

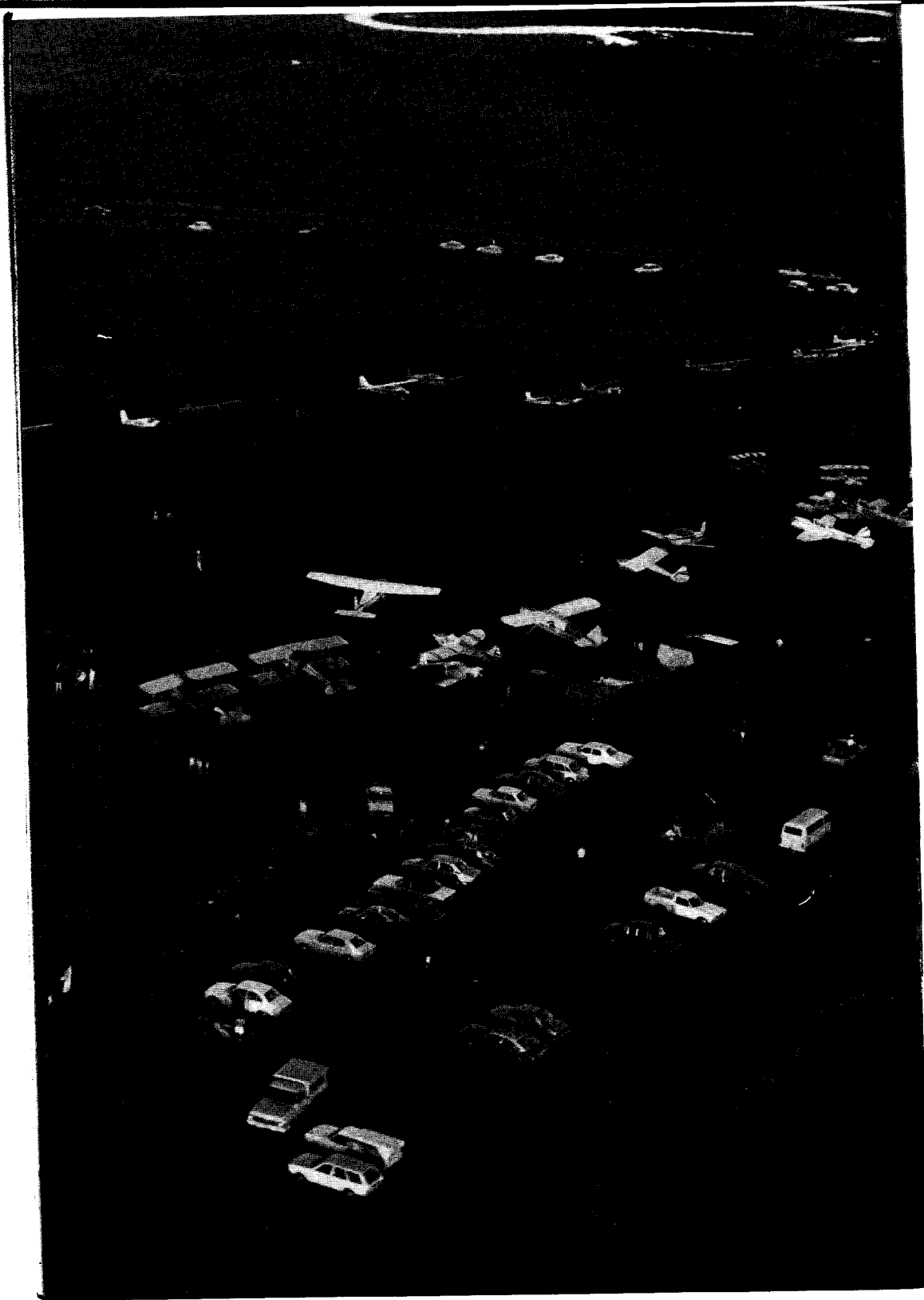


HOME BUILT

JOURNAL OF THE
EXPERIMENTAL AIRCRAFT ASSOCIATION
OF SOUTHERN AFRICA



VOLUME 10 AUGUST 1977

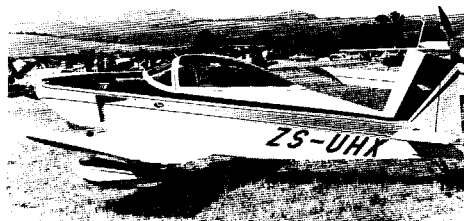


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JOURNAL OF THE
EXPERIMENTAL AIRCRAFT
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OF SOUTHERN AFRICA



AUGUST 1977



ON THE COVER:

ZS-UHX — Bill Campling's fantastic Thorpe T.18.



CONTENTS

E.A.A. — The Best Yet	2-3
Convention Results	4-5
Aircraft in Attendance	6-7
Those Amazing Men and their Flying Machines	8-9
E.A.A. Financial Statement	10
Minutes of A.G.M. at Harrismith, 1st May 1977	12-13
Propwash	14
It's so Easy by Ron Crouse	15
More Pictures at Swinburne	16

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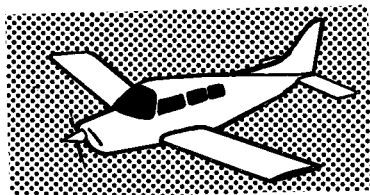
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E.A.A.~BEST YET

at Swinburne (Where)?

Friday April 29th-Monday May 2nd



The Experimental Aircraft Association's Annual convention and Fly-in to a private "grass roots" (!) strip, specially prepared for the event at Swinburne, near Harrismith, was without doubt, the best yet.

A total of 54 aircraft attended, of which 21 were homebuilt, while fully 42 came within the homebuilt, vintage, aerobatic or restored categories, for which E.A.A. specifically caters.

Our upward connections were excellent (better than the G.P.O. can offer!) and four days of superb weather were dialled.

The most numerous type of aircraft was the Turbulent with five participants. Those of Bruce Vivian of Durban, Hoekie Baldwin of Port Elizabeth and Eric de Chalm of Johannesburg arrived in a line astern "attack" direct from Bloemfontein, Colesberg, Beaufort West, Worcester, Cape Town, Port Elizabeth, East London, Pietermaritzburg and Johannesburg — a week long tour. (Reliable those V.W.'s).

Some of the Homebuilts seen for the first time at the Fly-in were:

The Teeny Two owned and flown by Chris Prinsloo from Tzaneen. This was beautifully built by Herman Huyzers, who was also present.

The very racey Thorpe T18 of Bill Campling's from Empangeni which has great speed and the right noise to match.

The Headwind" of Nick de Jong from Grand central, flown in by Jimmy Popham, and ably "demonstrated"(!) at the fly-in by Nick Turvey.

The Programme of Events — arrivals, accompanied by as much general flying as you liked throughout Friday and early Saturday. Saturday mid-day saw the start of a short and simple navigation exercise (so all the fellows in the open aeroplanes couldn't get too lost!) ably organised by Bruce Vivian and the guys from Pietermaritzburg. Saturday afternoon's

flying tests run by Warren Percy and many, many helpers, saw some of the best (and worst) spot landings yet, followed by a message drop and precision timed circuit.

Notable among the "almost useless" performances in these tests were the four Pitts Special pilots (second most popular aircraft type in attendance) flown by Noel Otten, 'Woody' Woods, Nick Turvey and Warren Percy. All would no doubt claim to be completely exhausted from all their aerobatics. Other vigorous aerobatics during the afternoon were seen from the Bücker Jungmann with both Brian Zeederberg the owner, and Nick Turvey driving. Also performing were the two Tigers of Pete de Korte and Mr. R. Godwin and the Fournier of Peter Goldin.

All this flying activity was most ably and amiably co-ordinated on the R/T by Nigel Kiel, whose problems were much increased by two-way use of the strip as a result of a water logged taxiway. So efficient was the traffic handling, even early on the Friday, that one conversation went as follows:

"Cessna 172 this is Swinburne, we have you in sight downwind left hand for strip 34. You are number one to land, wind is . . . etc. The reply came "Err . . . Swinburne this is 172 ZS-ABC would you mind awfully if I were to continue to Ladysmith, my destination!"

All this should have created the idea of friendly, if at times frenzied, grass roots flying activity under ideal weather conditions on our very own strip, high (5 800 ft) in the hills just south of Harrismith.

It was just that! Fantastic!

The days flying was brought to a close with the ascents of two hot air balloons, Jeannette van Ginkel's "Angel Baby" and Ralph Morton's "Xtra" wafting majestically towards the setting sun.

All this, however, did not just happen. Many people too numerous to mention willingly pitched in to help with the strip, loos, fences,

fuel etc, but mention of some stalwart efforts is imperative. This short list must start with Oom. Koetie and his wife May, de Necker, on who's farm we were given permission and much help to prepare our strip.

Without this couples whole hearted support things would have been very different! Honourable mention should also go to Millie Ainsley, Ronnie Nash, Graham Hill, Ronnie Crause, Mike Jackson, Brian Zeederberg, Bruce Vivian, Ed Davies, Peter de Necker. Last but by no means least to Ian and Jill Dyer, the proprietors of the Montrose Motel, who were our hosts for the weekend. It was certainly a pleasant change to have hosts where our problems were their concern.

Saturday night was a swinging, boozy affair — these flying types never give up — at which the prizes were presented by our Chairman's wife, Mrs. Joan Woods. The long list of prize winners will again give an idea of the excellent attendance and activity level throughout. Great amusement and some embarrassment was caused by prizes also being given for the worst landing etc!

Sunday morning brought its own retribution (hangovers) breakfast and the E.A.A.'s A.G.M. (all more or less at the same time). This meeting was organised by Ronnie Crause. E.A.A. Chairman "Woody" Woods opened the meeting, saying it had been our best year ever, and he once again stressed that where safety is concerned we can never let up.

The only speaker was Graham Hill, Chairman of the E.A.A. Homebuilding Inspection Committee, who with help from Murray Cohoe outlined the "World First" that is being negotiated with a most sympathetic and helpful D.C.A. (we are very fortunate to have the sort of D.C.A. thinking we enjoy in South Africa). It however our "world first" — whereby approved E.A.A. members will be able to carry out the necessary inspections during the building of an aeroplane — is to succeed, we MUST organise and get suitably qualified or experienced people applying to E.A.A. for Inspectorate Status NOW.

The A.G.M. was concluded by a brief report of "All's Well" from the Treasurer and our normal "democratic" election of officers! By 11 a.m. all were back at the airfield for more flying or home going preparations. Where is Swinburne? That's where the E.A.A. went!



Nigel Keil doing his thing on the R/T at Swinburne.

**E.A.A. Fly-in and
Convention Results**
25th INTERNATIONAL FLY-IN
OSHKOSH 77
JULY 30 — AUGUST 6

BEST HOME-BUILTS:

1. Bill Campling — Thorpe T18.
2. "Fluffy" McKerchar — Taylor Titch.
3. Chris Prinsloo — Teeny Two.
4. Hoekie Baldwin — Turbulent.

BEST RESTORATION:

1. Errol Williams
& Neels de Graaff — Fairchild.

BEST VINTAGE:

1. Brian Zeederberg — Bücker Jungmann.

BEST STORE BOUGHT:

1. Mr. Armstrong — Cessna 180.

ARRIVAL SPOT TIME:

1. Dennis Lea — Chipmunk.

LONGEST DISTANCE TO FLY-IN:

1. Doc Bergamasco — BD4 (Cape Town)

KEN LARKIN TROPHY —

**BEST CONTRIBUTION TO HOMEBUILT
NEWS:**

1. Ed Davies.

CONCOURS D'ELEGANCE:

1. Nick Turvey — Pitts Special.

'3M' TROPHY FOR AIRCRAFT FINISH:

1. Pete De Korte — Tiger Moth.



Best restoration — Fairchild F.24.

NAVIGATION RALLY:

1. Peter Golden — Fournier RF4.
2. Chris Prinsloo — Teeny Two.
3. Jan Harvie — Stinson.

FLYING TESTS:

1. Hilton Wolf — Chipmunk.
2. Mr. Le Roux — Rallye 235. (ZS-DZ1)
3. Mr. Vogt — Cherokee.

1st HOMEBUILT:

Courtney Jane — Bakeng Duce.

ELECTIONS TO E.A.A. OF S.A. AT A.G.M.:

CHAIRMAN: Woody Woods.

VICE CHAIRMAN: Ronnie Nash.

SECRETARY: Yvonne Robson

TREASURER: Bill Keil.

AREA REPRESENTATIVES:

Natal — Bruce Vivian.

Cape Peninsular — Kevin Powell.

Eastern Cape — Hoekie Baldwin.

O.F.S. — Toy van Rensburg.

Transvaal — Ronnie Crause

Northern TVL. — Chris Prinsloo.

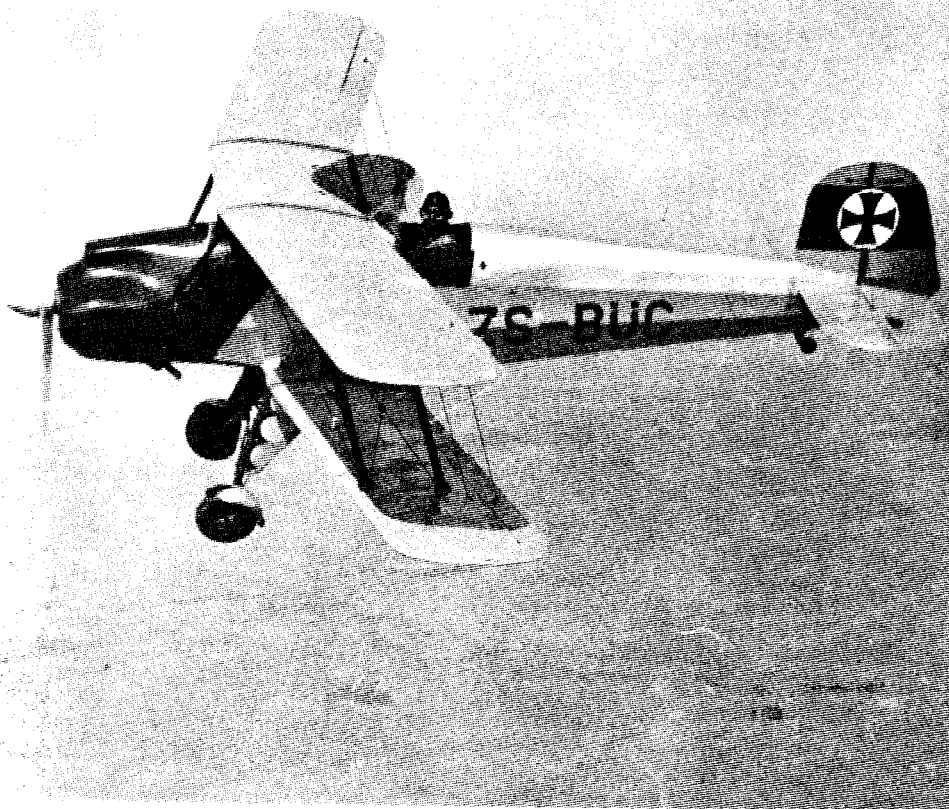
INSPECTION COMMITTEE:

Graham Hill (Chairman).

Murray Cohoe.

Ronnie Crause.

EDITOR HOMEBUILT NEWS: Ed Davies.



The well-known Bucker Jungmann' of Brian Zeederberg and Jan Popplewell. Unfortunately this plane was damaged in a forced landing west of Soweto recently.



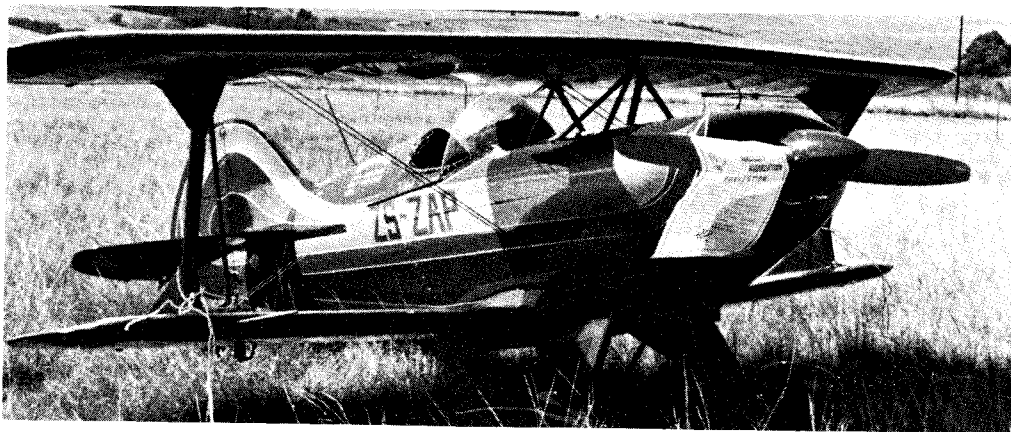
'E.A.A. Biplane' of Barry Walker from Grand Central now sporting a Walter Micron engine and home-grown propeller.



The 'Bakeng Duce' of father and son Stan and Courtney Jane.



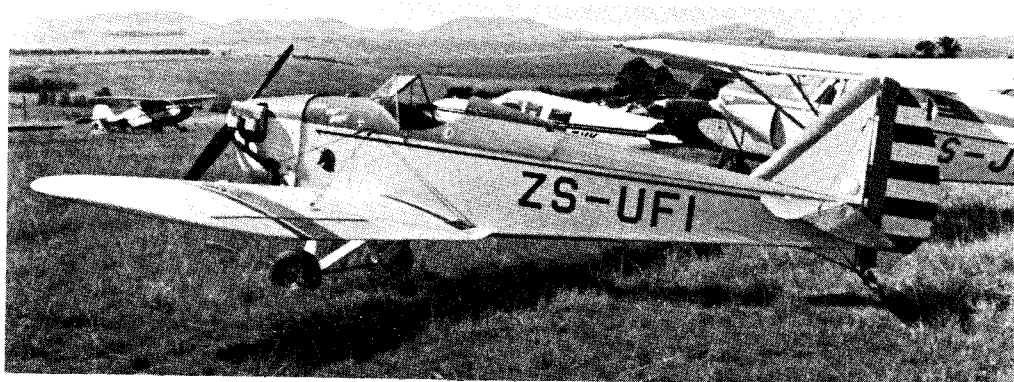
The 'Bede BD4' of Dr. Bergamasco from Cape Town.



Nick Turvey's 'Pitts Special' with "fantasmagorical" paint scheme.

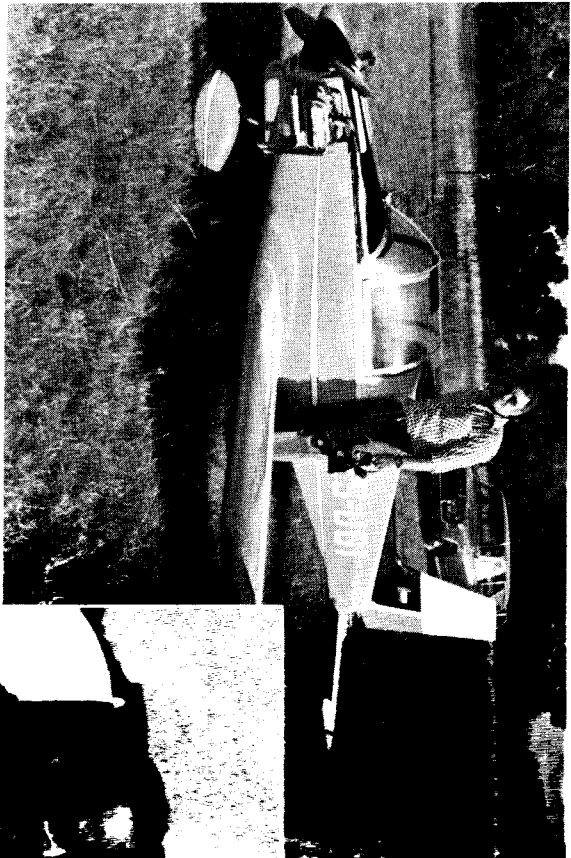


The 'Luton Minor' of John Taylor from Baragwanath.



The 'Fly Baby' of Tony Wills and son from Pietermaritzburg.

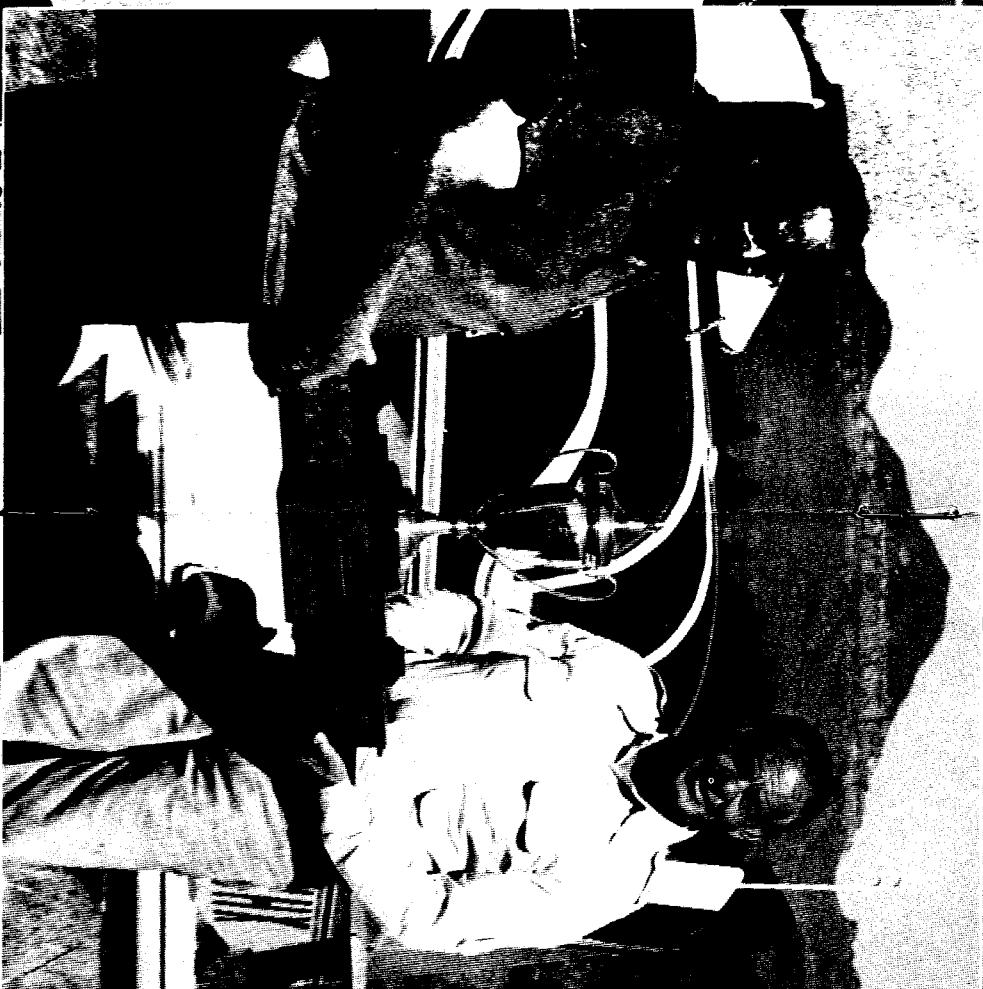
those amazing men & their flying machines



▲ A Teeny Two owned and flown from Tzaneen by Chris Prinsloo, built to a high standard by Herman Huyzers who was also at the fly-in.

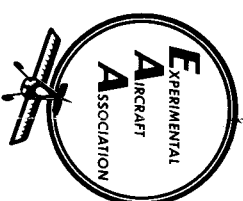
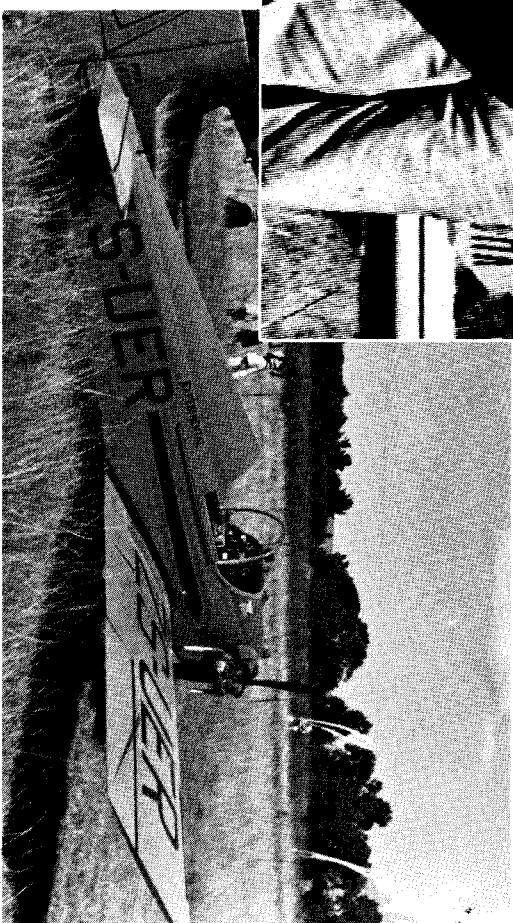
▲ Bill Campling (left) being presented with the Ian Lewis Trophy for the best homebuilt, a Thorpe T.18, by Mr. 'Woody' Woods.

▼ Pretty 'Turbulent'.



▲ The very interesting 'Scorpion Two' helicopter owned by Bjorn Hauser of Durban which was built by Bjorn and Carel Van Der Merwe at a cost of approximately R15-16 000. Currently has 0,45 hours of 'very near ground', time on it.

▼ 'Turbulent' of Charles Du Plessis, now based at Solitude.



**EXPERIMENTAL AIRCRAFT ASSOCIATION OF S.A.
HEADQUARTERS
FINANCIAL STATEMENT AS AT
30th APRIL 1977**

Cash in U.B.S. a/c as at 1.9.76	449,32	
Transfer from U.B.S. a/c 1027-6152 to above	39,89	
Transfer from Nedbank to current a/c	<u>326,29</u>	<u>815,50</u>

INCOME 1.9.76 — 30.4. 77

Subscriptions	779,15	
Room Hire — Refund Chapter 322	35,00	
(Lecture T. Poberezny)		
Fly-in 1976	1 020,69	
Advertisers in <i>Homebuilt Magazine</i>	181,00	
Hire of G-Meter	28,00	
Reimbursement Chapter 322 — Mrs. Masters	100,00	
Reimbursement Chapter 514 — Mrs. Masters	100,00	
Letterheads — Chapter 357	3,00	
Service Manuals Chapter 575	25,00	
Interest U.B.S. 1.9.76 — 30.4.77	<u>52,39</u>	<u>2 324,23</u>
		<u>3 139,73</u>

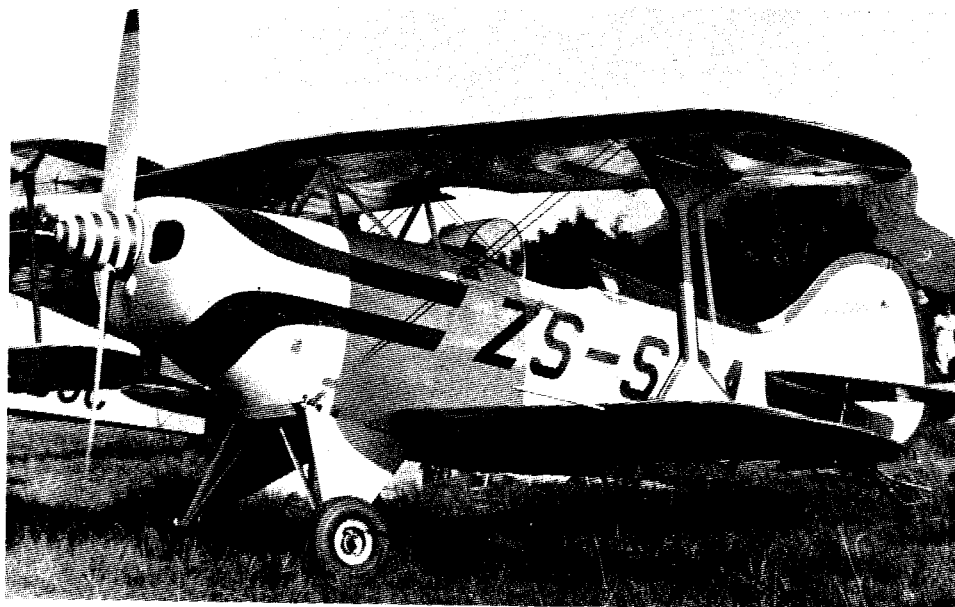
EXPENDITURE 1.9.76-30.4.77

Petty Cash	100,00	
Administration Expenses	700,00	
Aero Club — Members subs	210,00	
Lectra Print — Letterheads	71,00	
Viol & Erasmus — Typewriter repairs	24,00	
R. Nash — D.C.A.	49,28	
Aldinegraphic — Setting Magazine (Jones)	50,00	
Harrismith Round Table —		
Expenses cancelled Fly-in 1976	32,92	
Photocopying, Duplicating, Stationery	100,00	
R. Nash — Expenses 1977 Fly-in	50,00	
G. Hill — Expenses 1977 Fly-in	66,00	
Donations —		
Mrs. Masters	500,00	
National Cancer-P. Rautenbach	<u>25,00</u>	<u>1 978,20</u>
BALANCE U.B.S. a/c as at 30.4.77		<u>1 161,53</u>

PETTY CASH

Received 1.9.76	R100,00	
Cash Box	9,00	
Stationery	16,74	
Postages	15,88	
C.A. Registration	<u>4,00</u>	<u>45,62</u>
Balance		<u>54,38</u>

31.5.77



The 'Pitts Special' now owned by Messrs. Percy, Hay, Zeederberg and Popplewell.



Very fast 'Taylor Titch' of 'Fluffy' McKerchar from Brakpan-Benoni, built by Fannie Van Rensburg of Krugersdorp.

**MINUTES OF THE
THIRD ANNUAL GENERAL MEETING
OF THE
EXPERIMENTAL AIRCRAFT
ASSOCIATION OF S.A.
HELD AT
HARRISMITH ON THE
1ST MAY 1977**



The meeting was opened by Ronnie Crause, who called on the President of E.A.A. Headquarters to say a few words.

Mr. Woods commented on the good record which the E.A.A. had had during the year, touching on the two tragic mishaps. He expressed his thanks for the men who had worked so hard to bring in the Inspection Committee.

Regarding Membership, Mr. Woods expressed the hopes that this would be increased in the coming year.

A vote of thanks was passed by the President to the Committee for all the hard work they had put into organising the FLY-IN at Harrismith; also the wives and girlfriends who had played their part.

A special vote of thanks was passed to the owners of the farm on which the landing strip was made, and also to Ian and Gill Dyer owners of the Montrose Motel.

Last but not least, a well deserved vote of thanks to Nigel Keil for his excellent work as *Controller*, and to Dave who organised the trip up the mountain for the children.

Ronnie Crause then called on Graham Hill who read out the requirements as laid down by the D.C.A. in respect of the Inspection Committee. He advised that a detailed circular would be sent out to all members regarding this. A vote of thanks was passed to Murray Cohoe for his efforts in getting the Inspection Committee "off the ground".

Graham Hill stressed that it was up to the various Chapters to forward nominees through their Chairmen to the Central Committee as quickly as possible, in order that the Engineers could be registered. Nominees in question must be particularly responsible people and also have the necessary ability. Murray Cohoe has been requested by the

D.C.A. to prepare a *Manual of Procedure*, and the meeting was made aware of the fact that he would be the man who is in control.

The meeting was also advised that a list was required of all the Aircraft either under construction or completed, together with full details. These were required by the D.C.A. Registration Certificates were available at the meeting.

All enquiries are encouraged to be put through the Amateur Built Aircraft Section as soon as possible. Graham Hill called on Murray Cohoe to put over the special points he had to make in this respect:

The Department are, apparently, rather concerned that there have been aircraft constructed and issued with permits to fly, but there have been various modifications made following the issue of the permit to fly. It was stressed that no changes are to be made to an aircraft after a permit has been issued without notification to the Department.

Graham Hill thereafter repeated the importance of having people recommended to the Central Committee to sit the examinations, and reiterated the necessity of nominees being forwarded as quickly as possible.

Ronnie Crause stated that this is the first Country in the world to have the authority to have its own Inspectors, which he felt was a fantastic achievement.

Bill Keil, Treasurer, was called on to give a financial report. He stated that the E.A.A. relied largely on its membership and appealed to all members to become up to date with their fees.

The meeting then went on to election of office bearers for the ensuing year:

President:

E.C. WOODS (Proposed by Mike Spence, seconded by Bill Keil.)

Vice-President:

R. NASH (Proposed by Bill Keil, seconded by Mike Spence.)

Treasurer:

B. KEIL (Proposed by Ronnie Crause, seconded by Ronnie Nash.)

Provincial Representatives:

BRUCE VIVIAN (Natal).

KEVIN POWELL (Cape).

H. BALDWIN (Eastern Province).

T. VAN RENSBURG (O.F.S.).

R. CRAUSE (Transvaal).

C. PRINSLOO (N. Transvaal).

M. COHOE (Aero Club).

G. HILL (Inspection Committee).

E. DAVIES (Editor *Homebuilt News*).

Mike Spence proposed Graham Hill as Assistant to Murray Cohoe.

Bill Keil called for more Chapters to be formed, which was felt to be very important.

A member of the meeting questioned the ruling that one should be a member of E.A.A. of

S.A. when they were already members of E.A.A. International. The main Chapter which wasn't happy was Cape Town who felt they were not obliged to join E.A.A. of S.A. The President stated that no one was obliged to join anything, but he felt one would wish to join the Headquarters Group in order to participate in events which fellow pilots joined in around the Country. R. Nash stated that this matter had been discussed in Committee, when it had been decided that the Chapters should join the H.Q. Group.

Ronnie Crause pointed out that E.A.A. S.A. are doing more than E.A.A. in the U.S.A. for the South African members, and that he felt that 'patriotism' was called for in this respect. Ray Davey from Pretoria, felt that all members were automatically forced to join the E.A.A. of S.A. and proposed that all members should support the Committee.

R. Nash felt that the fact that members should belong to the H.Q. Group should be written into the Constitution.

Mr. G. MacDonald of Dundee remarked that he considered the administration and communication by Head Quarters very poorly handled. He made reference to unsatisfactory completion of membership application by his friend, Mr. Hopwood and requested that the matter be taken up by the chairman.



The Crutchley Special' of Steve Crutchley from Pietermaritzburg.

POW WASH

Oshkosh it was'nt — but certainly something unique in South African aviation, away from crowded airways and control centres, in the majestic setting of Swinburne — E.A.A. 1977 proved to be a great success.

Pilots from all corners of the Republic descended (literally) upon the sleepy dorp amid the mountains and all types of aircraft from tiny V/W powered beauties to American Spam Cans and not forgetting the two hot-air balloons, transformed the area into a colourful arena and it certainly looked as if the whole of sport aviation was there!

Beautiful crisp mornings with Austers, Tiger Moths, Chipmunks a Bücker Jungmann and all the different types of homebuilt's, too numerous to enumerate, drifting lazily into the sky interspersed with gaudy Pitts

Special's blasting off into the blue, with Nick Topsy Turvey proving he is a big force still to be reckoned with in the aerobatic world and that he must be one of the "Greats", closely followed by eager beavers Noel Otten and Johnny Woods, up and coming Warren Percy and not forgetting "oldie" Woody Woods whose antics in ZS-USA are the envy of many a younger pilot!

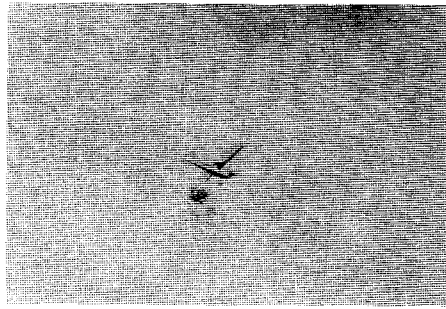
The weather could not have been better even if it was specially ordered and this together with the keenness of the organizers and participants, the competence of the A.T.C. controller, with safety being the order of the meeting, ensured the overwhelming success of E.A.A. 1977 and March 30 and April 1 will surely long be remembered by sport aviation enthusiasts.

Brakpan-Benoni Flying Club in conjunction with the Vintage Motor Cycle Association has organised a Fly-Inn on Sunday the 18th September 1977. You provide the meat (and drinks) and they will provide the heat on which to cook your meat. SEE YOU THERE!



Very nice Tiger Moth of Pete De Korte from Klerksdorp.

IT'S SO EASY



It's always so easy to criticise the efforts of others when one sits back on his butt on the side lines.

I suppose one should be used to the criticism that is always directed at the people who are prepared to give up their valuable time to serve on the committees of the various organisations throughout the country. The organisation I'm on about is of course the E.A.A. of South Africa.

During the few years that I have been associated with this organisation — and enjoyed every minute of it, I have heard committee members criticised, slurred and slandered until now, I feel, I must say something as well.

If you'll bear with me I will list only the main gripes as I've heard them. Better yet, to avoid a lot of writing and to save space I will rather answer the criticisms.

1. The E.A.A. of S.A. does have a constitution.
2. The E.A.A. of S.A. does know how many members are in the organisation.
3. The E.A.A. of S.A. does have a fixed financial year regarding membership fees. (This incidently coincides with the U.S.A.'s year).
4. The E.A.A. of S.A. have set objectives in order of priority.
5. The E.A.A. of S.A. have an Executive Committee which holds office for more than a year for continuity.
6. The E.A.A. of S.A. do have a simple publication. Not a lavishly printed and bound book.
7. The E.A.A. of S.A. do have a set of books from which a Financial Report is prepared on a regular basis for the committee to study.
8. The E.A.A. of S.A. do produce an Annual Balance Sheet.
9. The E.A.A. of S.A. do keep the minutes of all the past A.G.M.'s

10. The E.A.A. of S.A. have a secretary to manage the head office operation.

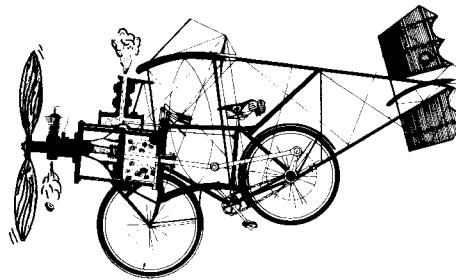
It always amazes me at the amount of effort certain members put into condemning the organisation. If they could put that effort into assisting and promoting the movement. **WOW!!**

Also amazing is the authority these people speak with, in regard to head office matters, without knowing all the facts.

Criticism or should I say critique, is a very good and welcome thing when it comes from someone who knows what he's talking about. This I call constructive. Whereas, if it comes from someone who does not know the facts, but criticises anyway, it becomes destructive. The E.A.A. has not grown into what it is today merely from people who criticise and condemn but, by people who are prepared to supply the horsepower needed to do the job. In most cases that I know of, this is at the expense of family time, project time and even job time.

But, as I said in the beginning — It's so easy.

by Ron Crause



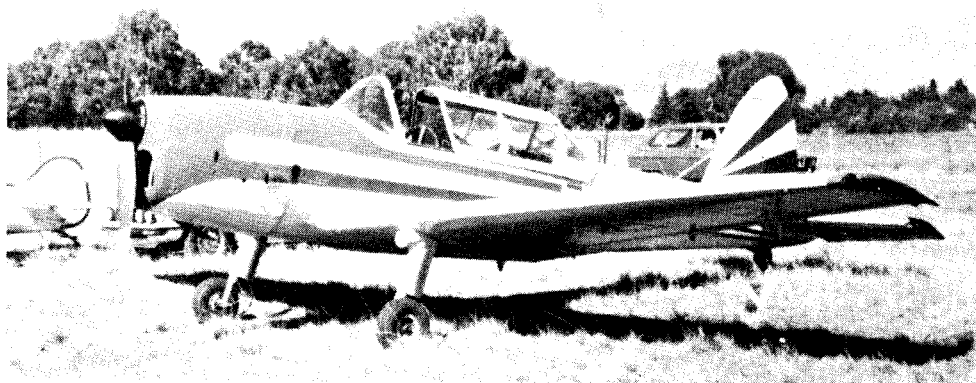


Two of the three Turbulents of Bruce Vivian, Hoekie Baldwin and Eric De Shelain who arrived at Swinburne, line astern, from Bloemfontein, having spent a week flying around South Africa, which included stops at

Johannesburg, Pietermaritzburg, East London, Port Elizabeth, Cape Town, Worcester, Beaufort West, Colesburg, and Bloemfontein – E.A.A.!



The 'Stinson' of Ian Harvie and tent and kids et al.



The three 'Chipmunks' of Hilton Wolf, Mike Spence and Dennis Lea.



The very neat Globe Swift of Dick Jackson who arrived a week early from Lanseria!