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June 2015

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



Jeremy and William Woods' Piper J5A Cub
Photo by Bruce Perkins



Whassup!

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

Wed 01 July
Chapter 322 Meeting
Dickie Fritz MOTH Hall
Edenvale

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

Friday 7- Monday 10 August
EAA National Convention
Margate, KZN

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Alan Wesson's Tiger Moth

- Willie Bodenstein



ZS-DFM, construction number 84478, which belongs to Alan Wesson and is based at Jack Taylor Airfield Krugersdorp, served with the South African Air Force (SAAF) until the early 1950s when she was registered to the Rand Flying Club. Between then and June 2002 when Alan bought her, she had seven owners and was once a resident of South West Africa (now Namibia). In 1993, she crashed whilst based at Lanseria.

Alan has an engineering background and, like most boys, grew up fascinated with aircraft, but never thought he would one day be able to fly. Then, in the nineties, a good friend and fellow enthusiast told him about a beautiful Beechcraft Bonanza F33A (ZS-KJL) for sale at National Aircraft Corporation (NAC). To sweeten the deal, the salesman included tuition for a Private Pilot's Licence (PPL) for both of them. The Bonanza (Bonnie) was bought and Alan obtained his PPL on this fast hot 'ship.' Alan admits to sweating many a day whilst training. Alan and his friend flew the Bonnie for a while, but then his friend wanted a 'twin' and so she was sold. Alan started looking around for something not too expensive just to get back into the air, and then one day in a showroom he saw ZS-KLA, another Bonanza, and after a quick circuit he knew she was to be the one. Alan flew KLA for many years on memorable trips all over southern Africa, until it became time to do something else.

In June 2002, another friend told Alan about two Tigers that were for sale. One of them was ZS-DFM. If Alan bought them his friend would restore them, so off they went one Saturday morning. Alan recalls, "To my amazement, we arrived at a normal single story standard double garaged house in a secure complex in the northern suburbs of Johannesburg. The Tigers were packed in the garage with the owner's two cars. We spent hours getting them out of the garage. The fuselage frames were mostly intact, but the wings were a mangle of broken wood with metal fittings holding them together. The remainder, including the engines, had been stripped down

and stored in the roof, on shelves, in cupboards, under the bench and wherever there was some space. We eventually moved everything to my hangar, marked what there was and packed it away for the rebuild."

Through the years Alan had tackled numerous projects in various fields, but had never restored an aircraft before. It was to be a steep learning curve! Alan continued, "I thought that at the end of the next two years, I would have a new rebuilt Tiger Moth ready to fly. However, at the end of three years, work on the Tiger had dwindled to nothing and it was less than quarter finished. I decided to take all the parts, pack them away in my hangar and decide what to do from there. At this stage, I had seen an engine in action that Kevin Hopper, the owner of SkyWorX Aviation and the builder of the Teddy aircraft at Krugersdorp, had re-assembled and I asked him to assemble my engine."

In 2009, one of the men who had worked with Alan previously, approached Alan. He needed work and I agreed that he could build the wings. He built them and then the man disappeared without any explanation! A little while later, a young African named Goli approached Alan. Goli had been trained by the man who had built the wings and then disappeared. Goli had been sitting at home ever since then, without any work. At that stage Alan had already been persuaded to take early retirement and he decided he would finish the Tiger Moth himself with the help of this young man.

"By then I realised it was now or never." Alan said. "So I approached Mike Spence, (one of South Africa's most revered aircraft rebuilders, based at Krugersdorp,) if he would oversee and guide us. Mike was an absolute star, going out of his way to help. We started from the beginning again by checking everything that had been done already before carrying on and eighteen months later we had a fully rebuilt Tiger Moth, ready to fly. It was a lot of hard work, but I thoroughly enjoyed myself."



Alan continued, "Unfortunately, that was just when De Havilland distributed a letter saying that it would no longer be supporting the Tiger Moth. This threw the SA CAA into internal turmoil where it could not decide what to do with these aircraft. After fifteen months of huge frustration, dozens of phone calls, letters, applications and a fair amount of wasted money, we finally received the go-ahead to test fly her. She took off like a dream and flew beautifully, perfectly balanced. The end result came out even better than I expected."

Alan can be justifiably proud of his efforts.

The Tiger, a relic of a previous age, does not have an electrical system so she has to be started by hand. She does not have any brakes and will not, like most training aircraft, fly herself out of trouble and it is not easy to land. However, in seventeen years' time when the Tiger Moth will be celebrating her 100 birthday there will no doubt still be scores of Geoffrey de Havilland's designs up there where they belong.

EAA Flying Legend - Capt Lorrie Raath

EAA Flying Legends Talk Show – Thursday 11 June 2015

- Gordon Dyne

Captain **Lorrie Raath** is a name that is well-known in aviation circles and a very worthy 'Legend' at EAA. Although he started in the SAAF at age 17 in 1966, he was mustered as a Navigator and, after one year of itching to fly, he left and became a Commercial Pilot and Instructor. At the age of 20 he was accepted by SAA whereafter he proceeded (during the next 42 years until 2011) to fly and instruct on just about everything the airline has ever owned: B707s, HS 748s, B737s, B747s, B767s, A340s, A300s, A200s, A319s. During his youth he developed a passion for the big old Airliner Radial 'Thumpers' that used fly in over his home on the West Rand as they descended towards Jan Smuts. So when Lorrie was invited to join the SAA Historic Flight, he jumped at the opportunity, where he was later appointed as the Chief Flight Instructor, instructing on the JU52, DC3s, DC4s, and SAA owned Harvards. He had a wonderful opportunity also to train the Red Bull Pilots on the DC6B and during this time had the opportunity of converting onto their B25 Mitchell Bomber and Trojan T28. In his 'retirement' Lorrie has maintained his Designated Flight Examiner (DFE) status and continues to instruct on A320s at SAA while also flying Beech 1900Ds to the Kalahari & Northern Cape for NAC 4 or 5 times a week. He owns (together with his SAA pilot son, Dion) a Tiger Moth and a Boeing Stearman which he keeps with him at Fly-Inn Estate.

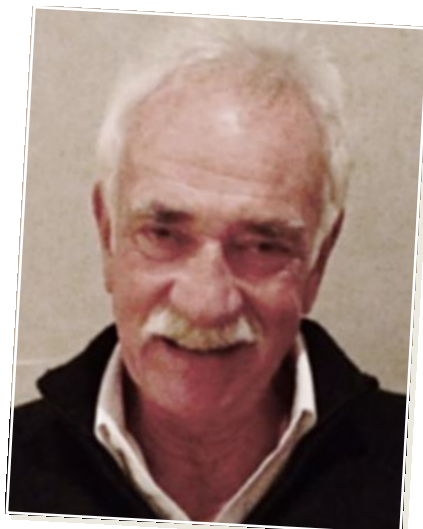
Our almost professional host, **Dr Mike Brown**, will be there to do the excellent job that he always does, filling us in with information that Lorrie may be too humble to tell us himself. (He is 'almost professional' only because he doesn't get paid)

Time 18h30 for 19h30

Venue EAA Auditorium adjacent to Flyboys and holding point of Runway 29, Rand Airport, Hurricane Rd, Germiston. Take the entrance at Hurricane Road (NOT through the main entrance gate to Rand Airport).

Cost R50.00 each (R30 for card carrying EAA members)

Booking Email eea.talkshow@icon.co.za



Inauguration of Chapter 1500 Bethlehem



- Francois Marais, Chapter 1500 Inaugural Chairman

Saturday, 16 May 2015, was one of the big milestones for the 18-month old Bethlehem Aero Club. From Friday 15 May there were fly-ins from all over. On Friday night everybody was entertained with an informal braai at the clubhouse. On Saturday a few more planes flew in and the local KIA branch made transport available for the visitors to explore Clarens. The rest relaxed in the autumn sun at the clubhouse with boerewors rolls and coffee.

Saturday night was the inauguration of the newly established Chapter 1500 as well as the initiation of the newly renovated Clubhouse. This was in the form of a buffet dinner set to take place in Philip Jacobs' hangar.

- Karl Jensen, Chapter 322 Chairman

Greetings to you Special People

I would like you to all know who the EAA members were who so kindly supported the inauguration of EAA Chapter 1500 Bethlehem. In my view it was most important that we had a good showing and solidarity in launching Chapter 1500. While I understand that some people could for whatever reason not stay over on Saturday 16 May at Bethlehem, the mere fact that you flew in and spent maybe just a few hours at the airfield was a good show of our efforts to launch and support Chapter 1500 with enthusiasm. There were also those who drove in (Marie Reddy, Kevin Hopper and Willie Bodenstein) because of aircraft unserviceability, and this also shows exceptional dedication and commitment.

The inauguration took place in Philip Jacobs' hangar adjacent to the Bethlehem Aero Club during a delicious sumptuous dinner on Saturday evening.

Phillip Jacobs provided 2 cars and a minibus with driver to transport our members to Clarens for lunch and a few frosted neck-oilers and great company. We were back in Bethlehem by about 16h00 to be able to go to our various hostelrys to freshen up for the evening function starting at 18h00.

Various speeches were made and Paul Lastrucci, our National President of EAA of SA, after an excellent speech handed over the inauguration certificate for Chapter 1500 Bethlehem to Francois Marais who is the inaugural Chairman of the

The guests were welcomed by the BAC Chairman, Philip Jacobs, who thanked all the members from especially Chapter 322 who offered their time to assist with the establishment of our Chapter. This was followed by Ms Thandi Hadede, Director of Economic Development of the Local Dihlabeng Municipality. Paul Lastrucci, the EAA of SA National President, took the stand and presented the certificate of inauguration to Francois Marais, PRO of Bethlehem Aero Club. Karl Jensen then entertained everybody with his speech before the guests tucked into the dinner and enjoyed the rest of the evening.

For the Bethlehem Aero Club, this is a huge honour and they will strive to become one of the most active Chapters in SA.



Paul Lastrucci Nat Pres EAASA signs inauguration certificate with Francois Marais looking on.

Chapter. Archie Kemp had made special inauguration licence holder discs and stickers for the event which were handed to Francois.

This morning (Sunday 17 May) the framed inauguration certificate was on display mounted prominently in the Bethlehem Aero Club.

Our wishes are for every success with this, our newest EAA Chapter. in SA. May you grow from strength to strength.

From memory, the EAA participants who were not from Bethlehem included:

Brian Appleton, Willie Bodenstein, Nico Brandt, Mike Brown, Jonty Caplan, Stuart & Greg Clegg, Mark Clulow, Ricardo De Bonis, Neil Fenton, Trixie Heron, Kevin Hopper, Neil Jacobs &

Koos, Karl Jensen, Rob & Vera Jonkers, Archie Kemp, Clive King, Paul Lastrucci, Martin & Alexis Meyer, Irene Naude, Marie Reddy, Brian Stableford, Stephen Theron, Theuns Welgemoed, Jeremy & William Woods, Hennie Roets.

Thanks again everyone!

Regards

Karl



The Chapter 1500 inaugural dinner in Philip Jacobs' hangar at Bethlehem Aero Club.

Fly-in to Bethlehem

- Irene Naude, Chapter 322

We had a wonderful flight to Bethlehem from Tedderfield in Nico Brandt's Maule 6 on Saturday 16 May. Nico flew at low level as far as Reitz and then higher from there to Bethlehem. What fascinated me particularly were the many pink flamingos that we saw and tried not to disturb as we flew by.

On arrival at Bethlehem we drove to Clarens in cars kindly loaned to us by Philip Jacobs who is the KIA dealer in Bethlehem. We enjoyed a languid lunch at the Rote Hahn. On return to Bethlehem, we attended the inauguration of the Chapter 1500 Bethlehem in Philip Jacobs' hangar which the members' wives had tastefully decorated. It was a most enjoyable event with mouthwatering food and great company.

On the Sunday I was flown over Golden Gate and the magnificent mountain scenery by Philip in his Piper Arrow, a breathtaking flight arranged by the new

EAA Chairman Francois Marais. We departed around midday with Nico back to Tedderfield. A woman can't get more spoilt than this in a single weekend. Many thanks to the kind people of Chapter 1500 and to Nico for taking me along in his lovely aircraft.



Some of our 322 group at the Clarens Rote Hahn.

NTCA and the Way Forward

- Paul Lastrucci, EAA of SA National President

Greetings Fellow Aviators,

Concerns surrounding the certification and continued airworthiness as well as operational aspects pertaining to Non-Type Certified Aircraft (NTCA) in South Africa are again under the spotlight, as seen at a recent NTCA seminar held at the Midrand Conference Centre at the end of March this year.

It's clear that the NTCA industry has over the years evolved to an extent where the privileges as it was intended, now appear to be being leaned on by commercial NTCA requirements and the original objectives are now being hammered into an unnecessary compliance criteria as if it were a giant out of Wichita Kansas. Clearly not in the spirit of innovation as it is intended for forwarding the ideals of experimental and amateur built aircraft. The conference initiated by the SA CAA ensured robust discussion around issues of Non-Type Certified Aircraft, their position and requirement in South Africa at the moment.

One of the major concerns for the EAA is that Experimental and Amateur built aircraft is out on a costly limb in what appears to be a move by the regulators to migrate nearly all NTCA aircraft into an almost entirely type certified compliance regime for aircraft and pilots that has always essentially been sport and recreational aviation.

Non-Type Certified aircraft in South Africa have for some time surpassed their type certified siblings in recent years in terms of numbers, and more and more commercial requirements have been borne out of owners and operators within this sector. There are also varying levels of expertise required in maintaining these aircraft, which at the moment is not clearly defined. The Approved Person Scheme is now catering for the whole spectrum, from homebuilds to jets, and is spread pretty thin from the original homebuilt and owner maintenance criteria it sought to cover. Insurance for the APs is limited, and the underwriters need to manage all kinds of risks now, which previously were relatively simple. Overregulation stifles innovation and prevent the continuation of e.g. vintage aircraft in our skies, ex-military aircraft, etc.

Historically all NTCA aircraft in South Africa were regulated under a set of standards known as the LS1. These were essentially not regulations, but rather a set of standards that made available best practices and procedures for building and operating aircraft by private individuals that wanted to experiment with the world of flight.

The initial gist of the LS1 standards were at the outset not intended for any commercial activity. For years the little plaque in the aircraft pretty much summed it up. With the establishment of the SA CAA post 94, the original LS1 standards document promulgated by the Minister under the provisions of the Aviation Act of 1962, was flagged for change and was drafted into formal Civil Aviation Regulations (CARs) to take over from the LS1 standards. In November 2002 the draft regulations to take over from the LS1 standards were completed and the then Commissioner retired the LS1 standards by issuing a general exemption covering all aircraft that do not meet regulations that give effect to the ICAO standard.

The following regulations Part 24 (Certification and Airworthiness of NTCA) as well as Part 94 (Operation of NTCA) and Part 96 (Commercial Use of NTCA) were supposed to be considered by the Minister within a period of six months in order to be made law by May 2004. They were never submitted due to factors that were evidently not adequately catered for within these Parts and sub-Parts of the 2002 regulation.

The NTCA regulations were again reviewed extensively in 2011 and where to be included in the CARs of 2011 which was intended to remove overlaps between type certified and non type certified requirements - this with the assistance of the Aero Club, RAASA, members of the industry as well as the SA CAA. Two Aeronautical Engineering students from Wits were employed to write up the changes which were submitted to CARCOM (Civil Aviation Regulations Committee) for perusal and finally promulgation. This was done - however, there were significant delays as the entire regulation had to be translated into Afrikaans, after which there were still a few Parts and sub-Parts that the regulator was not happy with, hence the laborious restart of workgroups to establish the way forward.

Nowadays there are significantly more aviation enthusiasts out there that really would just like to fly. So for the fortunate or unfortunate few, depending on which way you look at it, it's easier to commission a commercial facility to build and maintain your aircraft, enabling you to just go and fly. One could argue that this is where the thrust of industry is at the moment and, as a result, it has changed the landscape considerably. However, there is still a sizable requirement within the sections of the NTCA environment, where this so-called 'best fit' in the industry is panning out to be a huge hindrance.

Recently on Avcom one of the utterances that the EAA and/or Aero Club seemed to be in support of this almost TCA regime is untrue. I clearly recall that, during the discussions, the Aero Club raised the very point that the amateur builder is now being bungled in with the same rules that should really only apply to type certified aircraft and facilities, and used the EAA as an example. We also gave the view that amateur built aircraft often excelled in workmanship and attention to detail and in some instances surpassed type certified aircraft standards. Involvement is the key here, as there are still too many onerous permutations of regulations that prevail to the so-called support of safe and affordable flying of sport and recreational aircraft. The current interdependence between the TCA and NTCA Parts within the regulations still need to be simplified. In the recent past the EAA, with the assistance of the Aero Club and RAASA and the SA CAA, have successfully migrated previously type certified aircraft (stalled on issues pertaining to aircraft markings and continued airworthiness around the vintage De Havilland aircraft) into the NTCA veteran category, as well as a number of veteran aircraft that are genuinely no longer type supported - this matter is still ongoing. In all these instances we have, and will continue to, seek out alternative methods of compliance within each category as per their requirements to the benefit of all.

The process continues.

Safe flying.

Parys Aero Club Airweek

- Eugene Couzyn, Chapter 322

Some weeks before the event, I received a call from Sandra Strydom of AeCSA, checking whether I would be attending. When I answered in the affirmative, she asked whether I would take her and Chandré for a ride in the Gazelle, as she had never been in a helicopter, let alone one in which she had played a part in having it registered.

From initial reaction when we were about to lift off, it was clear that this was to be a particularly sedate ride. In spite of this, Sandra was terrified for the duration of the flight, but Chandré, initially nervous, soon got into the swing and loved her ride in a real flying machine.

Aero Club GM, Kevin Storie, followed, and in just a few minutes was able to appreciate what a special machine the Gazelle really is, justifying the effort to get it flying in South Africa.

Thanks to the AeroClub for organising the Parys event, and for the hard work which made the registration of my Gazelle possible.



Jeff Earle's Tiger Moth ZS-BGN and the Airplane Factory's Sling, ZU-TAF.



Duncan McKellar, Andy Lawrence, Kevin Storie, Peter and Paul Lastrucci.



Auster Mk1 Rebuild

- Gerald Maddams, Chapter 1502 South Coast



Back in December 2000 I collected the remnants of an aeroplane from Centenary, 120 km north of Harare in Zimbabwe. That began an incredible life journey during which I met many, many wonderful people and continually learned new things and developed new skills.

The aeroplane turned out to be a 1942 Auster Mark1, which was built for the Royal Air Force and joined 655 squadron as an Aerial Observation Post in 1943. 655 Squadron went to North Africa that year, and although the squadron record books have been lost, it is not impossible that my aircraft took part in those North African operations. By 1944 the aircraft was back in England with 657 Squadron. It was exhibited in an Army Equipment display in Birmingham that year, and I have been fortunate to obtain 5 black and white pictures from the Imperial War Museum that feature my aircraft.

After the war the aircraft was 'de-mobbed' and became G-AHHY on the civilian scene. It joined the Lancashire Aero Club, later Sievewright Airways, and went through various private owners before being purchased by David Johnson who flew it

out from England to Southern Rhodesia in July 1958. It is at this point that I should say that the aeroplane had only a 10 gallon fuel tank! I would love to hear that story.

The aeroplane suffered a ground-loop and the wing and propeller were damaged. It then languished at Mount Hampden airfield until it was dismantled for future repair. That's where I come in.

I have worked on the aeroplane for a total of 11 years, as I lived in England for nearly 4 years from 2003 to 2006. I have done virtually all of the work myself, with only the upholstery, the new fuel tank, the engine rebuild and the propeller going to folk experienced in those crafts.

CAA have given me the almost expected 'hard-time', but a week ago I was granted the registration ZU-MGM and those marks will be carried alongside the RAF livery into which I have restored her.

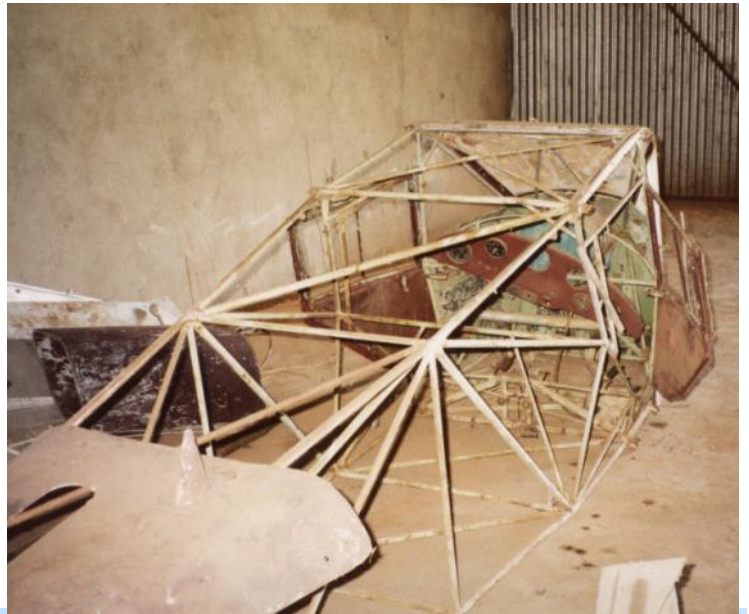
I have re-used all original parts wherever safety has allowed. The cowls look old - because they are!



The wingtips are battered, but are a lot better than they were on collection. I have subsequently learned a lot more about aluminium fabrication and would have improved them even more if I were to do them again, but the wings were rebuilt early on in the process. I had to make an entirely new nose bowl, as the original vanished sometime around 1997. The English wheel is a fabulous tool.

The engine has been run, and it sounds really lovely. A new prop will arrive soon from Pieter De Necker. I still intend to make new exhausts as the ones I got with the engine are all of different lengths.

I hope to have the aircraft at the EAA National Convention this year, and that you will be able to see the aircraft for yourself. Auster owners, bring your aeroplanes down to KZN and let's show GA pilots what they are missing!



2015 NATIONAL CONVENTION & AGM

7 - 10 August

Margate, Hibiscus Coast, KZN



Fly-in: Fri 7 & Sat 8 August | AGM & Dinner: Sun 9 August
Departure 10 August | RSVP essential: rsvp@eaa.org.za

Chapter 322 Meeting

As expected a record turnout for General Des Barker at the EAA Chapter 322 meeting on 06 May - Gordon Dyne

More than 150 members and guests of EAA Chapter 322 packed the Dickie Fritz MOTH Hall in Dowerglen, Edenvale on Wednesday 6 May to listen to that doyen of aviation, Major General Des Barker SAAF (retired). I forecast last week that there would probably be standing room only and I was right! The meeting commenced with piper Les Weston wearing the Barker Tartan with a magnificent rendition of the bagpiper's art. Our Chairman Captain Karl Jensen introduced the General to us who, accompanied by his lovely wife Bennie, and aided by a brilliant Powerpoint presentation, spoke at length on 'Automation Addiction – the Unintended Consequences'. How all we pilots have become dependent on GPSs and similar to find our way around the skies! The General asked how many of us had a GPS in our planes. The answer was 100%! Then we were asked how many of us still read maps? The hands that went up that time were very few.

Brilliant engineers have changed the face of both Commercial and General Aviation with their 'Glass Cockpits', GPSs and similar, which is all well and good, but do we all know what to do should these gadgets fail? Are VFR pilots spending too much time looking at these fancy modern inventions and not enough time looking out of the windows? A number of highly trained commercial pilots have admitted that they would not know how to fly their planes by hand, should push come to shove. Certainly food for thought.

The General concluded his superb talk with photos from his recent trip to New Zealand, which he visited for almost a month with Bennie, as a guest of the NZ Civil Aviation

Authority (CAA) to lecture on flight safety and travel the length of that beautiful country attending a number of airshows. New Zealand boasts probably the biggest collection of warbirds per capita anywhere in the world, from World Wars I and II, and I think the General saw them all fly during his trip. "It was a tough job, but someone had to do it," admitted the General!

Thank you, General Barker, for giving we lesser flying mortals the benefit of your experience. It is always great to listen to your words of wisdom.

Before the General spoke to us, the entire audience rose to its feet as Dr Mike Brown paid tribute to three members of our aviation fraternity who were called to higher service this past month. They were: Maureen van Lear, wife of EAA stalwart Ron van Lear, as well as the father of new member Dylan van Dyk, and last but not least, friend to everyone, engineer and aviation enthusiast Deena Gounden. Deena has been a member of 322 for many years and although not a pilot, he was crazy about aviation. He turned his hand at anything that needed fixing, repairing or building. Deena was a quiet individual who 'got on with the job at hand' without trumpeting about it. May you all Rest In Peace.

After the interval, our Chairman, ably assisted by Secretary Marie Reddy, went through the usual monthly formalities of finance, Minutes, Auditorium, future events, safety, Teddy build and similar. So ended another glorious chapter in the life of EAA Chapter 322. Thank you all for attending and for the enthusiasm shown by Chairman Karl Jensen and his hard-working committee.

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



For Sale

Please visit the EAA website eaa.org.za/forsale for more details on the items for sale.

Email forsale@eaa.org.za to advertise your items on the Website.



I am selling off the remainder of Dreamwings stock, consisting of LSA instruments, spare parts, etc., for Foxbat, SportStar - Corrosion X windshield cleaner, Foxbat door conversion kit for wheelchair, tail wheel, wheel bearings, exhaust manifold pipes, bladder type collapsible fuel tank, fuel manifold, inline fuel gauges, LED strobe lights, wheel guard arches, 2x Micro avionics transceivers, air speed indicators, engine monitors, etc. etc.

Contact Ed Grosvenor for full listing on 072 946 6755. He is based in KZN.



Hennie Pieterse has a large collection of aircraft hardware, avionics and spares that are ideal for a homebuilt project.

His entire stock is up for sale in whole or piece-wise for a reasonable price. Please visit the eaa.org.za website for more photos.

Alternatively call Hennie on 012 809 2755. He is based in Pretoria.



EAA Airmail



Dear Editor

It is with concern that there are many hundreds if not thousands of aircraft on the CAA register that are categorised as Non-Type Certified Aircraft (NTCA). There are NTCA machines that are used commercially, so this scrambles the true picture. MISASA as an affiliate of the Aero Club of SA should oversee the issues relating to aircraft with an AUW of 650 kg or less. There are many heavier than 650 kg NTCA aircraft that belong under the auspices of EAA of SA as an affiliate of AeCSA which are possibly being operated 'illegally'. I wonder what the insurance implications for these operations are.

The readers of your fine publication CONTACT! are generally the converted. By your readers encouraging those renegades who we come into contact with, to become members of EAA

of SA will certainly strengthen our hand. EAA of SA has many members who are recognised for their skills, qualifications, background and reasoning powers by the CAA who are able to maintain the necessary vigilance which prevents restrictive legislation that continually impacts our freedom of the skies.

In South Africa, we are still fortunate to have certain freedoms in our skies that are non-existent in many countries beyond our borders. Let's not allow the apathy that exists among recreational aviators to be a handbrake in dealing with the authorities. Our EAA National Executive and the Aero Club require support. Why don't you do your bit in encouraging others to join our organisation?

Karl Jensen, EAA Chapter 322 Chairman

May 2015

EAA Airmail



The front cover photo was taken by the professional photographer, Bruce Perkins a few weekends ago.

It was taken along the Vaal river adjacent to the Parys airfield on Saturday (during the AeroClub do). Rob Jonkers (EAA 322) very kindly agreed to remove the door from his Cessna Riems Rocket for the shoot. I had hoped to let Scully Levin fly it for the shoot as I am not an accomplished formation pilot by any stretch of the imagination. He did fly it just prior to this shoot, on a much more exciting mission, but had to leave for one of his Mango obligations.

During this weekend I had my second experience of skiing on water in a Cub. The first was at Donaldson dam some 20 years ago, in a Super Cub, with "the man" who discovered airplane water skiing. I am not sure of the pilot's name (who was flying our plane) but I wish I had been prepared with a camera to record the absolute shock on the faces of the people milling about in a speedboat as we came past at 90 mph with the plume of water spray steaming out behind us. It was priceless!

Jeremy 'Moose' Woods ,Chapter 322



I met Niels Andersen at the great Swartkops airshow on Saturday 09 May. He is the fellow whose Hatz was a controversial runner up at EAA Brits Convention in 2013.

Niels is at present working at Denel and building an RV8. He has asked to be kept current on EAA matters. I checked my EAA membership spreadsheet for 2015 and can't find his name in the paid up members. Maybe Mark you can shed light on this. Niels is from East London Cheers and thanks

Karl Jensen, Chapter 322 Chairman



Hi,

Does an EAA Membership in South Africa hold valid for the access into Oshkosh 2015? I am wondering as I am considering joining the EAA, and combining this with the discounts afforded by being a member of the EAA.

Regards, Chris Joubert

Dear Chris

Unfortunately not, being a South African EAA member does not get any qualification for discount for Oshkosh, You will get a discount if you join EAA USA for the Air week which t costs \$58.00 a year for International members and you also get a copy of Sport Aviation when our postal service is stable. Neil Bowden who does the Oshkosh tours encourages the guys to join EAA USA.



The EAA USA took a decision a few years ago to allow International chapters to operate autonomously, however with no direct affiliation to the EAA USA. It came about an insurance issue where a few International members (not in South Africa) were using the EAA USA as their authority in terms of airworthiness of their respective NTCA aircraft instead of their own respective civil aviation authority which could set up the EAA USA for huge litigation if there was any issues. They are currently reviewing international status and I am sure once they are satisfied that these instances poses no risk, then we should be able to enjoy international affiliate status with the incumbent benefits.

Kind Regards
Paul G Lastrucci
EAA of South Africa National President



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 (news@eaa.org.za) or Trixie (editor@afskies.co.za).