



BRAKES ON...THROTTLE SET... CONTACT

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C-Wolf at AAD 2012 by Karl Jensen

In April 2011, Wolfgang Vormbaum, EAA Chapter 322 member and past Secretary of EAA National and Chapter 322, gave a talk at a 322 monthly meeting on his C-Wolf project, and we later covered the progress in a 3-part series in CONTACT. This was followed up with a project visit on a fine Saturday morning in March 2012, when a large group of enthusiastic EAAers turned up to enjoy a hearty breakfast and view the construction of the C-Wolf at close range. I have commented before that the C-Wolf is an ambitious and imaginative concept. As I have learnt in the many CRM courses I've attended, Wolfgang is following one of the main concepts in that he is using the best resources available to him.

The C-Wolf project has now received considerable marketing expertise from Andre Labuschagne, and with this comes an all-encompassing organisation appropriately named the VliegMasjien Company. The C-Wolf prototype is billed as an amphibious bush plane and has been named "Boeremeisie" with a possible military application "Induna" and a UAV version appropriately named "Tokoloshe".



Wolfgang Vormbaum with his creation at AAD

The VliegMasjien Company displayed the prototype of the "Boeremeisie" at AAD 2012. Although the aircraft has yet to fly, there is no doubt that it will be a winner. The unique design of the full size aircraft attracted great interest at AAD. Wolfgang and Cheryl Vormbaum, assisted at the exhibition by son Stefan and daughter Katje, were justifiably beaming with pride after the seemingly endless hours of building.

Most notably, the C-Wolf received a massive amount of attention from Middle Eastern investors whose serious advances are extremely encouraging. Proposed engines for the six-seater aircraft include the South African 320 hp (240kW) six-cylinder ADEPT-320T engine running on mogas. The engine will drive a five-bladed constant speed/reversible MTV5 propeller. Turning at only 1500 rpm, the aircraft will be extremely quiet. There are of course various other power plants being considered, including a Lycoming IO-540 and even a turbine engine.

The aircraft started out as an ambitious EAA type project by Wolfgang who has no piloting experience. The aircraft was constructed essentially of composites in the Vormbaum Engineering Works in Doornfontein, Johannesburg. Wolfgang hopes to complete the aircraft to fly some time next year. Designed for operations in extremely rugged terrain, the C-Wolf uses a unique layout consisting of canards, wing and T-tail, which should allow the aircraft to rotate more quickly on short strips. Double Fowler flaps should further increase its short field performance. The aircraft is expected to have an endurance of over 16 hours, while carrying a payload of 800 kg. The C-Wolf has an empty weight of 900 kg. VliegMasjien hopes to equip the aircraft with a full glass cockpit with side-stick controls. However, the flight controls are mechanical, with the exception of the electrically-powered trim.

The innovative ideas incorporated into the highly imaginative design of the C-Wolf epitomise the true spirit of what EAA enshrines. It is a long, long road to certification and our best wishes go to Wolfgang and his team.

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Another amazing pilot graces the stage at the EAA Flying Legends Talk Show Thursday 13 September - by Gordon Dyne

EAA 322 Vice Chairman Dr Mike Brown was the show host for the second time, introduced our guest speaker Martin Louw. "How do I address you?" enquired Mike. "Lt Colonel, Captain, Mr. or Martin?" "Martin," came the swift reply. "That is what I am called by all our staff at Comair Ltd, from the security guard at the gate to the CEO. Much of Comair's success stems from my door always being open and I know practically all Comair's staff by their first name." So the evening commenced.

Martin Louw is a SAAF reserve force pilot with the rank of Lt Colonel, still flying Mirage F1s and Harvards at the SAAF Museum



Trixie Heron and Anne-Louise Woods 'manning' the Auditorium registration table

and the Boeing BBJ at 21 Squadron. When leaving the SAAF, Martin joined Comair Ltd. as a First Officer on Fokker F-27s and today as well as still flying as a Captain on the B737-300s-400s and 800s, he is Director Operations at Comair Ltd, which incorporates Kulula.com and the British Airways franchise. Mike explored Martin's experience with the SAAF in which Martin spent 22 years. Flying mainly Mirage F1s – that beautiful iconic French fighter which first saw the light of day in the early seventies and is still being flown by a number of the smaller air



Mike Brown, Martin Louw and Jeremy Woods

forces around the world. Martin saw aerial combat on the border in the seventies, but modestly only claimed to have destroyed a helicopter on the ground. We heard many great stories from Martin's illustrious career. One of particular interest was that during the 1980s Martin went to Moscow where he flew the Mig29. This superb Russian fighter was offered to the SAAF, this at a time when South Africa was embroiled in the Namibia/Angola border conflict which was supported by Cuban and Russian forces in Angola. The offer was graciously declined.

When the SAAF retired its Mirages, many of them were sold to Aerosud which is an aeronautical engineering and manufacturing company, formed in 1990 by the then key designers of the South African Rooivalk Combat Support Helicopter, together with similar leaders from the Atlas Cheetah fighter programme.

One of Aerosud's first major contracts involved the re-engining of

the Dassault Mirage F1 with the Klimov RD-33 engine used in the Mig 29 fighter. Although overtaken by the decision of the South African Air Force to buy the SAAB JAS 39 Gripen, the F1 was technically very successful and one still flies as an Aerosud company demonstrator.

Aerosud sold a number of Mirages to the air forces of Gabon and the Republic of Congo. Neither of these air forces had the personnel to maintain the planes nor pilots to fly them. In order for these governments to impress their impoverished people, every so often mechanics from Aerosud travel to these countries to make the planes airworthy and then Martin and a few fellow pilots fly them. Martin had taken some stunning movies from his cockpit showing both the cockpit and the countryside over which he flew with three other F1s. After the break Mike continued his exploration of Martin's time with Comair. From First Officer to Director Operations. Kulula.com/Comair is probably the only money spinner of all South Africa's low cost airlines and, as Martin explained, a lot of this is due to the goodwill between management, cockpit crew and cabin staff. Also another key factor is the planes that the company flies, i.e. new 737-800s have

to be the best value per passenger mile for fuel economy. New planes are essential for fuel economy where fuel represents more than 40% of the overall operating cost and where possible to make all Boeing lovers such as



Athol Franz and Christine at the Talk Show on a warm spring evening

Captain Karl Jensen happy, all Comair's planes are Boeings. All too soon the evening came to a close and the audience departed to their loved ones and then back to their homes. Thank you, as usual, Jeremy and Anne-Louise Woods for putting it all together. Without you two there would not be a show. Dr Brown, you were a star and you are developing into a talk-show host of immense proportions. World class almost. Thank you Trixie Heron for always being there to assist. Thanks too, to the braaiing musketeers Pottie Potgieter, Ronnie Alcock and Coen Swart and to Justin Gloy who helped run the upgraded bar. It is time to remove the words 'rudimentary bar' from the invitation. Lastly thanks to Jeremy's Man Friday, Alson Maphosa, who completed with a smile all the jobs that make others shudder. Finally, thank you to the loyal audience which is always there through hell or high water.



Pottie Potgieter and Ronnie Alcock tan boerie and steak

EAA of SA National President Paul Lastrucci reports:

Isn't it amazing how the year is galloping to a close and we are rapidly approaching toasting the new year in with a bang and 2012 will be a mere memory. It has been a tremendously busy year so far, despite the economy biting us all a bit. We still have quite a lot to still look forward to, being Sun n Fun in Bloem and the Chapter year end functions that finally seals the year. I thought that for this article we can reflect back a bit on this year to continue the momentum into the New Year. I have always believed in being goal orientated as it's the only way you can actually deal with eventualities that we get faced with that command time and resources to get any particular job done. It also helps to have genuinely interested and committed folk who at short notice roll up their sleeves and get busy. With these two catalysts in place it is unlikely that any obstacle remains in place for a long time, collectively the ideas flow and ultimately the solutions always appear.

Two of the EAA's major ongoing goals are new membership and existing member retention. Within this realm lies a myriad of tasks that auger this to make it interesting and exciting for existing members and appealing for new ones. So far 2012 has been an exciting year for the EAA. We have all had the opportunity to be involved in sport aviation in this country, had fun along the way and also stand our ground when it comes to representation at the various forums that governs the regulations that if unopposed, will affect all of us who take part in this wonderful pastime of ours.

The EAA Chapters continue to put in a concerted effort to attract new members, this through various platforms that they have created or utilised to promote the EAA. Chapter 1502 East Coast has instilled a very successful structured Chapter meeting process to make it interesting and relevant which retains existing members and attracts new members. They have developed many topical subjects regarding safety and airmanship and shared it monthly with their members in that region as well as participation from the SAAF, Misasa and ATNS; this is the kind of momentum that ups the enthusiasm. The EAA in Klerksdorp through Mike Visagie go to great lengths to make sure the youth in aviation is taken care of.

They have a goal of building an aircraft that has been donated to the Young Eagles within the Chapter. Now that's a perfect way to get a hands-on approach which has a long term benefit, not only for the individuals involved, but also a huge contribution to aviation as a whole in SA.

I am very privileged to be a member of Chapter 322 Johannesburg. The amount of enthusiasm and participation by the Chapter leadership and all the members is exemplary. Fly-in participation and extending aviation into furthering community projects, albeit wildlife or supporting regional fly-ins, etc., with camaraderie that is incredible. The Chapter participation at the fly-ins throughout the country is evidence of enthusiasm and commitment.

We are progressing steadily with the dormant Chapters and very soon we will have a Chapter at Morningstar in Cape Town. William Scheepers, a keen EAA enthusiast, pilot and holder of an AME licence, is busy getting a group together to restart this Chapter. I also visited Nelspruit and had a chat with the local guys to get this once bustling EAA community back on track.

We will be holding a National Council Meeting on the 20th of October 2012 where we will be laying the foundation for the 2013 EAA Convention that will be held at Heidelberg with the kind assistance of the Heidelberg Aeronautical Association. These types of synergies are what is needed to make these events enjoyable and successful.

In my capacity as Vice Chairman of the Aero Club, we recently attended a one-on-one meeting with the DCA, Mr Zakhele Thwala, and we used the opportunity to bring him up to speed with what EAA does and highlighted the challenges we face regarding some advocacy and regulatory issues that affect us as an organisation. Feedback will be given on an ongoing basis.

I extend a challenge to each and every EAA member to support all the activities throughout the year and, most importantly, have fun and fly safe. *Paul*



The EAA of SA National Council Meeting will take place at the EAA Auditorium on Saturday 20 October at 10h00.

All EAA members are welcome to attend. Chapter Chairmen should make every endeavour to be present.



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Seen around recent events

1. Three Musketeers from Kroonstad at AAD. Theuns Welgemoed, Hennie Roets and Niel Terblanche.
2. Rainer and Barbara Frieböse with Gordon Dyne and the Seagle at AAD.
3. Ricardo de Bonis' Chipmunk on the way to FAKR.
4. Gordon Dyne, Cuda Currie and Athol Franz at AAD.
5. Hennie Roets and Niel Terblanche's RVs at Parys.



5

EAA Chapter 322 Johannesburg “Flight for the Plight of Vultures” fly-in - by Karl Jensen

EAA Chapter 322 members, family and friends took advantage of flying and driving to Nyoka Ridge Vulture Restaurant on 1 September for an experience that was definitely out of the ordinary. The restaurant is a rudimentary structure which was donated and erected by the Brits Rotary Club. Paul Bartels and Dave van der Spuy, who own the farm Nyoka Ridge, provided a delicious breakfast for pilots and pax of 18 aircraft who flew in to the 900 m airstrip about 5 nm west of Hartbeespoort Dam. The flightline made a most impressive sight. We were joined by enthusiastic members of WESSA, Birdlife (Harties) and Rotary (Brits) who were founder partners of the project. In all, about 200 people stayed until late to enjoy the spectacle of the vultures at relatively close range.



Nyoka Ridge lies in the lee of the Magaliesberg Ridge where threatened Cape Vultures roost. All visiting aircraft were



Paul Bartels, Sven Kreher (Bateleurs)

required to land before 09h30 to avoid possible collisions with these massive birds. The vultures only become active when thermals develop and pilots were briefed on how to avoid collisions with the birds that can weigh up to 12 kg. It is quite simple: keep a good look out and never fly underneath vultures, and the same goes for most other birds. When birds are threatened in flight, they tend to dive to avoid perceived threats such as aircraft.

As arranged, Mark Howse arrived high overhead in his K6 glider just after 10h00 and gave a well-practised aerobic demonstration before landing at Nyoka Ridge. Mark was flying



Peter Lastrucci lands his R44 next to Hugo Erasmus' Alouette II

the same glider in which he collided with a vulture in the Kransberg area near Thabazimbi. Mark did a presentation for the visitors to Nyoka Ridge on the collision and showed the damaged empennage that



Mark Howse lands at Nyoka Ridge in his K6

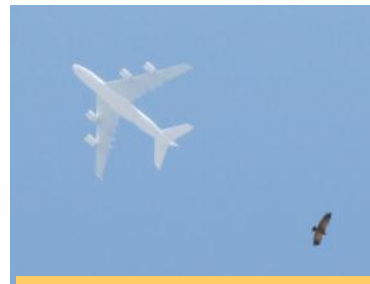
had to be replaced.

After all the aircraft had landed, 6 pig carcasses (which had been collected from a nearby piggery to feed the birds) were laid out in the feeding area about 350 m from the public viewing point. The vultures flock to the area when they see the carcasses. These massive birds are very wary of humans as they are rather ungainly getting airborne and can easily be caught – a serious factor in the dreadful decline in numbers of a species that

plays such a vital role in nature by feeding on animal carcasses and thereby helping to control diseases such as anthrax. Vultures are under severe threat from the muti trade, largely due to the false belief that vulture brains and other parts promote clairvoyance and improved eyesight for humans. Vultures also face certain death when they feed on carcasses which have been treated with antibiotics



Steve Theron and the Miss Earth finalist



A passing A380 and a Cape Vulture

or animals which are shot with lead-nose bullets. Power lines, farm reservoirs and baited carcasses intended to kill jackals and other predators take a terrible toll on the birds. In India, where vultures are an accepted form of human corpse disposal, their numbers have been reduced by sixty million to less than half a million within 2 years due to a substance called Diclofenac, an ingredient contained in many anti-inflammatory medications for both humans and cattle.

A clinic is being constructed at Nyoka Ridge to treat vultures which have been injured or poisoned.

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After treatment and rehabilitation, the vultures are returned to the wild. This process takes place at various centres, but there are simply not enough facilities at



Eugene Couzyn lands his Alo II at Nyoka Ridge

present to cope with the results of the persecution that threatens these endangered birds. In addition to this event being a fly-in with a purpose, the

objective was to raise awareness and funds to assist with this highly commendable conservation work. EAA Chapter 322 members have already generously donated building materials, paint, etc. for the project.



Jamie the Cape Vulture - Vincent Carruthers on the right

All proceeds from raffle tickets for a unique book by Neil Aldridge, *Underdogs, the fight to save South Africa's wild dogs* will go to the Nyoka Ridge project – all 75 available tickets were snapped up before the lucky draw by Miss Earth finalist. The book was won by Chapter 322 member Eugene Couzyn. More than R3,600 was donated to the cause and a further R520 was presented from the winners of the Chapter 322 'Swindle' at the August meeting.



Norman Pearson, Ricardo de Bonis, Val Jensen and Brian Stableford next to Ricardo's Aircam

Jamie, a tame vulture that could not make it in the wild, was test flown for the visitors to provide a close-up encounter with these wonderful creatures. Jamie is a beautiful specimen and everyone was clearly spellbound by his antics and the way he interacted with his handler. Vincent Carruthers, who wrote the book *The Magaliesberg*, gave a presentation on the Magalies biosphere. The Bateleurs were represented by Sven Kreher. The day's activities were filmed by ENews and Kyknet for screening in November. Both cameramen were flown by Peter Lastrucci in his R44 and Eugene Couzyn in his Alo II for aerial views of the activities. It is not one of the stated objectives of the EAA to be involved in game conservation, but a fly-in for such a noble purpose is a very rewarding experience. It is up to every single one of us to do whatever we can to combat the rapid demise of vultures and so many other precious wildlife species. Thanks to everyone who made the effort to fly in or drive in to support this extremely worthwhile cause – together, we can make a very real difference!



Len du Preez (Ch 1504), EAA President Paul Lastrucci and Bateleur Sven Kreher



Nuus van EAA Chapter 1504 Klerksdorp - Sonex in die Wes-Transvaal - deur Hannes Vorster

Waar dit alles begin het, kan ek nie presies sê nie. Al wat ek weet is dit: as daar 'n vliegtuig oorgevlieg het, het ek altyd opgekyk. Dan weet ek dat ek met 'n bietjie dink, navraag doen en met die oë steel (en foute regmaak soos 'n projek vorder) al 'n paar projekte aangepak en suksesvol(?) afgehandel het.

Sestien jaar gelede het ek geleer vlieg en toe het ek geweet dat ek 'n vliegtuig wil (moet) besit. Met die kinders in die hoërskool en op pad universiteit toe, 'n huisbou projek en wat nog, was die gate altyd net groter as die stoppels. Ek het toegang tot die internet gekry en een van die eerste dinge waarvan ek van bewus geword het, was dat jy jou eie vliegtuig kan bou. Só het my vliegtuig bouprojekte begin...

Ek begin toe navorsing doen. Snaaks genoeg was van die eerste vliegtuie wat my aangetrek het die RV en Bueth Barracuda. Verskillende materiale en boumetodes is ook ondersoek. Lewers het ek vliegdraam in die hande gekry vir 'n pyp- en materiaal oefening. Sweis is beslis nie my sterk punt nie en oefening een het net dit gebly... 'n onvoltooide oefening.

Toe loop ek 'n half geboude Evans VP Volksplane raak. Die raam was deur 'n brand met baie rook en roet, en ek het begin om die houtromp en vlerke skoon te maak. Alles het goed gegaan tot ek die eerste plakwerk begin doen het. 'n Bietjie van hierdie gom gemeng met daardie gom, roer die mengsel, roer agterend, smeer aan, roer agterend vinniger, klamp vas, inspekteer, maak klampe los, skuif onderdeel, roer agterend nog vinniger, klamp weer, vee surplus gom af, roer agterend op sy vinnigste, maak hande skoon, en oefening twee sterf ook 'n stille dood. Sommer ook die veselglas oefening wat nooit begin het nie.

Terug na die tekenbord. 'n Vliegtuig wat ek in die begin van my navorsing (figuurlik) afgeskiet het omdat hy so lelik is, trek weer my aandag en ek begin weer huiswerk doen. 'n Toetsvlug saam met Mike Moulai van Scunthorpe in Engeland in sy nuwe Sonex het die deurslag gegee. Selfs my vrou, Susan, was beïndruk en soos almal wat haar ken, sy kom nie naby iets wat kleiner as 'n 747 is nie.

Kort voor Kersfees 2007 word my Sonex-kersgeskenk uit Amerika afgelewer. 'n Braaikamer/lapa word aan die huis gebou en verander dadelik in 'n vliegtuigfabriek. Onlangs het ek met die romp van die Sonex daar uitgetrek en die dag kom nou vinnig nader dat die eerste tjoppies daar gebraai sal kan word. Sê iemand dalk "hoog tyd?" Op 'n stadium het ek oorweeg om die "landing gear" so 'n bietjie te verander, maar soos Sonex-bouers weet, John Monnett hou nie daarvan as aan sy ontwerp getorring word nie. Die Wes-Transvaal is egter ook te plat vir die ontwerp. My plan word in detail op YouTube beskryf by <http://www.youtube.com/watch?v=LGMfk2a6gYk&feature=related> Wat kan ek vir die lesers van CONTACT van vliegtuigbou vertel? Maak 'n fout en die agterend wat geskop moet word, is naby. In die bouproses maak jy goeie plaaslike en oorsese vriende wat nie 'n oomblik huiwer om te help met raad en daad nie. Soos jy vorder, mag jou planne net nooit opraak nie. Hoe lank nog? Mike Visagie van Makwassie mojo-faam wil graag dat ek op 16 Junie 2013 na sy "happening" vlieg. Lyk my van nou af is dit beslis nie gom wat geroer moet word nie! Intussen bly my dogter Minnieke se woorde steeds by my toe sy die eerste keer van my planne gehoor het: "Gaan Pa weer kort paaie vat soos met Pa se ander projekte?" Nie hierdie keer nie!



'n Goeie voorbeeld - maar myne sal sonder die strepe wees!

The Makwassie / Wolmaransstad Pietenpol Project Update

Report 1: We picked up the aircraft from Graham's on Wednesday morning 12 September and delivered it to the school on the Friday. The only issue on delivery was that we picked up a whole heap of trouble with the headmaster, because Alex and I drove past some class rooms on the way to the workshops, and that put paid to any school work for that entire row of classes for the day.

We were however very fortunate that he accepted our explanation that the aircraft belongs to the EAA, and that they are to be blamed for the disruption. He expects all of them in his office on Monday morning. He had a wicked gleam in his eyes and kept glancing at the long cupboard in the corner where the canes are kept!

Graham, elsewhere Karl had thanked you, some other blokes had as well, and so did we on Wednesday, however, the effect and scale of your generosity only really sunk in yesterday.

I wish you were there! There were some Gr 11 scholars sent to the workshop to assist, and the excitement was truly something to see! Even the teachers are discussing aircraft and building and all sorts of stuff! Lots of hard work lies ahead, but I am certain we are going to fly not too long from now! Kind regards, *Mike Visagie*

Report 2: Hi Mike, It was great to meet you guys - can you just send back my bicycle that you seemed to have inadvertently loaded on your bakkie in my absence! Have fun and I am looking forward to seeing the progress and one day to fly the plane. As for the fishing and the fly-ins, roll on summer! - *Graham Haird*

Where in the World is Woldow, our Chapter 322 member in the USA

This report is in response to a letter to Ric from Gordon Dyne: It has been a very busy time as my position at Caterpillar has Global responsibility for Hydraulic systems and components. Unfortunately, we have no manufacturing facilities or suppliers based in RSA, so no travel to there. I hope to make a trip to visit the fine folks I got to know in South Africa in 2013. Although a difficult time in 2009, it was a phenomenal experience for me, and the members of 322 don't realize what an important role they held in maintaining my sanity during the plant closing.

It was great to see Claus and Ricardo during their Oshkosh travels, and I trust they enjoyed their time in the states. Hopefully more of the 322 folks can come over and see more of the US. I just returned from Galesburg IL and the National Stearman Fly-in. We had 91 Stearmans on the field with lots of good flying when the weather permitted. They are great airplanes, and I've already spent my monthly fuel allowance. I'll have to beg forgiveness from Lisa when the bill comes as I intend to get more air time in yet this month. Hopefully I can delay the wrath until winter when the cold will keep me out of the skies. Take care, and keep the eloquent articles in CONTACT as I thoroughly enjoy your reports. - Ric Woldow



It is a whole lot better to tie your plane down!



Ricardo de Bonis - Chapter 322

We are happy to report that Ricardo successfully underwent major heart surgery in Johannesburg on 11 September. This popular EAA member flies an Aircam, amongst other aeries. He is recovering satisfactorily at home. We all look forward to your getting back behind the controls soon, my friend - KJ



Briewe / Letters

Hi Karl, Dit was vir my 'n voorreg om vinnig met jou te kon gesels voor die aanbieding. Die aanbieding deur jou en Chalkie was wonderlik en met soveel passie gelewer - dankie! My Bushbaby in die aangehegte foto het ek gebou en was ge-maiden deur Cyril Manser jare gelede toe ek nog op Fly Inn gehangar het. Foto is geneem einde April by Zebula. Ek het vir 'n ruk op Bapsfontein gehangar maar is sedert 'n paar jaar op Petit.

Aerie cruise so 90-95 mph. Bly maar moeilik om konsekwent goed te land met die relatiewe hoë vlerklading en kort stert met klein vin. Sou graag met jou 'n paar gedagtes rondom taildragger landings met jou wou bespreek indien ons iewers weer ontmoet. Groete, Jan van der Spuy, Quality Manager, Aerosud Aviation - Dankie Jan, ek hoop jy sluit eersdags by EAA aan. - KJ



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Forthcoming Events - in addition to those previously advertised in CONTACT

3 October 19h00 EAA Chapter 322 AGM - Venue: Dickie Fritz MOTH Hall, Dowerglen, Edenvale.

13 October Saturday Krugersdorp - Krugersdorp Flying Club (which has many EAA members) and SA Flyer present the annual Fly-in and Spot Landing Competition. EAA have been invited *en mass*. Arrivals from 07h00 with the competition commencing at 09h00. The club will be providing breakfasts and lunches with a prize giving and braai at 16h00. There are no landing fee charges or restrictions on departures or arrivals. Contact Sam Belcher sam@bbprojects.co.za 082 414 5275.

20 October Saturday - EAA of SA Council meeting the EAA Auditorium at 10h00.

20 October Saturday - EAA Chapter 322 Year End Dinner will be held at Killarney Country Club. Bookings to Doug Norval doug@the-it-guy.co.za 083 308 4775.

7 November 19h00 EAA Chapter 322 Monthly Meeting - Venue: Dickie Fritz MOTH Hall, Dowerglen, Edenvale.

EAA of SA Sun n Fun 2012 Fly-in 10-11 November - EAA Chapter 1503 Bloemfontein is convening the 2012 event, a highlight of the EAA calendar. Jack Onderstall, Chairman Chapter 1503, is beavering away at making the weekend a memorable one for all. He has secured a major sponsor in STRADO. This is a company that specialises in truck and vehicle body repair, trailer refurbishing, realignment, paint refinishing, parts and fitment and rebranding. The owner of the company, Bertus Kritzinger founded STRADO in 2006. He started flying in April 2011. At present he flies a Samba XL. Bertus recently visited the Pipistrel factory and placed his order for a stunning new Panthera. He will be one of the first owners of this new 4-seater high end type in the world. Tempe is ideally situated in the middle of the country with VMC conditions almost guaranteed. Hospitality at the Bloemfontein Flying Club at Tempe is legendary. Planned events include aircraft judging and showcasing, NTCA aircraft static displays, a Fun Rally organised by SAPFA, aviation vendor displays, radio controlled model flying, educational forums, Young Eagles as well as skydiving and tandem skydives. There is reasonably priced accommodation close by. Camping is encouraged at the adjacent Bloemfontein Gliding Club which will also demonstrate glider towing/launching techniques. For further information, please contact Jack Onderstall at jack@cp.bftn.co.za or 082 770 5505. An accommodation list will follow.



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8 December EAA Chapter 1502 East Coast - will be holding their annual EAA Chapter 1502 Christmas Lunch. Family, friends and children are welcome to also attend – the more the merrier. Further details in the next CONTACT.



Streak Shadow, ZU-AIA for sale. Alan Lorimer is moving on to a Vintage/Classic aircraft and because he also has the Legal Eagle, he has to part company with his old faithful. As per the log book, the 1st flight was 12-11-93 by D. Cook himself.

Current engine fitted 24-9-1996 @ 214h 20 min. on Hobbs. I purchased the aircraft 09-10-2000 @ 285h17 min. therefore engine was approx. 71 hrs old. Engine overhauled on 16-5-2006 @ 556.6 hrs - 342 hrs on new engine for 300 hr inspection by Solo Wings. Current hours 682.8 hrs = 126.2 hrs into next 300 hr cycle = 173.8 hrs to go.

Since I purchased the aircraft, all annuals have been done by D.

Cormack who helped build the aircraft and has flown it extensively. This streak is serial number 001 and all mods from UK were done to it. Most streak pilots will probably have done some training on this aircraft. Engine Rotax 582 with an Arplast 4 blade prop which came from D. Cook himself. This combination is by far the best offering 75 to 80 knot cruise @ 5000 rpm one up, burning as low as 12.3 l/hr and offering 1200 ft/min climb. Fast cruise is 85 to 90 knots @ 6000 rpm, one or two up. This aircraft has done two Durban to Potch trips for EAA Conventions with one stop each way, and is still flown regularly to EAA fly-aways throughout KZN. It is currently hangared at Grass Roots, Cato Ridge. It is a joy to fly, but must go to make room for a Piper Vagabond. It has the following instrumentation: flap settings, electric trim, volt meter, fuel gauge, VSI, ASI, ALT, rev counter, water temp, EGT, compass, Hobbs. The aircraft is fitted with mechanical disc brakes. Asking R105,000 onco. Alan rose@rose@dsf.co.za

AAD returns to Waterkloof - by Rob Jonkers

Many will welcome the return to Gauteng of AAD following 3 years at Cape Town's AFB Ysterplaat, while the Waterkloof runway was being refurbished. The last two Cape Town shows took place during the world's Great Recession, and affected aviation significantly, which has stifled military spending as well as airline growth. General aviation remains stagnant under over-zealous regulatory effects.



Fun-Fly Park with a Sling ZU-TAE in the foreground

Cape Town is of course a choice location, however costs for exhibiting there where most local companies are based in Gauteng did put a strain on their marketing budgets, and of course weather factors are more prominent in the Cape. The last show held in 2010 claim the Cape venue attracted 13,000 trade visitors, 80,000 public day visitors, will see how 2012 stacks up, with estimates topping over 100,000.



Juju's Aircraft also made an appearance

On the military front, the final deliveries have taken place of the last Gripen fighters, and with this the conclusion of the controversial strategic arms deals. Vying for potential of a SAAF maritime requirement to replace the ageing C47TP, a number of contenders showed off their hardware, including the SAAB 340 MSA, which is a based on a re-lifed commuter aircraft. Also, some heavy lifter aircraft were in evidence for the potential transport requirement after the A400M was cancelled, notably the C17 Globemaster and the C27J Spartan.

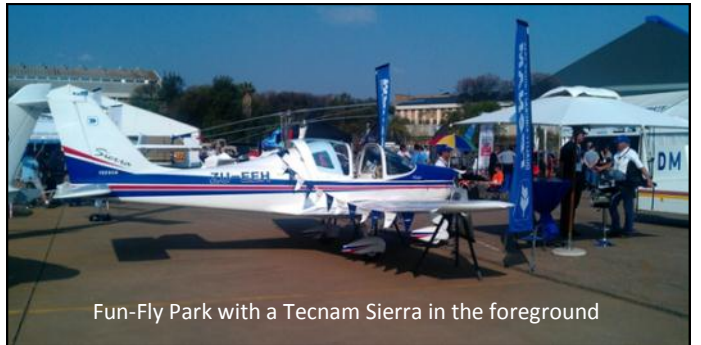


Pair of Vampires



Gripen takes off for a sunset display on Friday

For the first time, in cooperation with the Aero-Club of SA and RAASA, a dedicated area - Fun Fly Park - for light sports aircraft (LSA) types had been allocated, which was well laid out and attracted probably thousands of visitors. Adjacent to the fun-fly part was the Youth Development Programme. The YDP is celebrating its 10th anniversary, achievers in maths & science experienced world of flight simulators, vehicle simulators, model building, and took part in activities such as plastic model building, target shooting, first aid and investigating crime scenes.



Fun-Fly Park with a Tecnam Sierra in the foreground

The SAAF museum had a significant presence at the show, and with their flying aircraft based at Swartkops a stone's throw away, most of their airworthy aircraft could take part in the aerial display.

Trade days were from Wednesday to Friday, with air displays taking place sporadically, mostly show validation flights for the main event on Saturday and Sunday. Saturday saw severe morning thunderstorms, which fortunately dissipated later and allowed the show to continue, at least the heat stayed away, Sunday of course was a stunning day for an airshow, which did not disappoint.



Youth Development - building Delta Darts

The mini-war sequence definitely a highlight, especially with loud explosions when the attack helicopters were simulating their attack profiles.

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Fast jets such as the Gripen, Hawk, and Cheetah also went through their thunderous paces, and for some nostalgia, the distinctive whine of the graceful Vampire.

Next AAD will hopefully have traffic and parking arrangements somewhat better organised. See you in 2014 again at FAWK



Perky paint job on the Airplane Factory's Sling at AAD



Cheetah - 861



SAA's Olympics Liveried A340 with Silver falcons



Silver Falcons with their newest member - Gooney Bird

Safety First Aviator at Chapter 1502 East Coast on 25 August - by Craig Ralphs

I presented the first in a four-part Awareness Series to about 30 aviators at Grass Roots in support of the Aero Club's Safety First Aviator initiative. The rationale behind the Awareness Series is firstly to foster and support the Safety First Aviator initiative as well as making aviators aware of aspects of flying that we may never have been exposed to, or have simply forgotten about, and/or never considered as really important. The Awareness Series is not a lecture and or training in anyway whatsoever. It is only an opportunity to get aviators to challenge their own frames of reference with regard to their own knowledge and/or understand what affects them with regard to Airmanship. Airmanship is defined in Wikipedia as skill and Knowledge applied to aerial navigation, similar to seamanship in maritime navigation. Airmanship covers a broad range of desirable behaviours and abilities in an aviator. It is not simply a measure of skill or technique, but also a measure of a pilot's awareness of the aircraft, the environment in which it operates, and of his own capabilities. The three fundamental principles of expert airmanship are skill, proficiency, and the discipline to apply them in a safe and efficient manner. Discipline is the foundation of airmanship!



Craig Ralphs



EAA audience listening to Craig Ralphs

CONTACT is the official newsletter of EAA of SA. This edition was happily compiled by Karl Jensen and edited by Trixie Heron on 1 October 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!

A good police force is measured by the number of criminals it catches, compared with the number of criminals it employs!