



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



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January 2017



Waco over Blue Mountain Valley - Photo by Willie Bodenstein

Whassup!

Wed 11 January
Chapter 322 Meeting
Dickie Fritz MOTH Hall, Edenvale

Sat 21 January
8am Breakfast Fly-in
Mabalingwe

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Kitty Hawk & Fly-Inn

- Rob Jonkers, Chapter 322 Johannesburg

A great flying day out was planned on Saturday 17 December to end off 2017 with some airborne summer fun, with a number of our members flocking to Kitty Hawk for a good start- of-the-day breakfast at around 08:00.

Being based at Kitty Hawk, flying time to the grass parking area took all of 2 minutes in the C182 in perfect weather conditions.

After breakfast we got airborne and did some airwork with Cousin Martin before heading towards Fly-Inn, where more of the gang arrived to visit Wayne Giles' latest Bearhawk project build, this one a Bearhawk LSA which is a lighter, flapless and bigger winged bird with a O-200 engine. A cub on steroids in the making for sure, with everybody full of anticipation about how this version of the Bearhawk will handle, planned to be completed sometime early 2017.

While the day was still young and weather still perfect, Karl took a few of us for some flight experience in the big Bearhawk Patrol, myself being one of the lucky ones. With my experience in conventional geared aeries hardly registering on the finger-counting scale, poling this beast was for sure a daunting task, starting with trying to navigate on the ground with the nose blocking the view.

Then of course getting used to the EFIS which has no round dials, where I eventually settled on looking only at three instruments, the backup airspeed indicator in the left hand corner and the two very small EFIS engine icons showing RPM and manifold pressure.

After peddling down to the threshold of 06, lined up and opened the throttle gingerly all the while anticipating the yaw moment with the big engine out front, keeping track and lifting the tail to get to see up ahead. After some bouncy bouncies, we got airborne, and then the rudder effectiveness came into play big time, having discovered the 4th instrument to look at being the ball which was wildly swinging from side to side as my feet were peddling merrily out of phase.

Concentrating too much on the ball made for getting behind the aircraft with the other parameters of power, pitch, altitude, and when the eye was off the ball getting into another series of pilot induced oscillations. At least after a few minutes and an orbit, I started to settle down, get the hang of anticipating the yaw moments and got my feet tuned to a more reasonable damping function to attempt a touch and go, and with Karl's help in the back, lined up on 06 with another bouncy-bouncy runway excursion onto the next circuit.



This circuit at least could get to the BUMPF side of flying and a better job of lining up with the runway, and then to attempt a flare with the runway becoming blanked out with the nose made for an interesting landing hop-scotching from side to side.

At last, safe on the ground with no humans or aeries harmed, the grass may have come off somewhat the worse for wear with some flattening, but nothing some welcome rain won't sort out.

Well, after this fantastic experience, we could retire to Karl's shady hangar for a lekker braai and cooldrinks, before returning to Kitty Hawk in the C182. Thanks to Wayne and Karl for a great flight, looking forward to the LSA version, which is expected to be a bit more tame in the yaw department.

Hi everyone

A big thank you to Capt Karl Jensen for having made the arrangements, and to everyone who attended all or part of the Saturday 17 December brekkie fly-drive to KittyHawk and back to Fly-Inn Estate to admire Wayne Giles' Bearhawk LSA project and be treated to a flip in his number one Bearhawk Patrol ZU-BHP, followed by the delightful bring & braai at Karl's pride and joy, aka Pilot's Happy Cave. It was lots of fun!

- Trixie





Here is a pic taken of the fly/drive-in brekkie to Kitty Hawk and Fly-Inn, showing us parking off at Karl's hangar. - Irene



Hi, as my last event with 322 before I leave SA, it was certainly a sad but exciting experience: the exhilarating flying with Captain Karl in the back seat in a beast of a machine, the quality of Wayne's current Bearhawk Patrol and the Bearhawk LSA are absolutely exquisite and perfection itself.

I shall make all possible attempts to join you guys when I am back on my quarterly business trips from the UK.

Kind regards
Neville Du Piesanie



Vulture Angels

- Karl Jensen, Chapter 322 Johannesburg

Simon Gear, who is a permanent employee of Birdlife South Africa, was present at Bara G when planes from the Crete to Cape Town Rally arrived at Baragwanath. There is a desperate need for all of us to conserve vultures, which have become highly endangered. On his own initiative, Simon has formed a WhatsApp group called 'Vulture Angels' to utilise the services and aircraft of those joining the group to rescue and transport injured birds to the rehabilitation facility in Gauteng – a very noble cause for those of us with access to aircraft or if you would like to help in any way.

Simon can be contacted at simon.gear@BirdLife.org.za



Crete to Cape



2016 Crete to Cape Town Vintage Aircraft Rally passing through Gauteng - Karl Jensen, Chapter 322 Johannesburg

A few of our EAA 322 members were fortunate to meet up with the Crete to Cape Town Vintage Rally at Bara G on Monday 12 December. What an amazing adventure these people had, starting out with 22 aircraft, including 2 helicopters. Speaking with Cedric and Alexandra who flew a Stampe from Belgium to Crete in 333 hours, and then another 86 hours from Crete to John Sayers' Blue Mountain Valley strip – I heard what a wonderful endeavour just this entrant's flight was, as an example. There were inevitably a few casualties along the way – a Stearman was badly damaged by an engine malfunction, resulting in a forced landing, and there was a J3 that simply quit! To me the most amazing aircraft were the two classic 1927 Travel Airs, the forerunners of the Boeing Stearman and the Beechcraft Staggerwing. The Travel Air designers were Clyde Cessna, Walter Beech, and Lloyd Stearman, whose names need no introduction.

The following day we visited the group again at Blue Mountain Valley – wow, what an amazing place with an incredible collection of aircraft belonging to John Sayers. I flew Willie Bodenstein in my Cessna 170 for air-to-airs of beautiful Waco biplanes belonging to Johannes von Schaesberg and Fabian von Einsiedel from Germany, another owned by Nico van Staden, and one owned by John Sayers.

Three local Tiger Moths joined the rally for their final sectors to Tempe, Gariep, Plett and Stellenbosch.

The rally was also intended as a platform to raise money for UNICEF and endangered vultures and hopefully raise public awareness and resources for conservation of these birds. Simon Gear represented BirdLife SA. Many of us are enthusiastic members of The Bateleurs, so this facet of the event was very close to our hearts.





Waco Formation

- Karl Jensen, Chapter 322 Johannesburg

I flew my Cessna 170 for Willie Bodenstein to take aerial pics of a Waco formation at Blue Mountain Valley during the stopover of the Crete to Cape Town Vintage Aircraft Rally. Willie kindly allowed me to use some images for CONTACT! and your enjoyment.

The Wacos were flown by Nico van Staden, Dion Raath and Pierre Gouws – all SAA pilots.



Chapter 322 Meeting



Happy New Year to all!

We trust that you and your families had a great festive season and we look forward to seeing you at our next monthly meeting which is scheduled for Wednesday, 11 January 2017.

For our monthly meeting our guest speaker will be a Royal Air Force Club (RAFOC) member and engineer of note – Russell Swanborough. Russell, accompanied by an audio visual presentation, will be talking about the girls of ATA (Air Transport Auxiliary) – ‘Attagirls’ – who ferried aircraft from the factories where they were built to the front line airfields



during World War II. Arguably the most famous of those girls (also known as Beauties and the Bombers!) was Diana Barnato Walker, with her South African Barnato family connections.

As this is my last communication as 322 secretary, I would like to take this opportunity to thank all of our wonderful members for allowing me the honour of serving in this capacity. It was a pleasure to be able to make a contribution to the EAA during my short time on the committee, and I am certain that Kevin Marsden will do an outstanding job as incoming chapter secretary.

Marie Reddy

EAA Airmail



After almost 17 years of hanging my precious aircraft in the dirtiest, oldest, filthiest T-hangars full of holes in the roofs like sieves, sliding doors that need ten men to open and close, at Brakpan Airfield, I at last managed to purchase a beautiful hangar and attached bathroom and office block facing North on the apron, also at Brakpan. What a pleasure! Wonderful!

Thank you, Fred Blokland of Airborne Aviation Sport, for selling me your hangar. I am delighted.

I now have a large hangar, where the doors slide almost with a finger touch, which will hangar my two aircraft, a couple of cars, my trailer and my tractor and it comes complete with alarm, electricity and water. Amazing! I have a lapa outside for braaiing and a carport to protect my car from the African sun.

The office block, which still requires loads of attention, will comprise a full bathroom with hot water, a bedroom in case Susan kicks me out of our home, a kitchen, a bar and a lounge area, which will house my vast collection of model aircraft and my equally vast collection of aviation pictures and one or two EAA certificates!! I will also bring from home my library of aviation books and magazines, which I will happily lend to aviation enthusiasts on condition that I get them back!

Glass sliding doors will enable me to sit, beer in hand, watching planes on the apron or looking at my planes in their warm, dustproof hangar. The forty or so blankets with which I used to cover my planes will be given to charity. The building work will be effected by well known builder, EAA member and aviator Nico Brandt, who did a tremendous job in 2015 virtually rebuilding our home on the Vaal Dam.



The not very good pictures attached show the Piper Arrow and the Nanchang Dragon in the hangar. The Nanchang has to be pulled in nose first. The pictures taken from inside the hangar show the lapa and the Brakpan apron.

This wonderful new 'man-cave' has put a new spring in my step.

Gordon Dyne



My younger daughter, Philippa, and her boyfriend, Michael Pougnet, gave me this model of my beautiful Nanchang Dragon CJ6A for Christmas. Michael, who is a very clever young engineer, ordered from England via the Internet two kits of the plane (in case one was damaged in the assembly), which Philippa collected when she went to England in December.

Michael, with the help of photos courtesy of Athol Franz, managed to make the decals which he then stuck very carefully to the empennage of the plane. Michael and Philippa sprayed the plane in the exact blue of the 'real thing.' The result is the most beautiful realistic model of any aircraft I have ever seen. It will take pride of place in my model collection in my new hangar at Brakpan airfield. Thank you so very much, Michael and Philippa, for the most amazing gift. There I was expecting extra large underpants and socks for Christmas! One picture shows the Nanchang on its stand on my bar, a second picture shows a close-up of the cockpit, and the third picture shows the model Nanchang in front of my birthday cake Nanchang, in front of a pewter Dakota DC3.

Gordon Dyne



Readers may remember that for my 70th birthday in October of last year, my wife Susan and my three children presented me with a beautiful chocolate cake and on the top was the most beautiful model of my Nanchang CJ6A made of edible icing.

The pictures show the Nanchang, still uneaten, sitting on my bar in front of two pictures of the 'real thing' taken by Athol Franz for the front cover of African Pilot some five years ago. How I have managed to resist eating my beautiful Nanchang after three months is quite beyond me! Cakes and chocolate do not last long in my home. One day soon I am sure I will succumb to temptation!

Gordon Dyne





For the past six years I have been assisting a group of aviators, namely the EAA (Experimental Aircraft Association) with their annual awards dinner – a group of men and women who are passionate about vintage aircraft. I design the menu, certificates, etc. As an extravagant gesture of thanks, they arranged a Saturday morning excursion to Mongena for me. We flew with Capt Karl Jensen in his Cessna 170 ZU-VAL from Fly-Inn to Mongena, where we had breakfast. We flew over Cullinan on the way there. Wow! The mining area looks like the scorched earth, beyond it a clearing with the geometrically constructed town and then it returns to wilderness, although the roads cuts an infinite scar through it. We saw zebra, eland, wildebeest, giraffe, hartebeest and all sorts of game. Soon after we flew out from Mongena we saw golden wildebeest. I have never seen them before and, to be honest, I didn't even know they existed. It was exciting, it felt as though I had discovered a new species. I know, I am being dramatic. We stopped of at Kitty Hawk on and errand, for about 10 minutes, then back to Fly-Inn. Ah no, over already. On the drive home, Karl continued to tell me the most amazing stories. All-in-all, a delightful experience.

The last time I had flown in a light aircraft was in Namibia, in the late 1970s, it was still South West Africa then. This flight brought back so many memories of the adventures and shenanigans we had there. Good and wicked times!

Sabine Obermuller



Claus Keuchel is known to most EAAers in SA and flies and occasionally prangs his beautiful Taylorcraft ZS-BLD. He has had a dreadful run of misfortune. In July 2016, his wife Edna passed away and they would've been married for 50 years in December. After his aircraft was injured at Makwassie at an EAA event a few years ago, he got it back to pristine condition and flew to Grass Roots at Camperdown in KZN for a Chapter 1502 East Coast event in mid-December. Whilst there, he got a call about a power outage from his security company and 2 to 3 hours later, advice that his home had been burgled. Claus cut short his stay and returned home the next day. That same evening, while he was having supper with a friend at home, they smelled something burning, besides the toast. Claus looked into the passage adjoining the kitchen and was confronted by a massive fireball with a raging fire. He attempted to rescue goods, but only inhaled acrid fumes and dense smoke. His friend was missing and he forced his way through the blaze, which singed him and, as he was about to pass out, he caught a glimpse of a hand which was his companion's. He dragged her comatose body outside.

Both Claus and his companion were hospitalised with chronic smoke inhalation. Claus' companion was discharged that same evening while Claus spent 3 days in the CCU. He has thankfully recovered and is now dealing with the damage to his home. I'm sure you all join me in wishing Claus every strength dealing with these untoward issues.

Karl Jensen





On Friday 16 December I took 21-year old Brakpan PPL student, Mauritz Dadswell, for a ride in my Nanchang Dragon. As usual, all I did was take off and land and Mauritz flew her very well for the 90 minutes in-between. After 'greasing the landing' (even if I say it myself!) I said to Mauritz over the radio, "That wasn't too bad for an old man, was it?" Mauritz replied, "No, not bad for an old man!" Cheeky young whippersnapper!

After the flight, Mauritz sat in the pilot's seat for some photos. A fine young man. A credit to his parents, and I predict he will go far in aviation.

Gordon Dyne



I forgot to share my big treat at the Sun n Fun weekend at Brits - I had the privilege to go flying with Marius Combrink in his Bell 47. He hangars at Brits.

Irene



New German manufactured 50mm webbing suitable for NTCA seatbelts. R8/metre.

Karl Jensen, 082 331 4652, karlpix@icon.co.za



For Sale: Garmin D2 Pilot Watch

This Garmin D2 watch is in new condition and is up for sale by Gabi Venter (EAA 322). He has been given a newer version and hence the sale. The cost new was R8 000 and he is asking R4 500 for the watch.

Karl Jensen, 082 331 4652, karlpix@icon.co.za

TO LET

Hangar space still available at Rand Airport

For aircraft from a Jabiru to Cessna 182 in size.
Rentals from R1 400 to R2 000, depending on size.

Please contact

Ernie 083 326 8819 or
Lalla 083 441 1780 or
Moose Woods 082 883 0436



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 Trixie (editor@afskies.co.za) or (news@eaa.org.za). Our grateful thanks to all those who regularly support our newsletter and our EAA organisation.