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September 2015

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



*Skipping the sand dunes in Port Elisabeth*

*Horace Block, Chapter 322*

*EAA Award for furthest distance flown*

*Photo courtesy of Rob Jonkers*

## Whassup!

Wed 02 September  
Chapter 322 Meeting  
Dickie Fritz MOTH Hall, Edenvale

Sat 05 September  
Vintage & Classic Fly-in  
Petit Airfield

Sat 05 - Sun 06 September  
Fly-in  
Groblersdal Airfield

Fri 13 - Sun 15 November  
Sun n Fun  
Brits Airfield

### Inside this issue:

An EAA Inspired Adventure .....	2
Rand Airshow .....	5
EAA Convention: Margate .....	6
EAA Convention: Awards .....	8
Meritorious Awards .....	10

EAA Convention Safety Report .....	11
Crosswinds Fly-in .....	12
EAA Sun n Fun Brits .....	14
EAA Airmail .....	14
Wanted / For Sale / EAA Airmail .....	16



# An EAA Inspired Adventure

- Rob Jonkers, Chapter 322

## Touring the eastern half of the countryside

This year's EAA convention was again held in Margate, always a choice destination, especially to wind down and relax with the family, and so it was decided to combine this with a further flying tour down the Wild Coast, last having flown that stretch of coastline in the early eighties.

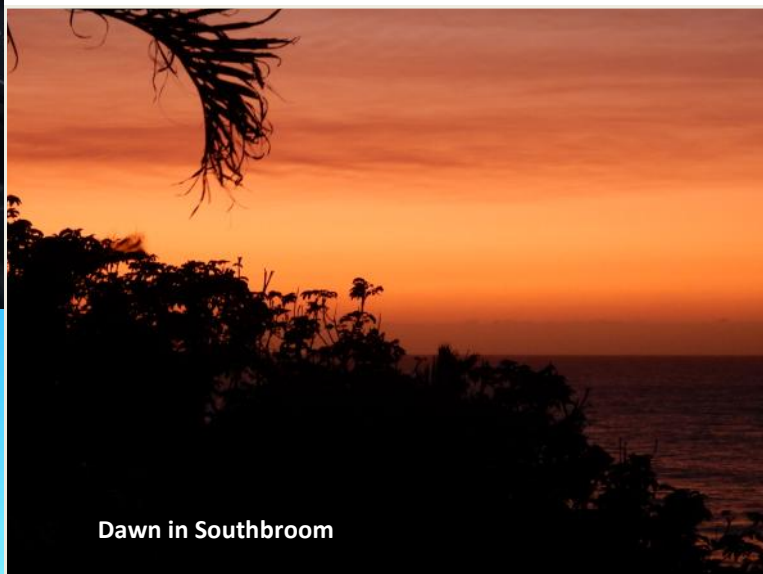
The first leg of the journey from Wonderboom to Margate was undertaken on Thursday 06 August, with an alternative (more scenic) routing hugging the Berg's edge at FL85, below the 10 000 ft ridges, the weather being excellent for flying with good visibility. Most of the higher areas were still covered in snow, then descending slowly from Underberg following the undulations of the terrain towards the sea. Arriving at Margate with friendly ATC Jo vectoring us in, it looked like we were the 2nd aircraft to arrive.

Our digs were in Southbroom, with access to the beachfront, most idyllic. The Convention spanned three days, with the Saturday being a good day to aviate the local sights with a coastal breakfast run further south, then heading inland in a north westerly direction till reaching a river of sorts, which was followed until hitting the big dam before returning to Margate. Sunday's weather forecast had a big front arriving, possibly for 2 days, thus planning the coastal trip needed to take into account the progress of the front up the coast.



Approaching Margate

Giant's Castle



Dawn in Southbroom





**A visit to Oribi George**



It looked good enough to fly on Monday and, as a few of us had to go in the same direction, it was decided to fly as a gaggle of 3 in loose formation, with Horace Block & John Herbert in RVs and myself in the C210, our speeds fairly compatible. Monday dawned with good weather prospects although a stiff headwind of 18 kts had to be contended with, and we left at around 09h00 with a fuel stopover planned at Wings Park.

The Wild Coast scenery is absolutely stunning, from idyllic sandy beaches, rocky shorelines, high cliffs of sheer rock faces, waterfalls into the sea, the Hole in the Wall, all a feast to be taken in with pristine weather around us. Some river mouths had basking sharks, and we saw some schools of whales further out to sea. Most of the Transkei coastal areas are dotted with colourful homesteads that can be seen for miles inland.



**Passing Kob Inn along the Wild Coast**

**The gaggle - John, Anne, Horace, Vera & Rob**



**Refuelling at Wings Park**

Wings Park's runway was a surprise, being a newbie to the place, Rwy 27 quite undulating, had some heavy pedal work to do in the 210 to keep it straight on landing. An excellent welcoming party with the fireplace going and coffee on the boil, with muffins to boot, and our gracious hosts assisted us to refuel the aeries for the next leg.

We took off around noon and proceeded to Gonubie beach to pick up the coast to fly further south west. As we got closer to PE, we flew over large expanses of sand dunes, almost as if we were somewhere along the Skeleton Coast. At PE we routed inland via Dispatch, being able to see the Coega development area, farmlands of Volksies at the Volkswagen plant and numerous wind farms. We also caught up with the last of the weather front skidding off the coast with patches of rain and squalls to negotiate around, getting back to the coastline around Oyster Bay, with a recent shipwreck of the Meng Yaw still visible.

**Miles of sand dunes - PE**





From there along the coastline past Tsitsikama and Storms River, mostly cliff formations with here and there a beach head cropping out. Then past the Knysna Heads, with the lagoon shimmering in the sunlight. From here ATC communication got busy getting past George on the sea side VFR route towards Mossel Bay where we finally landed. Inclusive of headwinds all the way from Margate to Mossel Bay, with a one hour stopover, it took us four and a half hours, averaging a ground speed of around 125 kts.

With a few days' stopover in George, Thursday 13 Aug looked like a good day to fly back up country, a big front inbound from the Cape, so we departed around noon, headed for FL95 (to avoid the Chinese training school traffic in the Oudtshoorn and Beaufort West area) and found a 30kt tailwind pushing us along at a fair clip, getting to over 200 kts ground speed in places.

The Outeniquas & Swartberg showing off their striated rock formations from this altitude, also visible in the distance the rolling cold front washing over the mountain ranges, at least we were outrunning this fairly quickly. Then through the Karoo's stark landscapes, being bone dry at this time of year, and on to Tempe, descending into choppy and dust-laden air making visibility challenging into the sun.

We refuelled, lunched and caught up with Westline owner Charlie Marais (my ex-customer at 16 Squadron) before heading off into choppy skies and a long haul up to FL95 into the smoggy atmosphere of the Big Smoke, passing by the City of Gold through the Kyalami VFR routing gap descending into Wonderboom arriving at 17h00. This was 5 hours after take-off at Mossel Bay with an hour stopover - not bad for a 210 to do this in 4hrs flying time, averaging a ground speed of 167 kts.

All in all, an excellent scenic countryside trip packed into 8 days, well recommended to do at some stage, especially along the Wild Coast.



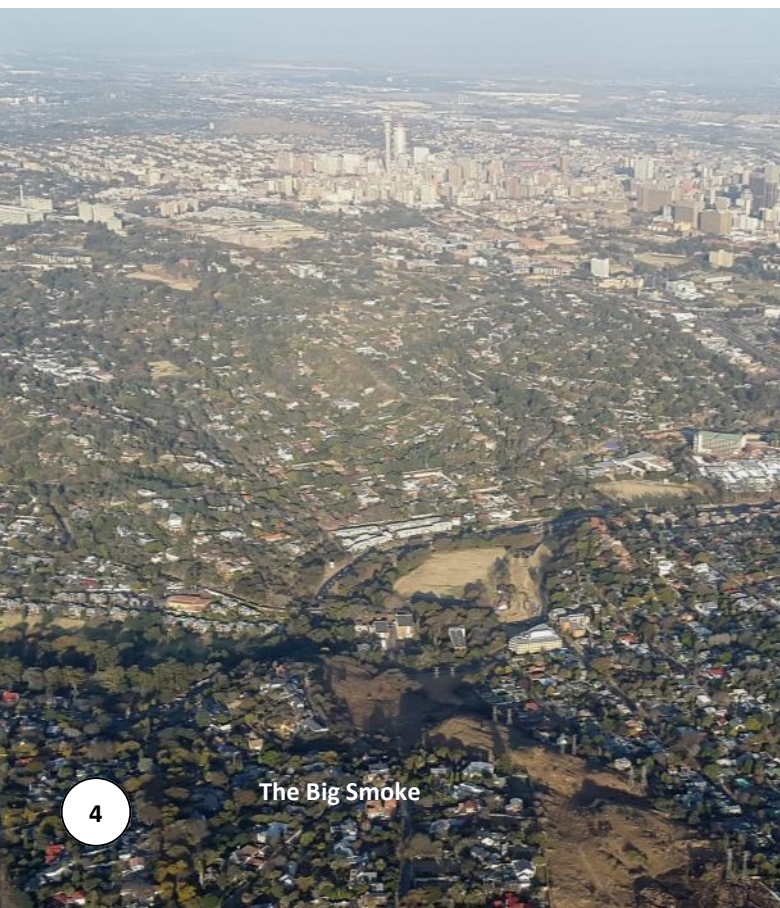
**Knysna Heads & Lagoon**



**Storms River Mouth**



**Striated Swartberg Range - Meiring's Poort**



**The Big Smoke**



# Rand Airshow

A big thank you to all the EAA team members for a super afternoon yesterday. Well done, team!

Best, *Bruce Harrison*

Hi Bruce,

Thanks to you and Sheila for supporting us.

As much as I appreciate your thanks, it is Jeremy Woods who deserves the plaudits, not me. Jeremy and Anne-Louise organise everything and it is a lot of work. Full marks to them. There are also the braaiers, I was only there for the beer!

Look forward to seeing you on 02 Sept, if not before.

All the best,

*Gordon Dyne*

Hi All,

With all these "Thanks" floating around, I must admit to becoming a little emotional, but I need to set the record straight: we all know how Gordon exaggerates, don't we?

It is Gordon who put on this show almost single-handedly.

The rest was done by Coen Swart, Ronnie Alcock & Pottie Potgieter, who did a fantastic job of cooking the meat as usual - the 'Braaimasters' - what a fantastic band of brothers. I, on the other hand, was forced to just relax and watch the show with everyone else. Thanks too to Karl who lugged in and erected tons of sound equipment so that we could have direct commentary and music from Brian Emmenis (Capital Sounds) at Show Central. This made it very enjoyable and the volume was perfect - what do you expect from such a professional?

Other helpers were there early in the morning - thanks to Doug Smit and Clive King and Trixie Heron, who was selling her EAA caps as always. Anne was the one who, as usual, did most of the work behind the scenes for me, counting out the cash boxes, ordering and collecting food, printing tickets, etc. etc.

Thanks to the members who supported the event, bought the food and drink and made the effort, by the workers, worthwhile.

Kind regards, *Jeremy 'Moose' Woods*

Hi All,

A big thanks to everyone who helped by volunteering and supporting our EAA team at the Auditorium. We owe a big thanks to Alson Khumalo and his wife Callie and their little son Vusi for always being there to help with cleaning up, washing up, and doing all the work behind the scenes.

*Trixie Heron*





# EAA Convention: Margate

- Karl Jensen, Chairman Chapter 322



Chapter 322 visitors at Glenside

## A view of the 2015 EAA Convention and Fly-in to Margate

I will have to hold back on all I have to say about the 07-10 August weekend at our Margate Convention – here are some views in brief: This was a highly successful event, save for some constructive criticism I have mentioned below.

A budget was drawn up by Marie Reddy to stage the Convention and approved unanimously by the EAA of SA National Council.

The organisation that took place to stage the Convention was epic. Marie Reddy, a veritable human dynamo, tackled the task as convener with aplomb and nary a gripe. It is one massive task to carry out the organisation at long range from Johannesburg. Marie travelled twice to Margate during the last 2 months specifically to ensure that the myriad of commitments by so many parties was assured and that whatever might go awry was backed up by a contingency plan. A week before the event, some of the Gauteng members of the EAA Council and Mike Visagie, our National Vice President, travelled all the way from Makwassie, met to examine Marie's 24-page planning summary with hardly any changes suggested. Marie did this all while holding down a demanding job, running her family, leading the Chapter 322 Teddy build project, and flying her own Icarus, as well as her duties as EAA of SA National and Chapter 322 secretary. The lady is a marvel and we are indeed fortunate to have a person of this calibre and energy in our association. Let us look after her and not give her cause to spend her energies elsewhere.

I must give praise to those members who went to the trouble of ensuring their participation in this all-important event on our calendar, the 2015 Convention and AGM. Those who didn't, or couldn't, make the weekend, missed out on a wonderful time of EAA camaraderie and hangar talk. The weekend was especially amazing, given the incredible arrangements put in place by Marie. The online pre-event registration made everyone's lives easier and the process was seamless and simple to use, even for the technically challenged members with PC skills reminiscent of those

during the Pleistocene era. There were 55 aircraft pre-registered, 21 entered for the aircraft judging, 80 members, with 121 total with family and friends.

It seems that the assumed fact that Margate is the most desirable destination for our Convention is incorrect, as many more participants had been anticipated.

A gaggle of EAA 322 members flew to Margate on Friday 07 August via our traditional stop on the way to the coast at Glenside, which is about 180 nm from JHB and 145 nm from Margate, with a smooth airstrip and the Waffle Hut a mere kilometre distant. After gastronomic excesses, we all flew off to Margate to arrive early afternoon in clear skies and light breezes only. Always a pleasure flying to the coast when the weather is so good. The Margate Light Plane Club (MLPC) members welcomed us with frosties or whatever beverages we needed, as we renewed acquaintances and friendships. There were braai packs with all the usual accompaniments.

Saturday morning saw final set-up and registration/dinner ticket/new style caps and other EAA regalia purchases from Trixie Heron and Clive King, assisted by Neil Fenton. The EAA Safety Officer function in the absence of Walter Doubell, our National Safety Officer, was carried out by Mike Visagie, who had driven all the way from Makwassie. Paul Sabatier, who had driven from Boksburg, led the aircraft marshalling contingent and both men were at the JOC briefing at the airport fire station at 08h00. At mid-morning the aircraft judges, headed by Kevin Hopper, held a thorough briefing to avoid problems that had been encountered previously.

In order for the judges to also be able to enjoy the Convention, aircraft judging was limited to pre-registered/entered aircraft only, and this took place on Saturday afternoon with the deliberations ending at sunset. A total of 21 aircraft were judged. The judges were headed by Kevin Hopper, our EAA of SA Technical Officer, and ably assisted by Alan Lorimer, Gerald Maddams, Russell Smith, Neville Dupiesanie and Derick Orford.

There were excellent forums by Dr Mike Brown on Defending your Medical, and Rob Jonkers on Precision Navigation. Neil de Lange, CEO of RAASA, who drove to Margate from Johannesburg, presented on Project 24, which will affect all of us recreational flyers. Juri Keyter presented a stunning movie on Oshkosh 2015, and the forums for Saturday were rounded off with another extremely well prepared presentation by Horace Block on Pelican 16, the Shackleton which he commanded just 21 years ago that crash landed in the Mauritanian desert at night. EAA of SA President Paul Lastrucci presented a layman's guide on the present Aero Club of South Africa Approved Person Insurance policy and negotiations that are underway to secure cover for APs who operate commercially.

About 50% of the members registered who said they would require catering stayed for an early braai and much camaraderie and laughter that ended around 22h00, except of course for a few diehards who stayed until the wee hours. It saddens me that many chose to support restaurants in the area, rather than enjoying the fun that takes place at the airfield. The inexpensive catering was provided by the Lions in Mike Jolly's hangar No 2, which unfortunately did not raise much money for this great service club. The MLPC supplied braai packs and fires adjacent to their clubhouse.

The East London Chapter 1262 who arrived in 21 aircraft on Friday, resplendent in spirited red coloured t-shirts, decided that they should fly back to Wings Park on Sunday morning, with the expected threat of bad weather creeping up the coast. This effectively caused the forums to end and the coastal exploring flight to Port St Johns to be cancelled. Kevin Hopper did a one-on-one AP talk with Gerald Maddams in lieu of his forum presentation. James Pitman was warned the previous evening not to fly to Margate as there would be only a small audience for The Airplane Factory presentation. It was our suggestion and not a decision by The Airplane Factory to back out.

The AGM was held in Wayne du Plessis' hangar and all members of the EAA of SA Council were re-elected unanimously to serve another term. EAA National President Paul Lastrucci stated that he has been heading the organisation for 5 years and, although he is not leaving the organisation, it is time for someone else to head it up after next year's AGM. Well done to all of you, and I extend a massive thanks on behalf of Chapter 322. The Minutes will be circulated to the Chapter chairpersons and Council members.

Directly after the AGM, Marie Reddy and her team set the tables with very imaginative décor for the Awards Dinner which transformed the hangar into a banqueting hall. With 140 people having committed to the dinner, it was decided to commit the caterers for 150 persons. Including invited guests, 72 people attended a fun filled evening with excellent catering to honour those members whose aircraft topped the judges' fancy. As for the decline in numbers at the awards dinner, the EAA donated the food that was left over to a worthy cause for distribution by the Lions Club at a retirement home.

We look forward to the EAA of SA Convention 2016.



During the walk from Glenside to the Waffle Hut



The East London Chapter 1262 contingent



EAA President Paul Lastrucci looking pensive at the EAA AGM



The aircraft judges



# EAA Convention: Awards

Photos courtesy of Pilots Post

EAA Grand Champion Homebuilt Award  
& Best Composite Aircraft  
Lancair Super ESX  
ZU-LNC  
Leon Joubert  
322 Johannesburg



EAA Concours d' Elegance  
Award  
Onex  
ZU-ONX  
Jonathan Low  
1502 East Coast



EAA Best Professionally Built NTCA

Savannah S Taildragger  
ZU-ICP  
John Waterson  
1262 East London



Pertec Shield  
Best Homebuilt All Metal Construction  
Vans RV-7  
ZU-IDP  
John Herbert  
322 Johannesburg







**EAA Trophy for best Rotorcraft**  
**EAA Best Warbird**  
**Gazelle**  
**ZU-HHP**  
**Eugene Couzyn**  
**322 Johannesburg**

**Piper Concours d' Elegance**  
**Piper PA-12**  
**ZS-BIG**  
**James Wardle**  
**1262 East London**



**Best Restoration Award**  
**Taylorcraft BC-12-D**  
**ZS-BLD**  
**Claus Keuchel**  
**322 Johannesburg**

**Best Tube and Fabric Aircraft**  
**Bearhawk Patrol**  
**ZU-BHP**  
**Wayne Giles**  
**322 Johannesburg**



**EAA Trophy for**  
**Best Plans Built Aircraft**  
**Hatz CB-1**  
**ZU-FWO**  
**Niels Andersen**  
**1262 East London**



# Meritorious Awards

Contribution to Safety and Promotion of Recreational Aviation  
Mike Visagie, EAA National Vice-President

Best Chapter Attendance & Best Chapter Contribution to the 2015 EAA  
National Convention  
Chapter 322 Johannesburg

Dave Smith, Memorial Cup Award for Most Enthusiastic Member  
Marie Reddy, EAA National and Chapter 322 Secretary

Most Enthusiastic Lady Member  
Trixie Heron, EAA National PRO, Chapter 322 Johannesburg

EAA Award for Furthest Distance flown to the 2015 Convention  
Horace Block, ZU-EAA (from Mossel Bay), Chapter 322 Johannesburg



Vice-President Mike Visagie  
and President Paul Lastrucci



Horace Block receives the award for  
the furthest distance flown to the  
2015 Convention



Marie Reddy receiving a bouquet in appreciation  
for her outstanding input to the 2015 Convention



Youngest EAA Pilot Flying to the 2015 EAA Convention  
Gregg Clegg, Chapter 322 Johannesburg





# EAA Convention Safety Report

- Mike Visagie, EAA National Vice-President and Chapter 1504

Safety as always is a non-debatable and vital aspect of aviation and related events. Last weekend's Convention was no exception in this regard, but a few factors made my life very easy.

Due to work issues I could not attend any of the pre-planning sessions and neither was I able to travel to Margate during the safety planning sessions prior to the Convention. Although I travelled down in time for a day or two in advance to find my feet, I need not to have worried at all.

Between a human dynamo called Marie Reddy and Walter Doubell, EAA National Safety Officer, Des Potts from MFC and the Airport Manager Yolanda van Rensburg, an excellent job was done of identifying all relevant role players, classifying the risk level as low, completed planning of the entire safety plan and setup for the weekend and had all the paperwork sown up, whilst the rest of us were packing and munching sandwiches.

Margate is a great venue as it is a registered airfield with an airport manager with few equals, a very professional emergency crew compliment and a tower staffed by absolute gems. The event JOC was headed by Mr Sean Davidson, who, as a member of the emergency services based at the airport, had performed this duty several times before and had all the proper procedures down pat. Overseeing the EMS contracted for the event was taken up as a matter of course. Marshalling at any event is normally a headache of epic proportions in the making. This time around we had marshalls from the region overseen by Paul Sabatier, all with vast experience performing marshalling services at air shows and events for years and ably assisted by local Scouts.

The single event of an aircraft declaring an emergency due to suspected fuel supply problems was dealt with calmly and professionally. The tower requested and directed Eugene Couzyn in his helicopter to fly to the aircraft in distress and to assist as required. We all know what this means of course, but being the exceptional people they all are, they not only assisted the overworked pilot, but provided vital information regarding alternates, options and advice all without ever increasing any stress levels. The JOC and emergency services responded as efficiently, readied their response vehicles, although very fortunately it was not required as the aircraft made the airfield and landed safely. Even then the safety job was not finished, and the vast experience inherent in the organisation was called on when Col Jeff Earle was available to debrief both pilot and pax immediately after the aircraft was parked and tied down. The causal factors were determined irrelevant to the Convention or any of the other participants and the incident was deemed isolated and finalised and no further action required. Safety-wise Margate Airport gets a huge fat thumbs up and EAA members as well for all contributing to make it a successful and safe convention!

The Convention was hosted by the Margate Flying Club, but

the final authorisation to utilise the airport per se was granted by a local government committee. All members of this committee were duly invited to attend a tour of the Convention on the Saturday afternoon. However, only two members accepted the invitation along with their daughters. Both counsellors stated clearly they had no knowledge of anything related to aviation. It therefore presented an opportunity to not only establish a solid foundation for future events, but also to provide them with an understanding of how the flying fraternity would value the positive interaction from local governmental bodies. About two hours were spent first explaining flying, aircraft and piloting training, skills and standards to the visitors. Then the intricate questions started, Can a pilot fly without a license? Is it possible to just take off and fly anywhere? How do we ensure compliance with regulations? How do we know what each aircraft's status is wrt registration and airworthiness?

All the questions were answered effectively and with ample emphasis on the integrity of the system and self governance. The final big question was not exactly unexpected, but fortunately it came at the end of the complex explanations and narratives.

"Why are there no black pilots here?"

The previous two hours was spent on explaining the very complex and demanding world of General Aviation, with mention of the highly regulated world of Commercial Aviation and much was said as well about the prohibitive cost of obtaining any licence and to maintain flying competence. This was then used as a basis to suggest to the two councillors that the solution for the absence of black pilots lies within their fields of responsibility. They as a local government can utilise the assets they have with ATOs, AMOs, all on a registered airfield to start a pilot cadet scheme using Factory Built NTCA aircraft.

They could theoretically initially produce pilots at less than the cost of a smart mayoral vehicle, and thereafter annually maintain the programme with relative minimal cost. It was also suggested to explore this avenue in accordance with the resident airport manager whom is both a commercial pilot and an aviation management professional.

The seed has been planted, may it grow and bear fruit.

*Cheers until next year*



*Mike Visagie at the Margate JOC safety briefing*





# Crosswinds Fly-in

Breakfast fly-in 04 July - Jan de Beer, Chapter 973



It is 06h00 on a cold winter's day and the people of Experimental Aircraft Association were arriving at Crosswinds Airfield situated across from the well-known Tarlton drag racing race track west of Krugersdorp.

Very soon the big bonfire was burning and the dancing flames were lighting up, while the EAA Chapter 973 members were all buzzing around getting everything ready.

Very soon Gavin van der Berg, also a member of the Chain Gang and who was longing to go flying with his mates, was having his hands full performing the ATC duties.

Fixed wing aircraft, weightshift trikes, gyroplanes and a chopper flew in, and soon the fires in the braais were lit.

Now, at first light, the 'Chain Gang' microlight trike owners hangaring at Crosswinds were getting their trikes ready for a quick flip, and the two Savannahs hangaring there were also taking off for a flip before the visitors started to arrive in droves for the ever-popular brekkie fly-in at Crosswinds.



We would like to thank the Chapter 322 EAA members who flew in it was a great surprise and is greatly appreciated.

In the meantime the pilots passengers and the people who drove in were enjoying an awesome breakfast



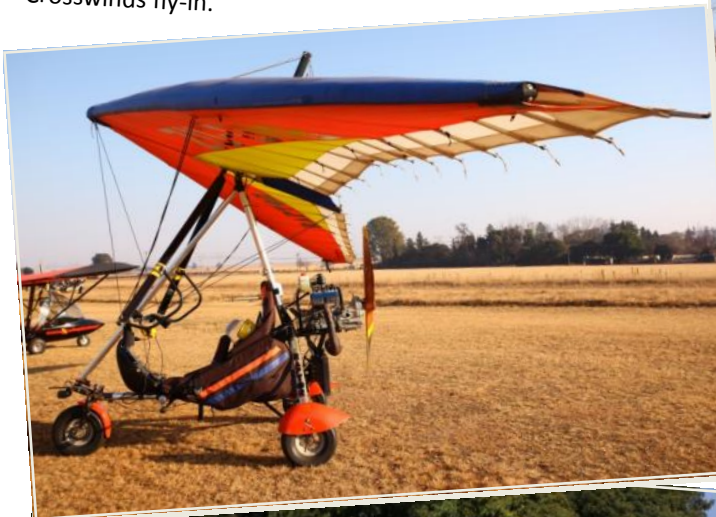




Karl Jensen with Cessna 170-B ZU-VAL



Special thanks to Eugene Couzyn and friends in the Aerospatiale Gazelle ZU-HHP which was a first for a Crosswinds fly-in.







Saturday 29 August saw a chunk of the EAA organising committee flying in to Brits to meet with the Brits Flying Club to formalise planning arrangements for the 2015 EAA Sun n Fun fly-in weekend scheduled for 13-15 November at Brits.

All are welcome at the fun-filled weekend. Fly or drive and enjoy EAA camaraderie and hospitality, braais, delicious bushveld catering and rubberneck at the wide variety of planes.

Neil Bowden's Oshkosh Tour guests will hold a reunion over the weekend and there will be a mass fly-in of Slings. Take part in a Fun Fly Nav Adventure. Showcase your plane and more. B&B accommodation, camping on field approved and encouraged. Invitations will be sent to various organisations and appropriate commercial interests to be present for the weekend. All EAA members should encourage their friends to fly in for this special weekend.

For more information, please contact [rsvp@eaa.org.za](mailto:rsvp@eaa.org.za)

## EAA Airmail



Many of you will remember Major (now Colonel) Kevin 'Cuda' Currie, the USAF's Military Attaché, who was here in South Africa from 2009 to 2012. After Cuda left here he

was posted to England to command a squadron of F15s - a tough job, but someone had to do it!

We have kept in touch and now he and his beautiful wife Rachel are parents to Rhett. The family is leaving England to return to the States soon. Cuda sent me the e-mail below. Do look at the attached pictures of Cuda and his F15 screaming through the Welsh Hills! What magnificent pictures. I shouldn't be envious, but I sure am!

*Rachel, Rhett, and I are packing up to head back to the US for one last flying assignment. Last week I probably made my last trip to fly through Wales and I wanted to send you some images that the photographers took after spending the day on a hillside in the cool Welsh weather.*

*Cuda*

Thanks so much, Cuda. All possible good wishes to you, Rachel and Rhett on your return to the States. Fly safely and come and see us soon.

God bless America  
Gordon Dyne







Peter Lastrucci and Andy Lawrence doing fuel tank calibration on Andy's

RV-10 on Saturday 22 August prior to the first engine run.

The engine started after the second blade and ran like a turbine.

Peter and Andy built the IO-540 engine completely from scratch. The RV-10 has been 5 years in building and is nearing completion to an amazingly high standard.

Good luck - Karl Jensen



Dear Karl,

Thank you very much for your kind financial assistance attending the Barnyard, which made it possible for me to compete at the 2015 World Championships this month in Switzerland.

The competition is now over and I want to tell you how it went. It was a wonderful experience and a very well organised

event. I have been preparing for it since the 2013 World Championship where I achieved such a stunning result, winning the Junior World Champion title. Unfortunately this year I did not achieve what I wanted to, placed 7th junior and 49th overall (out of 101 competitors) was very disappointing. I have to blame myself though because my first priority this year has been my school work, I am working hard to get good marks for my matric and as a result could not focus on

aerobatics every day, which is what one needs to do in order to succeed at this level. I tried to balance school work and flying and even gave up playing squash in order to free up some time for aerobatics, but my flying suffered and it showed. Our SA team, however, achieved a credible 12th place in the country standings (out of 35 countries) ahead of countries such as Canada, Australia and the UK.

In spite of my mediocre result and not winning the World Champion Junior title again, I am really grateful I was granted this opportunity to compete in Switzerland and represent my Country Internationally. It was great being part of the South African Team, we were always well behaved and smartly dressed and I was proud to be a member.

Thank you to everyone who made this possible. SASCOC and the Aero Club of SA, South African Model aircraft Association, Brantam Financial Services and very many private individuals who donated so generously.

I have been very privileged to have achieved great success in this wonderful and very demanding sport as a Junior. Now, no longer a junior, I hope I can encourage other juniors to succeed.

Once again, a big thank you.

Kind regards

Roston Dugmore Junior



# Wanted

I have been a member of EAA USA since 1976 and as such have nearly full files of every copy of Sport Aviation since then. BUT 3 copies failed to arrive and maybe other EAAers who get SA might just have the missing copies which I could purchase.  
Missing copies are: July 2010, Feb 2011, Sept 2013.

Thanks, Chris Hicks 083 659 4094

Rob McFie is looking to buy a helmet with integrated headsets for use in his open cockpit Ela Gyrocopter. Will anybody who has a set, in any condition, please let him know.

Rob McFie, [mustangman@netactive.co.za](mailto:mustangman@netactive.co.za)



RV9 Tail Kit, still in the boxes.  
R27 000 ex Pietermaritzburg

Gary Keyser [gmk@iafrica.com](mailto:gmk@iafrica.com)



## EAA Airmail



### Bob Allison plights his troth

Readers will be delighted to hear that on Sunday 16 August, well known Air Traffic Controller, former member of the Royal Air Force, glider pilot instructor and friend to everyone, Bob Allison, married his partner the lovely Diana Edrich at All Souls Anglican Church in Northmead, Benoni. The wedding ceremony formed part of the morning Eucharist service and was conducted by Father 'Hubby' Kekana. Bob sadly lost his soulmate Daphne two years ago after some 52 years of marriage. I am delighted he has found happiness again with another English rose and a member of the famous Edrich cricketing family. Nice one Bob! Another maiden bowled over!

The happy couple will honeymoon in Benoni! I know everyone who knows Bob will wish him and Di all happiness for the future and may Bob continue to give his wonderful service from the control tower to all pilots. To hear his dulcet, calming, reassuring tones in crowded air space is a great comfort.

Cheers. Gordon Dyne





# VINTAGE and classic FLYIN

## 5 September 2015 PETIT AIRFIELD

### ARRIVALS FROM 7:30AM

GPS location | S26 05.095 E28 23.401

for more info CONTACT JOHN ILLSLEY  
[john@boyshigh.com](mailto: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 ([news@eaa.org.za](mailto:news@eaa.org.za)) or Trixie ([editor@afskies.co.za](mailto:editor@afskies.co.za)).