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March 2017

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



Ready, Steady Teddy (see page 12)

## Whassup!

Wed 05 April  
Chapter 322 Meeting  
Dickie Fritz MOTH Hall, Edenvale

29 April - 01 May  
EAA National Convention  
Bethlehem

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# The Viking Move

by Kyle Baytopp - EAA Chapter 322 Johannesburg

On Saturday, 21 January 2017, the SAA Museum Society undertook a massive move. The Vickers Viking was finally ready to be relocated to the Museum, 30 years after its arrival at SAA Technical from Vic's Viking service station. When we arrived at OR Tambo International Airport, we were surprised to find the crane and the Transcor flatbed already waiting and getting ready to lift the Viking over the wall of the airport.



It was a monumental job, and it took Marlboro Crane Hire just over two hours to lift the aeroplane and put it down on the Transcor flatbed. Once it was down and resting on the flatbed, they chained it up for the next day's journey to the SAA Museum at Rand Airport. We would be leaving at 07h00 sharp to try and cause as little traffic congestion as possible - we estimated that the normally short trip would take us about 2 to 3 hours to complete.



On arrival on Sunday morning, we were greeted by the SAA technical team that were helping us with the move. They got right down to business, and kindly cut the boundary gate and fence down to get the Viking out of the gates as it was just a touch too wide to get through normally.

At about 07h15, the Gauteng traffic police arrived and we were able to get the convoy underway. Of course, this was where things got exciting - the Museum had been preparing for the big day for quite some time and it was a joy to see her finally on the road home.



The journey took us a solid 2 hours 45 minutes to cover 20 kilometres. The plane was far wider than a normal load, and Transcor had to keep making sure that they did not catch the sides on anything, as this load was very precious. Some areas took even longer than others to manoeuvre around or over - the aerie was a little close to the ground.



Finally, we reached the museum fence-line, and we could begin the task of lifting our new arrival into the museum grounds. Much like the day before, this task was slow, long and heavy, but the Marlboro Crane Hire Team did a fantastic job, and kept our lady safe and secure throughout the whole process.



And then, at last, we finally had touchdown! The end of a long-awaited journey, but finally complete, with minimal drama. By 10h45 the Viking was finally safe on the museum grounds, and ready to be reassembled and spruced up - this will be yet another major job on the way to restoring this beauty to her former glory.



To update you on the latest news about our precious Viking, Matt Harvey and the team have removed the original wheels to have DC-9 tyres fitted, as the tyres that were on had completely disintegrated. The work will continue slowly but surely, in order to get her ship-shape once again. We would just like to say a big thank you to Marlboro Crane Hire, Transcor, SAA Technical, Africa Route Clearance, Gauteng Traffic Police and Matt Harvey.

If you would like to follow the progress of the Viking, you can visit the SAA Museum website by following the link below:

<http://www.saamuseum.co.za/our-aircraft/74.html>

For your information, the SAA Museum visiting hours are: Tuesdays to Sundays and public holidays from 09h00-15h00, excluding Christmas Day, the Day of Goodwill and New Year's Day.



Kevin Marsden and Kyle Baytopp (facing camera).



Frank Bonfils-Persson and Kevin Marsden.



Matt Harvey and the SAA Technical Crew: Stephanus Havenga, Morné de Kock and Mervyn Naicker.



# Pitts Special S2 ZS-WIZ

by Dirk van Deventer - Chairman, EAA Chapter 1501 Volksrust

For as long as we can remember, Pitts Special aircraft have amazed crowds and spectators around the world. In South Africa there are many of these little aircraft flying and performing at air shows, or participating in aerobatic competitions because of their ability and outstanding performance. One of these, a Pitts S2 ZS-WIZ, was built as an amateur kit plane in England and later exported to South Africa. It was seen in a variety of paint schemes and logos all over the display and air show circuit.



ZS-WIZ at an air show circa 2000.



ZS-WIZ was known as 'the prostitute in aerobatics', it was owned by several aerobatic pilots and teams in South Africa, at some stage even owned by a farmer flying it from his farm strip in Hartswater. The last owner, the late Cliff Pike, performed and showcased ZS-WIZ in Harvey World travel logos on several occasions and air shows. Many pilots did their conversions or aerobatic training on this little devil, complaining that it was one of the most difficult aircraft to fly. The little beast ended up in the back of a hangar for a number of years, with a broken spirit, after her owner's tragic accident.

Dirk Coetzee, former Mango commander, now with Emirates, had a dream to own and fly a Pitts - he rescued ZS-WIZ from the deep darkness in the hangar in May 2015. With the help of friends, Dirk stripped it down to nuts and bolts, and each piece was carefully inspected, measured and checked by Leon Joubert. Dirk, Fanie and Gert removed all the paint, and cleaned, greased and oiled where necessary. It was recovered with grade 'A' Ceconite paint, with 2K in a striking yellow together with blue checker blocks. I have to say that the paintwork was a horror! Paint, cover, paint, cover, for weeks, and finally the results were stunning - at the end it was all worth the time well spent. Bertus du Preez, well known aerobatic and SAA pilot, did the test flight - at first he took it slowly, and when he was satisfied, he took her through her paces. The landing was perfect and as smooth as expected - all you could see of Bertus was the big smile. ZS-WIZ is now part of the South African Pitts Special family. Congratulations, Dirk, on a job well done!



Stripping job well on its way...



Dirk and Bianca, his Pitts co-pilot, obviously enjoy every moment with ZS-WIZ.

# Royal Mail



by Gordon Dyne - EAA Chapter 322 Johannesburg

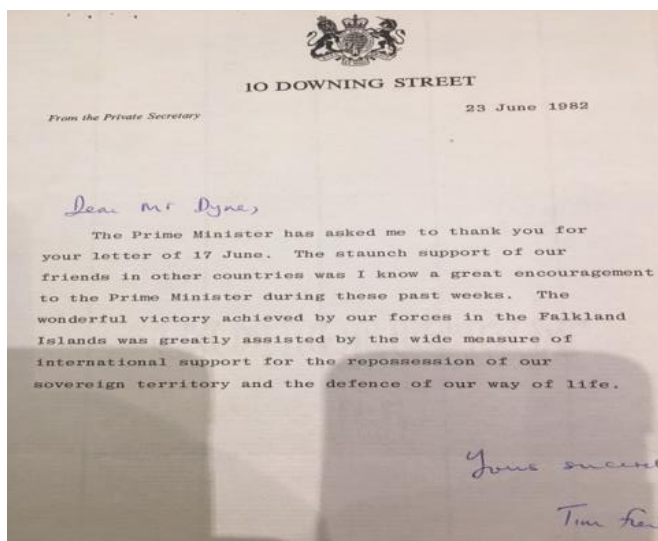
The following are some of the correspondence I have received from the Royal Family and the government after my mails to them over the past 40 years.

I have been a fierce Royalist ever since I was a child and although some of the younger Royals have tried my patience over the years, my loyalty to our Queen and her close family has never faltered.

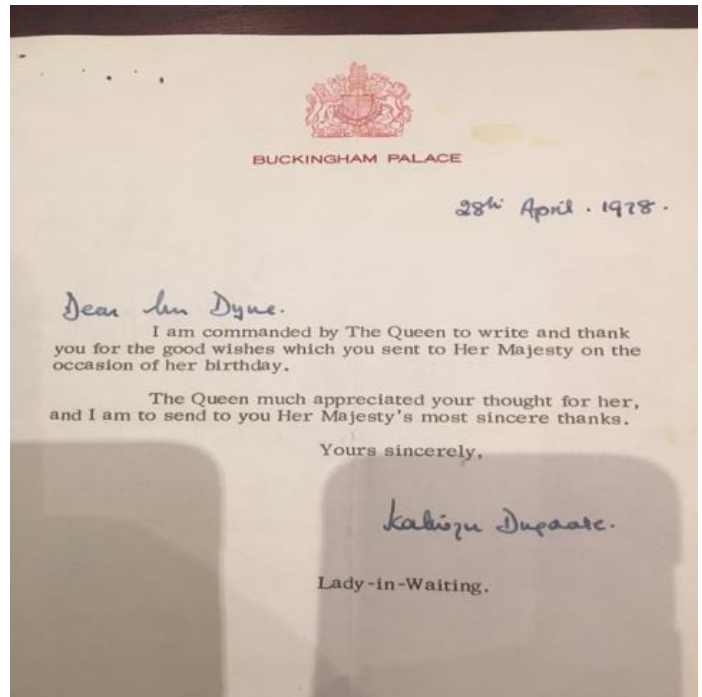
Attached are a selection of the replies I have received from my various letters and birthday cards (Yes! Letters!)



A letter dated 11 August 1982 from the Prince and Princess of Wales, thanking me for my letter congratulating them on the birth of Prince William.



A letter dated 23 June 1982 from 10 Downing Street, thanking me for my letter congratulating the Prime Minister Mrs Margaret Thatcher on her victory over the Argentines in the Falkland Islands' War.



A letter dated 28 April 1978 from the Queen's Lady in Waiting thanking me for my good wishes to the Queen on her 52nd birthday. Now she is 90!



Correspondence from the Queen. A beautiful picture of her and the envelope stamped E11R and Buckingham Palace. Beautiful!



# *EAA Chapter 322 Meeting - February*

**Another terrific evening with EAA Chapter 322 on Wednesday 01 February - by Gordon Dyne**

It was a lovely evening on Wednesday 01 February when some 70 members and friends of EAA Chapter 322 came together at the Dickie Fritz MOTH Hall in Dowerglen for the Chapter's monthly meeting. The hamburgers from the kitchen of Anne Ferreira were delicious. Thank you for your great effort, Anne, to extinguish our hunger and also grateful thanks to Eddie and Jean, who slave tirelessly behind the bar to quench the thirst of so many aviation lovers and avid EAAers.

I am glad to report that Chairman Dr Mike Brown is on his way to a full recovery after his near death brush with a hangar door and will soon be in the air again, threatening the tranquillity of the airspace in which he may choose to fly! Stay on the ground, chaps! It is safer!

Mike was on his usual sparkling form, and made the usual boring formalities incredibly interesting and amusing with his well prepared Powerpoint presentation.

Athol Franz, owner and editor of African Pilot, kindly gave the fundraising project to send SAAF hero and paraplegic Captain Arthur Piercy to Oshkosh, some tremendous publicity in his weekly Aviation News. As a result of this terrific 'spread', Rodger Foster, the owner of Airlink, very kindly agreed to cover all the costs of Arthur's trip to the USA in July. Although this was a very generous gesture, it did not go down too well with me and several other donators to the 'Arthur Piercy Fund Raiser', as we felt our efforts were suddenly diluted and belittled and, although we were told the surplus money would go to the Young Eagles, another important initiative, this did not entirely please a number of us either. To appease the dissenters, Mike and Honorary Treasurer 'Vlamgat' Mark Clulow (2,000 hours on the Mirage F1) agreed to visit Rodger Foster and discuss this delicate manner. The good news is that, even without Airlink's generous offer, sufficient money has been raised by EAA 322 and Arthur's former South African Air Force (SAAF) colleagues to send Arthur and his fiancée Gerda to Oshkosh and to give them the trip of a lifetime. Great!



Mike Brown, Mmapula Mmako and Peter Woodman.



Mike Brown.



Paul Lastrucci.



Ronnie Alcock, Coen Swart and Pottie Potgieter.

After a 20 minute break, Mike introduced our guest speaker for the evening, Peter Woodman. Peter is a semi-retired aero-mechanical engineer and has spent his working life in research and development. Peter, accompanied by his lovely partner of 20 years, Mmapula Mmako, is now the leading education ambassador in South Africa for the Bloodhound SSC project. This is the attempt by Richard Noble's UK team to achieve another world land speed record on the Hakskeen Pan in the Northern Cape later this year.

Peter's illustrated talk was quite brilliant and he ran through some of the characters who had attempted this record and the world water speed record. It is 50 years since Donald Campbell was killed on Lake Coniston in England while attempting to break the world speed record on water. Campbell held both the world land and water speed records in 1964.

Pendine Sands in Wales was the scene of many land record attempts and it was here in 1927 that John Parry-Thomas was killed and his car 'Babs' (which had a 27 litre Liberty Aero engine!) was buried deep in the sand.

The car lay here until 1969, when she was dug up and restored, and now resides in the Pendine Museum of Speed and occasionally at the Brooklands Museum. As teenage delinquents/hooligans, my friends and I often used to travel to Pendine Sands and drive our old open sports cars at break-neck speeds, up and down this seven mile long stretch of hard sand. Reckless, but enormously good fun.

Thank you, Peter, for a fascinating talk, and good luck to you and the team for the future.

So ended another fabulous evening with EAA Chapter 322. Thank you, Mike Brown, for being such a tremendous Chairman. Your presentation must take days of preparation. I presume your planned move to the fairest Cape has been postponed for at least a decade. Your Chapter needs you!



## Forthcoming Events

- 11 – 12 March: Aero Club Air Week, Parys
- 18 March: Teddy build, 09h00 – Teddy hangar, FAKR
- 25 March: Witbank Flying Club Breakfast Fly-in
- 30 March – 9 April: Stars of Sandstone
- 29 April – 1 May: Annual EAA National Convention Bethlehem (AGM & Gala evening 30 April)
- June: Fly-in to Zandspruit – details to follow
- 14 – 16 July: EAA / Nylstroom Vliegklub Taildraggers Fly-in
- 11 – 13 August: Pyramid Air Park Fly-in



# Bateleurs Magaliesberg Mission

**by Eugene Couzyn - EAA Chapter 322 Johannesburg**

The Magaliesberg mountain range was formed some 2 billion years ago when the massive molten rock intrusions of the bushveld complex depressed the bedrock of an inland sea, tilting it to form the ridge of the mountain range. Over the next billion years or so, lava flow from the Pilanesberg volcano flowed into fissures in the ridge, covering it in a layer of volcanic lava. This was eroded by time, until about 60 million years ago, the Magaliesberg as we know it appeared, with its kloofs, cliffs and water. In 2015 The Magaliesberg was declared a biosphere by UNESCO.

A biosphere is an area on our planet where every living organism known to us is found, and it has huge significance for the ongoing study of our planet and maintenance of life as we know it.

Because of its importance, it was declared a Conservancy, and as such is managed by a voluntary association of landowners under the auspices of local government. No development of any kind, no matter how insignificant it may seem, may be undertaken without the relevant permission, and the Magaliesberg Protection Association, consisting of a group of concerned citizens, has undertaken to be the watchdog of the biosphere.

The Bateleurs, Flying for the Environment, were approached by the MPA to fly a team of photographers to capture images of an illegal road carved into the virgin southern slope of the ridge by an unscrupulous developer.

The mission was best suited to a helicopter and, having a long history with the Magaliesberg dating back to my student years in the Wits University Mountain Club, I volunteered for the task. As a result, I flew Kevin Gill and Vincent Carruthers to the area in my Alouette II on 28 January 2017.

Because of the weather, we flew with doors on, and this unfortunately resulted in a wasted mission, as the photographs taken were unusable.

We reconvened the next day, but had to wait until the late afternoon for conditions to become suitable for the photographs required. We removed the doors from the helicopter and spent an hour cruising the rugged cliffs and kloofs, collecting the data the MPA will require for their developing court action against the errant developer.

Sadly, the damage is done and will take many years to rehabilitate, but the intention is to alert other landowners to the fact that they may not just develop without the necessary permissions.

The photographs below clearly show how the road carved into the hillside has blotted the pristine mountain, and the smiles on the faces of the MPA representatives indicate how much fun can be had flying in a 50+ year old piece of aviation history.





# ***EAA Chapter 322 Meeting - March***

***Another entertaining evening with EAA Chapter 322 on Wednesday 01 March - by Gordon Dyne***

Last Wednesday 01 March, more than 70 members and friends of EAA Chapter 322 gathered at the Dickie Fritz MOTH Hall in Dowerglen for the March meeting of the Chapter. Delicious pizzas from the kitchen of Anne Ferreira helped ease those hunger pangs, allowing a 'frostie' or two to be consumed with relish.

Our Chairman Dr Mike Brown, although still struggling with his torn Achilles tendon, once again put together a tremendous presentation.

The evening's guest speaker was Rodger Foster, owner and CEO of Airlink, who was accompanied by his Executive Manager Corporate Services - Namhla Tshetu. Namhla gave a very interesting talk and accompanied this with a video of Airlink's activities and transformation intentions. Captain Karl Jensen congratulated Rodger on his tremendous success in a business sector which has seen many failures in recent years, both in South Africa and elsewhere. Other interesting and controversial questions followed, which Rodger answered with great aplomb. Thank you, Rodger and Namhla, for your very interesting presentation.

A short break followed, after which Mike ran through the usual formalities of minutes, apologies, finance, auditorium, activities, safety, birthdays and so on.

Captain Arthur Piercy - SAAF retired, accompanied by his fiancée, Gerda, made a 'moving' speech of thanks to the Chapter for its sterling efforts to raise money to send him and Gerda to EAA Air Venture at Oshkosh in the USA in July. It will be Arthur and Gerda's first trip to this amazing week of aviation and they are assured of a wonderful reception from not only the South African contingent present, but also from the Americans who love military heroes, particularly those disabled in combat. News flash! So do I!

So ended another terrific night with EAA Chapter 322.

Thank you, Mike Brown, for another great meeting. it is much appreciated.

Please note our next meeting will be on Wednesday, 05 April. Same time. Same place. Hope to see you there.

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



# *EAA Flying Legends*

## *Talk Show*

**Another 'Vlamgat' hero from the SAAF by the name of Major Alan Brand, and now Captain Alan Brand SAA, lights up the stage at the EAA Flying Legends Talk Show at Rand Airport on Thursday 16 February - by Gordon Dyne**

After a three-month break, the Flying Legends Talk Show returned with a vengeance to the EAA Auditorium at Rand Airport on Thursday 16 February.

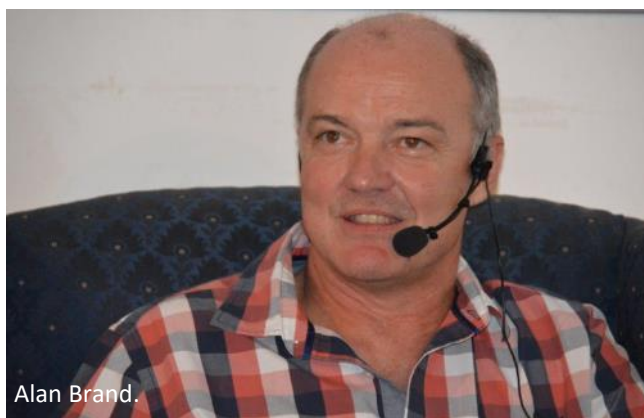
A full house of aviation 'nutcases' greeted our 'Flying Legend'. It was the youthful 55-year old Alan Brand, whose great uncle was Sir Christopher Quentin Brand who in 1920, along with General Sir Pierre van Ryneveld, made the first flight from England to South Africa in several Vickers Vimys. That is quite a pedigree, so it is no wonder that Alan chose aviation as a career. My own great uncle was a philanderer of note, so I tried to emulate him and become a 'chip' off the old block, but to be fair, I fell woefully short of my uncle's successes!

Alan was introduced to auditorium convenor Jeremy Woods as a potential Flying Legends guest by EAA 322's honorary treasurer and Alan's fellow 'Vlamgat' Mirage pilot Captain Mark (2,000 hours on Mirages) Clulow, SAAF (retired).

Master of Ceremonies was the versatile and successful interrogator and inquisitor Dr Mike Brown, switching from his EAA 322 Chairman's role to MC of the Flying Legends Talk Show.

Alan Brand proved to be a tremendously interesting guest. Accompanied by his lovely wife, Minette (Alan confessed to marrying late in life. I am not surprised, Alan. Minette was well worth waiting for!) Alan, with a continuous twinkle in his eye and much laughter, related the stories of his younger flying days with the SAAF and his ongoing 'brushes' with authority, which Alan seems to have won with ease. Stories of flying the Mirage F1 in the border war, getting seriously lost, flying the Denel Cheetah, teaching the Pakistanis how to fly and playing the bagpipes, were all told with great humour, much to the delight of the attentive audience.

Suddenly the humour changed to matters of a serious nature, as Alan related the story of his ejection from his Mirage at 800 knots over Potchefstroom. During a live firing exercise, a bomb had detonated prematurely, damaging Alan's Mirage. A fellow Mirage pilot shouted, "Eject! Eject! Eject!" Alan required no second bidding and, with the audience so quiet one could have heard a pin drop, he told the story of his successful ejection and subsequent rescue.



Alan Brand.



Mike Brown.



Jeremy Woods.





Quite a tale. It was good to hear how pleased Alan was to see that his F1, upon crashing, had not caused any damage to people or property. Alan still has the Martin Baker ejector seat gracing his home, and is one of the 7,500 pilots whose lives have been saved by this incredible invention. There are several members of the very exclusive Martin Baker Ejector Club in South Africa, amongst which is numbered EAA 322's Geoff Fish, who ejected from an English Electric Lightning over the North Sea during the 'Cold War'. All heroic pilots, each and every one.

Mike, who had skilfully persuaded Alan to 'open his heart' to the audience, moved on to Alan's career with SAA after his SAAF days were over. Alan has since flown B747s, B744s, B738s, A300s and As40s, and has accumulated more than 16,000 hours. What a career. Once again I am green with envy, and I do not think I was alone amongst the audience.

So ended yet another brilliant 'Flying Legends' talk show. Thank you very much, Captain Brand, for a fascinating evening. You were brilliant and a wonderful example to all aspiring young pilots out there.

Thank you, Master of Ceremonies Dr Mike Brown. You are so talented. I wonder how many more surprises you have in store for us as your career progresses?

Hearty thanks to convenor, Jeremy Woods, who found us another incredibly interesting guest, courtesy of Mark Clulow. I do not know how you continue to do so. Thanks too, to Anne-Louise Woods and Trixie Heron who manned the door and meal tickets so swimmingly. The three 'musketeer braaiers', Coen Swart, Pottie Potgieter and Ronnie Alcock, provided the most succulent steaks and boerie rolls. School headmaster Pottie is also to be thanked most profusely for saving the day and having the lawns and gardens cut to perfection, just in time for the show. When I went to check on the auditorium the previous Saturday, the place was a shambles and I could barely make out the front door behind the 'creepers.' Thank you, Pottie. A life-saver indeed. Thank you to the guys who ran the bar and a huge thank you to Alson, who works miracles quietly behind the scenes.

Finally, thank you to the audience for always supporting our unique show. Without you there would not be a Flying Legends Talk Show.

Postscript: Jeremy Woods received a very gracious thank you email from Alan Brand, thanking him, Mike and the auditorium team for extending such a warm welcome to him, his wife Minette, his family and friends. Alan finished his mail with the sentence: "I plead NOT guilty to the charge of being a 'Flying Legend'. There are numerous ones out there in our South African skies, but not I."

Wrong, Alan. You certainly ARE one!

For more information on the EAA Flying Legends Talk Shows, please contact Jeremy Woods at [eea.talkshow@icon.co.za](mailto:eea.talkshow@icon.co.za)



Minette Brand.



Alan Brand.



Alan Brand and Mike Brown.



# Chapter 322 Teddy Build



The Ready, Steady Teddy - the official mascot of EAA Chapter 322 Teddy Build, kindly donated by Tony Freeman.

The Teddy build project is underway at Jack Taylor Airfield, Krugersdorp and is being coordinated by Capt Karl Jensen and Eugene Couzyn.

Some of the enthusiastic Teddy builders who assisted on Saturday 04 March (from left to right): Tendo de Paravicini, André Swanepoel, Stephen Theron, Karl Jensen, Mike Haupt.

The next build day is scheduled for Saturday 18 March.



CONTACT! Is the official newsletter of EAA of SA. This edition was compiled by Kevin Marsden assisted by Kyle Baytopp 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 [news@eaa.org.za](mailto:news@eaa.org.za)

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