



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



www.eaa.org.za

March 2016



A Zlin Savage Cub lands at Eva's Field - EAA Chapter 1502 East Coast

Whassup!

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

Thurs 10 March
EAA Flying Legends Talk Show
EAA Auditorium, Rand Airport

Fri 29 April - 01 May
EAA National Convention 2016
Mossel Bay

Inside this issue:

Chapter 1502 - Eva's Field Fly-away	2
EAA Convention Mossel Bay	4
EAA Flying Legends	6
Happiness is... a Particle Separator	7

A Few Flights to Plettenberg Bay	8
Objection!	10
Chapter 322 Meeting	11
EAA Airmail	11

Chapter 1502 - Eva's Field Fly-away

- Gerald Maddams, Chapter 1502 East Coast, Chairman

On 17 January the EAA Chapter 1502 were treated to a marvellous time and a very fine breakfast at Eva's Field, close to Hilton College. Hosted by Cameron MacKenzie at James and Sue Bentley's beautiful hilltop airfield and home, this meeting of aviation enthusiasts was attended by pilots, wives and sweethearts and plenty of children. The next generation of pilots will come from exciting days like this one.

Cameron has acquired a Carbon Cub kit, and it is being fastidiously constructed by Bentley Aviation at Eva's Field. The beautifully manufactured parts are going together with patience and skilled precision. The sculpturally beautiful bare fuselage and wings were complimented by covered tail feathers as James and his team discover the joy of fabric covering.

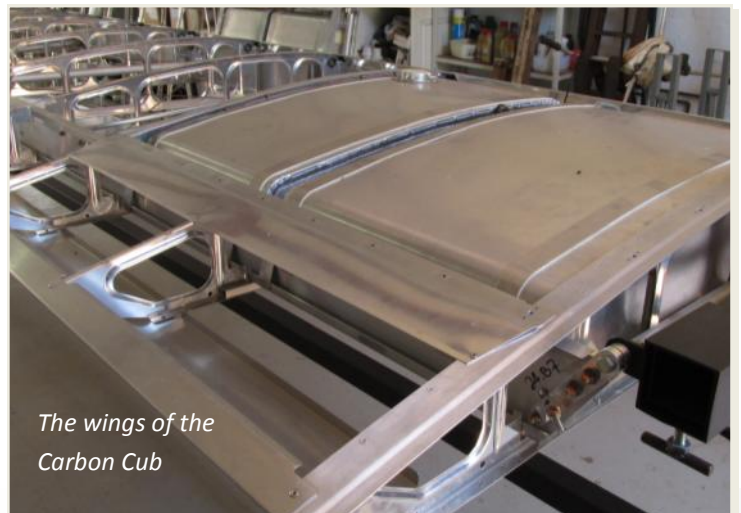
The weather had forced a postponement from the previous weekend, and unfortunately the wx again conspired against a mass influx of aircraft - promised from as far away as Kokstad and Vryheid. Nonetheless 4 intrepid aviators flew in and added to the atmosphere as their craft landed on the bowling-green-like lawn. A Trike, Helio Courier, Savage Cub S and a Cessna 172 brought more folk in to sample the eggs benedict, sausages, bacon and rolls and muffins. Coffee, tea and hot chocolate were on tap as well. Each visitor went away with a little goody-bag as well.

As full-size aircraft were not going to occupy the airspace, large models took their place, and we were ably entertained by various RC pilots who put their fine models through their paces.

We, of Chapter 1502, thank Cameron for a splendid breakfast, and we thank Sue and James Bentley for opening their home to us.



*Carbon Cub
fuselage*



*The wings of the
Carbon Cub*



*James and a
friend covering
tail feathers*





The Cessna lands with Barry de Groot piloting



A Zlin Savage Cub



Helio HT-295 Super Courier



It is with pleasure that we confirm that the EAA National Convention 2016 sign up process is open and we encourage all members and friends to register in order that we may be able to plan for your arrival.

The EAA 2016 Convention will be hosted at Mossel Bay Aerodrome, hosted by the EAA National Council in conjunction with [Mossel Bay Aero Club](#).



*Mossel Bay from the air
Photo taken February 2016 by Marie Reddy*

Provisional outline of the programme is as follows :

Friday 29 April 2016

Fly in and stay over and hopefully enjoy a braai at the Airfield.

Scheduled shuttle services will be available between the Airfield and the Diaz Beach Hotel for those residing there.

17h30 - Dinner at the Clubhouse: casual with braai packs, pre-booked.

Saturday 30 April 2016

07h00-16h30 -Socialise, enjoy the networking with Food Service at the Airfield.

Morning - Scheduled Aircraft Competition Judging will take place. Please plan to arrive the day before or very early to prepare your aircraft. Judging slots will be communicated a few days before the event.

09h00-15h00 - Workshops/Presentations - details to be advised.

18h30 - Seated Awards Dinner at Diaz Beach Hotel.

Scheduled shuttle service to and from this Hotel will be provided for residents.

Sunday 01 May 2016

A fly-away is being planned to a close by facility , which will be publicised closer to the time.

Visits & Activities

Mossel Bay Aero Club is assisting in planning 1 or 2 great local breakfast fly-aways, where support crew, spouses, family, friends and visitors can join in by road as well. We'll keep you posted.

Please indicate if you are keen to participate in this activity on Sunday 01 May 2016.

Support Crew Programme for Saturday 30 April 2016

Support crew members, spouses, family, friends and visitors do not have to stay at the airfield all day, but will be able to explore the surrounding areas, either on their own (as there are a lot of activities in close proximity) or as a group. We are exploring a number of options and will publish these in due course.

Accommodation

At this stage we have reserved a block booking for EAA 2016 at the Diaz Beach Hotel, located on the beach, in the town of Mossel Bay. This is the preferred Hotel as it will host the Awards Dinner and run a transfer service between the Hotel and the Airfield.

Diaz Beach Hotel have offered us an excellent rate for us and we urge you to book asap.

To reserve a room, please contact the Hotel as follows :

Reservations Department, Diaz Beach Hotel

Tel: 044-692 8400

Email: reservations@diazbeach.co.za

Please Quote: EAA2016 for the correct rates and room allocations.

Single rooms @ R575.00 per room, B&B, per night.

Sharing rooms @ R540.00 per person, B&B, per night.

Breakfast will be served in the Hotel Restaurant.

There is a small area that can be made available for **Camping at the Airfield**, with limited ablution facilities. Please advise us in advance should you plan on camping, in order that we can assist with the necessary arrangements.

Transportation

Great news for all those staying at Diaz Beach Hotel: a scheduled shuttle service between the Airfield and the Hotel will be available at published intervals throughout the weekend. Schedules will be displayed in the Hotel and the Airfield.



EAA Flying Legends

Lt. Colonel Charlie Marais enthralled the audience at the Flying Legends Talk Show

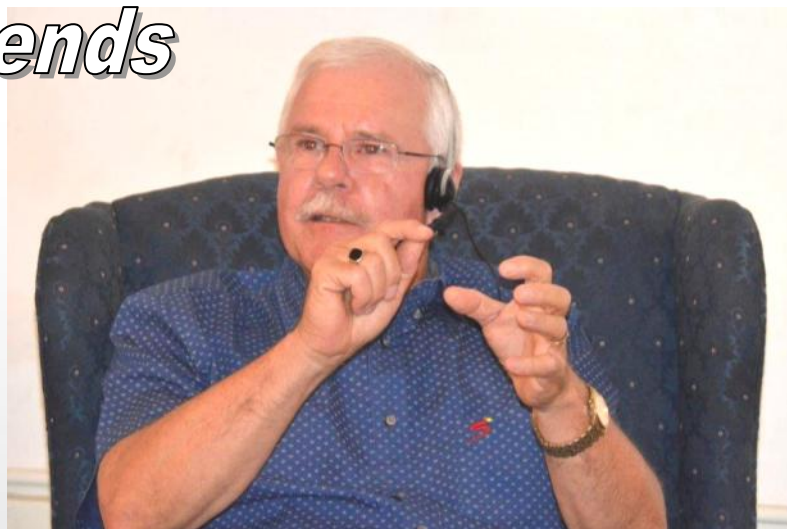
- Gordon Dyne, Chapter 322

On Thursday 11 February, at the EAA Auditorium at Rand Airport, a full house greeted Lt. Colonel Charlie Marais who spent 30 years in the South African Air Force (SAAF). What a career! 36 months spent in the Angolan Bush War as a helicopter gunship pilot and then serving as Commanding Officer of 87 Flying School and 16 Squadron, the Rooivalk Attack Helicopter Squadron. The more Charlie talked about the Rooivalk, the more we realised the huge part that EAA 322 member and aeronautical engineer Rob Jonkers played in this iconic helicopter's development. Rob was without question the 'brains' behind this magnificent South African designed and built machine.

Charlie was responsible for developing the Rooivalk general and advanced flying syllabus, and for hundreds of specialist lectures on everything from Cockpit Resource Management (CRM) and flight safety to accident investigation.

Charlie is now the owner and Chief Flying Instructor at Westline Aviation based in Bloemfontein, one of the largest and most successful flight instruction (Fixed Wing and Helicopters) and charter companies in South Africa as a Designated Flight Examiner (DFE) with 6,500 hours on helicopters and 5,300 hours on fixed wing aircraft. Charlie is also an authority on 'Aircraft Accident Investigations' and his reports frequently appear in African Pilot magazine.

Dr Mike Brown had a relatively easy night as Master of Ceremonies, for Charlie waxed lyrical at length on his 45-year flying career with many terrific pictures from his PowerPoint Presentation. It was without doubt an incredible evening – possibly one of the best we have ever had in the almost ten years of the Flying Legends Talk Shows.



Thank you very much, Charlie, for travelling up from Bloemfontein for the evening. Your fan club has expanded enormously.

Thank you as usual, Mike Brown, for your thoroughness in preparing for the evening. Your hard work always pays off.

Well done, Jeremy and Anne-Louise Woods, and the team you have gathered around you to ensure a successful evening. It is the teamwork that makes these talk shows so successful.

Our next talk show will be on Thursday 10 March, when the guest will be Captain Kobus Toerien, a former SAAF fast jet pilot and a retired South African Airways (SAA) Captain. Another terrific evening is definitely in store for us.

For more information on the Flying Legends Talk Show, please contact ea.talkshow@icon.co.za

Thank you.



Happiness is... a Particle Separator

- Eugene Couzyn, Chapter 322 Johannesburg

Happiness is a Particle Separator on my Turbomeca engine.:)

My Gazelle was purchased without any filtration on the air intake to the compressor, and operations in dusty environments have been fraught with anxiety.

I was fortunate enough to source a new Particle Separator in France, which was recently fitted to ZU-HHP by Johan Lok's Warbirds facility at Wonderboom Airport, seen in the attached pics as a 'before and after'.

Whilst not bullet-proof, it will provide SOME protection for the compressor blades in general operations.

In order to be effective, P2 pressure is drawn off on the delivery side of the turbine compressor, and channelled through a venturi on the downstream side of the centrifugal scrolls in the Particle Separator. This creates negative pressure which assists with extraction of any FOD.

I am working to adapt a proper sand filter which will give even better protection in the dusty environments in which I sometimes fly.



Particle separator



The old screen

Particle separator installed





Sunrise at Fly-In Estate

A Few Flights to Plettenberg Bay

- Greg Clegg, Chapter 322 Johannesburg

On Monday the 28 December I set course for Plettenberg bay. This would be my third trip down to Plett for the New Year's period in our trusty Jodel D11, a 556 NM direct flight to Plett from Fly Inn Estate.

I cruise our Jodel at 2450 RPM and I get 105 KIAS at cruising levels, sipping under 20 Litres per hour. I do my planning on 115 KTAS. The Jodel has a fuel capacity of 110 litres which will give 5.5 hours to tanks dry. In theory I should be able to make Plett in under 5 hours, with some fuel to spare.

The first trip I did down to Plett was in 2013, my first true long solo cross country. I had obtained my PPL earlier that year, and whilst being a full time student there wasn't much time or money available for any flying. Our Jodel was based down at Paradise Beach. My Dad, Stewart, and I ferried the plane back up to the big smoke in April of 2013 – a great cross country with an experienced pilot sitting next to me.

2013

So on the 28 December 2013 with lines drawn on maps, I departed for destination Plettenberg Bay via New Tempe for fuel and a leg stretch. I departed fairly late that morning, while waiting for the weather to clear up on our side. I eventually got going at around 10:00. The flight to New Tempe was a non-event.

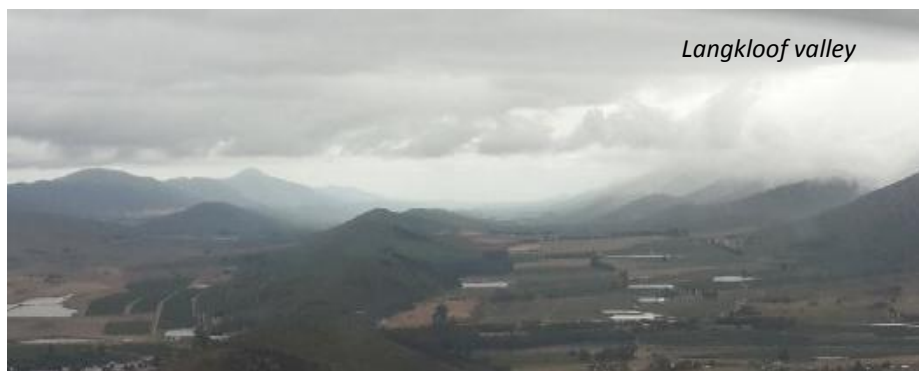
After refuelling at New Tempe, it would be a 3 hr flight to Plett, although that didn't go as planned. The weather en route was fairly good all the way. Only the odd cloud in the sky. On approaching the mountain range just before the coast, the weather had deteriorated quite a bit - the cloud base had dropped below the mountain tops. I wasn't going to fly over the top.

I descended to below the clouds and headed for Willowmore, which was to the west of track. The base was around 4000 ft. I realised that I wouldn't be finding a gap in the mountains to make it to my destination, so I thought about my alternatives. At this stage I had 3 hours remaining, and I could make it to quite a few alternatives if I needed to.

I knew the Willowmore and Langkloof area fairly well, having done cross countries for my PPL in that area and I grew up close to the Langkloof. The Langkloof valley is rather wide and the ground is around 2000 ft in the valley.

The visibility had dropped, with the occasional patches of light rain. With few visual references and a map on the lap, I flew IFR from Willowmore, following the road that leads into Uniondale. From Uniondale I followed the road to Avontuur, which would take me into the Langkloof valley. I then headed east for Humansdorp, where I would be guaranteed an exit out of the valley to the coast.

At all times I could maintain a visual reference of the 'third horizon' and my back door wasn't closing up. I had learnt about the 'third horizon' on various cross country flights with my Dad, and on the ferry flight up to the big smoke earlier that year.



Langkloof valley

I exited the Langkloof valley to the west of Humansdorp and decided to divert to Paradise Beach rather than carrying on to Plett. Plett was at least another hour away, with the fresh westerly wind pumping. I wasn't sure of the weather in Plett, and I had been airborne for quite some time by now.

I landed in Paradise Beach, where I could get some fuel and confirm the weather in Plett. The westerly wind had dropped off by now, as it generally does in the late afternoon. I departed for Plett, one of the better flights I have had, absolutely smooth and flying into the lowering sun – stunning! I landed in Plett at 06:45. It had been a very long day.



*Our trusty Jodel D11
safe in Plettenberg Bay 2013*

The flight home in the New Year was as planned. I departed Plett for Fly Inn via Tempe after sunrise. Rather sad to be going back home.

2014

December of 2014 was once again a trip to Plett for New Year's and again I did it solo. This time I planned to refuel in Graaff Reinet, the reason being that I would have more options closer to the coast in terms of diverting.

I also made use of fantastic weather forecasting from Deon at Aeroweather. The weather forecast was spot on. It was predicted to be overcast although high, from Graaff Reinet all the way south.

The early morning flight to Graaff Reinet was great. I did have bladder issues 2 hours into the 3 hour flight, which did make it rather unpleasant, so Graaff Reinet was quite a relief.

From Graaff Reinet I set course for Willowmore, I would fly the same route as the previous year – via the Langkloof valley. I had lots of fuel so I extended my flight with a flight around J-bay and St Francis before I followed the coast into Plett. Made it just in time for lunch that afternoon.



I had always wanted to do the trip in a direct flight. On the previous two flights I got an average fuel flow of around 18 to 19 lph. Our plane definitely does have the fuel range, but my bladder is a bit limiting. And of course the weather has to be near perfect which is very seldom at the coast during December.

The stars aligned for my planned flight this past December, to do the flight in one shot. It would be a 4 hr 50 min flight, leaving me with 56 minutes of fuel at Plett, all going well. I did my planning on 19 lph. We have fitted the locally developed Optifuel fuel flow meter in the Jodel. I have a fair bit of confidence in the unit. We also have a fuel quantity gauge which is also fairly good.

I made Middelburg the decision point. If the fuel burn had been better or as planned abeam Middelburg, I would continue. If not, I would have diverted to Graaff Reinet. The last possible airfield to get fuel on route.

2015

So on the 28 December 2015, my alarm went off at 02:30, I wanted to be airborne before sunrise. The plane was fuelled and ready to go. I got to the airfield at 04:00 pushed the plane out, loaded my luggage, did the pre-flight and then waited for my passenger.

Sunrise was at 05:15 so I planned to be airborne on the hour. I also made a point of not eating or drinking anything, not even the vital morning cup of coffee. I had water in the plane and took sips every half hour to keep hydrated.

I took off at 05:00 from Fly Inn, remained clear of Johannesburg to the east. I flew RD direct to Plett via Thaba Nchu. I planned on FL 085 to which I climbed once I was clear of the JHB TMA.

Initially I was ever so slightly over my calculated fuel burn all the way till Bloem, where I slowly started matching it. By the time I had reached Middelburg, I was below my calculation and I carried on.

The flight was stunning. There wasn't a single bump the entire flight, it was like flying on rails. The flight couldn't have been any better. There was hardly a cloud in the sky and the weather forecast was once again as predicted. My bladder survived surprisingly well. It was also great having a passenger on the trip, a great heading and altitude hold feature.



The flight was 15 minutes longer than planned, I didn't quite fly direct to the airfield once in the vicinity of Plett either. I landed with 23 litres of fuel remaining on the Optifuel. The dipstick showed 22 litres. Rather close I think. Close enough on a flight that long. The fuel burn worked out to a mere 17.3 lph. I made it nearly in time for breakfast.

There were a few flights up and down the coastline while I was in Plett. It's always great to fly at the coast.

The flight back home was again via Tempe. An early morning flight wasn't planned for, as the weather forecast didn't look great for Plett. I took off at 07:00 in conditions that looked like it was clouded towards and on the mountains to the North. Once airborne, the clouds were actually deceptive. What looked like clouds touching the mountains, were actually low clouds near the airfield extending up to the mountain range. There was a passage of 3/8 cloud that I could fly over, it was fully overcast to the east. It was spectacular!

The flight was somewhat bumpy on the way back home - can't have it all, I suppose.

Looking forward to flying down to Mossel Bay at the end of April for the Convention.

OBJECTION!

OBJECTION BY EAA OF SOUTH AFRICA TO PROPOSED REGULATION PART 139 SUB PART 5: LICENCING AND OPERATION OF AERODROMES FOR AIRCRAFT WITH MCM 450KG TO 5700KG

The Experimental Aircraft Association of South Africa and its Chapter members constitute a special interest group (or Aviation Recreational Organisation, ARO) in compliance with CAR 149 of the SA CAA CATS regulations. The origins of the Experimental Aircraft Association date back to 1954 in the USA and, in South Africa, to 1957.

The innovation and design conceived by its members has laid the foundation for many of the aircraft we see in the Type Certified category in existence today, and this emphasizes the legitimacy of the EAA.

The Experimental Aircraft Association of South Africa is also represented on the board of the Aero Club of South Africa, whose charter is the promotion and preservation of recreational and innovative aviation in South Africa.

Having perused and scrutinised the proposed amendments to PART 139 Sub Part 5 in discussions held on the 27 February 2016, a quorum of the EAA of South Africa EXCO is strongly opposed to the proposed amendments as laid out in Part 139 Sub Part 05.1 through 7.

For the reasons that follow, we place on record our objection to this insertion (Sub Part 5) to the regulation as of the 27 February 2016. (Comments close by 12 March 2016.)

Private landing strips and runways have been in existence for almost 100 years in South Africa and we see no reason for the proposed onerous regulations to control such private entities in the manner as set out in SUB PART 5.

Most of the private airfields in South Africa are grass roots airfields and the owners are enthusiasts and passionate aviators who encourage aviation in South Africa.

All aviators and enthusiasts are encouraged to object to the proposed Part 139, sub part 5, legislation amendments. Please visit the eaa.org.za website to find out how to do this. Alternatively please use the template below and send your objection to the relevant authorities.

PROPOSED CHANGES TO PART 139 LEGISLATION WITH RESPECT TO REGISTRATION AND LICENSING OF AIRFIELDS

The CAA has proposed changes to Part 139 Legislation, which, if signed into Law, will require ALL airfields, including private airstrips and helipads, to be registered and licensed. The proposal requires that every such airfield or helipad should pay an annual licensing fee and should provide all emergency fire fighting and medical services.

In addition, the proposal includes the requirement for ALL aircraft above 450kg MAUW but below 5700kg MAUW, with the exception of certain emergency aircraft, to land and take-off ONLY from such registered airstrips and helipads.

The Proposals, if accepted, would have the effect of destroying the very fabric of General Aviation in South Africa and are unfair, draconian and practically, un-enforceable.

I object in the strongest possible terms to the proposal and insist that it is scrapped in its entirety.

Signed.....

PILOTS LICENCE NO (if applicable).....

Date.....



The proposed changes to the legislation, if written into law, will effectively curtail the major portion of all recreational flying, as many aircraft either use, or are based at unlicensed/private airfields.

The financial implications of the proposed changes would render these unlicensed/private airfields unviable, and most would close down immediately. Without airfields from which to operate, many recreational aircraft would be disposed of, primarily out of the country.

The effects on the people employed in the recreational and NTCA aircraft industry would be considerable, as many derive their income from the aircraft operating from such airfields.

It is not practical, workable or enforceable to require a private airfield/runway to maintain the same standards and services as those required for an airfield supporting Commercial Operations.

The EAA view the additional financial burden of the proposed legislation as draconian and without foundation or merit, and it is the opinion of the EAA that it would sound the death knell to General Aviation in South Africa.

Paul G Lastrucci

EAA of SA National President

Chapter 322 Meeting

A large audience enjoys EAA Chapter 322's February meeting

- Gordon Dyne

On Wednesday 03 February, some 130 members and friends came together at the Dickie Fritz MOTH Hall in Dowerglen for the February meeting of EAA Chapter 322. Chairman Mike Brown continued from where he had left off after the January meeting, in his usual smooth, relaxed bedside manner.

Mike is a full-time Doctor with Hospice so I do not know from where he finds the time to prepare so meticulously for the meetings and apart from the usual formalities Mike has slipped in a new topic called: 'What did you do last month?' Aviators are encouraged to send Mike pictures of what they 'got up to' in the previous month.

The Chapter's finances are sound, thanks to the fiscal disciplines introduced by treasurer Mark Clulow. Jeremy Woods, the convenor of the 'Flying Legends Talk Show' advised the meeting that the guest on Thursday 11 February is well known aviation personality Charlie Marais. Charlie is a former SAAF pilot and is equally at home flying a fast jet, a Rooivalk helicopter or a light sport aircraft (LSA). Charlie owns a flying school, is a flight instructor and a well known author on all aviation matters. Should be another terrific evening.

The Master of Ceremonies is once again Mike Brown. This man's talent is boundless. I was 'fired' after one attempt at this task late last year after I interviewed flying legend Nigel Hopkins!

The guest speaker at our 322 meeting was Aero Sud Director and aeronautical engineer Rob Jonkers who spoke to the audience about the Siai Marchetti SF260 simulator he has built at his home and then his ride in the real McCoy. Absolutely brilliant. This man's talent verges on genius. Thank you, Rob, for a fabulous talk. I, and I am sure many others, are in awe of your talent.

So ended another great night, with EAA Chapter 322. Thank you, Mike Brown, for easing into your predecessor's seat with such ease. Our next meeting will be Wednesday 02 March. Hope to see you there.

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

Thank you.

EAA Airmail



'Our horse makes a new friend'

*Taken at Polokwane in February
Brian Appleton*



EAA Airmail



For many years I have had a picture Archie Kemp gave me when I left SA, hanging above my bed. It is of a Baobab, and I

decided to put it in a frame. This led me to wondering how Archie is getting on, and so I did a Google search and there were all these references to him and the EAA of SA. Great to see he is alive and well, and still has the 195.

I am at present rebuilding my Stinson, (for the second time) and am flying my Aeronca Chief all over Aussie, which I bought as a basket case in SA. I did the test flight over Wedderburn March 2009. It only took me 28 years to get it in the air again!

Son Don has just finished putting his Auster J4 together, which he bought deceased estate and needing a lot of TLC.

All the best

Ian Harvie, Australia



This picture of the Chief was taken at Echuca, at the AAAA annual gathering where I won reserve grand champion, beaten by a one off P40 Kittyhawk. (It didn't take me a couple of million to get it back in the air)



Here is a shot of my Stinson and behind, another Auster which I rebuilt for an old friend. It is taken at Wedderburn which is a club airfield South of Sydney.

Don's Auster after he had refitted the wings. That's Don in the white T-shirt.



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). Our grateful thanks to all those who regularly support our newsletter and our EAA organisation.