



BRAKES ON... THROTTLE SET...
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THE OFFICIAL NEWSLETTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION OF SOUTH AFRICA

Nylstroom Vliegklub/EAA Taildraggers Fly-In 20-22 July

Some 97 aircraft, including 5 helicopters, attended this relaxed fly-in which has become an annual event arranged under the leadership of Richard Nicholson. The grass parts of the field were mown and the taxiways rolled with fresh paint markings on the tar surfaces. For those of us who arrived Friday, we were met with bitterly cold beers when the day's flying was done, delicious soup and inexpensive braai packs for the *gesellige* evening that followed. As we have learnt, the platteland folk are true salt of the earth people whose hospitality cannot be equalled. Nothing was too much trouble for our hosts from the Nylstroom Vliegklub. Some visitors camped at the airfield where new showers had been erected for the use of "brave men". Others were transported to B&Bs or simply B accommodation nearby.

Breakfast was available at the field on Saturday with tables decorated with great big branches of naartjies that were consumed by anyone who cared to help themselves. Although the weather was perfect, it was great to be able to get into the shade to be protected from the high UV index. On Saturday a fun rally was organised by Frank and Cally Eckard from SAPFA. An impressive 45 EAA Young Eagles were given the opportunity to experience their first flight and a presentation on some of the facets of aviation. The youngsters, all Grade 10 pupils from a local Nylstroom high school, were selected by SAA 1st Officer Moses Tshibalanganda (who also brought his family along) and were accompanied by the school's head of maths and a physical science teacher. EAA Young Eagles convenor Mike Brown managed the operation magnificently. Among the EAA members' aircraft that flew the Young Eagles, was an Antonov AN-2



belonging to husband and wife team, SAX Captains Heystek and Cheryl Pretorius. Selected Young Eagles will be invited as guests of the organisers of AAD 2012 in September. A paper plane competition was held for children from the Sonstraal School for young people with learning difficulties and supported by many of the pilots who flew in for the weekend. About 30 of these youngsters were also given a flight by volunteers in their own aircraft at their own expense. In the late afternoon a presentation was made in honour of the 75th Anniversary of the Piper J-3 Cub with the history of the design followed by a loose formation of 4 different marques of this popular general aviation icon. After sunset, Colonel Jeff Earle, Chairman of the Aero Club of SA, presented the Safety First Aviator initiative to an enthusiastic hangar-full of aviators before a hearty braai with great music by a local young entertainer, Jannie du Plessis.

For the fly-in, a proper steel tower has been erected by the Vliegklub. AFIS was provided by Uncle Bob Allison, who handled more than 298 movements on Saturday, including those of 2 of the Harvard Club aircraft that flew 19 pleasure flights. That was a phenomenal rate of 1 movement every 2 minutes, an average of 3 movements per aircraft. At the end of the day Bob said that he loves being involved in an event such as Nylstroom Taildraggers, where there was not a single incident that caused any concern. At Bob's instigation, an award was suggested for airmanship. His view was that the Harvard pilots and some of the older EAAers all deserved a mention. After some discussion, it was decided to award a cell phone, sponsored by Altech Autopage Cellular, in recognition of good airmanship to Paul Huber, pilot of trike ZU-ETN

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Considering that all aircraft were welcome, it is significant that this award went to a microlight pilot. A well organised event such as this one was a real tribute to the organisers who left absolutely nothing to chance, including contact with the weather gods who smiled on us. At the end of the day, there was not a single item of litter and when we departed for home on Sunday morning, the airfield was as neat and clean as when we arrived. Litter bins were never more than a few paces away and this resulted in a constantly clean venue.

An event such as this one makes me proud to be part of a friendly and very generous society where discipline, courtesy and plain good manners are the norm. EAA of SA covered some of the expenses for accommodation and the EAA Young Eagles operation. - Karl Jensen



Fanie Bezuidenhout's Jodel with Kranskop in the background

From Gordon Dyne to Bob Allison: This is just a quick mail to say "well done and thank you" for your splendid efforts in keeping us all safe on Saturday at Nylstroom. When Karl Jensen told me a few weeks ago that you were going to be our ATC I said, "In that case I will come!" It is such a pleasure to hear your reassuring dulcet tones in the Queen's English, when I am flying in crowded airspace. I took off and landed a total of 16 times during the day and I felt so comfortable with each one, thanks to you. I know I speak for all we pilots when I say again, "Well done and thank you." I flew to AFB Swartkop in my Nanchang Dragon for the airshow in May and couldn't understand a word the Air Force ATC was saying. I said to my co-pilot, "I wish Bob Allison was here!" Thanks very much Bob. May you never retire unless I have already stopped flying!
- Gordon Dyne

From Bob Allison: We operated from 07h45 until 17h30 and I didn't get chance to talk to tower visitors for more than two minutes at a stretch. You will appreciate this when you see the statistics. Fortunately the traffic was so dense that I sweated out most of the excess moisture, though I was glad of relief after we closed down.

As for retirement before you stop flying, that is somewhat open ended. Will you ever stop flying? As long as we pass our medicals we will press on regardless.

The stats make interesting reading:

Total visiting aircraft flying on the day: 97

Total number of aircraft movements: 298

Average movements per hour: a shade over 30 or one every two minutes. Average movements of aircraft on the day: 3.

All in all it was a very enjoyable day and the flying discipline, with very few exceptions, was very good. However, in the first part of the morning the r/t discipline left a lot to be desired - I think this comes from the fact that many pilots are not used to such an environment. There were many occasions with double



Nylstroom Taildraggers Fly-in Salute

Piper J-3 Cub 1937 - 2012
More than 36,000 built

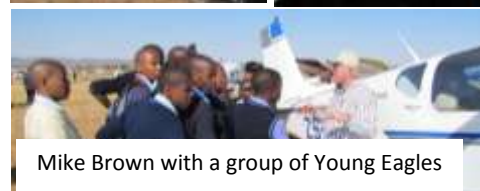


SA Express Captains' Heystek and Cheryl Pretorius' Antonov An 2

transmissions, pilots butting in between an established two-way contact, etc. Some of the radio problems were ground based, as unfortunately one power point socket did not make contact with our plug and it took a while to realise our transmissions were fading. When that was sorted out, we also found we had an aerial problem with blanking from the steel structure of the tower. Fortunately a resourceful gentleman tied the aerial into an open position with a piece of Daphne's wool. After that things returned to normal. I must say, though, that without my able assistant, Daphne, I would not have been able to cope. She was brilliant and fielded a lot of questions from visitors when I literally didn't have time to say hello. I hope Athol will publish an article, using this event as a backdrop, to give GA and recreational pilots a better understanding of what is required in the way of r/t discipline, perhaps with a bit of explanation as to why the discipline is necessary?



Bob Allison in the new Nylstroom control tower



Mike Brown with a group of Young Eagles



EAA Chapter 1504 Klerksdorp report on Jan Rickus Bogenhofer Sling Construction - by Cliff Lotter

Jan Rickus Bogenhofer's grandfather, Oberstleutnant Jurgen Reinhold Bogenhofer, flew Jagdgeschwader 2 FW190s in the World War II and had to do a forced landing near Cairo in 1945 after a bullet from ground fire went through a cylinder damaging a piston. Unfortunately he landed in allied territory and was captured by a South African regiment which delivered him to the SAAF 21 squadron led by Group Captain 'Retract' Erasmus. How he got the nickname Retract is very interesting, but a different story for another day.

Jurgen Reinholt, or JR as he was known to the South Africans, was more worried about the fate of his beloved FW190 than his own welfare and insisted that it should be hangared and treated with respect, according to the Geneva Convention. Not quite sure what to do with him, Retract accommodated him in his quarters, only to find out that JR was a big rugby fan, having played number 3 for London Town before the war, while he himself had played hooker for Natal. The next day the war ended and the following few weeks were chaotic whilst the squadron packed up all their equipment onto a ship to return to South Africa. The authorities had told Retract to destroy the 190 and send JR back to Germany on the next available ship. This presented a problem as Retract had promised to look after the 190 but, as there were no ships able to take him for a few months (and by now they were great friends), Retract decided to wait until JR had gone before completing this unthinkable task. JR suspected that this was going to happen, so, together with the aircraft fitters whom he had befriended after a few nights of beer drinking and scrumming in the bar (in which, by the way, he was unbeatable, much to the disgust of the English contingent) they repainted the 190 in the squadron colours and promptly named her "faschte koppen" or tight head in English. JR declared that now she was officially a South African plane and, quoting a loophole in the Geneva Convention, he insisted they load her onto the ship together with all the other aircraft destined for SA.

Eventually a ship was available for JR to be shipped back to Germany, but in the preceding weeks he had indicated in conversation that, if allowed, he would rather stay in Cairo as he had nothing to go back to in Germany. This was out of the question as he was in Retract's custody. Coincidentally, the ships of both the South Africans and JR were scheduled to leave on the same night and this is where the barman from their favourite haunt, Omar Sherif (or "Ouma" to the boys) comes into the story. Ouma, who was basically a nice guy and liked by all, had two problems: firstly, he was a German sympathiser claiming to have a German father; and secondly, his important problem was the buxom German fräuleins of whom he had pictures hanging all over his bar room walls. This perceived vice, of course, was taken advantage of by JR with Ouma hanging onto every word, whilst he never paid for a drink and, as it is with alcohol, with every dram the German lasses became bigger and more beautiful with ever-declining moral standards. (How's that, Gordon?)

On the evening of their departure a huge farewell party was held at Ouma's place. Ouma, being a religious man, never touched a drink, but the ever-trustworthy ground crew convinced him that, if he was forced by a German whilst wearing a German uniform, it would not be a sin, to which he readily agreed, and the services of JR were promptly commandeered. The ground crew then insisted that JR lead by example, and within a couple of hours the two of them were legless. The ground crew, who were surprisingly sober, then offered to put Ouma to bed (much to the relief of the crowd, as Ouma's recitals from Mein Kampf were becoming more unintelligible with every forced dram) and at the same time present JR to the duty officer of the ship returning to Germany.

On presenting JR, they were informed that it was illegal for a prisoner of war to board one of His Majesty's ships in that state, and that they were to explain themselves to the Captain. On arrival of the Captain, they explained that the POW was a hopeless drunk, extremely devious and that, quite honestly, they were glad to be rid of him, as he continually upset the rest of the POWs by ranting and raving that he had been incorrectly imprisoned as a POW, was in fact an Egyptian citizen, did not understand a word of German, and all of this whilst speaking with an incredibly good Egyptian accent. That said, he was promptly incarcerated! The duty officer was instructed to ignore his false claims on sobering up. Of course, by this time JR was comfortably stowed away on the South African ship, none the wiser!

So JR got to SA and was a major problem for the authorities, claiming to have been kidnapped with his aeroplane by the South African government, again quoting extensively from the Geneva Convention and various other confusing sources. After much debate, the authorities, not wanting an international scandal, applied the wisest diplomacy possible and asked him, "If we give you your aerie, will you go away?"

JR's grandson, Jan Rickus Bogenhofer, was born in South Africa and grew up in Klerksdorp and, following in his grandfather's footsteps, he started flying.

When I visited him on the family farm on the banks of the Vaal river (where he also has a fireplace and bed factory) he took me down to the newly built, neat and uncluttered (for now) workshop, where he is building a Sling, passing several stores and barns on the way. One of the barns has the largest lock I have ever seen and, on quizzing Jan Rickus as to the contents, he said he thinks it is some sort of family heirloom that his dad keeps locked up!

An absolutely brilliant story and masterfully told, Cliff! - KJ+



Jan Rickus Bogenhofer with the Sling stabilizer in his (so far) uncluttered workshop

News from EAA Chapter 973 Krugersdorp - by Roy de Stadler

We have what promises to be an interesting talk coming up in August. At our Chapter meeting in August we have a date with Ian Wylde, who will be flying in with his Savannah, and will be making a presentation on the build. This promises to be an interesting event and we extend an open invitation to anyone who wishes to attend.

Date: Saturday, 18 August - Time: 14:00 hours (Chapter meeting starts) - Place: EAA Chapter Clubhouse, FAKR (Jack Taylor Airfield, Krugersdorp). On arrival at the gate, please phone Christa Greyvenstein 082 800 0566 for directions.

News from EAA Chapter 1262 East London - by James Wardle

We have been experiencing continual poor flying weather lately, however some projects are nevertheless being worked on.

Theo and Mike are working on their Quickie 2's, and Hennie and his son are getting close to assembling their Sling - the last of the parts are now painted. A breakfast fly-in to Grahamstown was also held during the month, and was attended by about seven aircraft. Wings Park (Chapter 1262's base airfield) is having both Avgas and Mogas fuel tanks and pumps installed. We hope to be supplying fuel by the end of the month. Our aim is to supply fuel to all who require it, at one of the cheapest rates in the country. Until next month, fly safely.



Hennie Prinsloo's Sling, shown here with his son Bradley

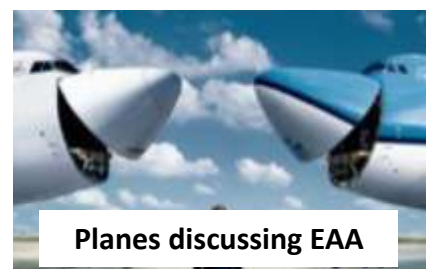
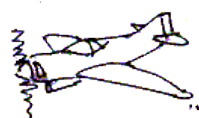


The fuel installation at Wings Park



Plane sex

FRIENDS DON'T LET FRIENDS FLY PLASTIC AIRPLANES



Planes discussing EAA

EAA Young Eagles day at Makwassie - by Mike Visagie

Just over a year ago, the 2011 YE effort started off as an impulsive whim, what shall we do on Youth Day? My big mouth dropped me straight in the thick stuff, with the suggestion of an EAA Young Eagles day. Fortunately my wife Joni and friends, Herman, Christelle, Ben and Cornelia saw to it that I did not lose the last bit of mind I had left, and it went rather well. It was on a modest scale, with one rented aircraft complementing my Savannah, and one exceptionally well maintained Cessna 170, ZU-VAL, which was immediately re-typed to the Makwassie Boeing, as it came bearing real Boeing and jet pilots. This year we were very fortunate that a great many pilots came over to support the day! This was in no small measure directly attributable to a certain Makwassie Boeing pilot's tireless (personally speaking, very humbling) efforts in support of our initiatives here. And so, we move on to 2012. We are very much indebted to Karl, for all the support, to Chris, all the way from Limpopo province, the EAA Chapter 1504 Klerksdorp, Hennie and Theuns from the EAA Chapter 870 Kroonstad and pilots from Viljoenskroon, Bothaville and Hartebeesfontein. A special thank you has to go to the Brits group, for bringing an exotic, beautiful amphibious Seagle aircraft, ZU-SEA. The first aircraft arrived on Thursday. It proves a point that Limpopo people make sure they are never late for a good party! I received two calls on Thursday that just about changed my entire day! This was from the Brits crowd, with similar views to my own on Young Eagles, and a very pleasant German chap [Claus Keuchel - KJ] stating that he would be flying in with Jeff Earle as co-pilot in a Taylorcraft BD 12 Special aircraft. On Saturday morning, before the first sparrow yawned, the children started arriving. Not surprisingly they declared themselves ready, willing and able to go flying. What is the point of lying in bed from three in the morning waiting for a day like this, they could just as well wait here, and then they are in front of the queue, and... The weather was according to the order placed weeks before! The day dawned full of promise.

Wolmaransstad Build-it had provided colourful flags and had graciously sponsored the fuel for the day. Alex Lombard, from Bitflow, having been invited to present the Model RC aircraft and computer flight simulators, also did ALL the printing on sponsored jackets (SENWES and Engen) and the Build-it caps! It is not possible to adequately convey our gratitude to them here. Guys, you made it happen, a big thank you! Nobody got lost on the way in, and breakfast was wolfed down whilst the last of the pilots arrived, some with very welcome and stunning runway inspections! Speech time after opening with a prayer and scripture, was highlighted by a short, very welcome word by Aero Club Chairman Jeff Earle. I hereby accept full responsibility for using ambush tactics to get you to say a word here! The jackets were handed out during registration and personalized wine bottles were all pointed out to the respective owners. The parents and children all tramped outside to the RC models whilst a short ceremony followed in the small hangar where an unfinished Pietenpol airframe and some completed parts were handed to the local high school headmaster, Mr Robbertse. This will form part of a YE initiative to build NTCA aircraft in disused workshops at the school. We were soon loading children and flying! A total of 18 aircraft participated, which allowed 96 Young Eagles to go flying. Fortunately Human Wentzel with the Bonanza and others allowed some older Eagles to also share the excitement of flight. Catering took care of itself, it would appear, as everything just seemed to happen automatically! (Certainly I am organizing myself a *vet klap* here, as the boss is reading over my shoulder). The evening was spent enjoying cold beer and hot lamb chops around the fire, feet up, wondering what happened at the Springbok-England rugby match. The next morning a short sermon was well attended, and too soon everyone had departed. Reality returned, postponed work had to be completed, but a very satisfactory glow remained. The pleasant feeling of having participated in something truly worthwhile, with very pleasant people doing something really magic is most satisfying. Thanks to all of you! See you next year! [Mike is Chapter 1504 Klerksdorp Young Eagles Coordinator - KJ]



Mike Visagie with a Young Eagle



Claus mit seiner Adlerin



The amphibious Seagle from Wings n Tracks at Brits



DO YOU HAVE AN EAA TROPHY? Some of the EAA's floating trophies have gone missing due to their recipients not returning them. Mike Brown is making a concerted effort to locate the missing ones and to have any repair work done where necessary. Mike is planning a trophy cabinet to display our silverware at the EAA Auditorium at Rand Airport. Please contact Mike at vintageflyer1@mweb.co.za 082 553 7792 if you have any information to offer.



The Komatipoort Prawn Festival Fly-in - by Nico Brandt, EAA Chapter 322

Jeremy and Ann-Louise Woods and I took off from Tedderfield on Friday morning in a vicious crosswind and were tumbled around with the turbulence in the Maule 5 until we passed Springs airfield. The remainder of the flight was most enjoyable. We landed at Komatipoort where Stefan Coetzee, his wife, colleagues and staff welcomed all of us who had dared the skies. The two Harvard Club aircraft were there already doing their flipping. Three aircraft had arrived from Ballito Bay, and the rest of the 30 aircraft arrivals were local visitors from Hoedspruit, Barberton, Nelspruit and other nearby airfields.

A tremendous effort had been made to ensure that the parking and camping facilities were top notch. Coffee and refreshments flowed, and the prawns on Friday were to die for. Everyone collected their portion of prawns, added their choice of sauces and cooked them to their liking, devouring them with mountains of rice and salads. It is a pity the weather prevented many of our members and their families from participating, much to the disappointment of the organisers. Not to be deterred, the organisers are already planning next year's event. When we announce the date, please be ready with your diary. This fly-in is really worthwhile attending and, as we've come to experience, the platteland hospitality is something special. [Pics on Page 11 - KJ]

'Safety comes First' at the EAA Chapter 322 Johannesburg July meeting - by Gordon Dyne



Some 65 members and friends of EAA Chapter 322 came together again on Wednesday 4 July for the usual monthly meeting at the Dickie Fritz MOTH Hall in Dowerglen. They were met by the delicious smell of wors on the braai. Most welcome to those folk, such as me, coming straight from work. Many thanks to our super braaiier Ron van Lear. Soup will also be available at the August meeting. Chairman Karl Jensen called the meeting to order at 19h00 and proceeded with the formalities. Everyone stood for a minute's silence in memory of fellow aviator Gianfranco Cicogna who was killed a week before when his L-39 Albatros crashed at the Klerksdorp airshow. Rest in peace Gianfranco.

Our treasurer and safety officer Walter Doubell was away in England on a punishing schedule of visiting three airshows, Duxford, RIAT and Old Warden in 15 days. Tough at the top, eh Walter? In Walter's absence, finance and safety were covered quickly and the other agenda items completed in good time, interspersed with Karl's humour and power-point presentation. The 'Swindle' winnings were kindly donated back to the club by Fanie Bezuidenhout and Keith Irwin. Huge congratulations again, Karl, on the remarkable monthly CONTACT newsletter. They are all world class publications and will be collectors' items in years to come.

After our glasses were refreshed by the ever reliable Wally Ferreira behind the bar - thank you Wally - we seated ourselves once more, to listen to Kevin Storie, General Manager of the Aero Club, who introduced us to the Aero Club's new initiative 'Safety First Aviator' campaign. The aim is to reduce the number of aircraft fatalities in South Africa. The vast majority of accidents involves General Aviation and most of these accidents are probably avoidable. Human error and bad weather appear to be the main causes. Aided by an excellent power-point presentation, Kev got his message over to an attentive audience. Let us hope some of the salient points covered will have the desired effect.

At 22h30 we began to wander home. Thank you Karl for your usual thoroughness and another excellent meeting. Thank you Trixie Heron, our PR lady for all your wonderful work behind the scenes and thanks to all of you who attend the meetings come rain or shine. Our next meeting will be Wednesday 1 August. Same time, same place. The guest speaker will be Deon van der Mescht who will journey from Port Elizabeth to teach us all about weather. Deon is a fundi on this important topic and was instrumental in helping Chalkie Stobbart with his world record and the Airplane Factory's 'Sling around the World' flights. Should be most interesting. Everyone is welcome. Hope to see you there!



Ron van Lear and Fanie Bezuidenhout



Kevin Storie



322 Members filing in to the meeting

Another Flying Legend graces the EAA Auditorium - by Gordon Dyne

On Thursday 12 July the guest at the EAA Flying Legends Talk Show at our auditorium at Rand airport, was recently retired SAA Captain Paul Quick. Quick by name and quick by nature. It was great to welcome back master of ceremonies, Karl Jensen, who has known Paul for some 40 years. Karl was full of 'flu, but did a sterling job in probing some great stories from Paul from his lengthy and illustrious flying career. Karl, on antibiotics, was on strict orders from his doctor not to let the 'demon drink' pass his lips and so he sat there with a bottle of water on the table in front of him. Another first in South African general aviation!

Paul attained a very high pinnacle in his aviation career from humble beginnings, paying for his own flying, without any military involvement or assistance. As a child his love was building model airplanes and this love continued with Paul building his own RV-4 and recently buying a One Design to advance his aerobatics. Paul's long career included flying Islanders in the Seychelles, the JU-52, DC3s, DC4s, and everything that came his way in SAA. Early in Paul's career, his 'quick' thinking saved the lives of dozens of passengers when he managed to land an A300 at Johannesburg International Airport with several burst tyres. The skidding airplane came to a stop five metres from the end of runway 21 left which drops down steeply only metres from the N12 highway. Some years later Paul was in command of a Boeing 747 SP from Maputo to Johannesburg, His crew were all Mozambique nationals. An engine caught fire on departure from Maputo at 6000 ft and, not being able to extinguish the fire, Paul made a 2½ minute circuit and put the 747 back on



Paul Quick during the Talk Show



Paul's RV-4 and One Design



the tarmac before the wing burned off. Paul's crew was paralysed 'to a man' and had frozen.

Seriously dramatic stuff! This episode was all in a day's work for this very humble and modest pilot.

The evening was full of similar exciting stories and the full house at the auditorium was very disappointed when Karl finally called a halt to proceedings at 22h30.

Paul retired from SAA only a few weeks ago with 137 types of aircraft on his licence. He is a Grade 1 instructor and Designated Examiner. Paul has a total of 24,500 flying hours plus some 4,500 hours of instruction in the simulators. Phew! Quite a track record.

Thank you very much Paul for a fascinating and absorbing evening. I wish you many more happy hours of flying wherever your retirement takes you. Thank you Karl Jensen for returning to the 'hot seat' as master of ceremonies. You have not lost your touch after your long sabbatical and your risqué jokes and humour were as good as we can all remember.

Thank you Jeremy Woods, auditorium convener, for once again organising such a great evening. Grateful thanks to your 'better half' Anne-Louise for running ticket and raffle sales and to Trixie Heron for helping her. Trixie has sadly recently turned down her 'Sainthood' and we helped her celebrate her 30 something or other birthday on the talk show evening! Trixie you are such a hard worker. Thank you.

Thank you too to our four braaiing musketeers, Coen Swart, Mike Hartmann, Ronnie Alcock and 'Pottie' Potgieter. The steaks were as phenomenal as usual. Thank you Justin Gloy for assisting in the bar. Finally, thank you to the enthusiastic knowledgeable audience who loyally rock up in droves, month in and month out, to support the talk shows.

African Pilot
Serious about flying

and

PILOT'S POST AVIATION IN SOUTH AFRICA

We again extend grateful thanks on behalf of EAA of SA to Athol Franz of African Pilot and Juri Keyter of pilotspost.com for the great publicity you so kindly provide. We wish you every ongoing success. CONTACT is also available at Orange Tail SAA Crew website <http://orangetail.co.za/> and of course our very own EAA website eaa.org.za - Karl Jensen

What's On

Wednesday 1 August: EAA Chapter 322 monthly meeting 18h00 for 19h00 at Dickie Fritz MOTH Hall in Dowerglen, Edenvale. Special guest speaker (flight sponsored by EAA of SA) Deon van der Mescht, Meteorologist extraordinaire from Port Elizabeth, who helped make Chalkie Stobbart's Henshaw Challenge and the Airplane Factory's amazing 'Sling Around the World' flights possible. Everyone is most welcome and please feel free to bring guests!

Saturday 4 August: EAA 322 Breakfast Fly-in to Heidelberg from early until 10h30, followed by a meeting with Heidelberg Pilots Association to discuss the EAA of SA 2013 Convention. Fly or drive, but be there! Everyone is welcome! RSVP for catering purposes to Fanie Bezuidenhout ansan@tiscali.co.za or Walter Doubell walterd@lantic.net

International Women's Day 9-12 August: The Ranch SkyDiving Boogie and Symposium 2012/ 'FreeFly Astronaut Project' (Highest Fastest Longest Skydive Ever) Presentation. Hosted by SkyDive Rustenburg at the luxurious Protea Hotel Ranch Resort, the 'Ranch SkyDiving Boogie and Symposium' is regarded as South Africa's Premier Skydiving and Parachuting event. A highlight of this year's symposium will be a presentation on the 'FreeFly Astronaut Project' by **Olav Zipser**. EAA has been invited to attend. For more info <http://www.para.co.za>



Thursday 16 August: Flying Legends Talk Show at EAA Auditorium, Hurricane Road, Rand Airport.

The show will feature Dr Steve Murray who qualified in the SAAF as a pilot in 1952. He has achieved three world gliding records, instructed trainee gliders for 32 years, and held prominent administrative positions in sport aviation, including Chief Flying Instructor and Chairman of the largest gliding club in the country, Chairman and National Safety Officer of the Soaring Society of South Africa, and Director-General of the Aero Club of South Africa. Following retirement, he studied aviation psychology, and was awarded a doctorate from the University of Johannesburg in 2008. He has an extraordinary wealth of experience and unique insight into the causes of aviation accidents. The Host for the show is appropriately Dr Mike Brown, vice chairman of EAA Chapter 322. Booking is essential to Anne-Louise Woods 011 888 8495 or admin2.woods@icon.co.za



Mike Brown



Steve Murray

Saturday 18 August: EAA Chapter 973 Krugersdorp monthly meeting 14h00 at FAKR. Call Christa 082 800 0566 from the gate for directions - see Page 4 for details.

Saturday 25 August: EAA 322 Breakfast Fly-in to Warmbaths airfield. About 10 of our members stopped by to suss out Warmbaths for this fly-in while on the way home from Nylstroom Taildraggers weekend. Contact persons Braam van der Merwe 082 723 7539 or Peter Roux 083 377 5227 info@just4fun.co.za Avgas will be available.



Saturday 1 September: EAA 322 Fly-in "Flight for the Plight of Vultures" to Nyoka Ridge airstrip 5nm west from The Coves airstrip. Runway East/West 900m S 24 48 38.7 E 27 42 43.5. **Caution: Arrive before 09h30 before the vultures become active.**



Cape Griffon - pic by Dudley Steenkamp

NB: all circuits are to the south. If you encounter vultures, do not fly under them as they tend to dive to escape danger. Mark Howse has confirmed his participation and will fly in by glider and will be bringing a life-size model of the 'damaged part' and will give a talk on his collision experience. Programme: 1. Fly in, coffee, simple breakfast, chill, yak. 2. Mark flies in. 3. After breakfast, feed vultures. 4. Talk by Mark. 5. Feed vultures. 6. Guests from Brits Rotary, Bird-life SA, Wildlife Society, EWT pull in (1-2pm). 7. Mid-late afternoon bring & braai - aircraft depart or stay over (camp). 8. Sundowner Mojo. The event will be televised. Aircraft parking is limited, so prior arrangements are essential. All interested to contact Prof. Paul Bartels bartpaul@gmail.com or Karl Jensen 082 331 4652 karlpix@icon.co.za for briefing details prior to the fly-in. Aircraft parking is limited to 20 RSVP aircraft only.

19-23 September AAD 2012: EAA and Aero Club is involved with Transition and Development (T&D) where EAA will be bringing 60 young people to be guests for the day in terms of our EAA Young Eagles initiative.

9-11 November: EAA Sun n Fun Fly-in to Tempe hosted on behalf of Chapter 322 by Chapter 1503 Bloemfontein. Diarise this highlight of the EAA year. Jack Onderstall and his members are working flat out to make this a memorable event with generous sponsors coming to the party - more details will follow.

Saturday 17 November: EAA Chapter 322 Annual Peter Hengst Memorial Breakfast fly-in to Brits.

EAA Chapter 575 East Rand - by Charles Flee **What our members are building: Vernon McLaren's Loehle Jenny**

Vernon imagined himself flying all over the country, burning up the skies in his Jenny, so in 2000 he purchased Jenny plans, a batch of 4130 tubing and aluminium. Fortunately Joanie came into Vernon's life and it has been her support that has allowed him to do the Jenny build, buy shares in a Luscombe Silvaire and spend 3½ years building a hangar. Vernon has decided that the Jenny will fly this summer. The fuselage is mostly welded up, with only the fittings, turtle deck, attachment tabs, and engine mount supports to complete. The stabiliser, elevators, fin and rudder have been completed and signed off. Those terrific landing gear struts are varnished saligna and the wheels and axle are home-made. The wheel hubs are 125cc Moto-X font hubs, the wheel rims were specially manufactured in Taiwan, the spokes were made in the UK and all then assembled in RSA, a true work of art. Springing will be by bungee cord mounted around the axle

itself. Vernon has built a most innovative press and dies for producing wing ribs in a hydraulic press. The wings will be the next major construction phase. In the pictures Joanie is holding the interplane strut which gives an indication of the aircraft's height. This is truly a team build with Joanie pitching in when a third hand is needed or sitting with Vernon doing her oil paintings whilst he works. We look forward to the completed Jenny making it's maiden flight soon. Good luck with your project, Vernon!

Some details about the Loehle Jenny: The Jenny is a very stable, easy to fly airplane, much like a Cub. It is our first two passenger aircraft kit, added at the request of Jenny designer Dennis Wiley. Although the kit has been discontinued, plans are available from Dennis and Judy Wiley at Early Bird Aircraft. Stamped aluminium ribs, fabric and paint are available from the Loehle factory.

Loehle Jenny specifications
 Height: 7 ft.
 Wing Span: 27 ft. 6 in.
 Length: 18 ft. 4 in.
 Empty Weight: 419 lbs.
 Wing Area: 175 sq. ft.
 Wing Load: 4.6 lb. sq. ft.
 Gross Weight: 900 lbs.
 Stall Speed: 35 mph
 Landing Distance: 250 ft.
 Power Loading (46 hp): 17.2 lb. per hp
 VNE Speed: 80 mph
 Cruise Speed: 60 mph
 Single Seat Climb Rate @ Sea Level: 800 fpm
 Fuel Capacity (2.5hr duration): 7.5 gal
 Seats: 2
 Useful Load: 381 lb.
 Service Ceiling: 14,000 ft.
 Building Time: 400 hrs.
 Range S/M: 180 miles
 HP Range: 46 to 65 hp
 T/O Distance (single seat): 100 ft



Joanie and Vernon McLaren



Where's Woldow - our EAA 322 member in the USA - Ric was not able to submit his column because he is having too much fun to write while at EAA Airventure Oshkosh. We await his next bulletin which should be a bumper edition in August.

EAA Chapter 778 Port Elizabeth - by Régo Burger

The engine of my Fish Eagle aircraft seized during a static manual rotation. When the head was removed, I found a piece of steel imbedded between head and piston. Had someone tried to sabotage my project during my carb change over and maliciously thrown something into the inlets? I turned the engine over on my work bench looking for any possible sign of where this part could have come from. I then went back to the heads and started removing the valves to see if there was any sign there that could (excuse the pun) guide me to an answer. The damage was caused by a spare valve guide in the chamber. Note the impact damage to the head top and bottom from fragments. I am of the opinion the engineering firm that rebuilt my engine used a parted valve guide or three as spacers to press the new valve guides into the heads. They either left them on the valve or in the chamber, who knows. The old guide, green trimmed, would serve as a spacer when pressing in the new guides, blue.

On closer observation I noticed that all valve guides are not 100% at the same height either. I suspect the spare spacer was left on the valve, it acted as an impact hammer. I mentioned I suspected that at least 2 valves had spacers left by the engineering firm that did my rebuild. I failed to re-inspect their work which should not be required. Over a period of 6 years and the last over-rev incident the spare spacers cracked and small enough pieces were evacuated through the exhaust. This chip in the picture was big, timing and lots of divine good fortune during the hand turn let me discover it before an even bigger piece could drop into a cylinder. The miracle is that at least 2 cylinders had foreign matter lying in the valve ports waiting to fragment and fall in over time.

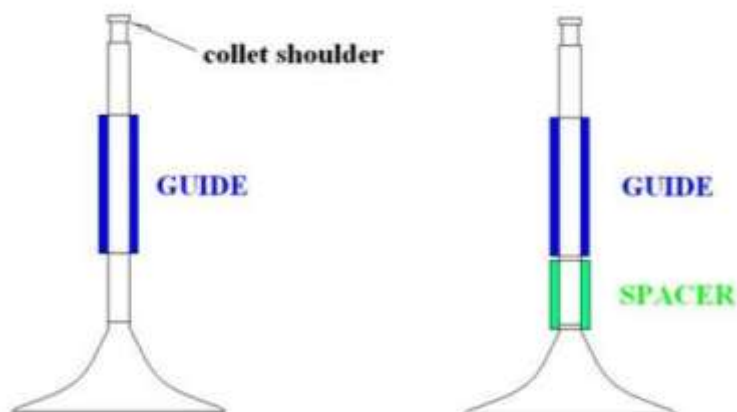


Magnetic tool with offending metal

Cont on Page 10...

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The spare valve guides were lying in the inlet ports. Lack of quality control must have led to them falling in there. The fact that they lasted more than 6 years with all the test flying I did is nothing short of a miracle. On closer examination the over-rev had caused the valve stem shoulders flare to a point that they could not be pulled down through the guides without grinding the flare off. In the event of an over-rev with no load on the engine, valve bounce would cause damage between the collets and valve stem shoulders not easily visible



From this lesson I am of the opinion that if over-rev happens again, the heads need to come off to enable accurate measuring of the stems.

Conclusion: The engine is not to blame for anything that went wrong. This engine took severe punishment during the over-rev last year and ran 20 hours trouble-free thereafter. The inspection showed no visible damage. Post event, it is evident that a rocker foot had cracked and it was just a question of time before it fell off and cracked the valve retainer.

Due to the foreign debris lying in inlet ports that started distributing chips, minor piston crown damage was taking its toll. The final straw was the big piece of steel falling in during early warnings and routine inspection and restricting rotation. If I had chosen to fly for 5-10 minutes more there would have been catastrophic engine failure. There was no cylinder scoring. Cylinders still have 90% of the honing marks on them. No ring damage. All bearings fine, like the day they were installed.

Conjecture is one thing, getting to the bottom of where the 'spare' valve guide came from is another. One can blame suspected poor workmanship till the cows come home, but everything is not over until the fat lady sings. Emotions and facts are inseparable but cloud judgement, often leading to false conclusions. For this reason, many persons have been lynched without all the evidence being gathered objectively. How many conclusions have many of us jumped to incorrectly? Discussions with others (which is good to get a better understanding when in doubt) on the matter lead to more theories that the part had to have broken off within the engine. Yes, but where and how? Cylinder #6 had both guides and the 'foreign one'. Chatting to a fellow aviator on the subject I was

led to go back and look deeper into the problem, his experience had showed that parts can move from one side of the engine to the other. Yes, there is a left bank and a right bank, but they meet in the inlet manifold. At first glance on the edelbrock inlet manifold I thought the centre dividing 'fence' would stop any transfer of debris from one side to the next.

Uh-uh, nothing as simple as that. With all the bits and pieces on my work bench, I then focussed on the inlet manifold. Look at those tunnels! The ports are interconnecting chambers between left and right side and some meet in the centre, yet some are divided. A complex maze. So I went to #6 port and

low and behold it is linked to #7. Then the penny dropped. Which valve dropped? #7 So I went to that head to look again. Yes okay, all the clever folks suspected it. #7 inlet valves guide sheared off during its drop and bend journey. To find out which chambers are interconnected is fun. Just roll a ball bearing in one port on the inlet manifold and see where it goes, just don't leave it there during assembly please. The third cylinder's impact damage is still a mystery. I need to send the ball bearing on its next journey to see where it can run. It would seem there is one even port linked to one odd port. All is not as simple as it seems, but with keen interest I will get to the bottom of the saga. At least the big chunk's origin has been found.

I apologise for the conspiracy theory regarding poor engineering and sabotage, but then many investigations start out this way until more evidence comes to light. There is no substitute for experience. Discovering it with help from others and practically seeing how it works brings far more clarity than mere theory or reading about it. None of this investigation may have any influence on better piloting skills, but it sure makes you sharper when it comes to those inspections as an A/P. Never set time limits on getting to the root of a problem. It may just help one prevent something in the future. Listen to others who may just be onto something you did not think of at the time. Teamwork is important.

I am replacing all that is required to restore the motor to good health and the option of a rev limiter which can save the engine. Nothing man-made is perfect, this one can accept, but that fact must not stop you from trying to make things better. We always need to be willing to learn something new.

Picture Gallery



Komatipoort Prawn Festival Fly-in



Proud owner Wally Goodrich EAA Chapter 1503 Bloemfontein standing next to his Stunning new RV 7 built by Robin Coss. Engine is a Lycoming IO360. Colour scheme designed by Wally's son. Actual colours chosen by Wally. Wally has only good things to say about the excellent build quality of this magnificent bird - *Jack Onderstall*.



Peter How's airfield Adamsfontein - All EAAers welcome!



Jeremy Woods & Nico Brandt Ch 322 at Komatipoort



Nylstroom Taildraggers Fly-in EAA Young Eagles
Below: Nylstroom YEs inspect Juri Keyter's RV-7



Chapter 322 members recce Warmbaths for brekkie fly-in



TAILPIECE FROM NYLSTROOM: Beste Karl, Nogmaals baie dankie vir die gulhartigheid waarmee jy en almal betrokke ons Sonstraal kinders by die Nylstroom Taildraggers Fly-in ontvang het! Die kinders, personeel en ouers wat daar was kan net nie uitgepraat raak oor die dag nie. Ons sien alreeds uit na aanstaande jaar! Baie dankie ook vir al die papiervlietuigie-planne. Ek het eers agtena die kans gekry om mooi te kyk wat dit is wat jy vir ons gegee het ... dis wonderlik! Alles van die beste, Erich



Jeremy Woods - Paul Quick - Deena Gounden at the July Flying Legends Talk Show



EAA Young Eagles admiring Juri Keyter's RV at the Nylstroom Taildraggers Fly-in



EAA Young Eagles learn about a biplane at the Nylstroom Taildraggers Fly-in



Bob Allison, Stephen Theron and Daphne Allison travelling 1st Class in a Cessna 170



Tanning meat at Nylstroom Taildraggers Fly-in



EAA Young Eagles learn about a Trike at Nylstroom Taildraggers Fly-in



The flightline at Nylstroom Taildraggers Fly-in

Pic by Pilot's Post



Richard Nicholson



Young Eagles at Makwassie June Mojo



Pic by Phillip van Rooyen from Germany



More scenes from the Makwassie EAA Young Eagles day in June

CONTACT is the official newsletter of EAA of SA. This edition was happily compiled by Karl Jensen and edited by Trixie Heron 31 July 2012. All contributions gratefully received from all Chapters and members. Please submit material before the **3rd Wednesday** of the month to editor@afskies.co.za or karlpix@icon.co.za. Thanks to all who contributed to this edition
Keep 'em coming!