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

May 2015



Stewart and Gregory Glegg's Jodel

Photo by Willie Bodenstein

## Whassup!

Sat 16 May  
Inauguration of Chapter 1500  
Bethlehem

Wed 03 June  
Chapter 322 Meeting  
Dickie Fritz MOTH Hall  
Edenvale

Thursday 11 June  
EAA Flying Legends Talk Show  
EAA Auditorium Rand Airport

Friday 17- Sunday 19 July  
EAA Taildraggers Fly-in  
Nylstroom

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# The Cleggs' Jodel

Stewart and Gregory Glegg's Jodel D11 ZS UEK

- Willie Bodenstein



Stewart Clegg started his career in aviation at Comair where he did his apprenticeship as an aircraft mechanic. At the time he had been looking around for an aircraft to build. Initially he looked at the KR2 but that was just too marginal and, after doing some research, he decided on the Jodel and acquired a partially built one that was to follow him from job to job for next couple of years. Then UEK came on the market. By then Stewart had realised that he would probably never finish the partially built one, and he took a bank loan and bought UEK.



Based at Syferfontein, UEK needed some work to get into flying condition and Stewart spent the next six months travelling between Pretoria and Syferfontein to get her ready for her ferry flight to Fly Inn Estate. Jeff Birch flew her to her new home and then later gave Stewart his conversion. Whilst at Fly Inn Estate, UEK got a new cowling and bubble canopy that Stewart had designed. John McSher did the test flying and Stewart took her to some of the EAA Fly-ins at Margate. After a couple of scary moments and engine failures, Stewart saved up, took out another loan and bought an O-235-L2C Lycoming refurbished for UEK by Fanie Viljoen.

The family moved down to Paradise Beach to start developing and manufacturing the Whisper motorglider kits. They ended up staying there for ten years. During this time, whilst flying UEK, a broken wing rib was noticed. On landing, the wing fabric was cut open and indeed there was a broken rib. The broken rib was repaired and, before recovering, the wings were load tested to 3.5Gs. Over the ten years UEK underwent full recovering and a new coat of paint, as well as a new reshaped cowling and an extra 45 litre fuel tank behind the seat.





In 2010, Greg, Stewart's son, was in matric. Greg had ambitions to become a commercial pilot and did not plan on getting a university degree. However, the School of Engineering at Nelson Mandela Metropolitan University (NMMU) had a design competition for Grade 12 scholars to win a bursary to study in the field of engineering at NMMU. Greg entered and won the competition and won a full bursary. Later that year, Greg, under the guidance of Stewart, started fitting dual controls to the Jodel. The Jodel needed a throttle and brakes on the instructor's side.

In 2013 the family relocated back to the big smoke. In the meantime, UEK got a new set of undercarriage as there was quite a bit of corrosion on the old set. In 2014 she also got a set of spats that both Stewart and Greg made. The final task, which they eventually got around to doing, was making the fairings between the spats and gear legs.

The Cleggs' D11 weighs just under 440kg, can take 2 medium sized adults, 30kg of baggage and 110 litres of fuel. She will still take off in 400 metres on a warm day and climb at 600 fpm. UEK, like most Jodels, doesn't have flaps. "Flaps," Stewart says, "would be a nice to have just for the landing phase. Landing with any excess speed, she floats forever. Approach speed is 55 mph where she will land within 300 to 400 metres. We cruise around at 115 knots indicated, burning 18 lph on average. At the

coast at full power we will do 135 knots."

"She will stall at about 45 mph, where she gently mushes down. She would drop a wing in the past, but this has been corrected by the inboard stall strips as well as the Vortex Generators (VGs). The VGs were first fitted in a quest to tame the stall, but they weren't the magic that they claimed to be. Stall strips were later fitted at the root of the wing to pre-stall the inboard section of the wing first, while the tips keep flying."

Asked what's next, Greg said, "Both my Dad and I would like to design and build a composite tandem two-seater that would cruise at over 180 kts and be fully aerobatic. One day when there is time and money...."



## Chapter 1502 KZN

- Gerald Maddams

We were blessed with exquisite flying weather on 12 April, and 35 aeroplanes of all descriptions descended on Steve Bolt's lovely long strip near Winterton for our breakfast fly-away to the nearby Waffle Hut. Good food was had, lots of conversation was entered into, and new and old members got to know each other a little better.

Chapter 1502 had an enlightening and rewarding afternoon on 25 April when Sakkie de Lange and his colleague, Darryl, from Air Traffic Control at FAPM visited Grass Roots airfield to lead a discussion on improving radio communication whilst flying in the Pietermaritzburg area.

About 45 aviators from the GA community listened to Sakkie present some of the awkward situations that us pilots create for him and other ATC folk countrywide. He tabled some possible solutions and patiently fielded questions and



suggestions from the audience. A talk that should have lasted an hour ran on for nearly two, before we forcibly brought it to a close, as Sakkie should have been in Nelspruit and had delayed his departure to spend that valuable time with us.

A very big 'thank you' to ATCs everywhere, and particularly to Sakkie and Darryl for giving up their Saturday afternoon for our edification and delight.





# Bundu Fly-in

The BUNDU Airstrip is about 3nm southwest of Rosslyn and adjacent to the N4 Bakwena Freeway. The tarred strip is approximately 1km long.

- Stephen Theron

I met Moose Woods at Rand Airport for 08:30 departure in his beautiful Super Cub. We passed abeam Johannesburg CBD and Moose handed the stick to me for a smooth flight to Bundu Estates. It was a challenge for me as I couldn't see the Instruments and had to look over Moose's shoulder for the horizon.

Low and slow over Jo'burg is a sight I never tire of.

We overheaded Bundu about 35 minutes later and Moose took control on base after deciding which runway. It was an unexpected bumpy landing (and flapless, no flaps) which I later learnt was not Moose's lack of skills but the civil engineers. After talking to fellow aviators they acknowledge that the end of the runway was bumpy and regulars prefer using the opposite runway for take-offs.

Willie, the owner of the Estate, showed us around and discussed the plans he had for the Estate such as building cottages for owners for weekend getaways on this huge Estate.



Unfortunately their breakfast team was ill prepared for feeding us and many chose to go to Brits for breakfast instead.

After making new friends with fellow aviators and much aviation chatter, we departed for Rand where I had my first experience of slidslipping, moving from side to side and up and down in the back was an interesting aerobatic experience, but Moose had everything under control and we landed... a few times.





# Chapter 322 Meeting

Another tremendous evening with EAA Chapter 322

- Gordon Dyne

April Fool's Day saw some 130 members and friends of EAA Chapter 322 meet at the Dickie Fritz MOTH Hall in Dowerglen for the April meeting of South Africa's biggest and busiest EAA Chapter.

As usual Ann Ferreira was there dispensing the most delicious hamburgers and this evening she was assisted by her loyal hubby, Wally, whom we are more used to seeing dispensing refreshment from behind the bar. Wally has retired and has been replaced by Eddie Louw and his assistant, Johnny.

At 19h00 as usual, our Chairman Captain Karl Jensen, a flying legend in his own lifetime, called the members to order and everyone took their seats to listen to the proceedings. The lively agenda presentation had, as background, the most stunning bird pictures from Norman Pearson's archives. Norman is Karl's wife's business partner. Apologies, finance, flighty safety, the Teddy build, forthcoming events including the EAA Flying Legends Talk Show on Thursday 09 April featuring Lt Colonel Horace Block, who was the Commander of the SAAF's ill-fated Shackleton 'Pelican 16' which crashed in the dark in the Sahara desert in 1994, on her way to England. An amazing story. I was present when Horace was the guest at the Flying Legends Talk Show some seven years ago. That was a fantastic evening when Karl Jensen was the MC. I am sure Dr Mike Brown, the present MC, will make sure the evening is even more stimulating than it was all those years ago.

In the absence of Paul Lastrucci, the National President of EAA South Africa, the youthful septuagenarian Colonel Jeff Earle,

Chairman of the Aero Club and another flying legend, reported on the CAA conference on NTCA aircraft which took place the previous week at the Midrand Conference Centre.

The guest speaker for the evening was Rob Jonkers, an enthusiastic EAA member. Rob is a Director of Aerosud and an engineer of note. Most people, me included, are lost from the word go when Rob starts to talk about simulators! Rob has recently completed the construction of a simulator for the Siai-Marchetti SF260 for a flight school in Polokwane. Quite brilliant! Rob then gave us an up-date on the progress of his full-scale Boeing 737-800 simulator which he is building at his home. Unbelievable! I would not know where to start!

After 'losing' most of his audience, Rob then switched to Precision Rally Flying where he has had some great success. Rob has been awarded his Protea colours on several occasions. The South African team's success at the World Precision Rally Championships in Poland last year was thanks to the preparation which Rob afforded it on his home computers and simulators before the team left our shores. Amazing!

Chairman Karl strongly advocates that all pilots should participate in the 'fun' side of rallying, as it is a great way to improve one's flying skills, regardless of one's experience.

So ended another tremendous EAA Chapter 322 monthly meeting. Thank you, Capt Karl Jensen, for your never-ending enthusiasm which keeps the aviation enthusiasts 'rolling in'.

For more information on EAA Chapter 322 please visit [www.eaa.org.za](http://www.eaa.org.za) or contact our PRO Trixie Heron on [editor@afskies.co.za](mailto:editor@afskies.co.za). Thank you.

## Passing of Deena Gounden RIP

Deena Gounden 03 December 1953 - 06 May 2015

Deena passed away after a sudden heart attack at 2:30 on 06 May 2015. Deena was a long serving and dedicated member of EAA Chapter 322 Johannesburg and will be sorely missed. He was very well-liked by all and never had a bad word to say about anyone. Deena contributed in no small way to the success of the EAA Flying Legends Talk Shows by maintaining the electronic and electrical equipment of the EAA Auditorium at Rand Airport.

Deena attended all Talk Shows. When he was occasionally unable to attend the Chapter 322 monthly meetings, he would without fail be one of the few who would send an apology.

Deena contributed to the EAA Young Eagles initiative with model aircraft he brought from Oshkosh when he did the pilgrimage to Airventure with Neil Bowden's camping group in 2013. Deena would join in with most EAA activities and was often flown around the country willingly by many members, including myself.

Deena leaves behind his widow, Priscilla, daughter Deneasha and husband Ashley, and daughter Ashney and husband Ed. Rest in peace, dear friend. - Karl Jensen

Deena was such a gentle and kind soul. Photo taken on 14 Feb 2015 at the build. He was proudly displaying workmanship. - Marie Reddy



# Jacobsdal Fly-in

## Chapter 1503 - Bloemfontein

12 April 2015 - Jack Onderstal

Ten aircraft took part in a fly-in to the amazing game farm of Corne le Roux of Jacobsdal.

Corne went to great lengths to make sure aeveryone had a great time, including private game drives and an amazing braai later in the evening at a nearby guest house.

On Sunday morning the aircraft were flown to Andrew Conroy's private strip just next door to enjoy an exclusive Conroy-style burger breakfast with a tasteful selection of their famous Karoo Gold carpaccio as a special treat.

The Conroy family (brothers Andrew and Ian, and father Andrew senior) were all there to welcome the pilots and passengers.

A huge thank you to Andrew and family and Jaco for their kind hospitality and effort put in for the fly-in visitors.

**Chapter 1503 membership now stands at 35 members.**



Corne's private strip on his farm Blaubosch Pan just outside Jacobsdal, boasting a manicured lawn taxiway and customised hangar for his RV-10.



L -R, Andrew Conroy (host), Alistair McKenzie , Corne le Roux (host) and Jack Onderstal.

Alistair flew in from Kimberley.

Sunday morning, all those enjoying the Conroy family's breakfast hospitality on the apron of their private strip in Jacobsdal.





# EAA Flying Legends

## Pelican 16 down!

### A grand old lady of the sky lost in the Sahara desert.

**An enthralling evening at EAA 322's Flying Legends Talk Show with Lt. Col. Horace Block - Gordon Dyne**

Thursday 09 April saw the second Flying Legends Talk Show of 2015 and what a coup it was for organiser Jeremy Woods. Jeremy persuaded Lt Colonel Hartog 'Horace' Block - South African Air Force (SAAF) (retired) to return to his old 'stomping ground' of Johannesburg. This was Horace's second appearance at our talk show and, as one who was at Horace's first show some six or so years ago, all I can say is that it was great to have him back again. Horace is an aviator of note. Upon joining the SAAF some 40 years ago, Horace was deemed by his superiors to be too intelligent to be a pilot, so he was destined to become a navigator! That comment brought forth some derisive hoots from the many pilots in the audience!

Horace is best known for his role as the Commander of Pelican 16, the ill-fated Avro Shackleton which crash-landed in the Sahara desert in the pitch dark on 13 July 1994. SAAF Shackleton 1716 call-sign 'Pelican 16' was the first Avro Shackleton in the SAAF to go into service in 1957. For the next 27 years she served as part of the SAAF's 35 Squadron, patrolling the sea lanes around the Cape of Good Hope.

Side-lined by a combination of air frame fatigue and lack of spares due to apartheid era embargoes on South Africa, Pelican 16 and the SAAF's other Shackletons were placed into storage in 1990. Restored to flying condition in 1994, Pelican 16 was offered a part in a multi-stop air show tour in the UK. At that time Pelican 16 was the only airworthy Shackleton Mark 3 in the world. So on 12 July 1994, she left for the UK with a crew of 19 under the command of Lt Col Horace Block, our guest speaker.

This was gripping stuff as Horace related the tale of how the number 4 engine on the starboard wing began to overheat from a coolant leak. Within minutes the number 3 engine failed, leaving the plane without any functional engines on its starboard wing! The pilot, Major Eric Pienaar, did not have any

option other than to attempt a controlled belly-landing on the desert sand below. In the pitch black the plane slid to a stop and nobody was injured. It was a miracle. When daylight came, the crew was astounded to see mountains all around the crashed plane. As there are never any atheists in lifeboats, I doubt if there were many in the plane that night! The crew was now in the middle of an active war zone, but thanks to a message dropped from the sky and a UN patrol, the crew was returned safely to South Africa. What a tale all these men have been able to relate to their grandchildren!

The hero of that amazing landing, Major Eric Pienaar sadly passed on to a higher calling in 2003. It was appropriate that his ashes were scattered from another Shackleton, Pelican 22, over Cape Town's Table Bay before the Stellenbosch airshow.

Horace's narration and the questions asked by the Master of Ceremonies Dr Mike Brown really brought this amazing story to life. This gripping talk was accompanied by a superb power-point presentation showing pictures of the Shackleton before and after the incident. There were also video clips from the



film 'Pelican 16'. This grand old lady of the sky still sits in the desert where she slithered to a halt some 21 years ago. She will never fly again. A memorial was built alongside the plane commemorating the event and naming those who survived to 'fight another day'. There has never been a story quite like it since aviation began more than a century ago. The packed auditorium was enthralled by Horace's wonderful story-telling and it was a great shame when Mike Brown brought the 'curtain down' well after the magical hour of 22h00. It had been a brilliant night, one which will be remembered for a very long time by the audience which was privileged to be present.

Thank you, Horace, for being on your usual great form. It is good to see that your retirement to the Southern Cape has not dulled your humour or love of all things aviation. I guess when one has survived what should have been a disaster and death the more likely outcome, then every day is a bonus. Great to see you again. Fly your toys safely please.

Well done and thank you Jeremy Woods for finding another great 'Flying Legend'. Horace has always been larger than life and his story bore this fact out. Mike Brown was on sparkling form as usual. Thank you Anne-Louise Woods and Trixie Heron for manning the 'gate' and the guys who manned the braai and the bar. Thanks too, go to Jonty Caplan who put all the electronic gadgets together to produce the right level of sound and to keep the lights burning.

For more information on EAA 322's Flying Legends Talk Show, please contact the convenor Jeremy Woods on [ea.talkshow@icon.co.za](mailto:ea.talkshow@icon.co.za)

Thank you.





# An Adventure to Sandstone

- Karl Jensen

Sandstone Heritage Trust holds an annual festival around Easter time that attracts a minimum of 200 overseas enthusiasts, who come to work on and enjoy the absolutely amazing collection of vintage machinery owned by the Trust. The Trust is headed by Wilfred Mole who is an enthusiastic train-head. Walter Mole did at one time fly his own Bonanza.

A lot of the Sandstone artefacts hail from the erstwhile transport museum at Howick in KZN. Walter says that many of the exhibits, equipment, machinery, tooling, etc., were donated by or acquired from the public, or purchased from previous owners. There are literally hundreds of steam, diesel and petrol-driven tractors that date back from the early steam-powered machines to the latest combine harvesters. The majority of the farm machinery is still in use on Hoekfontein, the working farm where the Sandstone Trust is situated. The farm covers more than 7,000 hectares and is farmed intensively. They have storage for more than 63,000 tons of grain.

Sandstone has magnificent working teams of Afrikaner oxen, which is a rare sight nowadays. One can even take a ride in one of the old oxwagons drawn by these beautiful cattle.

There are 22 functioning locomotives with appropriate rolling stock and many more under restoration. The estate has 26km of railway track, both narrow gauge and standard 3'6". The railways are in constant use during the annual festival and visitors are free to ride in coaches behind a variety of classic locomotives on trips lasting up to 2½ hours.

There are hundreds of vehicles of every type you can imagine, some of which are under restoration while others are fully functioning and were being driven around. One of these was an absolute delight for me, a Sentinel Steamer truck that was paraded under its own steam. Military vehicles abound, from a WWI truck with a Maxim machine gun on the back surrounded by sandbags, to the most modern tanks. The Military Museum from Bloemfontein demonstrated several tanks, guns and other support vehicles.

I even had a ride sitting on top of a 50 ton Russian T-72 tank at about Mach heat! There was a parade of 9 tanks careening about with essential helicopter support by Eugene Couzyn's Alouette II – what a spectacle!



Karl and Val Jensen with Harvard Club aircraft at Sandstone





I flew in to Sandstone from Gauteng three times during the Easter festival, landing on Sandstone's 900m grass airstrip. Bethlehem is a mere 40nm from Sandstone on track to JHB and is the home of EAA 1500 with fuel available. The scenery in the southern Free State is breathtaking with very little air traffic. During my visit, I spoke with Walter Mole who said he would encourage the EAA to organise a fly-in to Sandstone and they would plan a 'bespoke' event for our members where we would be able to experience riding on some of the special vehicles, tanks and trains that they have there – watch this space.



MONTANA the loco getting ready for naming



2-6-2 locomotive



Sentinel steam truck



Gavin Brown's (EAA 322) fleet



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)).