



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



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January 2019

Cover photo: Garth Calitz

Whassup!

Wed 06 February 2019
Chapter 322 Meeting
Dickie Fritz MOTH Hall, Edenvale



Our cover photo is Brian Appleton's Luscombe Silhouette
8E ZS-VFG . The cover photo and the photo above were taken by
Garth Calitz.



"You're a bit low on approach,
Flight 203!"

Cessna 12345: "Sanford Tower, Cessna 12345 is 5
miles northwest inbound for landing".
Sanford Tower: "Cessna 12345, Do you have
Uniform?"
Cessna 12345: "Negative. I wear jeans and T shirts."



No go-around!

by Brian Appleton - Chapter 322 Johannesburg

It is strange how we only see what we want to see. I have never really noticed gliders at airfields.

As power flyers, we want to be on the ground in summer by late morning, this is just as the gliding community is arriving at the airfield, looking out as thermals start to develop, the things that power pilots want to avoid.

Noticing an advert for this course, I thought that a week away from work is just what was needed, and my interest was tweaked. A little investigation into gliding in general, and then a call to the course convener, Bennie du Plessis.

Nothing was too much trouble for Bennie, his passion is infectious, and on the course we were!

The great Laurie Kay gave me advice on how to get old in aviation - his wise words were, don't take off... divert or go around. Certainly, the last not being an option worried me.

As it turns out, a friend of mine, Larry Wilson, an ex-hang glider and RV driver, had also signed up, so we decided to travel each day from Rand to Brits by air - what a way to start the day!

On Monday morning at 08h00 the course started. What an interesting bunch of guys, but more about that later. So straight to work, pulling the gliders out of the hangars, cleaning them, putting in the batteries and getting them ready for flight. Now this is Brits, and this is the week we are having a heatwave... lovely!

Now we are formally welcomed, lectures follow and then off to eat something. This is midday, and the temperature is around 38°C... Fantastic! My pen-pushing body is certainly getting a workout... Actually, I am already finished.

After the meal, the flying begins. Working as a slick

team, we have two gliders, two instructors and a tug aircraft. We each have our turn to run the wing, retrieve the tow rope and go flying. And the fun begins...

Certainly a different skill to power flying, the challenge it stay in the correct tow position behind the tug on the runway and in the air. Okay, so far, so good... Oh no, there goes the tow rope! We are now on our own. Interesting emotions are going through my mind, the last being there is a steely-eyed instructor in the back, so all will be well.

Right from the beginning, this was a hands-on course, and we really were hands-on. Effects of controls and now time to land. Having been taught to land waist high over the numbers (hello, General!) I gave my instructor some interesting moments when I attempted to do the same on the piano keys, and not the spot-landing markings further into the runway. Primacy took over here for me, and in spite of frightening the hell out of my instructor, the equipment was reusable. First glider flight: 18 minutes.

Now out of the glider, pulling it back to the threshold for the next flight. Did I mention how hot it was? So, time for the next person to fly, all the time we were deeply immersed in matters gliding, learning hand signals, testing release catches and having fun.

Now time for the second flight of the day. This time in the second glider, okay, slightly heavier machine and a little sweeter on the controls. Off we go, okay, airborne, there goes the rope (some pucker factor here) and bang into a thermal. Wow, these aircraft go up as well! For the next hour my instructor gently guided me in the basic art of thermalling. Round and round and up we go...

Now we are talking! After an hour of fun, I was battling with concentration and requested to return to the airfield. Forty-five degree approach, this time for the correct markers, and we are on the ground. Love the landings!

By the end of the day, speaking for myself, I was finished mentally and physically, probably suffering from dehydration (in spite of drinking 4 litres of water) and certainly information overload. On waking up the next day, I could not wait to get back to Brits!

Each day had a similar format, our levels of competence increased, our bonding increased, and the banter got out of hand. Gliding is a social sport,

where friendships of a deep nature are made. Now it was time to go solo... but this for another time.

The Kranskop Gliding Club pulled out all the stops. Bennie and Allen, our instructors, did yeoman service... Simon always smiling and driving the tug... Louw and Chris keeping an eye on matters technical, safety and assisting with the tugging... with Arjan and Lizelle supporting us in every way.

Everyone can go gliding, no aviation experience needed, but passion is essential. My fellow participants ranged from a senior airline captain to someone who has never been in a light aircraft.

What a way to go!



It's not all spin

by Brian Appleton - Chapter 322 Johannesburg

Larry the Luscombe has just come out of MPI and on the ferry trip home I noticed that (he/she) was showing on her 1948 instruments an airspeed in excess of 3 to 4 miles from what would be expected.

On landing, I called my AMO to find out if any adjustments had been made to the carb, airframe, engine or pitot static system. The answer was: no.

I thought that possibly I was imagining things, so Saturday arrives and off I fly in Larry. Now I am looking at all the settings, mixture, rpm, certainly all in the familiar position, and yes we are 3 to 4 miles faster. Have I been doing extra prayers? No, the extra speed is not a dividend from the man above.

I bump into the right man on landing at Springs - Pierre Dippienaar, aerodynamicist and engineering guru.

I brief Pierre on my observations, and with great ease Pierre puts everything into place.

Previously there was just a plate at the centre of the prop. This was replaced with a small spinner. What Pierre explained to me was that with the flat plate, 'dirty air' is fed over the centre part of the propeller. This has two negative effects on the efficiency of the propeller.

The first is that the initial part of the blades from the centre, have very little aerodynamic efficiency, and with the dirty air flowing over this area, this efficiency is further reduced. With the spinner in place, there is a more linear flow of air over this central area of the propeller, creating greater aerodynamic efficiency.

Secondly, with the spinner attached, the more linear flow of air over the centre part of the propeller allows for increased efficiency of the

blades further away from the hub. Basically, the spinner prepares the air for the blades, allowing for more linear flow of air along the length of the blades of the propeller towards the tips.

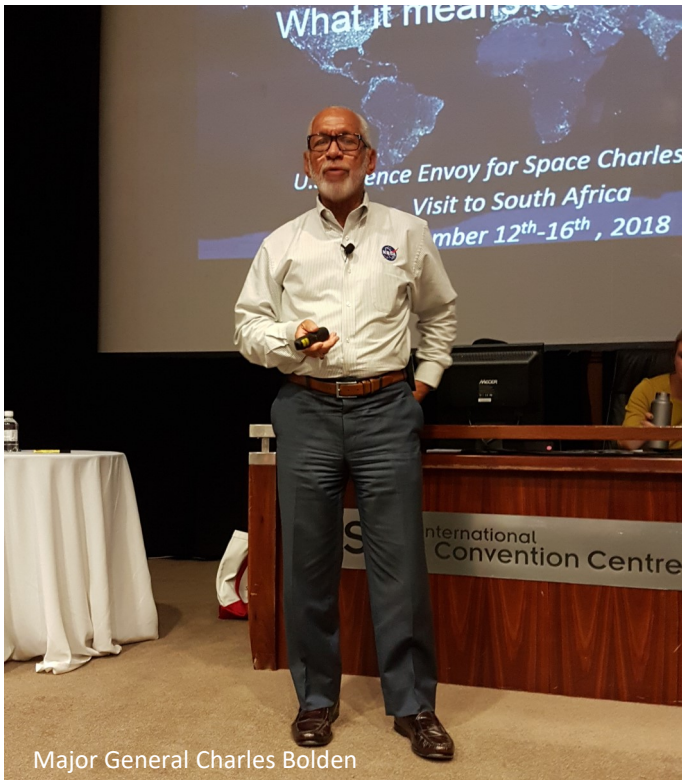
This small increase in efficiency of the propeller blades is what has given Larry a few extra miles.

Sometimes there is nothing wrong with a little Spin...ner!



Major General Charles Bolden

by Karl Jensen - Chapter 322 Johannesburg



Major General Charles Bolden

We were invited to a presentation at the CSIR International Convention Centre on 15 November. I spread the invite far and wide, and six of our members attended this incredible presentation by Major General Charles Bolden, former Administrator of NASA.

Charles Bolden is an incredibly inspirational speaker who kept the audience enraptured for more than 2 hours, and during that time he never once referred to notes. He has flown more than 6,000 hours as a USN pilot with 100 missions on A6 Intruders in Vietnam, and he is a USN Test Pilot Graduate. He became an astronaut in 1981 and has spent 680 hours in

space. He was Space Shuttle Pilot on STS-61-C in 1986, and STS-31 in 1990 which launched the Hubble Space Telescope. He commanded STS-45 in 1992 and STS 60 in 1994.

This amazing man has been awarded no less than 11 Honorary Doctorates.

Listening to his presentation, I can understand why he was given the Carl Sagan Award for Public Appreciation of Science. The presentation at the CSIR, in layman's language, was made primarily to encourage young people into the wonderful world of aviation and an appreciation of the need for mathematics and science as school subjects. The performance was laced with stunning, awesome video clips on space matters, which I found to be rather overwhelming in their beauty.

General Bolden said, "You know, the universe is a big place. I'm a practising Christian, so in my faith I learn about our omnipotent, omnipresent God, which means he's everywhere. He's all-knowing. He does everything. And I just cannot bring my little pea brain to believe that a God like that would pick one planet of one of millions of suns and say that's the only place in the vast universe that I'm going to put any kind of life. And so the problem is, I haven't been far enough away."

General Bolden is a diminutive man, which resulted in many challenges he faced in life. He said he always remembered the pearl of wisdom from his school teacher father, who told him "It is not the size of the dog in the fight, it's the size of the fight in the dog!" After the presentation, I asked General Bolden if he would be prepared to do a talk for the EAA, to which he replied that he would with pleasure, but unfortunately he was returning to the USA the following evening. What a pity!





Airmail

Irene Naude enjoyed visiting the vintage squadron at Krugersdorp on 05 January 2019.



Roy Watson



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 info@eaa.org.za to reach us by the last Wednesday of the month. Please remember... we want your news!