in most LSA aircraft, managing the speed and energy is important, but she is really a pleasure to fly.

All in all, a really well balanced aircraft with good handling. Perfect for a low time pilot.



Chapter Hangar Signs

Customised EAA Hangar Signs - Karl Jensen

Archie Kemp, who owns a beautiful Cessna 195 ZS-BFW and is a long-time supporter of EAA with all manner of signage, banners, stickers, logos, etc. that he has made at no charge to EAA, has again come up trumps. He brought a sign along to the EAA 322 March meeting which he is prepared to customize with your Chapter number. The signs are 600 x 800mm, made of Chromadek that is fairly resilient to corrosion. I reckon they will enhance any hangar. I bought the first one and have installed it at my hangar at Fly Inn.

The signs cost R540 and a portion of the money will go to EAA. Archie Kemp's business is Signco in Edenvale. Archie has produced signage for many GA, NTCA aircraft, airliners, charter companies, flying schools, airlines and government departments.

Contact archie@signco.co.za or call 011 452 6857.



Pierre Douglas' KR2

The project started in 2013 with a journey down to PE. My dad wanted to find out more about building his own small plane. But he ended up buying the KR2 - the guy who was busy building it was tired and didn't want to continue, and we ended up with literally the framework and canopy. My dad then started to fix up the plane.

He built roughly 3 sets of wing tanks. When everything was starting to come together, he decided on painting the KR2 blue and white, with a top coat and some Magic White, because he wanted to shimmer in the sun and obviously make himself visible to other aircraft.

In November 2014 they started with the finishing touches, namely the base coats, and the finishes. They ended recently, with spraying the frame of the canopy. The KR2 is looking great and I can't wait to be in the passenger seat. My dad is now busy fixing up the electronics in the plane. The plan is to take it to Baragwanath Airfield, hopefully by the latest over the Easter weekend.



EAA Airmail



Ivan van der Schaar with his Stearman built from parts that is now called a 'Schaarman' to comply with CAA requirements. After 30 years without running, the Pratt & Whitney 985 engine started on the second blade in July last year! The aircraft is almost ready for flight, and has been taxied with the tailwheel off the ground at Petit airfield.



1920 - 2015
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OF RECREATIONAL AVIATION IN SOUTH AFRICA

29 APRIL - 03 MAY 2015
PARYS AIRFIELD
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Stuart and Gregg Clegg (EAA 322) with their well maintained and streamlined Jodel



Archie Kemp's beautiful classic Cessna 195 ZS-BFW



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).