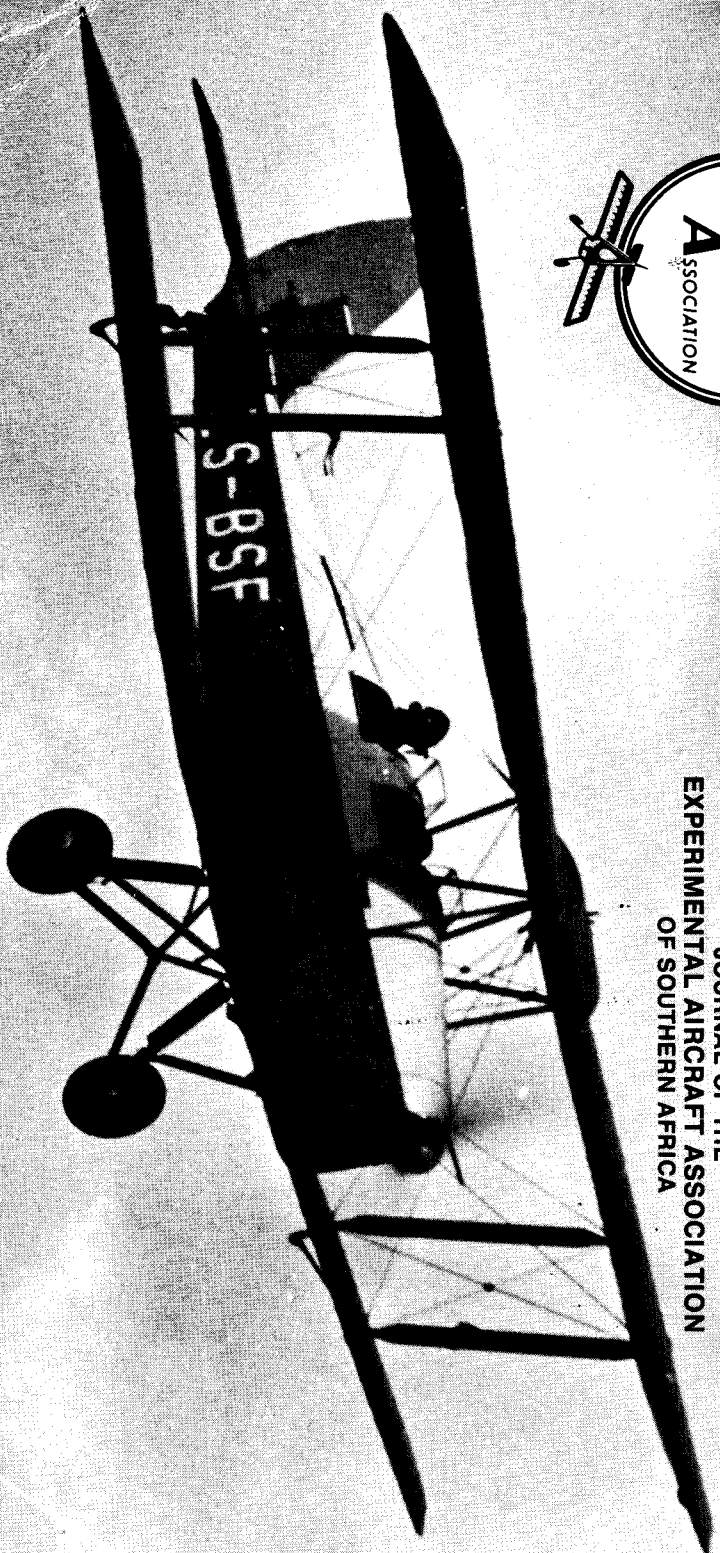


HOMEBUILT

JOURNAL OF THE
EXPERIMENTAL AIRCRAFT ASSOCIATION
OF SOUTHERN AFRICA

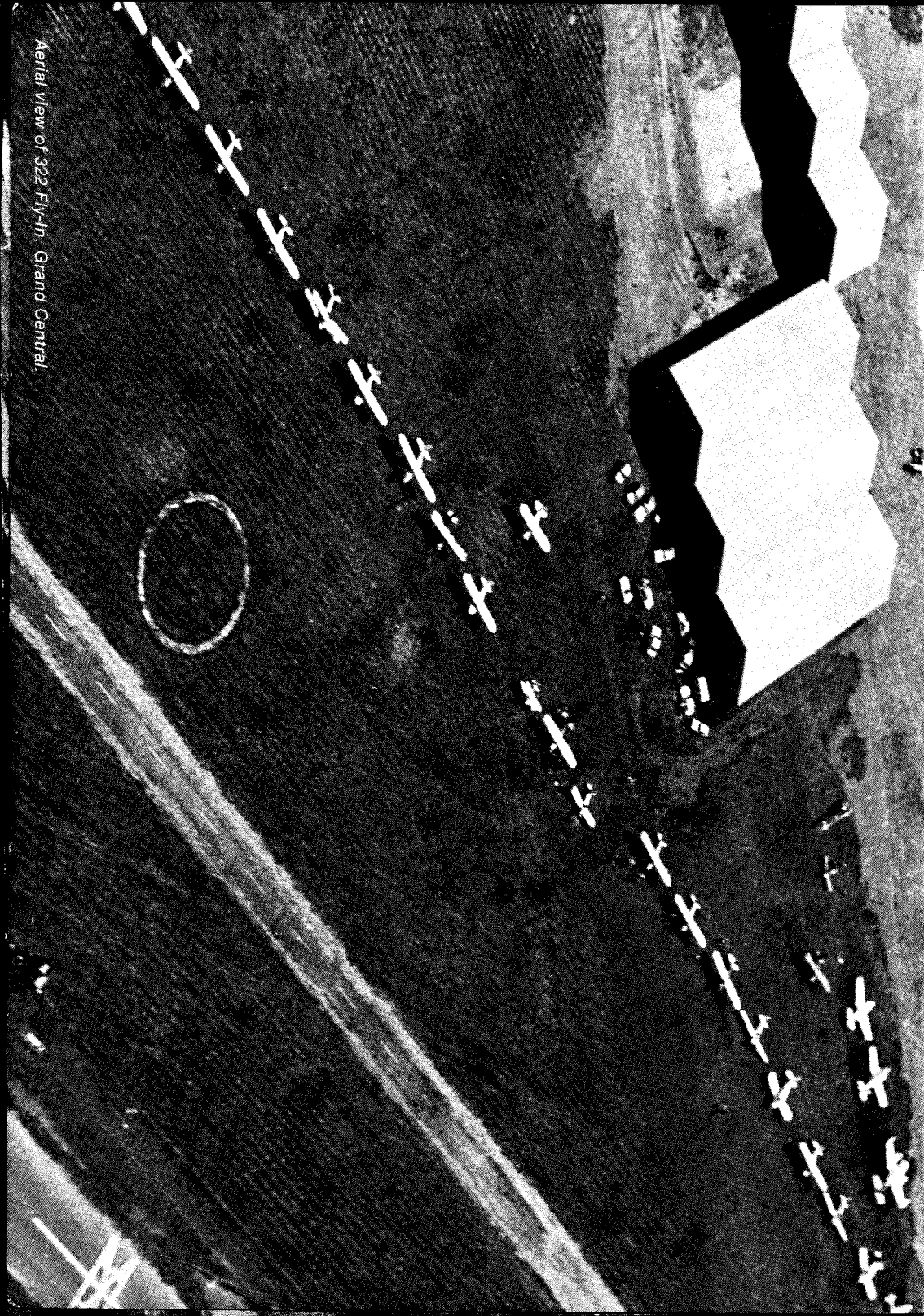


May 1978

50c

FREE TO E.A.A. MEMBERS

Aerial view of 322 Fly-In, Grand Central



HOME BUILT

JOURNAL OF THE
EXPERIMENTAL AIRCRAFT
ASSOCIATION
OF SOUTHERN AFRICA



May 1978



Cover picture: ZS BSF Tiger Moth, with Roy Watson at the controls and approaching storm clouds in the background.

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THE SWINBURNE SAGA



By Mike
Spence

Swinburne has come and gone again for the year 1978. For some it has been a very enjoyable convention, for others disappointing and for the rest they have not stopped moaning yet.

Firstly, I would like to add that a great deal of time went into preparing for this year's convention. There were no less than four trips by myself and Alex Saul to Swinburne to discuss progress with Ian Dyer. We inspected the field the first time, discussed the general layout and the cutting of the grass, as also the hotel accommodation, eats, general arrangements etc. The second time down, we examined the strip which was found to be 100% acceptable for light aircraft. We then proceeded to make arrangements to cut the grass for the forthcoming event. Prior to cutting the grass, we flew down rather urgently for some final discussions on the layout and general arrangements at the hotel. We then marked out the field and started cutting.

As all present will have observed it was a beautiful sight to see, the grass having been cut and cleared in no less than two days. This was accomplished by David Lesley who kindly donated his tractor with a grass cutter, 28 labourers and his big Mercedes truck. Not being farmers it would have taken us E.A.A. members six months to do the same job. David Lesley kindly allowed us the use of his workers who went on non stop from seven in the morning until six at night for two days. The fence was then laid out by the farmers in the area, which was the dividing fence between the public and the aircraft. The toilets were then erected for ladies and gents, which was a great improvement on last year.

We then had two 'lean-to's' erected with tarpaulins, one for the food and the other for the Headquarter Group, Millie, Yvonne etc. A control tower was erected out of scaffolding and the new wind-sock which was made between Alex Saul and myself was then erected. We are very proud of our windsock, especially the paint job.

The day of the actual convention dawned and as you know a few aircraft arrived on the Friday afternoon. We were all holding thumbs for the weather! As is known Dr. Bergamasco managed to get through from Cape Town, but the P.E. boys, unfortunately, could not make it after three attempts.


Dave Smith of Queenstown arrived by car and this was his first convention attendance. We found his enthusiasm far above average, which was a great boost for our morale.

Things then started going wrong. Unfortunately, Nick Turvey did not pitch up for the Aerobatic Show which was scheduled for 10 a.m. This was a great let down as the public would have enjoyed it. At the same time, they felt they had been let down.


We then proceeded to install our P.A. system which worked wonderfully for approximately four minutes. It then died a sudden death. No matter how much coaxing or trying it just would not work. The tragedy of this was that some of the E.A.A. members just lost interest in the whole Show. The reason being that we could not call people and we could not address the public.

The next item was the Bombing. This was delayed no less than four times. I repeatedly asked E.A.A. members to please help organise the bombing but they blatantly told me where to get off as they were not interested. This unfortunately was from some of the senior members of the E.A.A.


The Air Rally was the next item on the list, which was also delayed three times. The big problem was to get all the pilots and competitors together at the same time. Nevertheless, finally it got off the road and as you know, various people made the grade. There were a few "tricks" built in to the air rally which did catch some of the competitors. Unfortunately for us, this did not help the public who started murmuring and leaving the field for lunch. They expected to see a lot more.



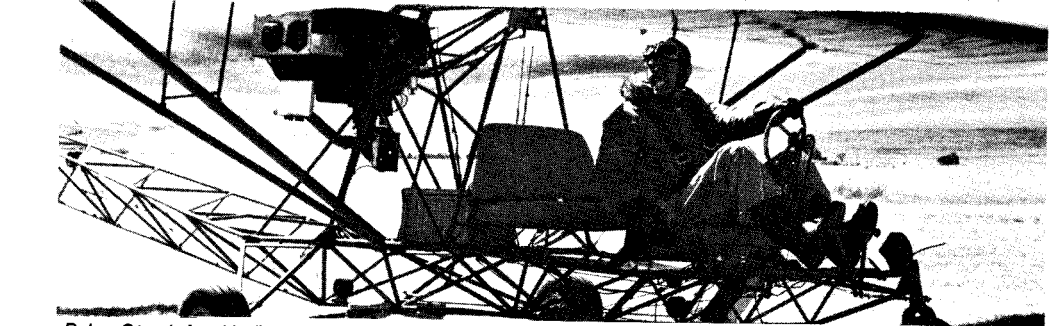
That's Ted Phelps in his magnificent Tiger Moth doing a low-level fly-by on 160.



Fairchild ZS BAY taking-off for a flight to Harrismith.



ZS UUU, the French Stampe, which was used for aerobatic flips and demonstrations.



Brian Stapleford in Breezy. Note the battery box behind the rear seat – very easy to pre-flight this bird.

A number of us, six in all, took off from the aerodrome, and flew over Harrismith and the adjoining areas, to endeavour to get up some enthusiasm, but to no avail.

Back to the more joyful side. I would say at least 75% of the members paid us compliments for the work which had been achieved on the landing strip organisation. I must also say that the lads, Anthony Spence, Michael Lee and Colin Spence worked hard at the petrol pumps with Alex Saul and we did not seem to get very much joy out of the members.

Hannes Naude handled the gate rather well. Rick Cottle also did a stand at the gate. Keith Ross did rather well at marshalling, but by lunchtime was tired out and therefore retired. Nick Kruger was very helpful with his little "follow me" truck which, of course, made it easier for everybody.

And so ended Saturday 22nd April of our 1978 convention. All was not lost, however,

with the Dance and Presentation. We were very pleased to have Mary Nash, the Vice-President's wife to present the prizes at the prizegiving and, of course, Arthur Thomas from D.C.A. who handed out the Aerobatic Prizes. We give a special vote of thanks to both these people.

The dance was an overwhelming success. The floor was packed and the dance carried on until one in the morning.

Everybody thoroughly enjoyed themselves.

At the presentation the following prizes were awarded:

GRAND CHAMPION HOMEBUILT	Toy van Rensburg — "Mini Ace"
GRAND CHAMPION ANTIQUE	Ted Phelps — "Tiger Moth"
GRAND CHAMPION (CLASSIC)	Errol Williams & Neils de Graaff — "Fairchild"
OUTSTANDING AIRCRAFT, of course, was the "breezy" flown by Brian Stapleford.	
BEST HOMEBUILT WOOD	Stan Hewitt — "VP 2"
BEST HOMEBUILT METAL	Bob Hay — "Pitts Special"
BEST ORIGINAL RESTORATION	Errol Williams and Neils de Graaff — "Fairchild"

I would like to add at this point that Errol Williams received the EDITOR OF THE YEAR AWARD for his outstanding contribution to our magazine.

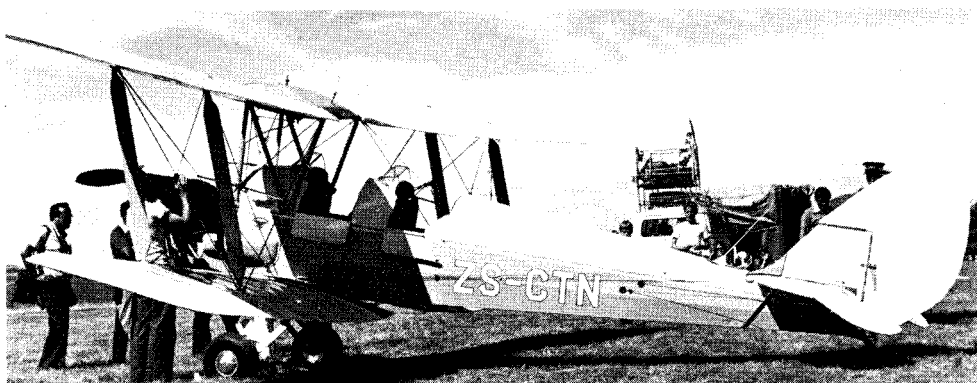
Services to the E.A.A.:

BEST HOST AND HOSTESS	Jill and Ian Dyer
OUTSTANDING CONTRIBUTOR	David Lesley
Oom Kotie and Tante May who make the whole thing possible by giving us the ground also received an award. Members will be pleased to know that this land is loaned to us at no cost.	
SPOTLANDING	J.P.T. Harrison
FIRST IN THE AIR RALLY	Peter Goldin
SECOND	Dr. von Moltke
THIRD	Mrs. Sally Jasprizza

Sally was also presented with a floating trophy from 3M as being our only LADY COMPETITOR

Bill Keil keeping an ever watchful eye on the proceedings while Brian Zeederberg and Jimmy Popham look on.

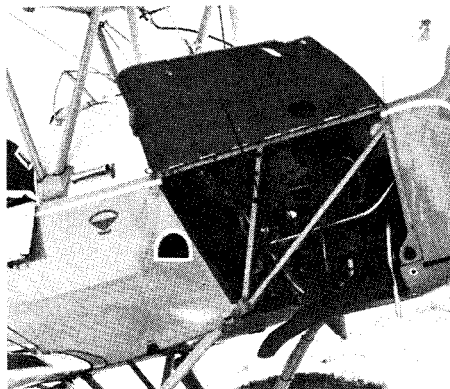




Grand Champion (Antique) – Charlie Tango November being scrutinised by the judges. This aircraft was restored by Ted Phelps.



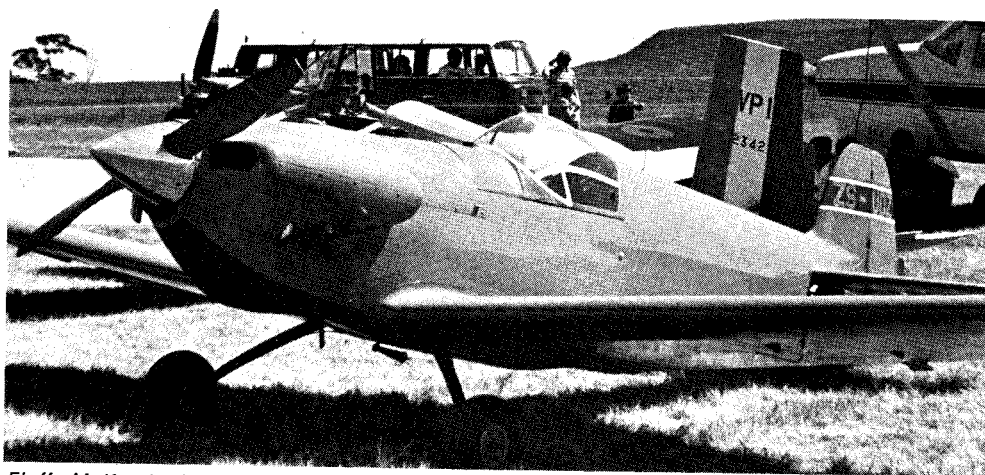
Bill Keil and the "Boys" in the "Tower" – 'Keeping the show on the road'.



The business end of Ted Phelps's Tiger. Note the very sanitary installation and hour meter to record engine time.



Grand Champion (Classic) – ZS BAY, owned and flown by Neels de Graaff and Errol Williams.



Fluffy McKerchar's Taylor Titch with Stan Hewitt's VP1 in the background.



Mrs. Sally Jasprizza with her trophy donated by 3M Company.



Our intrepid SABC TV camera-man being strapped in for a 'blast' around the airfield.

Sunday morning dawned the most beautiful day with hangovers like cumulous cloud. We had breakfast and then proceeded with the Annual Convention which, I must admit, this year was better organised than last year. Ron Nash controlled the meeting as it should be, everybody felt happier. There were no ugly demonstrations or disagreements.

Election of office bearers went on smoothly. For office bearers see the Minutes.

We then proceeded to the field to board our aircraft and return to our various hometomes.

As a final comment, I would like to add that if everybody in the E.A.A. was prepared to work and do his bit, our conventions would be a joy to all.

This year for those few who did work and spend many days afterwards trying to get everything right, it was rather long, but very rewarding.

If people participate and become part of anything, they get far more out of it than those who sit on the side and make remarks and comments and complain, but do nothing. Let us hope this coming year we see more people throughout the country actively participating in the convention and I am sure we will all have a wonderful time. I think we should all adopt the phrase to the effect "E.A.A. FORWARD".

MIKE SPENCE

"It's duh FUZZ!!"



Big Brother flies in to watch. DCA's Beaver testing the strip, and executing one of the best landings of the weekend.



AEROBATIC COMPETITION

== SWINBURNE 1978 ==

Brian Zeederberg



The 1978 Experimental Aircraft Association/Baragwanath Aerobatic Competition at Swinburne proved to be a resounding success. The competition attracted six new pilots who had not flown competitively before and a very good entry list all round.

After some ominous and inclement weather on the Friday before, Saturday 23rd April broke cool and clear — ideal competition weather. A very impressive table of trophies was evident and I think this also boosted the entry lists. Graham Hill spent the time and trouble to organise a Cessna 150 Aerobat and get it down to Swinburne. It was available to those who did not have an aerobatic aircraft to fly, and did something in excess of 10 hours flying, so it certainly proved its worth — well done and thank you Graham.

The new, and very successful Primary Class attracted a record of six trophy seeking

entries. The Sportsman Class saw three entries and the Open Class only a disappointing two contenders vying for the top slot. Unfortunately Noel Otten's familiar red and blue Pitts was in for an engine job, and Nick Turvey could not make Swinburne due to Transvaal Rowing commitments.

It was decided to postpone the intermediate class competition to a later date, mainly because of lack of time, and also due to the vast difference in types of aircraft entered in this class with widely varying capabilities, i.e. Pitts Special competing against Cessna Aerobat!

The open Class was flown off first with Warren Percy narrowly beating Bob Hay into first place and top honours for the day.

Primary Class was next with fierce competition and an exceptionally high standard of safe flying from the first timers!

So as to encourage as many new contenders as possible in this class, safety

pilots were allowed to be taken along for the ride during the sequences. This proved to be a very worth while exercise, as the competing pilot could now put his whole heart in to the job at hand, and have the peace of mind that, should the stall turn modify itself into a tail slide, it could potentially be sorted out between the two of them, or at least you had some one to talk to during the inverted, flat spin, on the way down!

The Primary Class competition consists of the four basic aerobatic manouvres — spin, loop, stall turn and roll, linked together into a flowing sequence. The same sequence is flow twice, and a total is obtained by taking both sequences into account.

"Framing" within the aerobatic box, and "rhythm" during the sequence also counts towards the end total. Roy Watson, in his familiar blue and silver Tiger Moth ZS BSF took a well contested first place with some exceptionally clean flying.

Ian Popplewell in a Cessna 150 Aerobat was second with Graham Hill in the same Cessna coming a close third.

The Sportsman Class was run next and John Heath showed the others that his French Stampe bi-plane was something to be reckoned with. John took a very well deserved first place in this class, followed by Roy Watson second, and Peter Goldin in his Fournier in third position.

The overall standard of flying was of a very high calibre in these classes, and a safe and rewarding competition was enjoyed by all.

The competition was followed by some serious "patch" flying in the "box" and the following members were presented with their B.A.C. merit patches.

Primary Class: Roy Watson, Ian Popplewell and Graham Hill.

Sportsman Class: John Heath, Piet Nutt and Peter Goldin.

In the end analyses I would, on behalf of B.A.C., like to extend congratulations and thanks to all those who partook in the events, and a special word of thanks to the organisers, judges, starters and co-ordinators as well as the very stout job done by those in the radio tower.

Swinburne 1978 conclusively proved that to get into aerobatic competition, one does NOT have to own or fly a Pitts Special, in fact one does not even have to own an aerobatic aircraft at all, you only need to have the urge to join in and the will and application to enter your first competition!

Thanks again E.A.A. for an enjoyable and well run fly-in and weekend at Swinburne 1978.

FINAL RESULTS

Primary Class:

1. Roy Watson — DH82A Tiger Moth ZS BSF.
2. Ian Popplewell — Cessna 150 Aerobat ZS IDM.
3. Graham Hill — Cessna 150 Aerobat ZS IDM.
4. Teo Arembrecht — Cessna 150 Aerobat ZS IDM.
5. Tony Homes — Cessna 150 Aerobat ZS IDM.
6. Mike McCauley — Cessna 150 Aerobat ZS IDM.

Sportsman Class:

1. John Heath — Stampe SV4B ZS UUU.
2. Roy Watson — DH82A Tiger Moth ZS BSF.
3. Peter Goldin — Fournier RF4D ZS UEZ.

Intermediate Class:

Not flown.

Open Class:

1. Warren Percy — Pitts Special SIS ZS SSA.
2. Boy Hay — Pitts Special SIS ZS SSA.

Chapter 322 Wings and Builders Badge Presentation DANCE



Friday 7th July at 20h00
at the Boat (Buccleugh)

All welcome

DRESS: ELEGANTLY CASUAL

TICKETS:

R10,00 double
R6,00 single (Supper included)

Tickets obtainable from any
committee member or Millie Ansley
23-7126/7

or Laurie Matchett 975-5634.

Postal Enquiries:

Millie Ansley,

P.O. Box 5960 Johannesburg

Homebuilt Factory In The Cape



Probably everyone who visited the E.A.A. exhibition at Lanseria will remember the Bergwind, which was flown in from Plettenberg Bay by Carel van Aswegen.

Carel designs and builds his own airplanes on his farm near Plet. I took the opportunity to look him up during a recent holiday, and he showed me around his "factory", which also serves as a hangar for Bergwind and a splendid Tiger.

His second creation has not yet been named, but going by its looks Carel will have to come up with a very nice name for it. Let's hope he can fly her up for next year's Swinburne meeting.

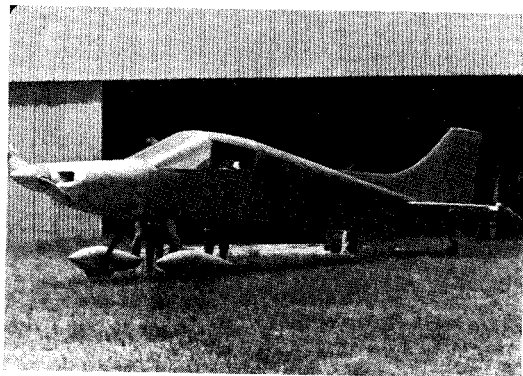
JOHANNES DENYSSCHEN
CHAPTER 558



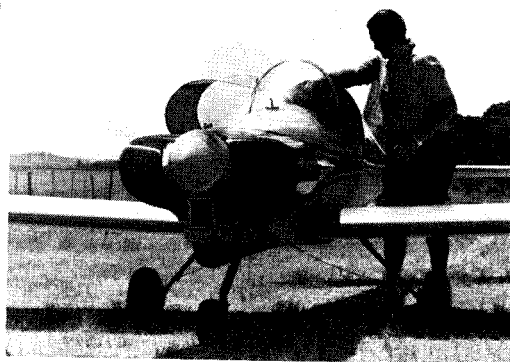
During a demonstration flight Bergwind appears to handle effortlessly. At sea level the take-off and landing roll is very short.



Your own strip, own hangar, own 'plane. What more could a man want? Tiger in the background was stored by Carel and is probably one of the best in country.



As yet unnamed, Bergwind's successor shows the same outstanding construction and finish. Carel expects 180 m.p.h. from Commanche engine and VP prop. Wonder if Carel plans to build wings? - Ed.



Carel and Bergwind. J-3 engine spins Van Aswegen three-blade prop.



MINUTES OF THE Fourth Annual General Meeting OF THE Experimental Aircraft Association of S.A.

MINUTES

The meeting was opened by Mike Spence who called on the Vice-President Ron Nash to take the chair in the absence of the President.

Ron Nash extended the apology of the President, Mr. E.C. Woods at not being able to attend the meeting due to the fact that he was in the States on business.

Before declaring the meeting officially open, the Vice-President stated that he had a few points to make, regarding the fly-in.

1. *Safety factor:* There was a vast improvement on last year. He did, however, mention four incidents of bad airmanship by one new member pilot.
2. *Inspection of aircraft:* Mr. A. Thomas, D.C.A. one of his assistants and R. Nash had inspected every aircraft on the field. They were quite impressed with the condition of same, stating that the few points they did find were mainly nuts not being locked, hinge pins and bolts upside down, identification plates, etc.

A vote of thanks was extended to Mr. Thomas and his assistant from D.C.A. for their help.

The Vice-President then went on to read out to the meeting the resignation of the President, Mr. E.C. Woods due to pressure of business.

MINUTES OF A.G.M. 1977

The minutes of the A.G.M. held in Harrismith on the 1st May 1977 were read out to the meeting, and there being no objections were accepted as being in order.

MATTERS ARISING

The Vice-President selected a couple of points from the minutes, i.e. the *inspection committee*. He reported that this had gone from strength to strength in the past year. The whole of Southern Africa had been catered for up to the present time, with the exception of PMB. The nominees were doing a great job. There had been a little misunderstanding regarding the examinations caused by the fact that certain applicants had not studied enough and there had been a few failures.

AIRCRAFT REGISTRATION

The Vice-President advised that a list of



aircraft under construction was being investigated. Headquarters had had a battle with this in the past year. It appeared to be a difficult task as a aircraft seemed to change hands pretty regularly.

MEMBERSHIP OF HEADQUARTER GROUP

This matter was still a debateable point. The Vice-President mentioned that some people felt that others should not be obliged to join headquarters but that the advantages of doing so should be emphasised to them.

HOMEBUILT

The Vice-President touched on the subject of the *Homebuilt Magazine*. The costs of producing this magazine were rather high and he appealed to members to let headquarters have articles for printing in order to keep the magazine in circulation, together with black and white photographs. The sale of only four advertisements by EACH chapter would cover all the costs of production incurred.

COMPLAINT

Mr. MacDonald's complaint regarding his friend Mr. Hopwood not having received his membership card was explained to the meeting by Mr. Nash. Investigation of the records had revealed no trace of a payment by Mr. Hopwood. However, Headquarters gave Mr. Hopwood the benefit of the doubt and a 1976/77 membership card had been posted to him.

PROPOSAL

Mike Spence proposed the Minutes be adopted, seconded by Ray Davey.

CAPITATION FEE: AERO CLUB

Ron Nash advised that a capitation fee per member *had* to be paid to the Aero Club. He pointed out the simple fact that the government authorities and the D.C.A. recognise ONE body in South Africa and that body is the Aero Club, which is our link with the D.C.A. etc. It is for this reason that we had no option but to belong to the Aero Club of S.A.

AERO CLUB REPORT

Murray Cohoe was called upon to submit his report.

He stated that basically the Aero Club activities were divided into two sections — the *Administration Activities* and the other one, which was developing fast, was the *Inspection* side.

Administration:

Murray Cohoe supported the remarks by our Vice-President in that he confirmed that the E.A.A. exists only as a result of Aero Club and the connections of Aero Club with the various departments, particularly with D.C.A. All the sporting activities in the country were controlled by the Aero Club, which obviously included Amateur Built Aircraft. He mentioned the State President's Air Race in which the Homebuilts can still enter, although it has been restricted. He also mentioned that aviation sport had been badly affected by fuel restrictions, which he felt was most unfortunate as he believes that activities of this nature at club level could only benefit and improve the skills and gaining of knowledge and experience.

Aero Club also represents us internationally as a member of the F.A.I., whose headquarters are in Paris. F.A.I. are the major sporting body in aviation sports. Any record breaking activity is recorded here. From this point of view, being members of the Aero Club, we have the opportunity to go over and attend meetings which are held annually.

Inspection:

Murray Cohoe advised the meeting that we now have 10 approved persons who are eligible to conduct inspections on registered amateur built aircraft. This includes commercial aircraft. He advised that a tremendous amount of experience is being gained and that the persons involved are doing a very good job of work. The benefit to constructors has been considerable. He did however, foresee a problem regarding the older type aircraft. We are, at present, negotiating with D.C.A. regarding a scheme to overcome some of the problems experienced in this field. No decisions could however, be given at the present moment.

Murray Cohoe finally advised the meeting that the job of "Representative Aero Club" had become a major one and he had found that he was compelled to resign as representative of the Amateur Built Aircraft movement on the Aero Club. He would however like to continue conducting the inspection side of things.

TREASURERS REPORT

Bill Keil submitted the Treasurer's report for the past year. Steve Crutchley enquired as to whether the membership had lessened after seeing the amount received for subscriptions. Bill Keil advised that this did not represent the actual amount of E.A.A. members, only the amount of E.A.A. members who were members of the headquarter group.

HOMEBUILT MAGAZINE

The Vice-President requested a representative of each Chapter to advise whether they were in favour of the *Homebuilt* magazine.

Chapter 322 — happy with *Homebuilt*.

514 — happy with *Homebuilt* — requested material.

Chapter 558 — Great magazine — in favour. Bruce Vivian — Biggest problem in Durban is trying to persuade members to join headquarters — the magazine did not seem to have much effect.

Ron Nash advised the meeting that during the year the suggestion of Steve Crutchley (357) had been taken up that the magazine be sent to members via Headquarters. To receive a magazine, therefore, only paid up members to headquarters received a magazine. He did enlighten the meeting however, that if members did want to receive a magazine, they could still receive one on payment of 50c each.

Mr. Dave Smith — a country member from Queenstown advised that the magazine is very valuable to country members.

Dr. Gergamasco — Cape Town, and one other Cape Town member, Mr. Powell, advised that they were in favour of the magazine.

Warren Percy proposed that the output of the magazine be raised to 700 instead of 500 and set out to some of the members free of charge to endeavour to create an interest in same.

Bruce Vivian suggested that the *Homebuilt* be printed with a page in the form of an *Application Form* which can be sent in to headquarters by interested parties.

Mike Spence proposed that each Chapter should donate up to R50,00 towards the cost of printing.

D. Ritson — Pikkie Rautenbach (Chapter Durban) complained that although he had joined in June last year he had only received one copy. This has been explained to his satisfaction by the secretary.

Editor's Note:

Several months have elapsed since the last magazine was published. This was due to the apathy of members who seem very reluctant to contribute material. All we require are a few

words (or pages!) of (preferably) typed copy and as many relevant black and white photographs as you can muster.

VENUE FOR ANNUAL FLY-IN

The venue of the annual convention was discussed at some length. Ron Nash advised that basically the reason why *Swinburne* had been chosen was due to the fact that it was half-way between Durban/Pietermaritzburg and the Reef. There had been various suggestions about areas such as Port Elizabeth. At *Swinburne* this year, the safety precautions were much better than before. There had been criticism regarding a fire engine, ambulance etc. being non-existent.

Bruce Vivian stated that he felt the question of venue should be settled at this meeting.

Brian Zeederberg proposed that the convention be held at *Swinburne* again next year.

Steve Crutchley (357) stated that he felt *Swinburne* was ideal for rural flying. However, for a busy convention with a lot of people it was less than ideal. He felt all the hard work preparing for the convention was unnecessary when there were other fields in the country which were far more suitable. He felt a great deal of work was going into the field when it was only to be used once per year.

Mike Springs (575) advised that with the work on the field the strip was 100%.

Discussion then took place on the runway. Bill Keil (322) felt that criticism had been levelled at the runway due to cross-wind and he felt that a cross-wind runway would be beneficial.

Mr. Fourie (Durban) felt that the homebuilts were worth a lot of money and in his opinion if the strip was doubtful it would be better to go to another place, where the facilities were nicer and the aircraft saved against possible damage.

Bob May (514) felt that the edges of the runway would be trimmed a little. He, personally, felt that the *Swinburne* runway was quite adequate, and it would be much easier if there was a short cross-runway.

After much further discussion and suggestions by members of the meeting, the matter was put to the vote and it was decided that the venue for next year would be *Swinburne*. Mike Spence advised the meeting that the strip could be properly licenced by next year and Ron Nash stated that Mr. Thomas (D.C.A.) would examine same.

It was advised that Mr. Dyer would be putting in a telephone with a direct link to the hotel and that hangars would also go up.

Ron Nash advised that work would be done to make the venue attractive and he personally made an appeal to Durban and Pietermaritzburg chapters to give headquarters their support.

Mike Spence (575) suggested that a headquarters meeting be arranged at *Swinburne* at least every two or three months. This was felt to be an excellent idea and would probably be put into operation, by the incoming committee.

Mille Ansley (Secretary 322) proposed that expenses for these meetings should be carried by the respective Chapters. Ron Nash however, stated that this was one of the unfortunate personal expenses which arose from time to time and the proposal was left to the discretion of the individual chapters.

FEES

Ron Nash advised that the fees would probably have to be raised shortly but no decision was taken at the meeting.

ELECTION OF OFFICE BEARERS

Nominations were called for from the floor for:

President, Vice-President, Treasurer, Aero Club Representative and Editor.

Various nominations were made and after a count of the voting papers by the hotel owner Ian Dyer, the results were as follows:

President:

WARREN PERCY — proposed R. Nash, seconded G. Hill.

Vice-President:

RON NASH — proposed Mike Spence, seconded Graham Hill.

Treasurer:

BILL Keil.

Aero Club Representative:

GRAHAM HILL — proposed Alec Saul, seconded Warren Percy.

Editor:

ERROL WILLIAMS — voted in unanimously.

AREA REPRESENTATIVES:

Cape Town: Kevin Powell

Port Elizabeth: Keith Acton

North/Eastern Tvl.: Herbie James

The incoming President thanked the meeting and advised that the new committee would work towards one united body around the country.

The meeting ended at 11.15 a.m.

President's Message



Thank you for voting me your President. As a new boy I am very aware of what has been done for Homebuilding over the past many years by "Woody" and the stalwart effort put in by Ronnie Nash, who has recently been responsible for much of the legwork that has resulted in today's strength of our Homebuilding movement.

I believe this strength is in evidence in every aviation forum throughout the country. From the small gatherings of enthusiasts on remote fields to the policy making bodies of Aero Club and all sections of D.C.A. The E.A.A. and its members are known and respected as responsible members of the flying community.

We were most fortunate to have at Swinburne fly-in Mr. Arthur Thomas — a senior member of D.C.A. — and one of his assistants as both guests and participants in our activities.

Mr. Thomas's presence, his survey of our field and its operation, his willingness to participate in flying, judging and prize giving and the friendly contents of his address with its messages to 'continue to communicate with the D.C.A. on our desires and wishes,' and 'we (D.C.A.) do not have problems with E.A.A.', is all most encouraging.

This happy situation of respect and consultation did not happen by accident! We are most fortunate in South Africa to have one of the 'best' D.C.A.'s in the world and the rapport we enjoy with them is the result of much painstaking communication at the highest level.

If we are to enjoy flying, unfettered by ever-increasing regulations in the future, this communication must continue.

I am sure that continued representation of E.A.A.'s members needs and aspiration to the country's policy makers can and will lead to our enhanced standing in the aviation field and eventual leadership in important areas — as it has done in the United States.

So much for communication up, as it were, what about communication within our own organisation? This most important area is double edged — both good and not so good! The good is that it is completely our baby, completely or own doing and as good as we

can make it. Progress has been made. A.G.M. suggestions and resolutions have been acted upon. *Homebuilt*, which was generally approved of at the A.G.M. will become our prime communication vehicle. It will become monthly as soon as possible. It will carry a full two years forward programme with all events around the country co-ordinated to avoid clashes of dates as soon as this can be finalized. It will carry the newsletter or other message from every chapter around the country each month. It is to be sent to all E.A.A. members, whether central contributors or not, for a trial period of approximately three issues as soon as chapter presidents (or secretaries) and are representatives send in their member's names and addresses to our central secretary. It is to carry a membership application form. As an interim measure until the monthly publication of *Homebuilt* can be achieved chapters 514, 558, 575 and 322 have agreed to send their newsletters to all other chapter members, thus each member will receive four rather than one notification of meetings each month.

We would like to see other areas joining-in this scheme as and when they feel they can. Please write to me about it! The whole scheme for *Homebuilt* will take some months in implement.

To encourage greater use of central committee and greater participation by our scattered groups we will be distributing central minutes to chapter chairmen as well as secretaries and to all area representatives.

To encourage greater use of central committee and greater participation by our scattered groups we will be distributing central minutes to chapter chairmen as well as secretaries and to all area representatives. Please do not file in bin 13! We would like your comments on any and every point in these minutes which you feel should be discussed and we would like your views and opinions on any other matter which you think should be acted on by the central group. To make this central contact easier and to ensure that your

points are properly represented at meetings we have arranged for the following people who attend central meetings to be the contact person and to especially represent the areas. These representatives have been selected for reasons that they have already had some contact with the area concerned and are:

Ray Dewey.....Cape Town
Murray Cohoe.....Port Elizabeth
Mike Spence.....Transvaal & O.F.S.
Graham Hill.....357, Pietermaritzburg
Millie Ausley.....Durban

Please use these people and make them work a little for you!

It has been agreed that the central committee meeting should be moved — every third month at least — to a venue which allows participation directly by as many of the regions as possible. Thus the first such meeting is proposed for Durban or Pietermaritzburg, over the weekend of June 24/25th.

Now for the not so good bit. All this worthwhile contact and communication will cost a little money. *Homebuilt* in particular is in jeopardy, right now only one more copy can be printed! Errol Williams has most generously offered to continue to print this for us at R250 per issue. This figure is below his cost and the more so now that increased

circulation to 500 is envisaged. A point was made at the A.G.M. that only four advertisements per chapter or area would keep *Homebuilt* going. I would like to see each area make an effort in this direction, to put it to their committee and members and work towards the point where each area and chapter generates a minimum of R50 per issue for advertisements with a sales target of R100. To make this easier and give those super salesmen in your group a head start we have REDUCED the rates from:

Full page from R50.....to R40
½ page from R35.....to R20
¼ page from R18,50.....to R10

I am sure this gives us all something to talk about to our prospective customers! Please give this a go NOW!

Plans for a money making E.A.A. fly-in, air race and aerobatic day at Virginia are well under way. This brainchild of Bruce Vivian and the Durban and Pietermaritzburg guys has the full support and participation of central committee and through it an enthusiastic reception from all members on the Reef. See you there — more details later!

That make a pretty lengthy saga for which I do not apologise as it is intended to get a full head of steam on this organisation from which point I shall be looking to everyone to keep the pressure up!



ZS UIP, the Sindlinger Hurricane built over a 3½ year period by Ron Nash. This aircraft has a liquid cooled Rover V8 engine and is currently undergoing taxi tests. The two-bladed prop shown will ultimately be replaced by a three-bladed wooden prop.

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Central Committee Members

Hon. President:

W.M. Percy
9 Gloucester Avenue
Sandringham 2001

Telephone 45-1470

Hon. Vice President:

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Telephone 805-2755

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Inspection:

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Aero Club Representative:

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Bryanston 2021
Telephone 706-6738

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Chairman, Pikkie Rautenbach Chapter:

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Natal 3600
Telephone 57-2667

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Transvaal 2356

Chairman, Eastern Cape Area:

Keith Acton
82 Worraker Street
Newton Park
Port Elizabeth

OBITUARY

We regret to have to report the death of an avid aviation enthusiast and active E.A.A. member. Frank Lendrum was interested in many aspects of aviation. He was a pilot, a parachute enthusiast and potential aircraft restorer. Frank has in the last 18 months shown enormous mental and physical fortitude as he successfully overcame the effects of a prang in Port Elizabeth in which he was a passenger parachutist and one of only two survivors of the accident.

A measure of his determination and recovery is that he was, two days after his death, to have undergone a flight test with D.C.A. with a view to revalidating his licence.

His death in the crash of the 150 Aerobat is a most unfortunate accident and is seen as a great blow to all of us that knew Frank as a most cheerful, positive and likeable person.

WARREN PERCY

Homebuilt has adopted a new system of distribution — it will now be mailed direct to paid-up members of the E.A.A. of S.A., without charge.

It will be available to non-members of E.A.A. of S.A. at a cost of 50c per issue, plus postage.

If you are a paid-up member and do not receive a copy, write direct to H.Q., P.O. Box 247, Edenvale 1610, stating your membership number and you will be placed on the mailing list.



Chapter 322 Fly-in

Saturday, February 25th started with a really beautiful morning. All the better because we had had nothing but rain for four four weeks.

The first planes started to appear at Grand Central at about 10 a.m. and by 12 there were some twenty-five taildraggers lined-up beside the taxi-track. A gay splash of colour in the clear sunlight, surrounded by a gaggle of interested spectators.

Competition flying, under the eagle-eye of Martin Edwards, Ian Harvey and Chapter 588's Chairman Ray Davies, was soon under way and we saw some mighty attempts at runway denting as various pilots attempted the cunningly-rigged spot-landing. This consisted of a balloon-festooned string held across the runway at a height of three metres and about 80 metres before the landing-spot. The successful attempts made by many of the flap-less aircraft demonstrated a variety of techniques, many of which are not in "the book".

The flour-bombing and "timed-circuits" created much interest and the bombing judge needed a wary eye to avoid being the target. The general accuracy of bombing left the barrel reasonably unscathed but provided some good laughs.

Many of the old faces were to be seen:

Woody and Warren Percy with their two "Pitts", Stan and Courtney Jane in their Baking "Duce" and Jimmy Pophan with his gaggle of Cubs. Jimmy is now the proud owner of Zs-UHD, the "Headwind", which was also on show. Barry Walker, somewhat self-consciously driving a Cessna 150 with a conspicuous "learners" wheel on the nose, assured us that his old "Iron Fairy" (E.A.A. Bipe) would be re-vamped and ready for Swinburn.

Grand Central's benign A.T.C. Ray Watts, who had been responsible for arranging the gathering, advised us that we had a total of 42 arrivals during the course of the day, so you can see that it was a well-attended function.

An abortive attempt to run a race on the airfield between a visiting BMW motorcycle and a Super-Cub provided some mirth but had to be abandoned because a visiting aircraft locked itself onto "finals" and wouldn't be dissuaded from landing in the midst of the race. The vintage motorcyclists who arrived added a pleasant touch to the festive tail-dragger scene.

The day was enjoyably concluded with prize-giving by Mrs. Joan Woods — although this was frequently rendered inaudible by beat-ups from everything on the circuit, including a Duke, an Aerocommander and Stan Hewitt's VP1.

Results of E.A.A. Chapter 322 Fly-In

Best Overall Results:

Place	Name	A/C Reg	Type	Penalty Points
1st	Alan White	ZS-BBX	Aronca	53
2nd	Van Rensburg	ZS-BZH	Vagabond	65
3rd	Sally Jasprizza	ZS-BBS	Aeronca	83
4th	E. Montague	ZS-AYC	Cub	90

Timed Circuit:

1st	E. Montague	ZS-AYC	Cub	None
2nd	R. van der Merwe	ZS-GAD		2

Target:

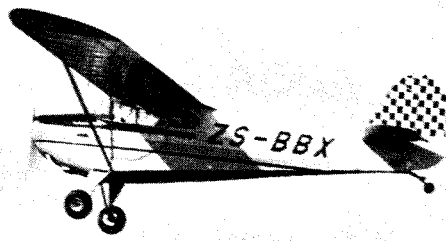
1st	Roy Watson	ZS-BSF		10
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Spotlanding:

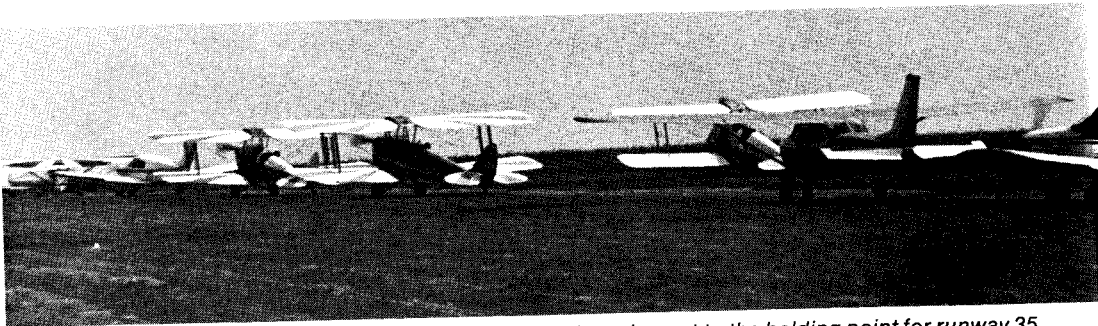
1st	B. Stapleford	ZS-NHC		30
	Alan White	ZS-BBX	Aeronca	30
3rd	S. Jasprizza	ZS-BBS	Aeronca	40
	G. Holley	ZS-CZA		40
	P. Goldin	ZS-UEZ		40

Booby Prize:

N. de Graaff & E. Williams ZS-BAY



Allen White in his Aeronca during bomb dropping event.



*Some of the aircraft in attendance at Grand Central moving out to the holding point for runway 35.
ZS DKY , Tiger Moth, just breaking ground.*



Chapter 357 Hangar Project

(OR HOW TO BUILD A HANGAR IN THREE EASY(?) LESSONS)

by Ian Parker

NOTE: This article is submitted in the hope that it will give courage to other homebuilders who may be contemplating a similar exercise.

Ian Parker, builder of a beautiful Taylor Mono which is due to fly very soon, modestly makes little reference to his own part in this project. He was in fact the mainspring which made the whole operation tick.

There comes a time in the life of a homebuilt aircraft when it outgrows the garage, lounge, bedroom, or what have you.

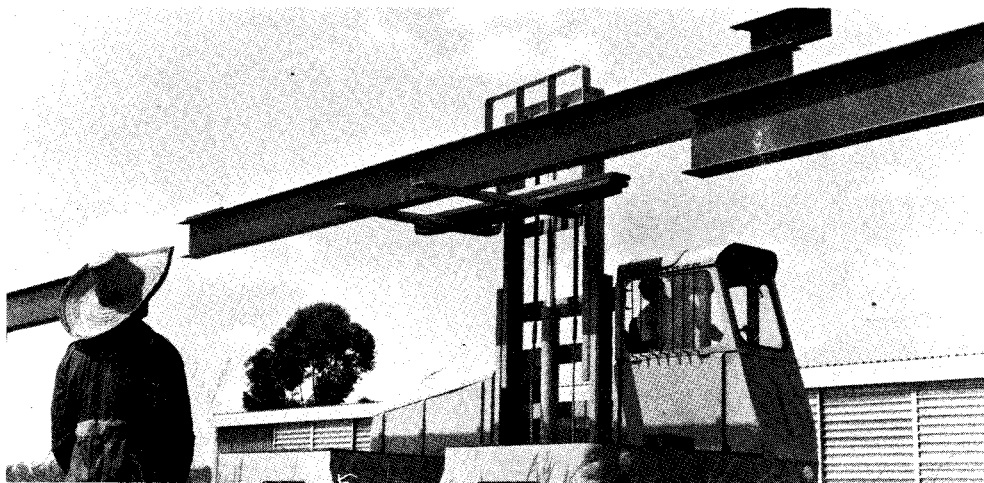
The projects of Steve Crutchley (which is now flying) and that of the author (which is *still* not flying) reached this stage at about the

same time.

Enquiries were duly made regarding the renting of a municipal T-hangar at Pietermaritzburg and we submitted our application. Discrete enquiries made about six months later revealed that we were still at the bottom of a very l-o-n-g waiting list. Considering the rental it was astounding that there were so many people anxious to part with so much money.

"Let's build our own hangar," suggested Steve brightly.

"Yes, lets", said I, equally brightly, trying not to think what such a crazy idea could lead to.



Eddie Trump using his side loader to lift a short section of the doorway lintel beam.

First, we needed a piece of land so off to the municipal department with out application to lease some land at the aerodrome. Back came the reply: "We have no objection in principal but your Chapter constitution does not provide for the leasing of land."

So, off to a friendly lawyer (and I mean that most sincerely as he is an esteemed member of the flying fraternity) and in no time at all we had an impressive constitution full of important words like 'whereas', 'notwithstanding' and 'mutatis mutandis'. This constitution was duly adopted at the Chapter's next A.G.M. and it was again back to the municipality and this

time, SUCCESS, and the lease was duly signed and sealed. Again, in all sincerity, the municipal officials, and particularly the Deputy Town Clerk, Mr. Vale, were most helpful.

Next, plans were required and these, in terms of municipal regulations, had to be prepared by a structural engineer.

Again, the homebuilder's penchant for scrounging came to the fore and we soon had the necessary plans and Engineer's Certificate for a very nominal fee (a very sincere thanks here to Mr. Warburton).

The hangar is based on the T-hangar concept, in that it comprises a row of modules

each with independent entrance, but it differs from the classic arrangement insofar as the modules are of rectangular plan (not T) and all the doors are on one long side of the row. The reasons for this are various and will not be explained here.

The extremities of the site had been surveyed and pegged by the Municipal Survey Department, so it was a fairly simple matter to set out the positions of the column foundations. Weekend help was then enlisted to dig the one metre deep holes for the column bases.

The hard part started with the casting of the concrete bases with the base-plate bolts set in them.

The first weekend saw two unfit pen-pushers sweating and steaming in the blazing summer sun, mixing a ton of concrete for first base. Oh well, only nine bases to go.

Steve must have seen the look of despair on my face.

"We'll hire some big strong concrete mixers for the rest."

I breathed a sigh of relief.

In the meantime, steel was ordered and the fabrication of stanchions and the like was started, during which Steve's welding expertise was put to good use. All components were fabricated from scratch and this involved a great deal of oxy-acetylene cutting, drilling and of course welding. Thereafter followed hours of wire brushing and painting.

The hangar was designed, as already explained, on the basis of a row of adjoining modules numbering five in all. When the pro-

ject first got underway only two modules were contemplated, but soon Jan van Zyl, Roy Godwin and Eddie Trump joined the work party and all five were thus accounted for.

We were more than fortunate to have Eddie in the team as he owns a five ton side-loader which turned out to be invaluable in hoisting the lintel beams and roof trusses — the former being very heavy I-beams each 36 feet long and weighing close to a ton. Jan van Zyl was an equally valuable member of the team and a great many components of the hangar passed through his engineering shop in Durban.

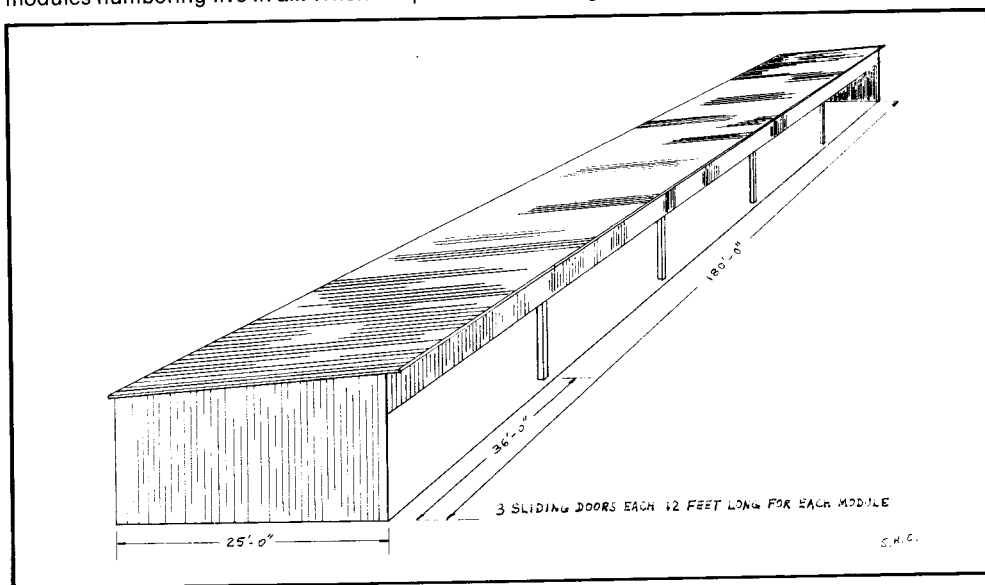
Not to be outdone, Roy Godwin came up with the "Ramset" system of securing the I.B.R. cladding to the purlins.

The cost of standard sliding door hardware turned out to be prohibitive so Steve designed a simple but effective sliding door system to handle the three 12 feet long door sections of each module.

The project ground-on through the summer months with five sweating and swearing homebuilders getting thinner and browner. By autumn the entire structure had been clad with I.B.R. and by July — seven months after the first base had been cast — the first aircraft was rolled into its new home.

At the time of writing the hangar shelters the Crutchley Special, a Taylor Mono, a K-8 sailplane fully-rigged, a Turbulent, a Tiger Moth and there is still room for another couple of homebuilts.

The following sketch will give an idea of the configuration of the hangar:





Follow who?

Swinburne — Our Swinburne

During the convention at Swinburne there was some discussion about finding a new venue for our annual fly-in. Most of the arguments against Swinburne were based on the undeveloped state of the strip, and suggestions were put forward to move us back to tarmac strips on modern airfields, for the sake of safer operation. (Control tower, ambulances, fire engines, hospitals, etc.)

Luckily this suggestion was overwhelmingly voted down, for I feel Swinburne is a gem for the E.A.A. that we cannot afford to let go of. It is already a place we can call home, where we can go about, in our own fashion (which should always be a responsible one too), without being harrassed by other traffic and other non-comprehending souls. Convention weekend belongs to us, for our own benefit and pleasure, and Swinburne is a playpen for our personal riot. No commercial airport can ever offer us that.

So let us continue to develop Swinburne. There is so much we can still do to make it "better and safer". Like getting St. Johns to donate an ambulance and crew for the day, and like piling a dozen fire extinguishers on a bakkie.

And we can widen the strip, get rid of the telephone lines (in the proper fashion), move the aircraft park back, shift the taxi strip somewhat west, and maybe even lengthen the runway a little in the 34-direction. And relocate the fuel dump, I think.

As I've said, there's a lot we can do. All of which should satisfy the unhappy element in our ranks. But, please, let's do that, rather than go back to strange, alien things like tarred runways. Swinburne must be made good for a hundred years.

JOHANNES DENYSSCHEN
CHAPTER 558

prop torque



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BREEZY — ZS UDH. R2 900 o.n.o. Based at Grand Central.

Lecture on Epoxies

14th June, Springs.

Ciba Geigy

Contact Mike Spence for further details.



That's Fluffy, making proper sure this time. Looks like the "flags on the fence" did help.

Swinburne Incident

by Brian Hook (ZS-BAH)

The following incident will I hope, give a little weight to the argument as to the future use of Swinburne airfield by E.A.A.

Two fellow-delegates decided to leave the festivities at the "Montrose" on Saturday night and walk back to the airfield and "hit-the-hay" in a tent under the wing of an aircraft.

They were kindly given a lift by Oom Kotie De Necker and his good lady back to the field, and although assuring Mrs. De Necker that they had sleeping bags (the cloth kind) for the night, Oom Kotie nevertheless returned to his farmhouse and collected blankets and a flask of hot coffee which he then handed to my astonished and grateful friends on his return to the field.

It is this kind of friendliness and hospitality that should be recognised and accepted by everyone, because there must be very few places that offer this kind of treatment, plus beautiful scenery and uncluttered commercial airspace for sport flying.



Friendliest grin in the sky. Sierra Sierra Alpha expressing his feelings about the fly-in.



Overhead on 120.7

by Brian Hook (ZS-BAH)

EAVESDROP NUMBER ONE:

Shortly before arriving at Swinburne on Saturday morning I was amused to hear the following chatter.

"Swinburne this is XXX, could you tell me exactly where the field is, we are just south-east of the mountain?"

Interruption by helpful aviator in the vicinity. "XXX this is YYY, if you look to your left about three miles you will see the field just north of the main road."

"XXX to YYY, we will do our own navigating, thank you!"

"YYY to XXX, if you are able to!"

EAVESDROP NUMBER TWO:

Approaching for a spot landing, I saw an aircraft taxiing next to the tower, calling them up: "Swinburne, this is ZZZ requesting taxiing clearance for runway 16, general flying."

"You're not going anywhere ZZZ, you still have your pilot cover on!"

Advertising Rates for Homebuilt Magazine

		Print Area
Full Page B/W	R40,00	190 x 128 mm
Half Page B/W	R20,00	93 x 128 mm
Half Page Vertical	R20,00	190 x 62 mm
Quarter Page	R10,00	93 x 62 mm

Where material for advertising is supplied, litho negatives or positives to the correct size are required.

Where client supplies copy and negatives or positives have to be produced, then an additional charge for origination will be effected. The cost there-of will depend on the complexity of the advertisement.



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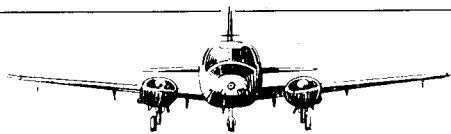
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All tools used by Homebuilders*

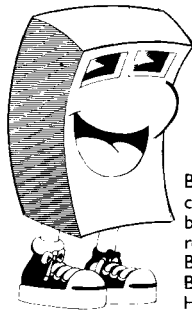
Contact Mike Spence
Chapter 575, Springs



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photographs of about
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needed desperately.
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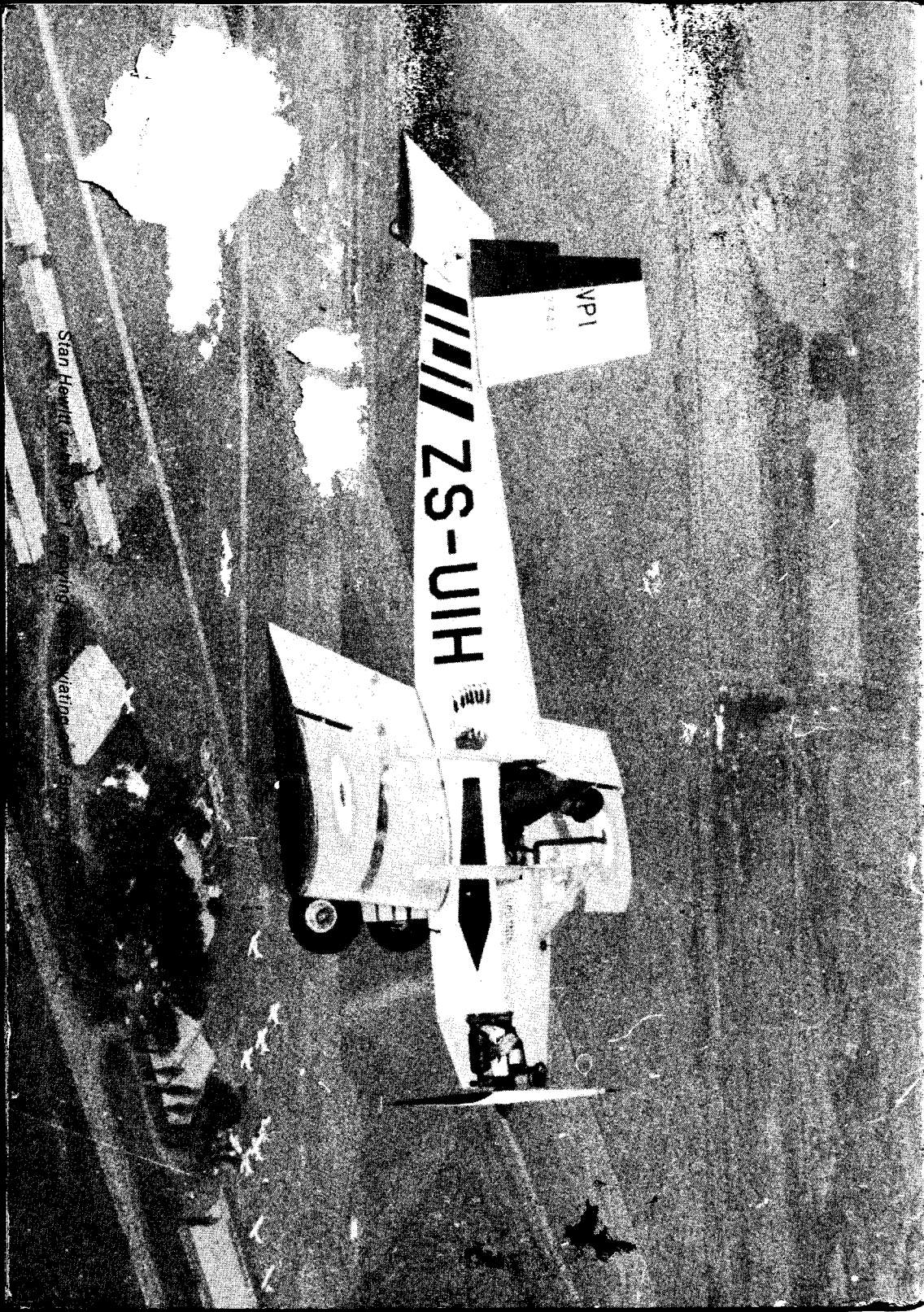
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