



Greg Clegg in his Jodel ZS-UEK near the Brixton Tower on 3 June, en route to the Airplane Factory Breakfast Fly-in at Tedderfield.

Whassup!

Wednesday 5 July
Chapter 322 Meeting
Dickie Fritz MOTH Hall, Edenvale

Nylstroom Flying Club &
EAA Taildragger Fly-in
14 -16 July 2017

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Teriele Strip Breakfast Fly-in

by Gerald Maddams - Chapter 1502 East Coast



Chipmunk and 'also-rans' on the flightline.



RV ZU-MBA & Europa.



Jodel ZS-UAH - enough to really please a purist.

On 12 March, Chapter 1502 East Coast descended on the fabulous new home of John and Jackie Teriele, which is situated on the edge of the Umkomaas Valley.

Sixteen aeroplanes attended in glorious weather, and the photos tell the story of the beautiful surroundings.

Huge thanks and appreciation to John and Jackie for an awesome breakfast and great hospitality.



RVs ZU-IBX & ZU-MBA.



ZU-JEF & ZU-EAY (two of a trio of Bantams).



ZU-AYF, ZS-UAH, ZU-FRD & ZU-DIG.

EAA Chapter 322 Meeting - May

photos by Stephen Theron - Chapter 322 Johannesburg



Paul Lastrucci - President, EAA SA.



Mike Brown - Chairman, EAA 322 and
Clive King, - Vice-President, EAA SA.



Karl Jensen - Vice-President, EAA SA.



Brian Appleton gave a presentation on his visit to
AERO Friedrichshafen.



Rand Airport & SAPFA – Fly-in & Adventure Fun Rally

by Rob Jonkers - Chapter 322 Johannesburg



Two of the competitors' aircraft – Leon Boutell's Sportstar and Pierre and Sandy van der Merwe's Sling.

Rand Airport Management decided, as part of their Rand Airport Open Day on Easter Saturday, to have a Fly-in, waiving landing fees and reducing fuel prices to attract visitors from out of town. Then the idea was sprung about the possibility of having an Easter Fun Rally, and at short notice of only 2 weeks, we managed to put together an EAA Sun n Fun style Adventure Rally, with a theme of finding Easter eggs, making it an ideal event associated with the Easter weekend.

In planning the event at such short notice, getting the word out for participants to enter probably proved to be too short, and of course being an Easter weekend, many flyers had most likely gone elsewhere for a long weekend.

The Adventure Rally format is a more relaxed, fun kind of event, mostly involving observation and out-of-the-window recognition of ground features and learning about the area being flown over, rather than the high workload of accurate timing. However, it is important to have good crew cooperation on roles and responsibilities. Given the comments heard from the participants after the flight, it seems there were some hilarious moments in several of the cockpits.

The main theme of the route to be followed was to overfly or pass as many airfields as possible. In this case, nine of them (while one of them, being a model aerodrome, could pass muster for an emergency forced landing), where the



What airfield is this? The photo was scaled to look as if this was a full-scale field, but in fact it is the Henley Modellers Aerodrome.

idea was to instil knowledge of options, should a forced or precautionary landing place be necessary.

The route was then pre-planned on a 1:250 000 map, with all turning points marked up – except for two of them, which were to be airfields to land at: the first one a touch and go, and the second a full stop to pick a clue. The identification of the two airports were, of course, in cryptic form, but had clear answers in the wiki section of the task booklet. At the briefing everybody was advised that not reading the wiki notes would be at their own peril...

Of course, some crews were googling for answers on their cell phones – because they can – somewhat inefficient, given that everything was right there in front of them. It seems that at least one of the competitors was heading off to the wrong airfields, and it did not help that the turning point photos which had to be marked as being correct or incorrect were in fact incorrect.

The route essentially started out west of the silver ball, then southwards to do a touch & go at Tedderfield, further south to the toll plaza, and then a full stop at Vereeniging (also known as Aeroval) to pick up a clue, which was to take a picture of the first big body of water seen from the south (and, seeing some of the pictures taken, it must have been difficult to take this by the navigator point the camera out the back window). The route further on went down to the Barrage, and then followed the river up to the Three Rivers junction, and from there airfield-hopping all the way back to Romeo Delta, with the last turning point being the new Heineken Brewery.

There were 7 crews who registered by briefing time, with a broad spectrum of aircraft participating, ranging from a Beechcraft Bonanza to a Jabiru. The weather was absolutely crystal clear with very little wind, an absolutely ideal day for flying. After the briefing, and with 20 minutes prior to take-off, there was the handing out of papers, and then the first competitors took to the skies at 10h15, with the last taking off at 10h45.

As with some previous rally events, live-tracking was done and displayed on the big screen in the briefing room. Two tracks were being followed by spectators with great interest, the blue competitor having got temporarily lost getting to the two airfields, and the green competitor having missed reading the instruction of following the river. It would have been interesting to have seen what the others were doing...

4 - Aeroval (Leg 4)

From the gate that you hopefully found on the N1, fly to Aeroval where you will need to do a full-stop landing and collect an Easter Egg clue near the tower where you will find some additional instructions.

Follow the runway direction in accordance with the prevailing wind, with standard airfield joining procedures – Distance 10.3 nm



Question 9	What is the direction and length of the secondary runway?	
Answer 9		

Question 10	On your way to Aeroval, what is the name of the reserve you will pass by on your left?	
Answer 10		



TP4 Photo	Correct		Incorrect	
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Invigilator Irene Naudé busy marking the papers.

So, what were those gems the competitors struggled with the most? The N1 being part of the Cape to Cairo road..., that water is to be found inside the Silver Ball..., that Boswell Wilkie have/had their home base at Circus Airfield..., and then, of course, getting wrong the airfield pictures that showed Baragwanath instead of Tedderfield, and New Tempe instead of Vereeniging...


With everybody successfully home, it was time for marking the exam papers. This was left to the strict invigilators volunteering for this task – well known Irene Naudé, EAA Chapter 322, and Sandra Strydom, our friendly Aero Club representative, to record the points. Between the clues and photo recognition, a total of 40 points could be scored.

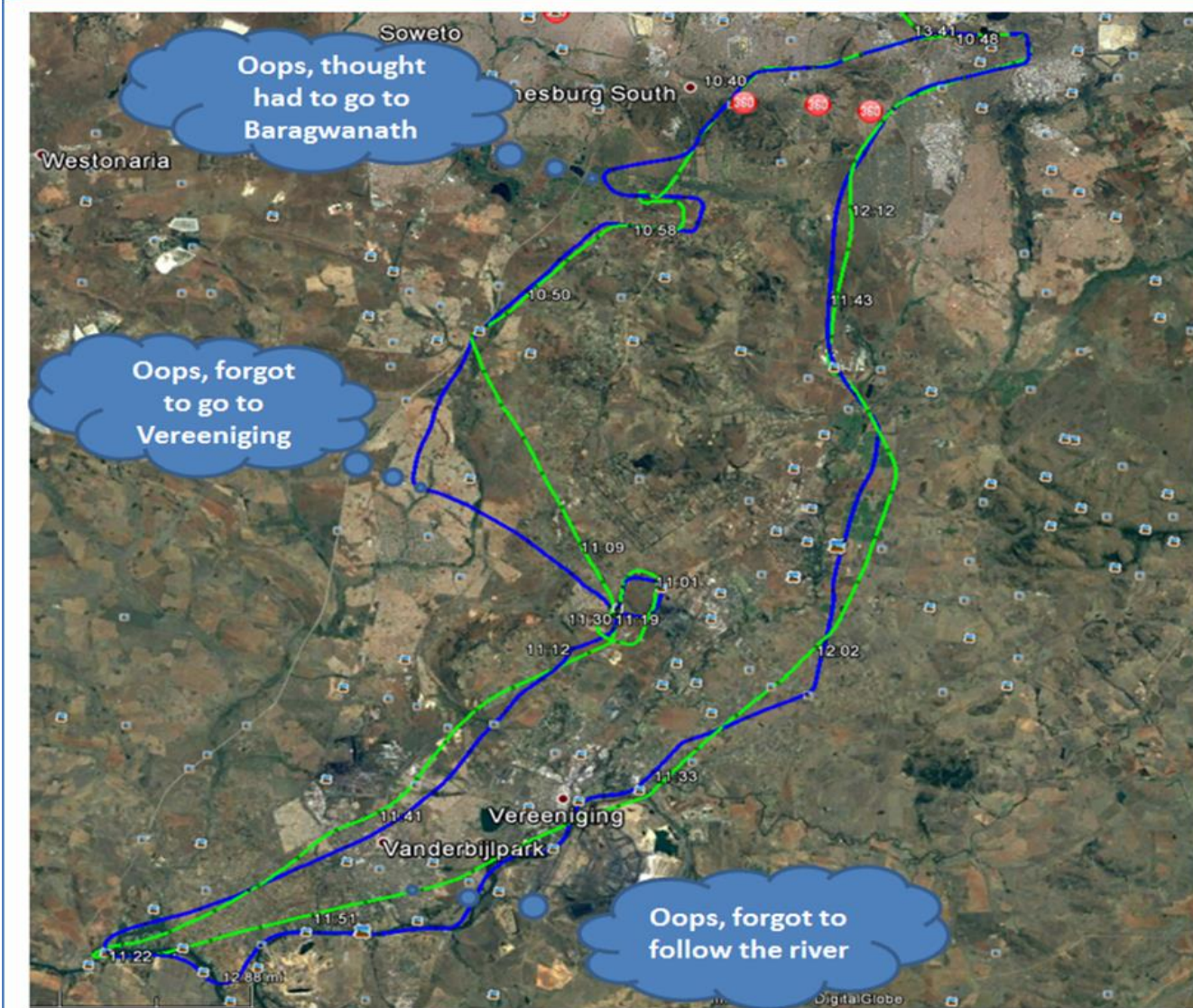
When all was tallied up, there was a tie for first place, which happened before in 2015, when an Aces High card was used to determine the outcome.

This time, without any cards available, the two tied teams had to select two dominos each, with the highest score determining the winner – going to Shelta Soma & Ash veer Rajpal, who competed in a C182.

Many thanks are extended to Carole Olivier for assisting with the administration of the event, as well as to Stuart Coetzee, the Rand Airport Manager, for all the arrangements and being the clue-giver at Vereeniging, and to Paul Roberts for looking after safety and overseeing the Tedderfield touch & gos.

At the prize-giving the top 3 places each won stunning laser-cut aircraft and Easter hampers, with the 1st place also winning 100 litres of fuel. Many thanks to Rand Airport management for donating the generous prizes.

Thus we came to the end of a most enjoyable day for everybody who took part – although not a big field, the possibility of having this format of rally planned earlier for next year's Rand Airport Easter Fly-in should attract a lot more interest. This is really an excellent way of converting Avgas into Fun! 



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



Tied for First Place – pick the highest scoring dominos.



1st Place tie with Mark Clulow and Shane Britz.

Rand Airport Adventure Rally 15 April 2017 - Navigation Task Results

Route Planner - Rob Jonkers

FILE	Position	Pilot Name	Navigators Name	Aircraft Registration	Aircraft Type	Navigation & Tasks (Total = 40)	Spot Landing
	1	Sheetal Somia	Ashveer Rajpal	ZS-JEO	C182	33.5	N/A
	2	Mark Clulow	Shane Britz	ZU-FEP	Jabiru	33.5	N/A
	3	Leon Bouttell	Adrian Viljoen	ZU-FBJ	Sportstar	31.5	N/A
	4	Sabine	Gideon van Heesh	ZS-HCC	PA-28-200R	31	N/A
	5	Edzard Verseput	Cecile Verseput	ZU-IT	Sling 4	28.5	N/A
	6	Pierre van der Merwe	Sandy van der Merwe	ZU-FWY	Sling 2	21	N/A
	7	Stuart Coetzee	Thomas Fischer	ZS-KZH	A36-TC	N/A - Chase A/C	N/A
	8						

Overall Results

Gordon Dyne's Pilot Cave

by Karl Jensen - Chapter 322 Johannesburg



Gordons Hangar Cave complex.



Gordon Dyne.


Gordon Dyne (EAA Chapter 322 Johannesburg) has always based his aircraft at the Benoni Brakpan FABB airfield, in his various T-hangars with open access for pigeons, dust and other annoying dirt. He had to keep his planes covered by old blankets in these sheds that had no electricity or water services. These Spartan facilities discouraged any loitering around his lanes. Recently Gordon acquired a 2-plane hangar from another FABB resident, and he decided to upgrade the facility. Well, this has resulted in a truly magnificent hangar with superb facilities, as you can see from the photos. To make life easier, Gordon has a small tractor to move his Piper Arrow and Nanchang Dragon, and electric opening hangar doors.



The hangar ventilation is good with 4 large 'turbine' ventilators, which do unfortunately allow a small amount of dust to enter the epoxy floored shed.

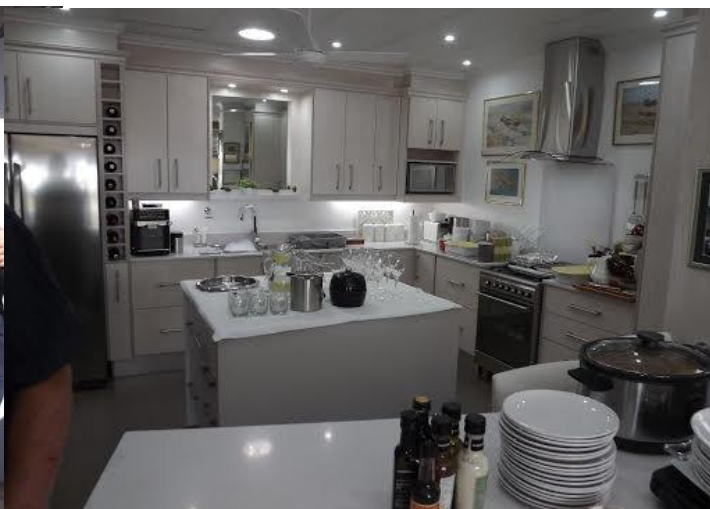
Adjoining the hangar, Gordon has built his interleading pilot cave that is quite spectacular. It is quite evident that his wife Susan, who is an almost fanatical interior decorator, played a big hand in the creation of this beautiful feature. The 'Cave' includes aircon, a well equipped kitchen, a bedroom, lounge with a pub and a display cabinet that is not unlike a Sunglasses Hut display cabinet for his many miniature aircraft models. All this, with appropriate lighting and comfortable furniture, as well as a modern TV. One wall is covered by a large glassed-in bookcase for his aviation library, and every other inch of wall space is festooned with aviation art and other truly magnificent pictures.

I was a recent guest at the hangar with a few friends and family for a sit-down meal of gastronomic proportions, that would probably have gobsmacked Master Chef presenters John Torode and Gregg Wallace. Of course, the accompanying libations and chatter were delightful. There is adequate shaded parking for about 10 cars, as well as a large gazebo with a great view of the comings and goings of aircraft. To complete the scene, two tall flagpoles fly the SA flag as well as the Union Jack, as Gordon is very loyal to The Crown of the land of his birth. [*"Our beloved Queen", as Gordon usually says—well done, Gordon! - K & T*]

If you are ever at FABB, and Gordon's hangar and pilot cave are open, I'm certain you'll be warmly welcomed and given a guided tour by him and offered refreshments too, of course. 



Karl & Val Jensen with
Gordon & Susan Dyne.



Hi-Flyerz Pub Visit

by Gordon Dyne - Chapter 322 Johannesburg



When Captain Mark Clulow (2,000 hours on Mirage jets – 2 Sqdn SAAF retired) and I were chatting a while back, I learned that he had never visited the Hi Flyerz Aviation Bar and Restaurant in Boksburg. We duly corrected that omission in Mark's CV and, accompanied by my aviation pal Monty le Roux, we had lunch there some weeks ago.

The pub is owned by Paolo Massolini, a SAA Captain whom I met at Brakpan Airfield many moons ago, when he was flying for fun. I recently asked Paolo why he did not fly little planes anymore, and he replied (probably rather 'tongue in cheek') that he was 'too scared to do so'!

The pub is a mass of aviation pictures and memorabilia, and is well worth a visit. The 'cherry on the top' of the exhibits is the cockpit from the 747-200 ZS-SAL Tafelberg, which was one of the earliest 747s to join the SAL (SAA) fleet. She came to South Africa in 1972.

If one asks nicely, the pub manager will open the cockpit and

one may go and sit in the cockpit, perhaps dreaming of those wildly romantic destinations and all those gorgeous young hosties serving passengers in the rear of the plane!

Mark was in his element, sitting in the left hand seat, but by all accounts flying a 747 is a bit tame compared with a Dassault Mirage III!

Talking of gorgeous hosties, it was good to see a photo of Debbie King, the late wife of our good friend Captain Dave King, SAA retired. Sadly, Debbie died of cancer a few months ago, at far too young an age. Deepest condolences to Dave and son Greg, who is now also a Captain, flying up in Africa. Debbie was a stewardess with Air Rhodesia when Dave first met her. She was a lovely lass.

Mark, Monty and I had a quick lunch, which was very good and not wickedly expensive, but sadly the pub allows smoking in the main area, which for three non-smokers was most unpleasant.





Jeremy Woods' Piper Comanche ZS-WBM in the flightline at the EAA National Convention in Bethlehem.

Photo by Karl Jensen.

EAA of SA

National Convention 2017 Sponsors

Following the EAA of South Africa's National Convention 2017 at Bethlehem, we would like to extend our thanks and appreciation to the following sponsors for their generous donations of prizes and other assistance, which went a long way towards making it such a huge success.

- ⇒ Philip Jacobs, Francois Marais, Franz Meader, Danie Kritzingen and the fantastic team at Bethlehem Vliegklub. Their hospitality and assistance with arrangements was great.
- ⇒ André Pieterse at Vleissentraal for sponsoring the marquee.
- ⇒ Kia Motors (c/o Philip Jacobs) for the transport assistance.
- ⇒ Mark for donating oil and cleaning products.
- ⇒ Flitesure for their sponsorship of prizes.
- ⇒ Andrea Antel of Aviation Direct for sponsorship of SA Airfields Books, as well as subscriptions to Easy Plan and Easy Cockpit.
- ⇒ African Pilot for the subscriptions.
- ⇒ Rob Jonkers for all his efforts!

Thank you!

Teddy Build - May 2017



(From l-r) Mike Haupt, Janique & Wayne Giles, Mike Brown, Justin Gloy and Karl Jensen.



Tendo de Paravicini & Jeremy Woods with Jeremy's Piper J5 Cub N35297.

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 to reach us by the last Wednesday of the month.