



Karl Jensen's Cessna 170B ZU-VAL after the EAA National Convention Adventure Fun Rally at Bethlehem - photo by Christine Brits.

## Whassup!

Wednesday 03 May & 7 June 2017

Chapter 322 Meeting  
Dickie Fritz MOTH Hall, Edenvale

14 - 16 July 2017

Nylstroom Flying Club and EAA  
Taildragger Fly-in

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More pictures and articles on the EAA National Convention at Bethlehem to follow in the June issue of CONTACT!



# EAA NATIONAL CONVENTION 2017

Flying, at great speed!

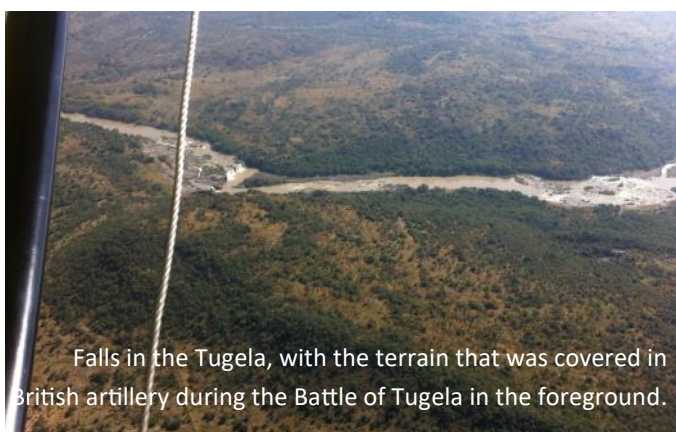
by Gerald Maddams - Chairman, Chapter 1502 Durban



Fort Durnford in Estcourt.



Clouston Field of Remembrance near Colenso.



Falls in the Tugela, with the terrain that was covered in British artillery during the Battle of Tugela in the foreground.



Colenso cooling towers beyond the battleground of Hart's Hill, Tugela

A few months ago, one of our Chapter 1502 members decided that he would prefer to fly a Sling rather than the lovely little Bantam B22J that he had recently acquired. He proceeded to 'give' it to me, believing that I'd had a certain influence in it being in KZN in the first place. Speechless? Dumbfounded? Astounded? Disbelieving? Blessed? All of these apply to my state of mind for the next couple of weeks. Then, when the penny dropped, it occurred to me that I might be able to fly myself to the EAA Convention for the first time since I joined the EAA in 1972, as I had obtained my LSA licence three years ago.

I have attended every Convention held in South Africa, except for a few while I was living in the UK. That makes about 30 Conventions in all. I drove to all of them, sometimes with my growing family, and on other occasions either alone or with aviation enthusiasts equally as daft as me.

Planning began and I came to the conclusion that, because I am retired, I could leave a day or so earlier and make the trip part of the fun. In my past life, I have been a Tour Guide of both Natal Historical sites and also birding and wildlife. I have always done my trips by road, so I thought that an aerial tour of some of the places I have guided in the past might be a good idea.

Between Durban and Bethlehem there are dozens of significant sites over which to fly. The routes I planned included many of them, and I will not bore you with all of what I was privileged to overfly. I've attached photos of some of them. I considered sun angles as being important for good shadow lines, and I tried to anticipate the amount of light that might/might not be available to see certain features depending on the lie of the land.

That I am excited to peer down onto the ground which saw such waste of human life, yet consider the bravery, determination and discipline of the protagonists, is plain to those who listen to me bleating on whenever we drive to or past these sites.

I had understood that the 2017 Convention was planned for a marathon 5-day event. I thus anticipated a flight from Durban to Ladysmith, overflying about a dozen historically important sites, plus a game reserve or two. Fort Napier in Howick, the Mandela Capture site, the



British Boer War Camp in Mooi River, Willow Grange, Blaaukrantz, Colenso, Tugela, Platrand, Spioenkop, Groenkop, and many, many more – conflicts ranging from 1838 to the 1960s.

The morning of 26 April dawned bright, clear and windless. I had prepped the aircraft the previous evening, but went over her with inquisitive precision to check all functions and structure. Fuel, oil, air pressure in tyres, safety equipment, drinking water, maps, knee pad, frequencies, et al, were checked again.

Jan Jefferiss is building a Skybolt near Balgowan, and I had promised him some aluminium, so that was loaded as well (to be exchanged for some coffee en route).

The Bantam leapt into the sky and I turned onto magnetic course for Michaelhouse School where Jan's Inkwazi strip is located. Fort Napier at Howick was impressive and I located the British graves from the air quite easily. Ground mist appeared around Midmar Dam, but it was simple to skirt around without losing sight of ground and adding only a few minutes extra to the flight. The Mandela Capture Site was easy to find, though it is far more impressive at ground level. It was my first landing at Inkwazi, and the chat and coffee were very welcome.

Onwards to Willow Grange Battlefield near Estcourt, then off to the sites that abound between there and Ladysmith. Many low passes over graves, monuments and battlefields were an absolute blast, and added at least half an hour to the direct flying time.

At Ladysmith I was hosted by Larry van der Merwe of Rainbow Flying School. We had a great braai at the Ladysmith airfield with about seven club members present, along with their wives and children.

Morning saw the flight continue over Spioenkop, Thabanyama, Bastion Hill, Acton Homes and the fields near Bergville.

Up into the Drakensberg the little Bantam swept. There was still no wind and the cliffs and peaks were magnificent. I was astonished how many little tracks and roads ascend the 'berg.

Over the Drakensberg escarpment we went, and on to Kerkenberg, where in 1838, while Piet Retief was away attempting to make an agreement with Dingaan for the Trekkers to live in peace in Natal, Retief's daughter painted a birthday greeting using green wagon paint onto the surface of a huge cavernous rock that the trekkers used as a church (hence the name), and that greeting is still visible to visitors to the site today. Retief, along with 99 others, was murdered in Umgungundlovu, and thus he never saw the lovely painted greeting.



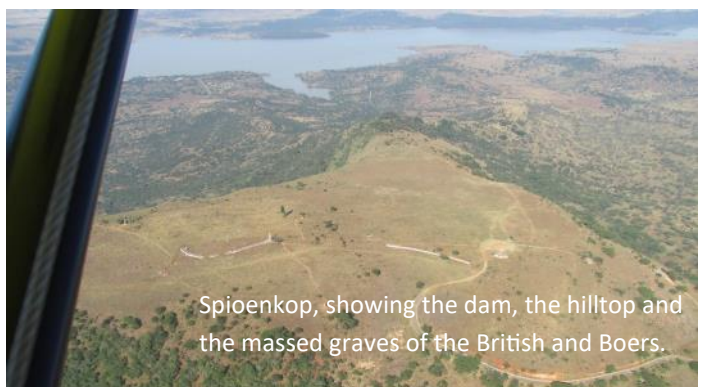
The major monument atop Railway Hill.



The memorial to all the Boers killed at Wagon Hill, outside Ladysmith.

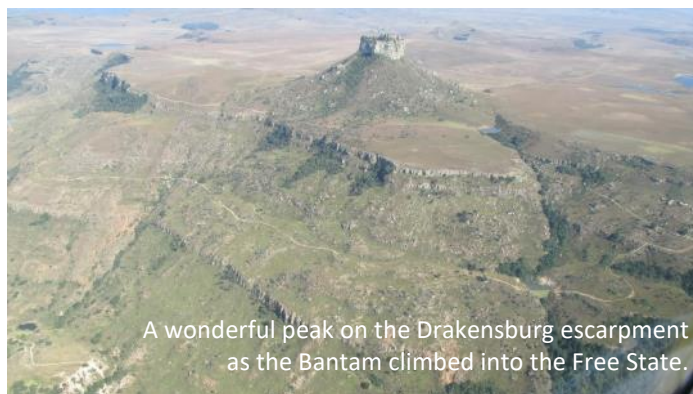


Preparing my map and kneepad for the next leg to Bethlehem.



Spioenkop, showing the dam, the hilltop and the massed graves of the British and Boers.





The huge expanse of Sterkfontein Dam now presented itself, and I considered the possibility of engine failure as I crossed the wide centre.

Discretion made me detour around the southern end of the dam and along the western shoreline over a fine resort and some splendid large houses. Horses, wildlife and huge orange cliffs made the going exciting enough to ward off the cold that open cockpit flying at 7,500ft brings. Kestell came into view, which prompted me to get out the map in order to ascertain the exact location of Groenkop Battlefield. Simple, as it turned out, and one circuit of the hill was enough to capture the images I wanted with my camera.

I continued on towards Bethlehem, and was attracted to a beautiful low mountain called Langberg, which ran parallel to my track. I could simply not resist flying along its crest at rather low level, which made it seem as if the Bantam is indeed a fast aeroplane.

The air was warming and thermals rose strongly enough to bump the little aerie and I around, but runway 31 was beckoning, and I flew along at six or so feet until just short of the turn off before backing off the power for my first Free State touchdown. The first visiting EAA aeroplane for the Convention had arrived!

In my own personal opinion, the Convention was a mixture of success and failure. I wrote 'success' first, because it certainly was from the point of hospitality, local spirit and EAA National preparation, and the committee ensured that everything was in place.

I don't believe it was a success from the perspective of attendance, though. To those that flew their aircraft there, I say "Thank you" for making the effort to prepare both yourself and your aeroplane for the trip. There were some who do not have aircraft, who drove there in their cars, and they deserve sincere congratulations, because they added to the spirit of the event by their attendance and presence. Even those who only flew in for a day need to be praised, as the aircraft movements make the vibe exciting for spectators and enthusiasts, who go to aviation events to see aircraft.

I say 'failure' insofar as there were many who could have gone a little extra mile to get their aeries out of the hangars and onto the tie-downs at Bethlehem. 'Reasons', such as 'not wanting to leave their aircraft out overnight', 'the distance was easier to drive than fly', 'it's too far', simply don't fit with the spirit of the EAA, which is to gather to learn from one another and about the individual aeroplanes.

Can one imagine Airventure at Oshkosh being the success it so undoubtedly is, if 50% of the pilots took

the view that it is simply too much trouble to get their aerie to the event?

I counted about 50 aircraft on the Bethlehem field – and at least 5 of those were locals. A poor show, when the hangars at Springs, Krugersdorp, Kittyhawk and other fields remained full of airworthy aeroplanes.

I thank the guys from KZN's Chapter 1502 who turned up with another 10 aircraft on the Saturday, to add to the four that remained there for the duration. Even Chapter 1502 could have done better, though, and some have apologised for their lethargy.

On a note closely associated to our group commitment to aviation, we need to pull together in order that our united front be heard by the CAA and regulatory bodies. Oshkosh, and the EAA USA, have made the FAA sit up, take notice, and change regulations, simply because they recognise the force of the EAA in the States.

We have troubling times ahead of us, and we need to get together and support the organisation and Aero Club.

As for local hospitality? I arrived on the Thursday morning to find an almost deserted airfield. However, by lunchtime the local people began to get things ready, and they simply never stopped over the entire weekend. They had a braai going in moments, and those fires were in evidence almost continually from then on. Hangars were emptied of planes to facilitate a dining hall and a forum centre. A huge marquee was erected, ready for the influx of people – who never arrived.

I was transported to the campsite which had been beautifully prepared for a vast number of campers. I set up my tent, alone in the middle of the field, and returned to the airfield where a local gentleman, Piet Uys, insisted that a man from Natal would die in the Bethlehem cold and took me to gather up my tent and stay at his home, where I and another KZN man, Jas van Wyk, were made to feel completely comfortable.

He even lent us his bakkie to commute to the airfield, the shops and the awards dinner. Absolutely top-drawer hospitality! There were many, many more examples of fabulous hospitality, and I am sure that most of the Convention attendees noticed and appreciated it.

My flight home was made pleasant by the exquisite Free State weather, and the company of the other three KZN aircraft. Jas left first on a direct flight home to Light Flight in Cato Ridge.

I took off ahead of the other two as my airspeed is a massive 55 knots. Photography was a pleasure in the still morning air. Alan Lentle and Jas had arrived at Ladysmith before me – Jas having turned around, as there were thick clouds and mist over Mooi River.

Robbie Els and Alan Lorimer arrived shortly after, and we



Langberg, just south of Bethlehem.



ZU-DIG, the first EAA plane to arrive at Bethlehem for the 2017 Convention.

again experienced wonderful hospitality with coffee, tea and biscuits, plus fuel, available to us.

An interesting aside was the appearance at Ladysmith of two Slings, two Savannahs, a Jabiru and a Bantam – all from Jhb, going home from a weekend at Margate. Wonderboom to Margate and back in a Bantam? Now that is dedication! Oh that all our EAAers had such dedication.

The next stage to Eva's Field was bumpy and hazy as KZN turned on the heat. It only remained to fly the last half-hour to Grass Roots, and I decided to test my radio work through the Pietermaritzburg ATC zone. I survived, and was welcomed at Grass Roots by the KZN 'Zulus' with a steaming cuppa.

I thoroughly enjoyed the adventure, as a low-time-pilot flying solo for eight hours over familiar yet potentially hostile territory. It was a joy to see sites and sights that are only available to those of us that fly light aircraft, and the privilege of such flight is threatened.

Next year – Vryheid? Margate? I wonder where!

If I am preserved for another year, my intention is to be there.

Is it your intention as well? Why not 400 aircraft instead of 50?



An impressive peak, as the Bantam dropped off the escarpment.



# EAA Bethlehem Convention Adventure Fun Rally

by Rob Jonkers - Chapter 322 Johannesburg

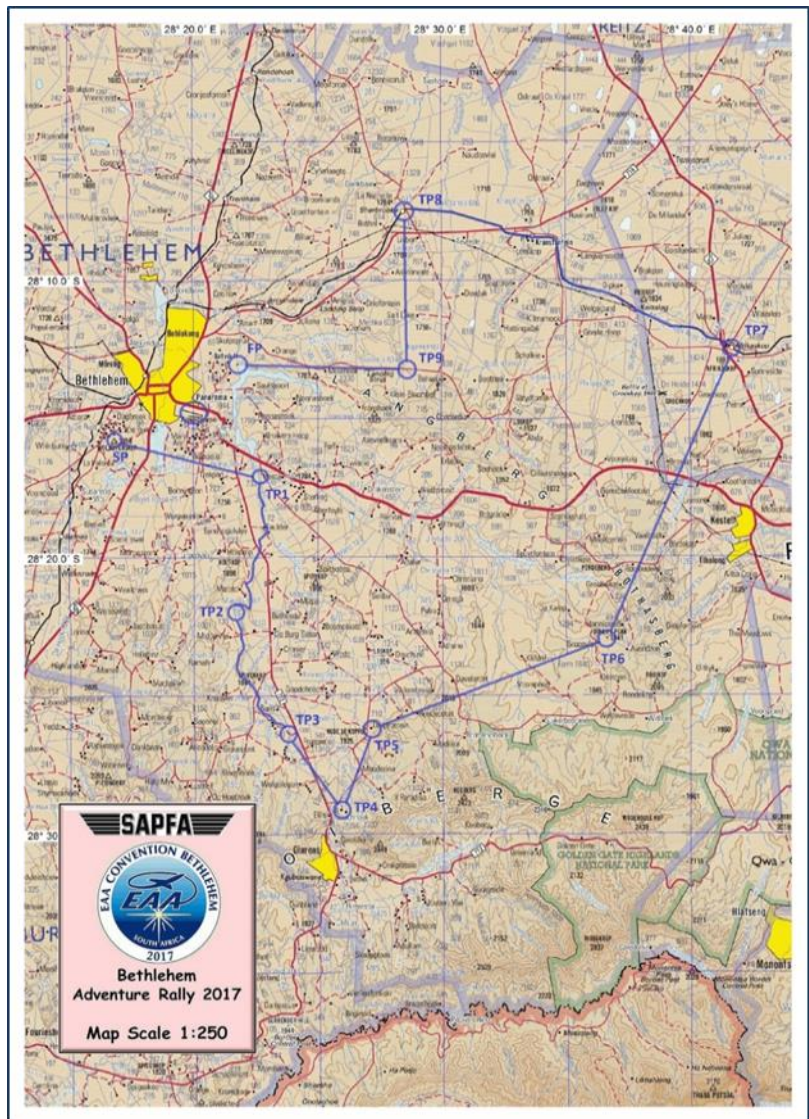


This year's EAA Convention flying event was planned similar to the Sun n Fun Adventure Rallies held in the last two years, this time in the setting of the magnificent Maluti mountain range, being in the format that EAAers enjoy, as a more relaxed fun kind of event, mostly involving observation, out of the window recognition of ground features, and learning about the area being flown over.

This kind of flying is not the high workload of precision timed navigation, but involves good crew cooperation in roles and responsibilities, and, given the comments heard from the participants after the rally, it seems some cockpits had some hilarious moments, especially where there were a crew of three, a navigator with an additional observer. Looks like three pairs of eyes were worse than two.

The format was in the form of a pre-defined 1:250 000 route map, that was available prior to the event starting for everybody to either plan their route with traditional map plotting tools or to program their GPSs – if they were more at home following the magenta line.

The leg of each route had turning point photographs to be recognised (either being correct or incorrect), most of them were Google Earth photos, then a few questions had to be answered on ground features or sites that were historic or scenic, mostly cryptic in nature.



While the map was in everybody's hands, they all took the opportunity to look at the features at each of the turning points on Google Earth, not that it helped much, it appears.



The task booklet contained a section of Wiki notes 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 places...

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

The main theme of the route was to follow rivers and rails, the first part of the route being very scenic, along the Ash River, all the way to the outflow tunnel that has its source from the Lesotho Highlands Katse Dam.


From there, going east, keeping the Golden Gate mountain range on the right, past the town of Kestell, and into the renowned Boer War battlefield area of Groenkop.

From there, following the winding railway line back westwards towards the Big Cat Sanctuary of Lions Rock. This sanctuary, not obvious from the ground, but very distinctive from the air, has their animal enclosures shaped in the form of a Big Cat Paw.

There were 11 crews who registered by briefing time, with a broad spectrum of aircraft participating, from the very fast GP4 with a nominated speed of 150 kts, and Jabirus at around half that speed, of 80 kts.

**TP3 - Water Tunnel Outflow (Leg 3)**


Continue to follow the same river until you find the water disappears into a tunnel. – Distance 4.5 nm



Question 7	What is the source of the water coming out of the tunnel?	
Answer 7		

Question 8	What is the name of the koppie passing by to your left on the way to TP3, and was its height?	
Answer 8		

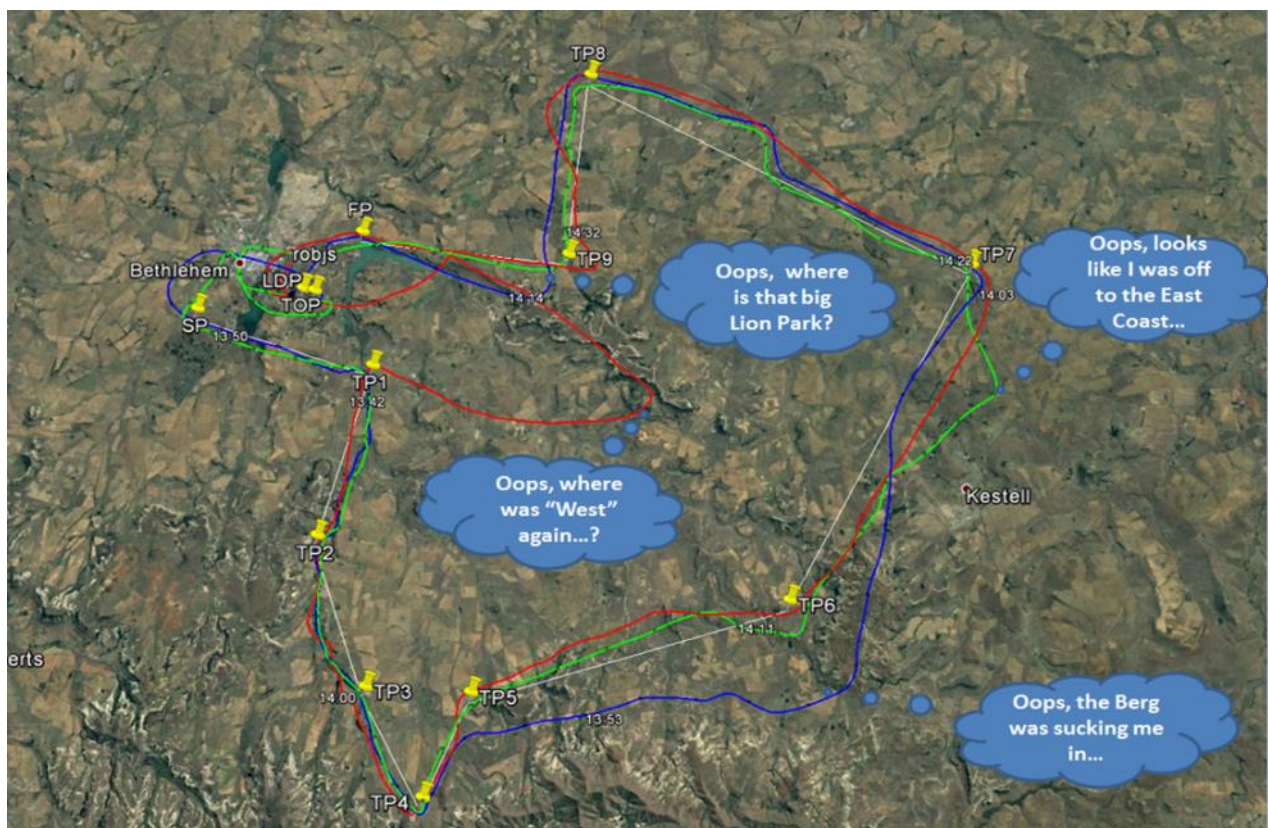
Question 9	How many pillars does the footbridge have at the main dam wall before you get to the tunnel outflow?	
Answer 9		



TP3 Photo	Correct		Incorrect	
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A typical leg task sheet in the booklet.



The livetrack24 Google Earth image of three of the interesting tracks.





The very fast GP4 of Mike Davis and Tony van den Heuvel took part at a speed of 150 kts and aced the spot landing.



Invigilators Joan Homann and René Clulow marking the answer sheets.



Winners Franz Maeder and Jaco Breytenbach from Chapter 1500 Bethlehem with rally planner Rob Jonkers on the left.



3<sup>rd</sup> placed Marie Reddy and Mark Clulow, with Rob Jonkers in the centre.



5<sup>th</sup> placed team of Karl Jensen, Leandre Kok and Justin Gloy, with Rob Jonkers second from the left.



## Overall Results

EAA CONVENTION Adventure Rally 29 April 2017 - Navigation Task Results							
Route Planner - Rob Jonkers							
FILE	Position	Pilot Name	Navigator Name	Aircraft Registration	Aircraft Type	Navigation & Tasks (Total = 39)	Spot Landing
	1	Franz Maeder	Jaco Breytenbach	ZU-FVA	Jabiru	31	11
	2	Danie Kritzinger	Gerrit Coetzee	ZU-EIE	Jabiru	28	3
	3	Mark Clulow	Marie Reddy	ZU-FEP	Jabiru	26.5	5
	4	Philip Jacobs	Nico Smith	ZS-WAP	PA28-200	23.5	8
	5	Karl Jensen	Justin Gloy	ZU-VAL	C170	22.5	2
	6	Chris Shaw	John Shaw	ZS-IFV	C177	22.5	6
	7	Leon Boutell	Mike Heffill	ZU-FWS	Sportstar	22	7
	8	Mike Davis	Tony vd Heuwel	ZU-CLC	GP4	15.5	1
	9	Brian Appleton	Eugene Couzyn	ZU-SUS	M20R	14.5	4
	10	Jeremy Woods	Coen van Roon	ZS-WBM	Commanche	14	10
	11	Mikkie Coetzee	Corrie Coetzee	ZU-RVF	RV4	13.5	9

The weather was clear, but we had a stiff easterly wind probably 15 kts or so, probably less than ideal conditions, but well flyable with at least the wind down the runway. After the briefing, 20 minutes prior to take-off, papers were handed out, and the first competitors took to the skies at 13h15, with the last off at 14h05.

A live tracking recording was also set up with some of the competitors which, although there was no real means to display this during the event, it was all recorded in the cloud with results shown below. From the three tracks that are shown, each one had some unique deviations – one would almost think they flew different courses.

The red track went wrong right from the start and thought the start point was 'east' of the field, instead of 'west', although recovered nicely by finding turning point one. The blue track went off course after turn-point 5, and followed the mountain range instead of heading towards Kestell, and later could not find the big Lion Sanctuary. The green track appears to have done the best of the lot, and only temporarily lost the plot on leg 7.

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

With the prize-giving only on Sunday night, everybody had to wait in anticipation for a whole day before

knowing what the results were. Then, when the evening dinner did take place, it was first revealed what interesting tracks the competitors flew, all to hilarious fits of laughter, before handing out the prizes.



9<sup>th</sup> placed team of Eugene Couzyn, Kevin Marsden and Brian Appleton, with Rob Jonkers third from the left.

Within the first four places, were all the local Bethlehem teams, appearing as if they knew the area better than most, or maybe they had listened well at the briefing to read the Wiki notes. The winners were the local team of Franz Maeder and Jaco Breytenbach in a Jabiru, although they struggled to even spot land on the field, let alone the landing line. Well done to all the participants!

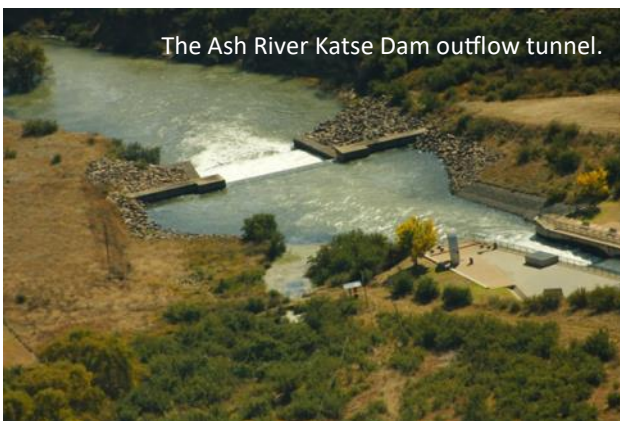


# Flight through the Maluti Mountains

by Rob Jonkers - Chapter 322 Johannesburg



C210 ZS-MBU ready for the Berg To



The Ash River Katse Dam outflow tunnel.



Titanic Rock, entering the Clarens gap.

This year's EAA convention held in Bethlehem had fairly good weather conditions for flying, especially Sunday and Monday, and while waiting for the fog and low cloud to lift on the reef before returning to the big smoke, we decided to take a flying tour of the mountains around the Golden Gate.

As daughter Jenni was on a mission to learn how to use her camera and needed project material, it was a good opportunity to take on a visual tour.

It was fortunate that, back in 2014, at another EAA event, we had the privilege of taking on a mountain flying tour with Joggie Prinsloo, the well-known instructor at Paramount Aviation.

It is recommended, before taking on such a berg flight, to get good local information on routes to follow, heights to maintain, and weather conditions, to ensure that one is not surprised by running into difficulties.

For this flight, we did the short route of flying through the Clarens gap, which has the distinctive Titanic rock, via the winding Ash River.





Sandstone cliffs up the Golden Gate valley.



The Golden Gate valley.



The Golden Gate.



Mont Aux Sources – with the Devil's Tooth.



Huts along the Caledon River valley.



The Caledon River valley.

Once through the gap, we did a lazy left turn up towards the Golden Gate, which was already visible from as far as Clarens.

From here we started a slow climb to 7,500 ft, up along the valley. As you come out of the valley on the other side, the sprawling city of Witsieshoek comes into view.

From here we turned right to go west, passing the border post of Monotsa and picking up the Caledon River valley which borders on Lesotho.

The Caledon has its source in the higher mountains somewhat further south. The Caledon River has a fairly deep canyon carved out of the sandstone, and it winds its way west, so one can descend and slalom along it for a fair distance to where the plains come into view.

From here, Clarens is again visible and a right turn northwards to pass through the gap at the Titanic Rock. Once clear of Clarens, there is a slow climb up to 7,000 ft onwards to Wonderboom. When next you are in Bethlehem, this is a well recommended tour to be done.





# Air Scouts

by Gerald Maddams - Chapter 1502 Durban



Robbie Els takes a Scout flying in the Savannah S.



Gerald Maddams takes Geoffrey Scott for a flight in his Bantam.



Jonathan Low and his Jabiru 3300 powered Onex.



The Air Scouts have the principles of basic flight explained, using the Challenger ZU-AYF as an example.



RV9 ZU-CXI and Sling ZU-FZN ready to take off.



CTLs, Foxbat, Savannah and Bantam, all ready to be pressed into service.



# Tucano Replica

by Gerald Maddams - Chapter 1502 Durban

On 04 February Chapter 1502 was invited to Eva's Field on the Hilton Ridge outside Pietermaritzburg to witness the local 'roll-out' of the first complete Tucano replica in the country.

Some kits are being put together, but this aircraft, which is (at time of writing) for sale, is the original Italian company demonstration aircraft which was imported by a local enthusiast. Unfortunately he succumbed to cancer whilst the container was on board ship, and his widow is offering it for sale.

James Bentley opened his immaculate strip to allcomers, and followed it up with outside caterers for coffee/tea, while his son and his companion did the boerie rolls. Glorious weather saw a dozen aircraft descend on the bowling-green-like turf, and many more came by car.

Craig Lang is the importer of these kits, along with agencies for a Hurricane replica, the Zlin Savage Bobber and the Zlin Savage Cub S. Look them up on [craig@flyingfrontiers.com](mailto:craig@flyingfrontiers.com) for more info or call Craig on 082 459 0760.



Front cockpit of the Tucano.



ZU-IVO



ZU-EBB; ZU-FZN; ZU-FRD; ZU-AYF; ZU-DIG.

ZU-SAA and ZU-FZN.



The demonstrator in front of Mount Etna in Italy, prior to dismantling for shipment.





# Staff Flight

by Gordon Dyne - Chapter 322 Johannesburg



Late last year I bought an almost new hangar for my two aircraft at Brakpan airfield, and have built a 'man cave' attached to it. I have had almost twenty years of rusty, leaking, filthy old Ekurhuleni hangars. Over the past few months there has been lots of building activity. My wife Susan, who, even if I say it myself, is an interior decorator of note, has 'managed' the work and done much of it herself. She has done a phenomenal job. Susan recently had a cleaning team at the hangar and I promised them all a ride in my Piper Arrow.

This I duly did and I took ten staff members, none of whom had ever flown before, up for a 30-minute trip each around the townships in which they live. I took two at a time. They were all very excited, and I believe they had a ball! Not one of them felt ill and there was not much turbulence, so the flying was great!

The picture shows my ten happy passengers with my wife Susan. I have to salute my passengers for their courage in flying with me.

# Guest Flight

by Gordon Dyne - Chapter 322 Johannesburg



On Easter Monday (Family Day to some) I was working in my new hangar when suddenly I had a burning desire to fly my Dragon. The weather was just beautiful without a breath of wind. Perfect flying conditions! There was absolutely nobody at the airfield, so I had no option other than to fly alone. I rarely fly alone, as I love to share the thrill of flying my Chinese 'baby'.

I was just taxiing out to runway 18 when a car suddenly appeared on the apron and a young man jumped out. I guessed from his gesticulations that he would like a ride, so I gestured for him to jump into the back seat, which he did in double quick time. When he came on the radio, I quickly briefed him on what to do and what not to do.

The young man's name was Ahmed Ayesh, and he is from Egypt. He is 27, lives in Dubai, and is a steward with Emirates Airlines. He speaks Arabic of course, and fluent English, German and Russian. Wow! Ahmed has always wanted to fly and is out here to obtain his PPL. We had a wonderful 90 minutes in the air.

We were sadly soon back on the ground, where we officially introduced ourselves. Ahmed was absolutely thrilled to fly a warbird. He was beside himself with gratitude. As I said to him, it was entirely my pleasure! We had a coffee and a chat in my man cave before Ahmed excused himself. We have since flown my Arrow together. A fine young man, who will go far in aviation. His ambition is to fly for Emirates in due course. I am sure he will make it. Ahmed is now back in Dubai, but hopes to come out here again on his next leave.





# *EAA Chapter 322 Meeting - April*

by Gordon Dyne - Chapter 322 Johannesburg

More than 100 aviation enthusiasts gathered at the Dickie Fritz MOTH Hall in Dowerglen on Wednesday 05 April for the monthly meeting of EAA Chapter 322.

Chapter Chairman Dr Mike Brown was on his usual sparkling form and kept the audience riveted.

We went through the usual formalities of Minutes, Chairman's ramblings, Finance, Auditorium, Young Eagles, Safety, Teddy Build, and so on. Safety was particularly interesting, as Mike covered the story of SAA Captain Pierre Gouws, who had lost the engine on his Thunder Mustang a few days previously, and was able to put the plane down on the beach somewhere in the Eastern Cape. Although the Mustang was badly damaged, Pierre walked away unharmed, which is the name of the game. Pierre put his good fortune down to training, experience, staying calm and luck in having a nice beach on which to make an emergency landing!

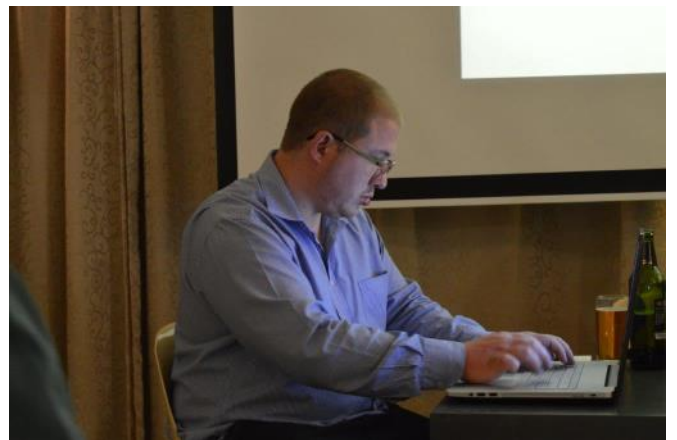
EAA National President Paul Lastrucci covered news on the forthcoming EAA National Convention at Bethlehem in the Free State and gave us some snippets on news emerging from RAASA and the CAA.

We were honoured to host Mike's oldest aviation friend, Captain Graham Fig, as a special guest. Mike and Graham began flying together whilst at UCT a lifetime ago and, although they went their separate ways – Mike into Medicine and Graham to the Airlines – they are still great friends. Graham is now living in the United States, flying helicopters and corporate jets. Graham regaled us with some wonderful tales of recent experiences. Most of us can only dream of such adventures before returning to our usual boring lives in suburbia!

After a suitable break for more hangar talk, Captain Karl Jensen showed a superb DVD he had compiled on the Douglas DC3 – the Dak or Goonie Bird. It was quite brilliant and enjoyed by everyone. Thank you very much, Karl.



Chapter 322 Chairman Dr Mike Brown.



Chapter 322 Secretary Kevin Marsden.



EAA National President Paul Lastrucci.



Chapter 322 Treasurer Mark Clulow.



# Chapter 322 Teddy Build

## April - a collage of Teddy Build days.



01 April - Kevin Marsden, Trixie Heron, Lance Dube, Karl Jensen and Mike Haupt.



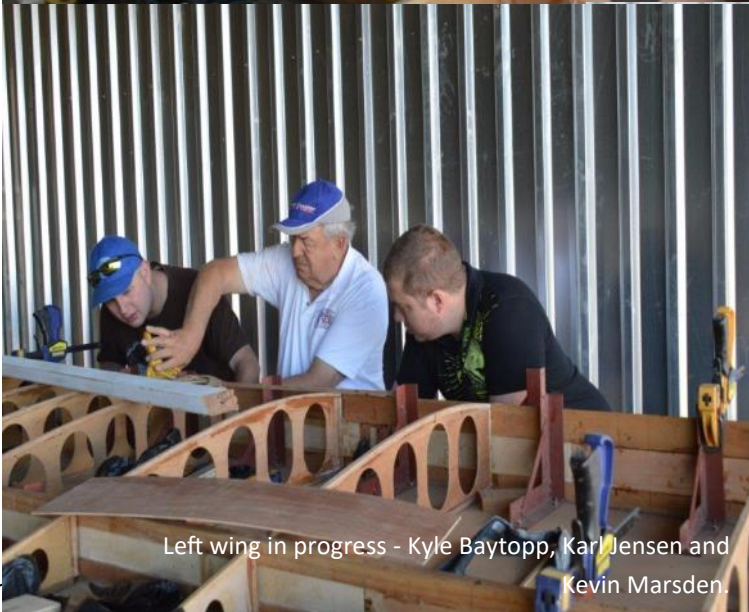
22 April - Karl Jensen.



15 April - Kyle Baytopp, Kevin Marsden and Karl Jensen.



15 April - Karl Jensen.



Left wing in progress - Kyle Baytopp, Karl Jensen and Kevin Marsden.



22 April - Jeremy Woods, Karl Jensen, Jason de Roos with son David, and Nico Brandt.





# Airmail

## APATHY AND RECREATIONAL AVIATION

I do realise that we are all under the influence of a lousy political climate that is a big factor in creating financial stress to so many in this country. Financial woes preclude many of our members from participating in our EAA activities. I am none the less rather nonplussed by the poor turnout at the EAA of SA 2017 National Convention at Bethlehem, and ascribe this sad attendance essentially to apathy. There was considerable effort and outlay expended from EAA coffers to make the weekend enjoyable for all our members and their spouses and partners. It was quite apparent that those good folk who attended, enjoyed themselves at what in my view was a great Convention.

All arrangements were immaculate and rounded off with a superb awards dinner at the Lavender Hill resort near the airfield. The camaraderie throughout the weekend was excellent, the flying in the fun rally that was so magnificently arranged by Rob Jonkers was really great fun, the aircraft judging was tremendous, the regalia lovely and very interesting forums were all presented by wonderful members who enthralled those who attended. The preparation of an amazing arsenal of information by the forum presenters is noteworthy. There was not a single incident that could be considered as improper, both in the flying and the activities on the ground the entire weekend. To those of you who were unable to attend this time, I hope you will be able to do so next year, as well as other events organised by our hardworking volunteers.

What crowned the Convention, in my view, was the behaviour of the members who flew home on the Monday morning. Foggy conditions persisted towards Gauteng, both on the Saturday and the Monday.

The communication network to all members on the EAA 2017 WhatsApp group removed much of the guesswork and potential perils of departing and flying into inclement weather – the discipline was noteworthy despite the potential ‘get-home-itis’ syndrome.

There are plans afoot to merge RAASA into the CAA. It will require concerted commitment by all of us who enjoy recreational aviation, to be heard loud and clear that this will be a retrograde step. The administrative facility of RAASA has been excellent in my opinion. More bureaucracy and regulations will inevitably follow if we do not vehemently oppose the projected plan. I believe we need to become a united force to pressurise the authorities to maintain the status quo and ensure that through the Aero Club of SA we should continue to be able to negotiate with the authorities on our behalf. It would be totally impractical to fragment the specialised groups within AeCSA. There have been problems at CAA that affect us, which have a dangerous potential to curtail our relative freedom of the skies and our ability to care for our aircraft and those who can legally oversee our work.

We can no longer expect to be heard if we do not ALL stand together. When there are official EAA meetings and those at Aero Club where we are eligible to take part, please join in and encourage others to do so as well. We can no longer simply assume that others will do the job – EAA and Aero Club are not simply there to entitle us to Authority To Fly certificates.

Let us all make a concerted effort to eliminate the chronic apathy that is such an undesirable feature of our recreational aviation fraternity.

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CONTACT! Is the official newsletter of EAA of SA. This edition was compiled by Kevin Marsden 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)