



BRAKES ON ... THROTTLE SET...

# CONTACT!



[www.eaa.org.za](http://www.eaa.org.za)

December 2016



*Vintage Air Rally - Crete to Cape. Photo by Courtney Watson, courtesy of [www.vintageairrally.com](http://www.vintageairrally.com)*

## Whassup!

Wed 07 December  
Chapter 322 Meeting  
Dickie Fritz MOTH Hall,  
Edenvale

Mon 12 December  
Vintage Air Rally  
Reception  
FASY, Baragwanath

*Happy Holidays*

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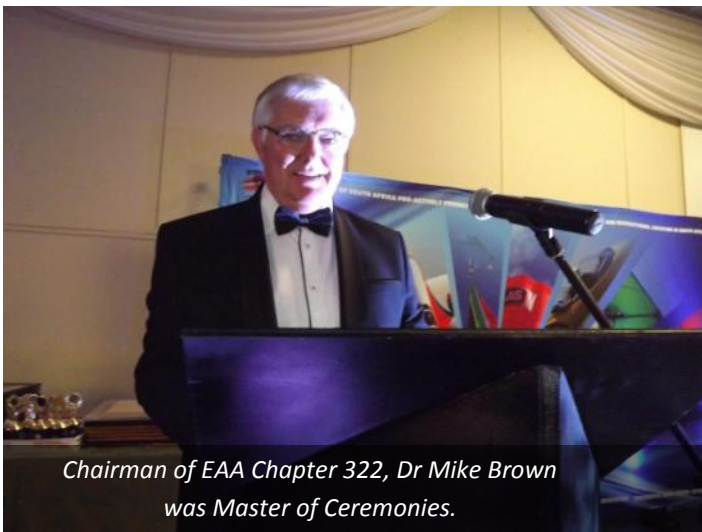
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# *Aero Club Awards*

The Aero Club of South Africa's proud motto is: Preserving Free Flight. It was founded on 06 April 1920, by a group of passionate aviators. The noble principles on which the Aero Club was founded back then, are still relevant today. The Aero Club of South Africa is a distinguished organisation that exists to protect the rights of freedom of flight.

The Aero Club Annual Awards Ceremony took place recently at a glamorous dinner event held at Swartkop Air Force Base. Several of our EAA members had the honour of receiving awards and recognition for outstanding achievements. Our most notable recipient was Karl Jensen, who was presented with the Aero Club of South Africa Lifetime Achievement Award.



*Chairman of EAA Chapter 322, Dr Mike Brown was Master of Ceremonies.*



*Jeff Earle, Chairman of Aero Club of South Africa, presenting the Lifetime Achievement Award to Karl Jensen.*







Margie Davis, Karl and Val Jensen, Jim Davis.



Jim Davis.



Willie Bodenstein and Juri Keyter.



Jeff Earle and Karl Jensen.



Val and Karl Jensen.



Neil Bowden and Clive King.



# EAA Sun n Fun Adventure Rally

- Rob Jonkers, Chapter 322

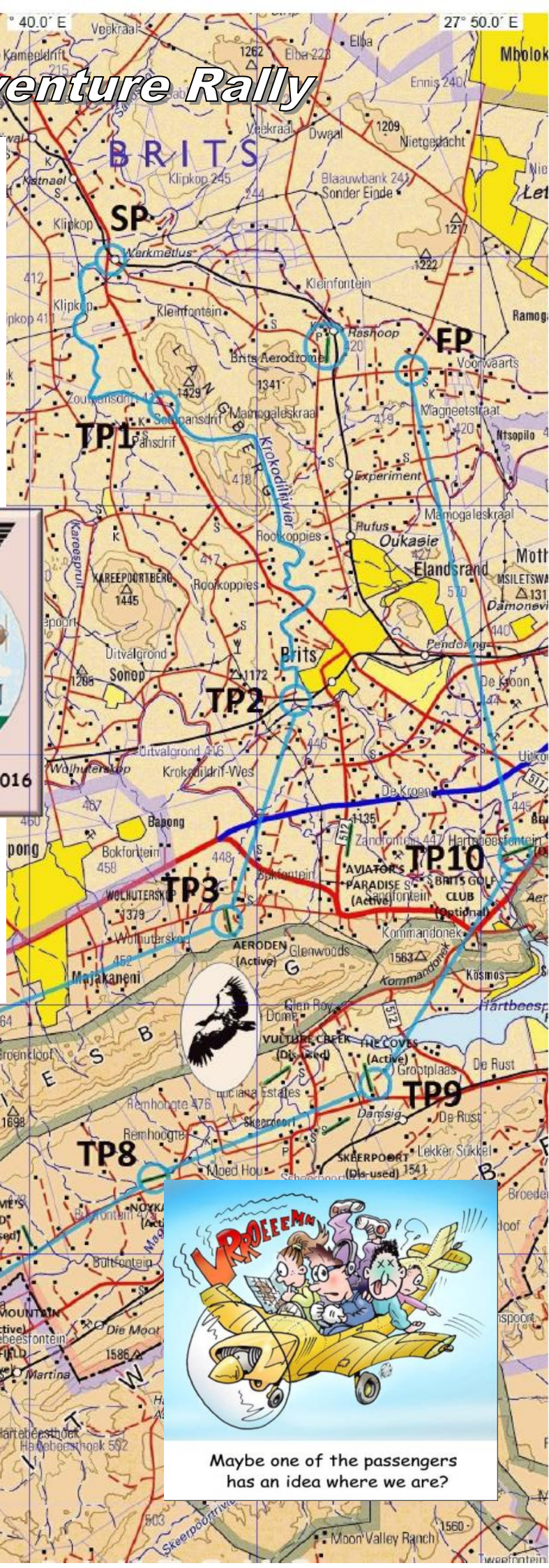
This year's EAA Sun n Fun flying event was planned similar to the event held in 2015 as a format that EAAers enjoyed, as a more relaxed fun kind of event, mostly involving observation out of the window, recognition of ground features and learning about the area being flown over.

Over the last four weeks, a route schedule was hatched, with the prime theme of overflying 13 airfields dotted around the Magaliesberg area to the north and south of the main ridge. Why airfields? Well, with many of us aviators flying around in this area quite often, it would be a good idea to know about potential forced or precautionary landing places, so a bit of safety advice while having fun in looking for them.

A route proving flight was undertaken to scout the airfields and features of the landscape, and figure out some nice Easter-egg clues to put in the task sheet. And so a route emerged with the theme of IFRRR – I follow roads, rivers and railroads.

The result was a route that followed the railway line just north of Brits airfield to the start point, and from there picking up the Crocodile River and following it all the way through the mountains west of the airfield, then across the ridge to the middle of the valley to the Hartbeespoort Dam, crossing back over the ridge to return to Brits.

The format was in the form of a predefined route map that was available prior to the event starting for everybody to either plan their route with traditional map plotting tools or to programme their GPSs, if they were more at home following the magenta line.



Maybe one of the passengers has an idea where we are?





*Rob Jonkers giving the briefing in the clubhouse.*

Each leg of the route had turning point photographs to be recognised (either being correct or incorrect) – around half of them were Google Earth photos and the other half were real photos, taken courtesy of Marie Reddy, then a few questions had to be answered on ground features or sites that were historic or scenic, mostly cryptic in nature.

The booklet contained a section of Wikinotes (compiled courtesy of my daughter Jenni) that would enable the crews to answer all the questions – with a warning – “Don’t read – at your peril....,” and guess what... most forgot to find the answers in the most obvious place...

Some crews, of course, were googling for answers on their cell phones – because they can – somewhat inefficient, given that everything was right in front of them.

There were 12 crews who registered by briefing time, which was delayed by half an hour as some fog had to lift over some parts of Gauteng, with a broad spectrum of aircraft participating, from Cessna 172 stalwarts to slow open cockpit Bat Hawks.

One of the competitors, Thys van der Merwe, had to run in his recently overhauled engine and had to do the course at full power settings, resulting in a speedy 120kts, giving him the most difficult challenge to carry out the tasks of the course at high speed. We did, however, give him the prize of fastest competitor home...

There were a number of young budding aviators that were given seats as navigators, and thanks were extended to the pilots who took on the challenge of accommodating them.

After the briefing, and with 20 minutes prior to take-off, and handing out papers, the first competitors took to the skies at 10:20, with the last off at 11:15. The weather was brewing hot and humid after the recent rains, with the wind picking up with a midday high of around 25+kts, with lots of turbulence around the Berg, which made some of the newly introduced navigators somewhat green.

So, what were those gems the competitors struggled with... What is a weir – as per the supplied Wikinotes “Weirs are structures consisting of an obstruction such as a dam or



*The Crocodile River – coming up to Turn Point 1.*





*One of the weirs along the Crocodile River.*

bulkhead placed across the open channel with a specially shaped opening or notch.” Between TP1 and 2 there were 2 along the river, not many found these.

Then, along leg 4 which was along the northern side of the Magaliesberg ridge, were two photos that needed to be located, one a big crevice in the mountain slope, and the other a large Cape Dutch style homestead surrounded by Jacaranda trees, these being in bloom. Both of these were also missed by most of the competitors.

Then some sneaky ones... At Aeroden airfield were some chalets next to small farm dam, 5 of them, the picture only showed 4, which meant you needed to see and count them while overflying.

At turning point 5 there was an airfield named Mountain Sanctuary Park, but 2nm further was another disused airfield – the picture of course was incorrect, showing the disused airfield, which had no hangar Mountain Sanctuary Park had one). As one can see, observation was key to getting to the right answers...

With everybody successfully home, it was time for marking the exam papers, which was left to the strict invigilators Renee Clulow and Marieta Sabatier to record the points. Between the clues and photo recognition, a total of 39 points could be scored.

On returning, the competitors had to carry out a spotlanding, where landing line judges Hans Schwebel and Ron Stirk were on hand to adjudicate. This was where Karl Jensen scored a bingo in his C170, Chris Shaw came second in a C177, and Sean Russel came third in his Sling.

When all was tallied up, the crew of Pierre Dippenaar & Martin Meyer in C182 ZS-IVC attained first place, Karl Jensen & Mary de Klerk with spotter Irene Mock in Karl's C170 ZU-VAL attained second place, with third place going to Sean and Anthea Cronin in their remarkable open cockpit Bat Hawk ZU-IJL.

The Sling floating trophy was again in the hands of Pierre Dippenaar (last year's solo winner), this time with Martin Meyer as his navigator.

Thus came to the end of a hopefully enjoyable day for everybody who took part, and, given the large amount of competitors, it should bode well for doing this again in the future, and in the words of SAPFA chairman Frank Eckard, “this is a new way of converting Avgas into Fun”!

Many thanks are extended to Marie Reddy for assisting with the administration of the event and keeping order in the competitor line-up; also the prize sponsors, Comet Aviation Supplies, Aviation Direct (the makers of Easy Plan), Neil Bowden's Air Adventure Tours (who sponsored gift vouchers to the five first-time young navigators), African Pilot and SA Flyer who sponsored magazine subscriptions, and for their support of this event.

*This easy-to-spot farmhouse along the northern ridge stumped most of the competitors in finding its location.*








Neil Bowden with Ray Hollins in their Sling ZU-OSH.



1<sup>st</sup> place: Pierre Dippenaar & Martin Meyer winning the Sling Floating Trophy.

**TP3 - Airfield (Leg 3)** A typical page out of the task book.

Take up a heading of 215° (M) – Distance 4.6 nm to TP3 where you will find a Den for Aeries.




Question 6	What is the name of the airfield you will find left of track?	
Answer 6	Aviator's Paradise	

Question 7	How many chalets do you observe at the farm dam adjacent the runway of Aeroden?	
Answer 7	5	

Question 8	What is the useable runway length of Aeroden, and direction?	
Answer 8	700 m; 36/18	

TP3 Photo	Correct	x	Incorrect	
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1<sup>st</sup> three places: Karl Jensen, Mary de Klerk, Martin Meyer, Anthea Cronin, Pierre Dippenaar, Sean Cronin, Rob Jonkers (organiser).



Brits Sun n Fun Adventure Rally - Navigation task results					
<i>Pos</i>	<i>Pilot</i>	<i>Navigator</i>	<i>Reg</i>	<i>Aircraft</i>	<i>Score</i>
1	Pierre Dippenaar	Martin Meyer	ZS-IVK	C182	32
2	Karl Jensen	Mary de Klerk	ZU-VAL	C170	30.5
3	Sean Cronin	Anthea Cronin	ZU-IJI	Bat Hawk	28
4	Louis Jordaan	Jordan Jordaan	ZU-IES	Bat Hawk	27.5
5	Sean Russel	Mark Clulow	ZU-TAD	Sling	27.5
6	Neil Bowden	Ray Hollins	ZU-OSH	Sling	26.5
7	Nick Christodoulou	Andre Kluyts	ZS-SYA	C172	25.5
8	Tristan Brouard	Anton Jansen	ZU-SNG	Sling	21
9	Wayne Giles	Brendan Giles	ZU-BHP	Bear Hawk	17.5
10	Anthony Harris	Kevin Marsden	ZU-FCA	RV7	16
11	Chris Shaw	John Shaw	ZS-IFY	C177	16
12	Thys van der Merwe	Kyle Baytopp	ZU-AFP	C172	13.5

Brits Sun n Fun Adventure Rally - Landing results				
<i>Pos</i>	<i>Pilot</i>	<i>Navigator</i>	<i>Reg</i>	<i>Aircraft</i>
1	Karl Jensen	Mary de Klerk	ZU-VAL	C170
2	Chris Shaw	John Shaw	ZS-IFY	C177
3	Sean Russel	Mark Clulow	ZU-TAD	Sling
4	Sean Cronin	Anthea Cronin	ZU-IJI	Bat Hawk
5	Louis Jordaan	Jordan Jordaan	ZU-IES	Bat Hawk
6	Thys van der Merwe	Kyle Baytopp	ZU-AFP	C172
7	Neil Bowden	Ray Hollins	ZU-OSH	Sling
8	Tristan Brouard	Anton Jansen	ZU-SNG	Sling
9	Wayne Giles	Brendan Giles	ZU-BHP	Bear Hawk
10	Anthony Harris	Kevin Marsden	ZU-FCA	RV7
11	Pierre Dippenaar	Martin Meyer	ZS-IVK	C182
12	Nick Christodoulou	Andre Kluyts	ZS-SYA	C172



# Chapter 322 Meeting

**A great turnout at EAA Chapter 322's meeting on Wednesday, 02 November - Gordon Dyne**

Despite a most welcome storm which, due to its severity, slowed the traffic on the highway to a snail's pace, some 80-odd people attended the November meeting of EAA Chapter 322 – South Africa's biggest, best and busiest EAA Chapter, and now affiliated once more to the EAA of the USA. It was a terrific turnout, considering the weather.

The delicious quiche and salads from the kitchen of Anne Ferreira were quickly consumed, and at 19h30 Chairman and flying doctor Mike Brown called the meeting to order – 30 minutes later than usual, as the evening was primarily reserved for the Annual General Meeting.

Mike ran through the usual formalities, which were interspersed with some great cartoons or photographs from Mike's splendid Powerpoint presentation. One such photo showed a pilot, who looked distinctly like me, in a cockpit. The caption read: 'Being a pilot doesn't make you cool, but if you're cool, you're probably a pilot.' I loved it!

Comments were passed on the EAA 322 dinner held the previous Saturday at the Wanderers Club. Some 110 people attended and everybody thought the evening was a great success. I concur.

Before the end of the first half, the results of the elections for committee members for next year were announced. Thank goodness Mike Brown was elected unanimously as Chairman and Eugene Couzyn just pipped Clive King for the position of vice-chairman. Two great guys, and what a pity only one could be selected. However, knowing Clive as I do, he will always be at every Chapter function helping wherever he can. Chartered accountant and former SAAF 2000 hours Mirage FI pilot Mark Clulow was re-elected as Honorary Treasurer. Another great choice. Kevin Marsden replaces the lovely Marie Reddy as secretary and, although Kevin has a long way to go to match Marie in the 'looks stakes', his enthusiasm is infectious and his secretarial ability, matched with his IT skills, will make him a formidable member of Mike's committee. Although Marie has stepped down from her secretarial role, I know she will

still be involved in many other chapter activities such as the Teddy Build and the EAA Convention. She is a remarkable young lady.

Mike read his Chairman's report for 2016 to the attentive audience. This proved to be a very comprehensive tome and covered just about everything that had occurred this year.

I think that was about it, but the ubiquitous Trixie Heron will continue doing everything that nobody else wishes to do.

I know I speak on behalf of Chairman Mike for thanking all the volunteers for 'stepping up to the plate'. Without such keen volunteers the Chapter would not exist.

After the break, aeronautical engineer, rally pilot and simulator builder Rob Jonkers gave us a running commentary on a 30-minute video made during the South African Powered Flying Association's (SAPFA) team visit to Portugal to compete in a World rally. The South African team came second to Germany, beating many of the best rally teams in the world. It was an awe-inspiring film and will hopefully attract more pilots to this terrific flying discipline. Thank you, Rob, for a most enjoyable talk and film show.

Kevin Marsden won the 'swindle', much to everyone's delight, and that just about wound up another successful evening with EAA Chapter 322. The next event on the calendar was the EAA Sun n Fun at Brits over the weekend of 11-13 November, which is always a great weekend, with a large turnout of various and interesting aircraft.

Thank you, Mike, for leading the Chapter so successfully. Your move to the fairest Cape must be deferred for another decade or so.

Please note the next meeting will be held on Wednesday 07 December. Usual time 18h00 for 19h00. Same place. For more information on EAA Chapter 322 please visit its website [www.eaa.org.za](http://www.eaa.org.za) or contact its vivacious PR lady Trixie Heron on [editor@afskies.co.za](mailto:editor@afskies.co.za)

Thank you.

**EAA Chapter 322 meets again this coming Wednesday 07 December**

*- Mike Brown, Chapter 322 Chairman*

With the forthcoming festive season looming, and many of our members planning a well-earned rest, we're expecting a huge turn-out for this forthcoming and final meeting of EAA Chapter 322 for 2016.

The time is as usual 18h00 for 19h00 and there will be delicious snacks from the kitchen of Ann Ferreira to fill those hungry tummies. The venue is the Dickie Fritz MOTH Hall in Dickie Fritz Avenue in Dowerglen.

Apart from the usual formalities, we'll try to throw in a little festive season cheer before we all go our respective ways.

For the 'guest speaker' slot, we welcome back "Prof" Walter Doubell, former Treasurer and now perennial student, from



Potchefstroom, who will present images and his thoughts on the airshow scene in France, following a visit earlier in the year. Walter tells me that there will be prizes for those paying attention, so brush up on your French airshow scene knowledge in advance! France is home to some of the best red wines in the world, apart from South Africa, and knowing Walter's penchant for a good wine, I'm sure the prizes will be worthwhile!

So there we have it! The final action packed, fun and serious evening with EAA Chapter 322. Hope to see you there. Everybody is welcome. Bring your friends. The only pre-requisite is that all visitors love aviation, otherwise they could be bored mindless!

For more information on EAA Chapter 322, please contact the website [www.eaa.org.za](http://www.eaa.org.za)



# Vintage Air Rally - Crete to Cape

There is a reception at the Syferfontein/Baragwanath airfield on Monday 12 December at 12:00 (assuming they can get back on schedule and barring further delays) to celebrate the arrival of the Vintage Air Rally in Johannesburg.

Our very own 'daredevil' Courtney Watson from Chapter 322 is flying his Tiger Moth ZS-UKW in the flight.

Some updates:

23 Nov: Flight was detained in Ethiopia.

24 Nov: Flight released after some 48 hours detention due to an organiser mistake and landing without permits.

25 Nov: 1943 Piper Cub suffered engine failure but managed to land safely in South Sudan.

27 Nov: The vintage air rally has just arrived in Nairobi minus a Stearman that suffered an engine failure the day before.



**PUMA ENERGY**  
FUELLING VINTAGE AIR RALLY

Follow the flight at <http://www.vintageairrally.com/>  
<https://medium.com/helisafari-africa>  
<https://www.facebook.com/pg/VintageAirRally/posts/>

## EAA Airmail

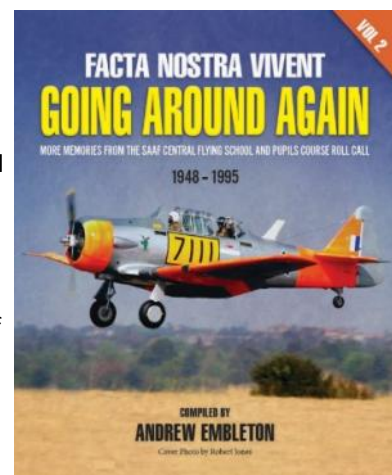


These are two books which should be in the hands of every pilot who won his 'wings' at CFS, and every enthusiast who loves the iconic North American Harvard/AT6/SNJ aircraft. The anecdotes are true, funny, serious, memorable, and recall the times when pilots were first introduced to military flying. The pupes course list are a useful aide memoire to those who flew there and the large number of colour pictures celebrate the aircraft and the men who flew them.



**FACTA NOSTRA VIVENT** is a book of some 330 pages including 42 pages of colour photographs in a large 'coffee table' format. The book covers the history of 'ab initio' training in the early days through to the establishment of the CFS in all its various forms up to 1995 when the Harvards were phased out. With the help of Colonel McGregor, Fritz Johl and many others, the origins of the syllabus are traced. The book contains a large number of personal memories from pilots and others associated with CFS as well as lists of the remaining Harvards. It has been widely praised by individuals and the aviation press as an important contribution to the SAAF history. Major General (Retd) Ben Vorster SD SMMMM

**GOING AROUND AGAIN (Vol 2)** is the sequel to Facta Nostra Vivent. It is the result of requests from many CFS graduates for a second volume with many more personal anecdotes. It has 363 pages of which 60 are colour plates. The text includes details of the first unit to be based at Dunnottar, namely 24 Air School of the wartime JATS. The author included many interviews with wartime pilots which he recorded in the eighties. The book has the CFS aerobatic syllabus by Scully Levin and numerous 'memories' from pupes and instructors alike. Of importance is the addition of tables containing the names and years of every pupil pilot course from 1948 to 1995 when the Harvards were replaced. The courses were painstakingly derived from individual memories, photographs, honours boards and official records where they existed. The Foreword was written by Major General (Retd) PJ 'Crow' Stannard HC SM MMM.



Either one or both books can be ordered from the author as signed and numbered editions with personal endorsements if required. Contact Andrew Embleton at email [andemb@hermanus.co.za](mailto:andemb@hermanus.co.za) or telephone 028 312 3006.

**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)). We want your flying news! Our grateful thanks to all those who regularly support our newsletter and our EAA organisation.