

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

December 2017



Neil Bowden's Sling 2 ZU-OSH at the 2017 Bosveld Weekend Fly-in, Mokopane.

Whassup!

Wed 06 December 2017
Chapter 322 Johannesburg
Meeting
Dickie Fritz MOTH Hall, Edenvale

Sat 16 December 2017
Chapter 1502 East Coast
End of Year Function and Open Day
Grassroots Airfield

Happy Holidays

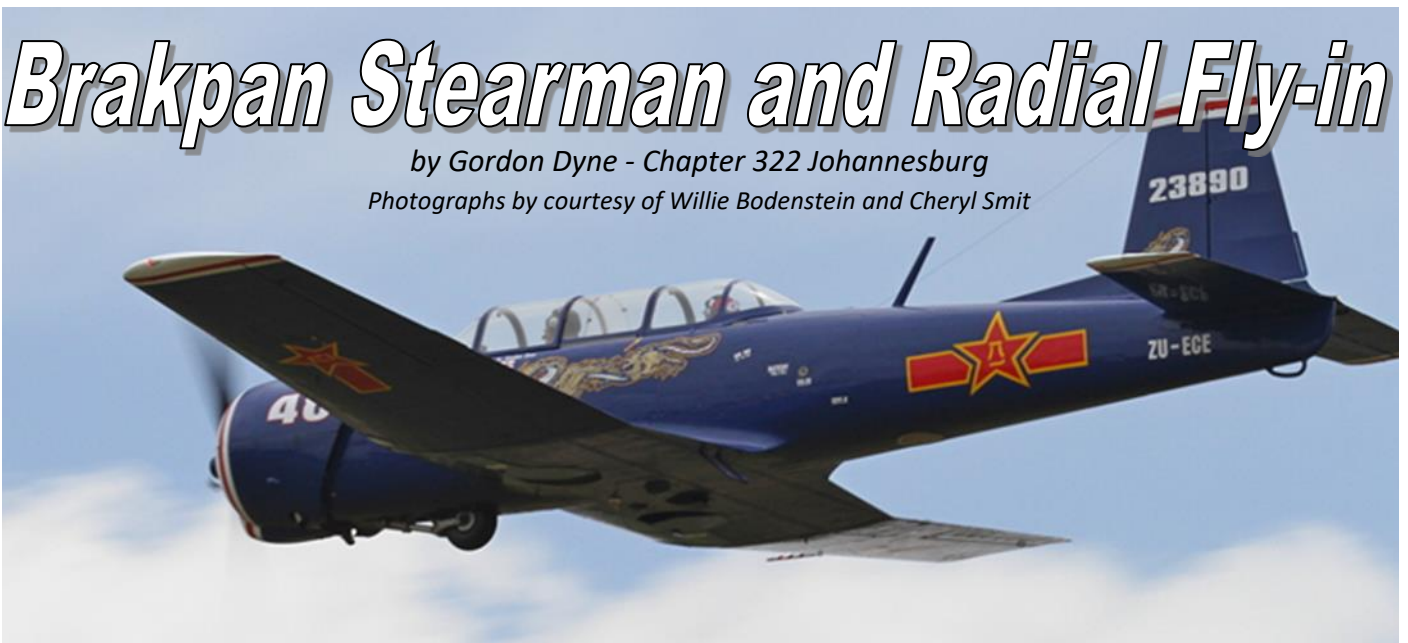
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Brakpan Stearman and Radial Fly-in

by Gordon Dyne - Chapter 322 Johannesburg

Photographs by courtesy of Willie Bodenstein and Cheryl Smit



Saturday, 11 November, saw a hive of activity at Benoni Brakpan Airfield (FABB) as a number of radial engine aircraft arrived from afar or taxied from their hangars to the apron.

The day was organised by Comair Captain Ivan van der Schaar, now resident with his toys at Brakpan Airfield, having moved from Petit some months ago. Ivan is now resident in the old Sky Africa hangar, which became available to rent from new owner Apie Kotzee, after the closure of Sky Africa due to the tragic death in a flying accident of its owner, the very much loved engineer and pilot, Austrian Karl Finatzer.

Ivan is very well known in South African flying circles due to his amazing aerobatics performed in his immaculately restored 1930s Boeing Stearman ZU-IES, his Pitts Special, a Harvard from the Harvard Club and a borrowed Christen Eagle. I become nauseous just watching Ivan practising over

the East Rand GFA and his attempts to coax me into the front seat of the Stearman have so far failed! However, Ivan's delightful 10-year old son, Jeandre, relishes flying with his Dad and nothing whatsoever fazes him! Jeandre always returns from a flight with his Dad with a broad grin from ear to ear! The RV grin is nothing compared with Jeandre's smile! I have taken Jeandre flying with me and he is already a seasoned pilot, but just cannot yet reach the pedals!

Ivan's better-half (and far prettier) Sonica was the brains behind the Van Der Schaar Stearman restoration, and now also runs the self-catering accommodation for visiting pilots, in their hangar. She is a remarkable young lady.

So, on our radial engine aircraft day, more than 20 aircraft flew to Brakpan, and another 20 or so aircraft, including at least 4 helicopters of various marques, which hangar at



Ivan van der Schaar's impressive Boeing Stearman ZU-IES, aka 'Schaarman'.

Brakpan, were also displayed on the grass or the apron.

There are 12 airworthy Stearman aircraft scattered across South Africa, and Ivan hoped to get them all to come to Brakpan. Unfortunately, due to inclement weather, distance and other commitments, only two managed to get to Brakpan. ZS-LDR owned by flying legend Captain Lorrie Raath SAA (retired) and his son, SAA Captain Deon Raath, flew in from Fly Inn airfield. Lorrie is recovering from a nasty bout of malaria, so it was good to see him looking so well and hopefully returning to the left seat again soon. The second Stearman, ZS-MIC, belongs to a large syndicate.

However, these two Stearmans and that of Ivan's, plus a beautiful Waco ZS-JMG owned by Nico van Staden, a Cessna 195 ZS-BFW owned by Archie Kemp, my Nanchang Dragon ZU-ECE and two Yak 52s (one owned by Kevin Cloete) made for a magnificent array of radial engine aircraft.

There was a lot of formation flying and loads of fun was had by all. The sound of those radial engines is mindblowing, and for old 'toppies' such as me it was a reminder of a romantic aviation era now long gone.

Minnie van der Merwe's restaurant in the FABB clubhouse was busy all day, with the gorgeous Minnie and her team providing scrumptious meals.

Amongst the honoured guests present was our dear friend and World War II Spitfire pilot Lieutenant John Henry Joseph (508 hours on Spitfires) Martin 4 Vampire Sqdn SAAF (retired), accompanied by his son Kevin. John is still going like a Boeing (or should that read a Spitfire?) at 94, and we are all looking forward to his centenary when I am sure Ivan van der Schaar, Karl Jensen, Lorrie Raath or I (!) will happily take John aloft

again. May you live forever, John. You are an amazing human being.

Eventually and sadly, this terrific day came to an end and, once again, silence fell on this splendid airfield which has to be one of the best in the country.

Another very exciting aviation experience happening at Brakpan, is the rebuilding of a 1950s US Douglas Sky Raider. This behemoth American single engine bomber which found fame in the Vietnam War, is owned by Apie Kotzee who, together with his son, Frederik, has just ferried a new Cessna Caravan from the Cessna factory in the USA — the new Caravan will join Apie's stable at Brakpan. The rebuilding of this Sky Raider is a mammoth undertaking and will take many years and a couple of 'bob' before it is completed! All aviation lovers should be very grateful to Apie and his team for keeping our aviation heritage alive.

A visit to Brakpan for breakfast and to view this once-magnificent aircraft is highly recommended. Ivan van der Schaar hopes to be the test pilot for the inaugural flight, but somehow I doubt whether some of us septuagenarians will still be around to see it!

A huge thank you to Ivan, Sonica and Jeandre van der Schaar for organising a marvellous day. I, for one, am thrilled to have Ivan flying his toys from Brakpan — and since that day he has already been teaching a number of us formation flying, which is great fun. With Ivan and our new very involved and dedicated committee comprising of Chairman Kevin Cloete, his deputy Rob Osner and others, I expect Brakpan to become the major focus for general aviation in South Africa in the future.



Enjoying breakfast at Minnie's: (L-R) Kevin Martin, Monty le Roux, Spitfire pilot and World War II hero Lt John Martin, Gordon Dyne and Clive King, recently elected EAA 322 Chairman for 2018.

Peter Hengst Memorial Fly-in

by Kevin Marsden - Chapter 322 Johannesburg



The Peter Hengst Memorial Fly-in took place over the weekend of 09 to 11 November 2017, in honour of the late Peter Hengst, a former EAA Chapter 322 President who passed away in 2007. In the years since then the memorial has extended in honour of other club members who have sadly passed away.

The event takes place at the Brits Flying Club, and 2017 was the 9th consecutive year that the event was held.

I had the pleasure of flying in with Karl Jensen and Irene Naudé in Karl's Cessna 170B, which Flightline Weekly describes as "probably the most immaculately polished aircraft in South Africa today." Karl is a firm believer in the old saying, if she looks good, she flies good!

The event was well supported from all quarters, with gliders, microlights and radio-controlled aircraft being put through their paces throughout the event.

A fun rally has for the last few years been a fixture at the fly-in, and this year the results were as follows:

1st place: Thys and Pierre van der Merwe in Cessna 172 ZU-AFP.

2nd place: Karl Jensen and Mary de Klerk in Cessna 170B ZU-VAL.

3rd place: Pierre Dippenaar and Martin Meyer in RV-14 ZU-PLD.

Thanks and well done to the Brits Flying Club for the fantastic organisation of the event, and we look forward to joining you again next year.





L-R: Kathy Burke, Alan Evan-Hanes, Irene Naudé, Duncan McKellar and Frank Bonfils-Persson.



Karl Jensen with Hercules Myburgh and his one-of-a-kind Paper Dart, an aerodynamic marvel that would put any paper aircraft to shame!



by Roston Dugmore - Chapter 322 Johannesburg

Conditions at this competition were very difficult, with winds close to the maximum allowed (43.2kph) and often gusting to 60kmph, low cloud, rain and cold. The wind actually caused me an unexpected problem, because my model's contra-rotating propeller system in strong wind at sea level used more battery power than I had anticipated, and the 4500mAh batteries I had were too small. Fortunately one of the American team members was able to lend me a 5000mAh battery, which was sufficient (barely, I still had to be very careful with power management so as to not run out of power in the last manoeuvre or on finals, and many pilots were using 6000mAh batteries). The problem arose because LiPo batteries pose an unacceptable fire risk to airliners and competitors couldn't bring their own, so the organisers arranged to import for us and we would collect on arrival. Unfortunately, I had ordered the same size as I always use, which turned out to be too small for the conditions. Fortunately, what I borrowed got me through.

Regarding our travelling... We, the SA team of 3 pilots and a manager, were horrified when we went to collect our planes in Buenos Aires and they were not there! They had been left in Johannesburg, what a nightmare. We had been on the go for 24 hours and were exhausted. Fortunately, the South African Model Aircraft Association (which had also made a generous financial contribution towards the team expenses) were able to pull some strings at OR Tambo and the planes got to Buenos Aires the next day, 24 hours late (one precious practice day lost).

Back to the weather... As I said before, low cloud, rain and cold. On the 4th day the cloud was really low and a couple of pilots flew into it and lost sight of their planes. Obviously what they couldn't see they couldn't control, but they did however have the presence of mind to immediately throttle back while they still knew more or less the attitude of the plane and where it was, and blindly apply elevator, hoping to see the plane emerge from the cloud in time to regain control. One unlucky pilot didn't get this right and his wrecked plane was later found a few kilometres away. These difficult flying

conditions were the same for everyone, but they were a new experience for me, and I was very pleased when I heard I had qualified for the semi-finals due to be held the next day. The semi-finals are a different and more complex set of manoeuvres, and for me to reach them was 'mission accomplished'. Conditions for the semi-final were again very windy, but I flew two solid patterns and improved my end result from 26th to 25th out of 66 competitors from 27 countries.

I also learned about judging bias. This is something which has always been troublesome and which everyone must accept, but it is very hard for the very good pilots who are almost at the top, and who work very hard to beat the established 'names, and then do not score well. There is an undoubtedly large 'halo factor' involved, and it is very difficult to eradicate this. An incident I witnessed brought this home to me. The present world champion, who has been unbeatable for many years, made a mistake which he knew should have resulted in a score of zero for that manoeuvre, but when he saw his score he realised the judges hadn't noticed. Nothing could be done afterwards, but he had the grace to be mildly embarrassed and gesture an apology to his close rival, who also knew he should have been penalised. Good sportsmanship was shown by all and this was accepted as an honest mistake, but I know it happened, because in that brief moment when it happened the judges basically hesitated to accept what they thought they had seen because of the pilot's reputation. A less famous pilot would have got the zero. In the end, though, the champion didn't win for other reasons, so it ended well.

I really love this sport and consider myself very fortunate to have had the privilege of flying at this world championship, competing against, and learning from, the best pilots in the world. It was a stressful but ultimately most successful trip. Thank you to EAA and the members for your very generous financial and moral support.



Roston Dugmore.

Bosveld Fly-in Weekend

by Kevin Marsden - Chapter 322 Johannesburg



Glasair Sportsman ZU-VON.

The annual Limpopo 'Potties' Flying Club Fly-in was held from 17 to 19 November and drew large crowds of aviators of all kinds to the Mokopane Airfield (Potgietersrus) for a weekend of flying fun and camaraderie.

I attended on the Saturday, flying in with Neil Bowden in his famous Sling 2, ZU-OSH, the spirit of Oshkosh. Neil has been organising tours to the annual EAA Oskosh event for over 20 years, hence the name of this stunning aircraft.

The breakfast on offer was exceptional, and the turn-out of aircraft even better— let's hope we will see the same level of attendance at our EAA National Convention next year!



Niel Terblanche with his RV-4 ZU-FRV.



Rob McFie's ELA 08 ZU-RCO.



Juri Keyter and Willie Bodenstein.



The flightline at FAQR.

EAA Chapter 322 Annual Chairman's Dinner

by Kevin Marsden, & photos by Stephen Theron - Chapter 322 Johannesburg

The annual dinner to thank the members of Chapter 322 and their partners for their support throughout 2017 was held on Saturday, 25 November 2017 at the Killarney Country Club in Johannesburg.

There were 80+ chapter members and partners present, who were treated to a scrumptious three-course dinner in a wonderfully aeronautically-themed venue, where the centrepiece of each table was a navigation map beautifully folded into the shape of a king protea—thanks to Marie Reddy for the inspired décor touches and for the superb organisation of a most successful evening.

Wings Awards were presented to the members who had made outstanding contributions to the chapter throughout the year.

It was a most enjoyable evening that was thoroughly enjoyed by everyone who attended. Here's to a wonderful New Year!



L-R: Award-winners who were present on the evening — Jeremy and Anne-Louise Woods, Paul Lastrucci, Kevin Marsden, Marie Reddy, Mike Brown, Gordon Dyne, Neil Bowden, Rob Jonkers, Wayne Giles, Trixie Heron, Clive King, Karl Jensen and Athol Franz.

Mike Brown.



Some of the attendees who thoroughly enjoyed the Chairman’s Dinner.



EAA Chapter 322 AGM

by Gordon Dyne - Chapter 322 Johannesburg

As I predicted last month, there was a great turnout for the AGM of EAA Chapter 322 at the Dickie Fritz MOTH Hall in Dowerglen, Edenvale on Wednesday 8 November.

Members and guests were welcomed with delicious hamburgers from the kitchen of Anne Ferreira. My word! When one arrives at the MOTH Hall feeling tired, hungry and thirsty, a hamburger from Anne and a couple of 'frosties' from the bar of Eddie and his better half Jean make one ready to face the world again.

Flying Doctor and Chairman Mike Brown, on his penultimate meeting as Chairman, called the meeting to order at 19h00 sharp and ran through the usual monthly formalities accompanied by his usual splendid humorous Powerpoint presentation. Mike leaves the hot seat with the Chapter in fine fettle, with an increased membership and financially stronger than ever.

The question of giving Roston Dugmore, our junior world champion in the discipline of radio controlled (RC) aircraft, some financial support for his trip to Argentina with his mother, Susan Miller, for the World RC Championships, was raised quite vociferously from the floor. Eventually, a vote was taken to give or not to give a substantial sum to Roston. The 'ayes' had it with a vast majority and the motion was approved. I, for one, was delighted and I am sure that the news reached Sue and Roston, who were already in Buenos Aires, very quickly by WhatsApp or similar.

After a suitable break to recharge our glasses and to complete a voting slip electing committee members for the forthcoming year, we returned to our seats.

The results for EAA 322's main committee for 2018 were as follows:

Chairman – Clive King.

Vice-Chairman – Neil Bowden.

Treasurer – Mark Clulow.

Secretary – Kevin Marsden.

The results were greeted with great enthusiasm by the gathering. Mike Brown's 'shoes' will be hard to fill, but I for one am sure that Clive King can rise to the challenge admirably. He will certainly receive my support.

So ended the main business of another most successful evening with Chapter 322. Our website www.eaa.org.za is currently being updated by our webmaster, Kevin Marsden.

Our last meeting of 2017 will be Wednesday 06 December at the usual venue and time. We will say 'Au revoir' and 'Bon Chance' to Chairman Dr Mike Brown who has led the Chapter splendidly for the past 2 years. Thank you, Mike, for your leadership and boundless enthusiasm.



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.