

# ...Contact!

**March 2021**



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- ... and lots of goodies in our Market Place!

# President's Column

**David Toma – EAA SA National President**



Once again and just like that another month flew past! Meetings with all sorts of organisations, audit season for EAA ARO and the flying school are among the many things that make 17 hour days the new normal. Luckily for me I enjoy being at the airport. On that note I would like to officially thank everyone who was involved in the ARO renewal process as we honestly could not have done

it without them. Earlier in February I was lucky enough to go down to Mosselbay to visit Jan Hanekom with the RV10. Oom Jan was to have a look at the hot box which was a constant complaint for the past two years with an AMO having a go at it twice but without any noticeable difference. Oom Jan did his magic leaving the owner wondering why he left it for so long. Both flights, down and up were amazing and thanks to the installed equipment we headed back IFR due to low level clouds throughout the route. That beast of an aircraft climbed to FL110 in under ten minutes and flew us to Wonderboom in three hours and forty nine minutes burning 153 litres of fuel leaving us with two hours of fuel on landing at our cruise power setting. Now how is this for performance?

I unfortunately have to go back to another zoom meeting but I am really looking forward to the upcoming Air Week and Convention. In the meantime and as always Fly Safe, Fly Lots, Fly for the love of Flying and let's get those projects in the air!

David B. S. Toma  
Cell 082 3614 068



## EAA Chapters 932 & 322 Combined Gathering

Our February Monthly Gathering took a different form this past month – not only was our (322) monthly gathering split into two gatherings, but we also combined with Chapter 932 at Galt Airport, Illinois to discover what each chapter is about.

The first Wednesday saw 322's regular gathering held on Zoom, a shortened meeting covering all the usual "business" topics. Then on Saturday 6<sup>th</sup> February, we joined 932 at *their* usual gathering time, 10h00 Chicago, which made for a nice evening time this side, starting at 18h00.

Karl Jensen opened the batting with an impressive slide and video show depicting 322's activities, fly-ins and aircraft our members are building and flying. He was assisted by Andy Lawrence who explained the AP (Approved Person) scheme, and our CAA requirements when it comes to building an aircraft in South Africa.

This was followed by Arnie Quast, 932 President, who, together

**NOT YET  
an EAA Member?**  
There's over R50 000 in prizes to be won in our members MACH program!



[CLICK HERE  
To Renew or Join](#)

**EAA General Queries**  
[rsvp@eaa.org.za](mailto:rsvp@eaa.org.za)  
+ 27 83 259 7691

## EAA Drive-In / Fly-In Movie Night

with Vice Bill Tobin, presented a wonderful video showcasing Chapter 932.

The video introduced us to personalities that make up and run their chapter and airport, the history of their airport and chapter, and events such as their “Barnstormers” and “Plane & Puppy” days. We also had a look at some of the exciting and unique flying activities they undertake.



Many hours of work went into the making of both presentations and a big, big thank you must go out to all involved. With over 80 attendees glued to their zoom devices, we can only assume that this international collaboration project was a great success!



Please join us for a fun, family evening under the stars on Saturday 27<sup>th</sup> March when we will be holding our Drive-In / Fly-in night at Jack Taylor Airfield, Krugersdorp. The featured movie will be “Flying the Feathered Edge”, a movie on perhaps the greatest flying legend of all time, Bob Hoover. The movie will be shown on a giant inflatable screen with a sound system that can reach 400 people

Bring your camping chairs, blankets and beverages – catering facilities will also be available, details to follow soon. Drive in or fly in – a camping area with ablutions will be operational for those staying overnight.



Contact! Wants to hear about **YOUR** project, aircraft, fly-aways, adventures  
Please send articles to [contact.easa@gmail.com](mailto:contact.easa@gmail.com)  
**MACH** credits apply

## 322 Happenings



*Saturday 20<sup>th</sup> Feb – Circus Airfield Breakfast*



*Eileen, JP, Jen and Nico*



*Congratulations to Rudi Greyling on the Fokkers first flight! Rudi produced a great video – watch on the link below*

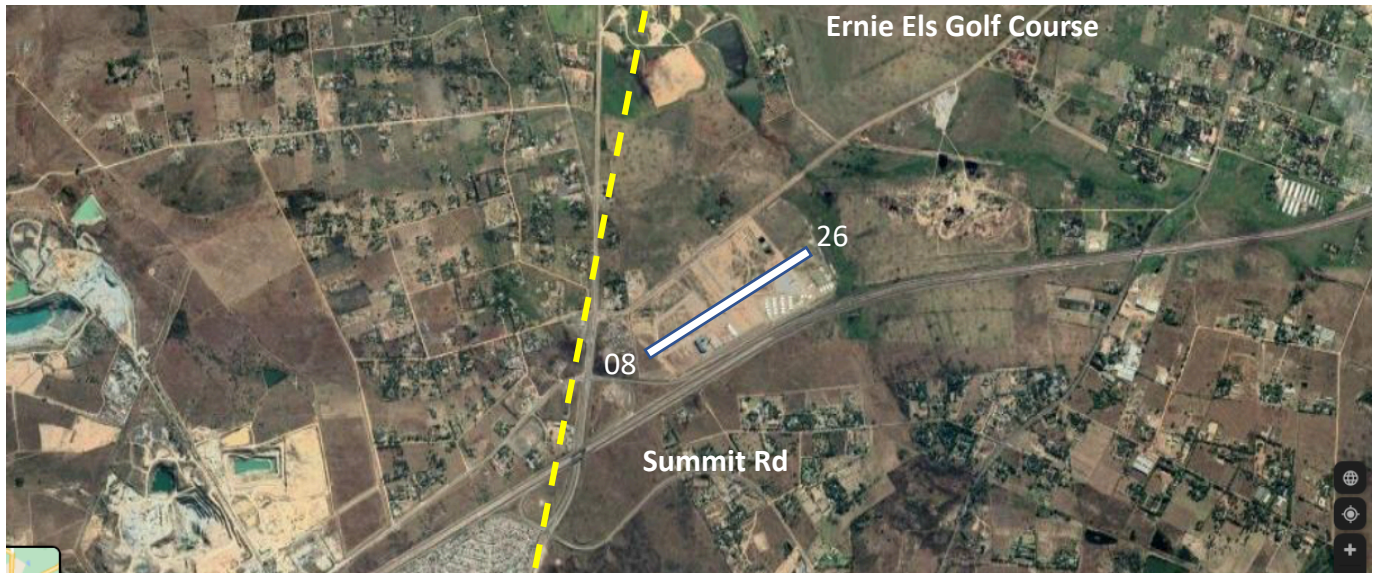


[Watch the Fokker's First Flight here](#)



**ZU FOK**

## Eagles Creek Aviation Estate Breakfast Fly-In – 6<sup>th</sup> March 2021



### Please read the Rules!

- Aircraft routing to and from the north are to route to the east of Copperleaf Golf Estate (Ernie Els)
- Aircraft must operate at a maximum indicated air-speed of 110 knots
- All aircraft routing to or intending to depart from Eagles Creek airfield must call FALA Tower on 124,0 stating their intentions
- All circuits are to be flown to the south of the airfield
- No circuit training or unnecessary circuits at the field
- All aircraft operating at the field must be transponder equipped
- All arriving aircraft must join overhead at an altitude of 6 300 ft, keeping clear of the Lanseria CTR and TMA
- Circuit height 1 000 ft AGL (5 700ft altitude), downwind leg on Summit Road
- Land on Runway 26 and depart Runway 08, wind permitting
- If wind dictates runway 26 departures, aircraft must commence an early left turn in order to avoid the Lanseria CTR boundary, 800 meters away
- No low flying or beat-ups permitted
- A maximum of one aircraft at a time will be permitted in the Eagles Creek circuit

- In the event of a go around RWY 26, aircraft must execute an early left turn to avoid the Lanseria CTR boundary
- Aircraft operating at this airfield must be of a maximum weight of 3 500 kg
- Only VFR operations are permitted in VMC during daylight hours

**Invitation!**

*Eagle's Creek Aviation Estate*  
**Fly-in Invitation**

*Please join us at Eagles' Creek Aviation Estate for a breakfast fly-in!*

*TAF will be showing off the new 'High Wing'*



**Date: Saturday 6<sup>th</sup> March 2021**

**Time: Fly-In from 07h00**

**RSVP:**

**NB: Please read and acknowledge the AIC circular attached to this invitation!**

# Breakfast at Baynesfield

## Chapter 1502's monthly breakfast meet



*Sunday 7 February saw the return of our monthly Breakfast at Baynesfield Airfield, home of Chapter 1502, East Coast.*

We were expecting a good turn out as there has been very little activity for some time due to the festive season and the "dreaded Lurgi". Russel Smith and Alan Lorimer spent the best part of Saturday preparing the clubhouse and surrounds for the members and friends before retiring to the Baynesfield Country Club for a great deal of refreshment, by way of Charles Glass.

The Sunday morning arrived and the weather was kind to us. In fact, most of KZN was flyable, so we were encouraged to expect a good turn out and we weren't disappointed. Over the course of the morning we had about 36 visitors who all enjoyed a bacon, tomato and egg roll with as much coffee or tea as you wished. It was great to see about a dozen aircraft visiting from as far away as Himeville and Umkomaas.

Aircraft present ranged from RV's to Kitfox's to Jason van Schalkwyk's Maule and a Piper Pa 22 Tri-Pacer. Great camaraderie ensued over breakfast, and with the likes of vintage Chris Hicks putting in an appearance, a fair amount of BS was also shared!

Breakfast runs from 08h00 to about 11h00 or until the food is eaten. Breakfast is held every 1<sup>st</sup> Sunday of the month and we look forward to expanding this programme to include our neighbouring airfields.

### Baynesfield Airfield

#### Coordinates

S294542 E0302033

#### Runway Information

09/27

855 x 30 m

Grass

#### Elevation

2772 ft

#### Frequency

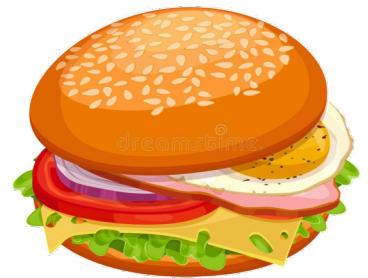
124,80

#### Telephone

033 251 0156

#### e mail

[info@baynesfield.co.za](mailto:info@baynesfield.co.za)



**Next Chapter 1502 Breakfast – Baynesfield Airfield  
Sunday 7<sup>th</sup> March 2021!**



# Scott Crossfield

*Aeronautical Engineer,  
Designer & Test Pilot*



*Crossfield in the cockpit a Douglas D-558-II Skyrocket during November 1953*

**Albert Scott Crossfield** (October 2, 1921 – April 19, 2006) was an American naval officer and test pilot. In 1953, he became the first pilot to fly at twice the speed of sound. He was the first of twelve pilots who flew the North American X-15, an experimental spaceplane jointly operated by the United States Air Force and NASA.

In 1950, Crossfield joined the National Advisory Committee for Aeronautics (NACA) High-Speed Flight Station (later called the NASA Dryden Flight Research Center, and now named the Neil A. Armstrong Flight Research Center) at Edwards Air Force Base, California, as an aeronautical research pilot.

Crossfield demonstrated his flight test skills on his very first student solo. His instructor was not available on the designated early morning, so



*Douglas Skyrocket D-558-2*

Crossfield, on his own, took off and went through manoeuvres he had practiced with his instructor, including spin entry and spin recovery. During the first spin, Crossfield experienced vibrations, banging, and noise in the aircraft that he had never encountered with his instructor. He recovered, climbed to a higher altitude, and repeated his spin entry and spin recovery, getting the same vibration, banging and noise. On his third spin entry, at yet an even higher altitude, he looked over his shoulder as he was spinning and observed the instructor's door disengaged and flapping in the spin. He reached back, pulled the door closed, and discovered all the vibrations, banging and noise stopped. Satisfied, he recovered from the spin, landed (actually, did several landings), and fuelled the airplane. He also realized his instructor had been holding the door during their practice spin entries and recoveries, and never mentioned this door quirk. In later years, Crossfield often cited his curiosity about this solo spin anomaly and his desire to analyse what was going on and why it happened, as the start of his test pilot career.

*"I am an aeronautical engineer, an aerodynamicist and a designer. My flying was only primarily because I felt that it was essential to designing and building better airplanes for pilots to fly"*

Over the next five years, he flew nearly all of the experimental aircraft under test at Edwards,



including the X-1, XF-92, X-4, X-5, Douglas D-558-I Skystreak and the Douglas D-558-II Skyrocket. During one of his X-1 flights, the cockpit windows completely frosted, Crossfield was literally flying blind. Ever resourceful, he removed a loafer (shoe), took off his sock, and created a peep hole to reference his chase plane wingman all the way to landing. On November 20, 1953, he became the first person to fly at twice the speed of sound as he piloted the Skyrocket to a speed of 1,291 mph (2,078 km/h, Mach 2.005). The Skyrocket D-558-II surpassed its intended design speed by 25 percent on that day. With 99 flights in the rocket-powered X-1 and D-558-II, Crossfield had, by a wide margin, more experience with rocket planes than any other pilot in the world by the time he left Edwards to join North American Aviation in 1955. In September 1954, Crossfield was forced to make a deadstick landing in the North American F-100 Super Sabre he was evaluating at the High-Speed Flight Station (now the Neil A. Armstrong Flight Research Center), a feat which North American's own test pilots doubted could be done, as the F-100 had a high landing speed. Crossfield made a perfect approach and touchdown, but was unable to bring the unpowered aircraft to a halt in a safe distance, and was forced to use the wall of the NACA hangar as a makeshift brake after narrowly missing several parked experimental aircraft ("with great precision," as he later wryly joked). Crossfield was uninjured, and the F-100 was later repaired and returned to service. Crossfield left NACA in 1955.



*The hangar wall that stopped Crossfield. Fellow test pilot Chuck Yeager often teased: "The sonic wall was mine. The hangar wall was Crossfield's."*

As chief engineering test pilot for North American, Crossfield played a major role in the design and development of the North American X-15 and its systems. Once it was ready to fly, it was his job to demonstrate its airworthiness at speeds ranging up to Mach 3 (2,290 mph). Because the X-15 and its systems were unproven, these tests were considered extremely hazardous. Crossfield flew 14 of the 199 total X-15 flight tests with most of these tests establishing and validating initial key parameters. Crossfield not only designed the X-15 from the beginning, but introduced many innovations, including putting engine controls of the rocket plane into the cockpit. Previously, all engine adjustments resulted from technicians making adjustments on the ground based upon results of flight profiles.

It was during this time that Crossfield was part of the U.S. Air Force's Man In Space Soonest project.

On June 8, 1959, he completed the airplane's first flight, an unpowered glide from 37,550 feet. The flight was troubled as the flight controls had not been set up properly. As Crossfield attempted to land the un-fueled X-15, it went into what Crossfield described as "a classic PIO" or pilot induced oscillation. He managed to set down the X-15 on the desert runway at the bottom of one of the severe oscillations saving himself and the airframe. On September 17, 1959, he completed the first powered flight. Because of delays in the development of the X-15's mammoth 57,000 pounds force (254 kN) thrust XLR-99 engine, the early flights were completed with a pair of interim XLR-11 rocket engines.



Shortly after launch on his third flight, one of these engines exploded. Unable to jettison his propellants, Crossfield was forced to make an

emergency landing during which the excessive load on the aircraft broke its back just behind the cockpit. He was uninjured and the airplane was repaired.

On June 8, 1960, he had another close call during ground tests with the XLR-99 engine. He was seated in the cockpit of the No. 3 X-15 when a malfunctioning valve caused a catastrophic explosion. Once again he was uninjured as Dr. Toby Freedman, NAA Medical Director, pried open the cockpit to save him despite being subjected to a later calculated acceleration force of near 50 Gs (although Crossfield stated in the Discovery Channel's series *Frontiers of Flight* that he began to have debilitating issues with his night vision after the accident). The airplane was completely rebuilt. On November 15 of the same year, he completed the X-15's first powered flight with the XLR-99 engine. Two flights later, on December 6, he brought North American's demonstration program to a successful conclusion as he completed his final flight in the X-15. Although it had been his hope to eventually pilot one of the craft into space, the USAF would not allow it, and gave strict orders which basically amounted to "stay in the sky, stay out of space."

Altogether, he completed 16 captive flights (mated to the B-52 launch aircraft), one glide flight and 13 powered flights in the X-15. The retirement of the X-15 (due to funding cutbacks) after its record-setting Mach 6.70 (4,520 mph) flight prompted pilot Pete Knight to remark that he would have pushed it to even faster speeds if he knew it was the last flight. In his remarks to a number of aviation groups, Crossfield cited the X-15 as one of few aircraft that caused grown men to cry upon its retirement.

He remained at North American as systems director of test and quality assurance in the company's Space and Information Systems Division where he oversaw quality, reliability engineering and systems test activities for such programs as the Apollo command and service modules and the Saturn II booster. In 1966, he became the division's technical director for research engineering and test.

On April 19, 2006, a Cessna 210A piloted by Crossfield was reported missing while flying

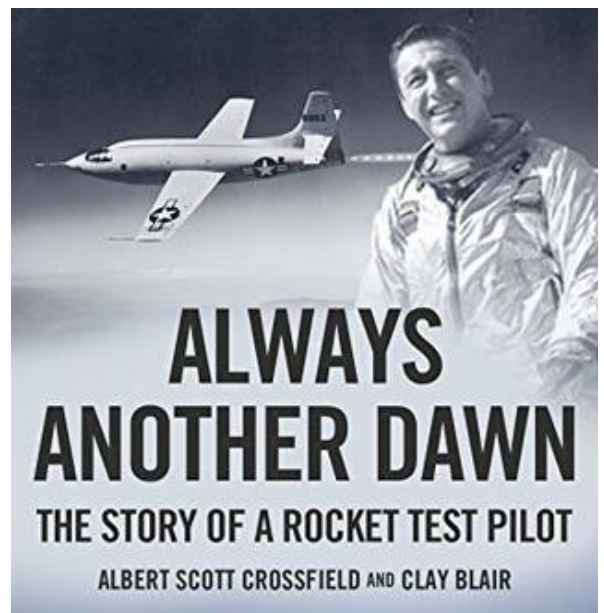


*Scott Crossfield attending the launch of Space Ship One, October 2004*

from Prattville, Alabama toward Manassas, Virginia. On April 20, authorities confirmed his body was found in the wreckage of his plane in a remote area of Ludville, Georgia. There were severe thunderstorms in the area when air traffic controllers lost radio and radar contact with Crossfield's plane.

The Gordon County Sheriff's department reported that debris from Crossfield's aircraft was found in three different locations within a quarter mile, suggesting that the plane broke up while it was still in the air.

Crossfield was returning from Maxwell Air Force Base, Montgomery, Alabama, where he had given a speech to a class of young Air Force officers attending the Air and Space Basic Course. His funeral ceremony was held at the Arlington National Cemetery on August 15, 2006.



# Winter Wings

*Flying off the snow in a Buttercup – Craig Ritson Chapter 44*



*Swooping down over Braddock bay. Those are not guns aiming at the helpless vehicle.*

For a pilot to add a rating, or endorsement is another signature in your logbook that says you've expanded your repertoire in some way, have a new skill or competency that allows you do to new stuff in an airplane.

No endorsement required to fly skis in America, but ski-flying in winter offers a whole new range of possible "airports", with literally hundreds of level landing sites. These landing sites are often lakes and rivers, but with obstacle free sufficient snow cover, ski-equipped aircraft can land virtually anywhere that's relatively level.

Jeff LaChausse's Buttercup NX656JS is setup with retractable ski gear, the skis have a cutout through which the wheel protrudes during wheel operations. Before taxiing in snow, the extension system is activated, which extends the ski downward, thus "retracting" the wheels. The wheels never move. This setup allows landing on snow, ice, grass, or blacktop surfaces.

Earl Luce had previously flown the Buttercup off snow in Minnesota. He spent several hours teaching Jeff the intricacies of ski-flying. I was invited to experience ski-flying and flew from the left and right seat.

Taxing is interesting as there are no brakes so you have to plan ahead, and give yourself lots of room to maneuver and stop. Once on the move you need to apply nose-down elevator to take the weight off the tail and apply enough power to make the rudder effective using large deflections.



*Jeff LaChausse's 150 hp Buttercup with Datum retractable wheel ski's*

The most challenging task is turning 180 degrees at the end of the runway. Left turns are recommended due to the propellor P-factor. Full down elevator, full left rudder, and quick bursts of power are required. The quick blast is essential because if you keep the power on too long, the airplane will accelerate, not turn and run off the runway. If it looks like it's getting out of hand, chop the power, eat humble pie and plan on sending your passenger out to push on a strut as your power around. My motto "*If in doubt chicken out*" worked in these circumstances. Earl had to help me out on one occasion. Traditional mag checks are not an option as there are no brakes to stop you as you power up to 1,700 rpm. Takeoff procedure is to set the flaps, trim the elevator to neutral, power up to max power and push slight forward stick to raise the tail without pitching the nose forward far enough causing the nose of the skis down into the snow. Accelerating to 60 mph takes longer than normal and easing back on the stick causes the Butterfly to magically levitate off the ground.

Once in the air you need to take care to not exceed the ski configuration vne of 130 mph. This is easy to do.

Flaps are retracted under 80mph and we saw climbs around 900 fpm.



*A close up of the skis*



*What a blast! I did two take-offs and landings. It is so smooth. The trick bit is taxing and doing 180 degree turns on the ground. There are no brakes so you have to use throttle to get air over the rudder*

We also learned that extending the tires must be done not faster than 80 mph as the ski tips will rise and cause uncomfortable handling characteristics. I did two power-off stalls and both were a non-event stalling around 45 mph with a slight left-wing drop easily picked up with right rudder. I recovered glider style by offloading the wing with down elevator and no power.

You have to have good light, contrast, and shadows when operating in and out of snow runways as when you get overcast skies, and you look at the expanse of white, all shadows terrain, objects under the snow, and ditches disappear. All those features go away in flat light."

I feel a lot safer flying low and slow in a ski-plane in the winter than a wheel-plane in the summer because there are a lot more safer options to land if the fan up front stops turning.

Downwind power is reduced to 1,800 RPM, the first notch of flaps is extended at 80 mph. The final approach is 75 to 80 mph and the three-point landing feels like you touching down on a pillow.

Contact Earl or Jeff for an experience of a lifetime!  
*(Please note – not Jeff Earle!)*

**Many thanks to Craig Ritson, Newsletter Editor for Chapter 44 in Rochester USA, for this article!**

# Taking Dad for a Ride

## Kendra and Andrew Evans' Pacer Cruise



*Quick selfie - my dad Andrew and myself*

Our day started off early on Tuesday morning, with my mom dropping my dad and I off at St Francis airfield to fetch the Pacer from our flight the day before. The wind was already picking up, just another day in J-bay, as my dad flew us back to Paradise Airfield where we met my sister who got everything ready so we could fill up for the trip. Now, I have done the reverse of this trip before with ample planning time and on a good day with no weather. However, due to some last-minute decisions to get the plane back up in time for its maintenance, as well as my dad needing to return to Hong Kong, quite literally on the "slow boat to China" what with all these new extended quarantine measures, we decided to fly.



*Passing overhead my favourite landscape, Koffiebus and Teebus*

So, there we were, tracking 041 on our way to Bloemfontein, the first and only planned fuel stop for the day. Before leaving home I had refreshed my memory on Bloem's runways and frequencies while I drew up my own nav log for our flight which included looking at en route alternates if need be, as well as looking at the maps. My dad programmed his air nav pro as our back up as well as punching in "direct" to Bloemfontein on our Garmin 495. The flight over Cockscomb, the first of many mountain ranges to cross and was bumpy to say the least, but second only to the 20 knot headwind we faced right up until I decided a diversion was necessary.



*Leaving Jeffrey's*



*Diversion fuel stop at FAHV – Gariep Dam*

I had never flown into Gariiep before, but thanks to my pre-planning I checked up again on the runways and elevation. Once overhead I chose the shorter runway 33, as it had less of a crosswind, knowing I wouldn't even use half of it with the strong wind blowing. Jaco met us on the ground having been contacted by my mom earlier. Once the Pacer was fuelled again, he told us that it was only ever this windy in Gariiep before the rain came, so with that in mind we took the intersection for departure and set course for Bloemfontein. I spoke a bit with Johannesburg Central on 120.3 and they were very helpful in assisting us on our way at FL 075, before beginning my descent beneath the Bloem TMA. Overhead Tierpoort dam I contacted TWR on 120.8 and was instructed to call at 10 miles. I must commend Bloem's controllers and ground staff on their excellent service and the friendly manner in which it was provided, much appreciated from our side. Also noteworthy, the AVGAS at Bloemfontein was the cheapest we got that day, at R15,10 per liter - including VAT. (a good stop to make on this route.) We paid our landing fees, filled up and had a quick toilet break all in under 20 mins, the apron office/refuellers were very accommodating and expeditious with all of this.



*Quick stop at FABL - Bloemfontein*

We got airborne behind a Link Embraer 135 on runway 02 with a bit of a tailwind and a right-hand turnout routing direct to Springs. We followed responsibly to the east of a storm near Henneman and Allemanskraal Dam for most of this leg until three larger and more intense storms came into view ahead of us. We planned to route west around them, as they were moving in an easterly



*Some reduced visibility near Henneman*

direction. Upon a distanced inspection we agreed that we could pass between the first two storms safely, but the closer we got, the harder the turbulence became, I closed my power so as to not exceed my Vno but the turbulence was still too great so we turned around. At this stage, the third storm was dissipating, however, virga was still present in front of it. We continued cautiously through this new gap and managed to make it safely out the other side, the lightning around us did get quite close though.



*Comment from Warwick Henley "Mk 1 WX Radar, still the most reliable."*

After navigating these storms with the advice from my dad, we found ourselves 5 miles to the east of Parys, quite far off our planned course, but happier that we avoided most of the stormy activity. We flew over the barrage in Vereeniging - where my parents got married actually - and flew on to Springs airfield, speaking to information on 119.5, as we flew through the buffer zone. I made

my radio calls for Brakpan as well as Springs, with only one glider thermalling at the threshold of runway 21 at Springs to keep a look out for. We finished up with our last bit of excitement for the day, a fly by past Petit airfield and over to Kittyhawk where the wind was light and variable, but the only runway where I had to make a second attempt.



*More of the storms we encountered*

It was interesting to see that I could manage the take offs and landings in places with such strong winds and although the flight was last minute, very bumpy and stormy, I thoroughly enjoyed all 6.9 hours of this learning experience and most grateful that I was able to do it with my dad as my passenger.



*Above & below: Once through the storm, safe at the other side*

<b>Total distance flown</b>	<b>+/-540nm</b>
<b>Average TAS</b>	<b>105 knots</b>
<b>Average GS</b>	<b>85 knots</b>
<b>Overall headwind</b>	<b>20 knots</b>
<b>Take off time at FAP</b>	<b>0551 Z</b>
<b>Landing time at FAKT</b>	<b>1315 Z</b>

23 - 27 APRIL 2021 - MIDDELBURG AIRFIELD

**AEROCUB AIRWEEK**

*Aviation For the Aviation Enthusiast*



*100 Years*

# Volksplaning

## *Patrick Watson's Volksplane Project*



On the morning of the 27th of September 2019, the silvered wings of a Volksplane VP-1, ZU-INX, lifted her tyres off the tarmac for the very first time. The square, un-streamlined wooden box, with step-ladder wings, all covered in dope and fabric, and being pulled along by an engine designed in the 30's, had officially become a craft of the air. After many years and various owners, the garage-project was an aircraft. But let's start from the beginning ...

The container doors creaked open to reveal a beautiful wood and fabric aircraft. She had been tucked away for a few years, but you could see the silver wings peeking through from beneath the dust. The type is well known for its square looks and in the past was a popular home-built in many garages and workshops around the world.

We moved some boxes, old magazines and model aircraft to reveal the fuselage, quietly sleeping, dreaming for the rush of air beneath her wings once again. The Pietenpol Air Camper had been moved into the container in a storage yard a few years ago and a good friend was interested in getting her back into the air, but once we got the Pietenpol out into the light, there was something else hiding in the back of the container, in the shadows, somehow quieter and maybe in a dreamless sleep, as she was still yet to feel the joy of flight. It was an Evans Volksplane. I was intrigued and the idea of completing a home-built project started to take hold. We left with both aircraft that day in April 2016, trailers and bakkies full of aviation. It turned out that I would later (in a round-about way) swap a B-25



radio control aircraft for the VP-1 project. I found myself that afternoon sitting in the bare, to-be-completed fuselage, outside our hangar at Krugersdorp wondering what lay ahead. The journey had begun.



I am very fortunate to have grown up around old aircraft and cars and I am forever grateful for the technical knowledge and skills my father, Roy, has passed on to me over the years, but I had never taken on a project like this before – it was daunting, but knowing that the VP-1 was designed to be built in your garage with a hacksaw and a drill, gave me confidence that I could complete the project.



I must also note that what lay in our hangar was a nearly completed aircraft: "90 percent completed and 90 percent to go" as they say. The wooden structure had been built by a meticulous model builder – wings, fuselage and tail surfaces – all that was left to be done was mount the engine, cover,

paint and fly; it should take a couple months, tops.

Little did I know that it would take me three years. As a side note, William S "Bud" Evans, an aircraft design specialist for Ryan Aircraft and Convair took two years of spare time to design the VP-1 and one year of spare time to build the prototype – the first flight took place in September of 1968.

The problem I had with the start of the build was, well I guess the start, or rather where to start. I distinctly remember a chat with my friend Ryan, who was well on his way with getting his Pietyenpol back in the air. He sat me down and pretty much said, stop stuffing around and just start with the damn thing! I guess a swift kick up the backside has its advantages. So, the wings were transported to my garage and I arrived to my Wife, standing in the driveway, holding our ten-month-old daughter, saying "Don't think for one minute that my car is going to be living outside to give you space for your new Meccano set." I joke, but her support and understanding of the long hours buried in the garage and the ignored conversations, my mind forever on the build, really helped me over the years.



I started to plug away at the plans, comparing them to what had and hadn't been done on the entire structure. A few months of glue and varnish drips on the floor, had the wings completed and before I knew it, I had the fuselage in the garage, my work area encroaching further into my Wife's parking spot. It is surprising what you can fit in "half" of a two-car garage.

I definitely enjoyed working on the fuselage, I think it's where your efforts can really be shown – cockpit details, control setups and those small personalised ideas you have when building a home-built aircraft that come to you while zoned out, pouring milk into your breakfast cereal bowl. Soon I had the Volkswagen engine mounted, sixty ponies (or those left in the stables) rearing to go, followed by calling in the cavalry to help test mount the wings in the driveway, neighbours looking on, unable to work out what this boat was going to look like.



*"I decided on the classic vintage-style dark blue and silver"*

People who have completed a homebuilt aircraft don't warn you of the hardest part of the build – choosing a colour scheme. Actually, that's not entirely correct. Choosing the right colours and then the right shade of the eventually chosen colour of your scheme. *Those* cause the sleepless nights and scribbles on papers, your daughters crayons strewn across the dining room table. After lots of back and forth, I decided on the classic vintage-style dark blue and silver. I must admit that I shipped the frame off for covering and painting. The way I see it, no matter how good the frame is underneath, it's the fabric and paint job that everybody sees and judge the aircraft by. It wasn't something I wanted to take on.

And, all of a sudden, I found myself in the garage, my father helping me place the registration letters on the sides of my completed fuselage, the silvered wings eagerly looking on in the background. Many times, I've watched my Dads old cine footage of when he towed his Tiger Moth out to Grand Central in the 60's and I had a memorable occasion being able to share my turn with him.

## The Evans VP 1

### General characteristics

**Crew:** 1

**Length:** 18 ft 0 in

**Wingspan:** 24 ft 0 in

**Height:** 5 ft 1.5 in

**Wing area:** 100 sq ft

**Airfoil:** NACA 4412

**Empty weight:** 440 lb

**Max take-off weight:** 750 lb

**Powerplant:** 1 × Volkswagen 4-cylinder air-cooled 40 hp

**Propellers:** 2-bladed fixed-pitch propeller

### Performance

**Cruise speed:** 75 mph

**Stall speed:** 40 mph

**Never exceed speed:** 120 mph

**Rate of climb:** 400 ft/min

### Designer:

William Samuel Evans

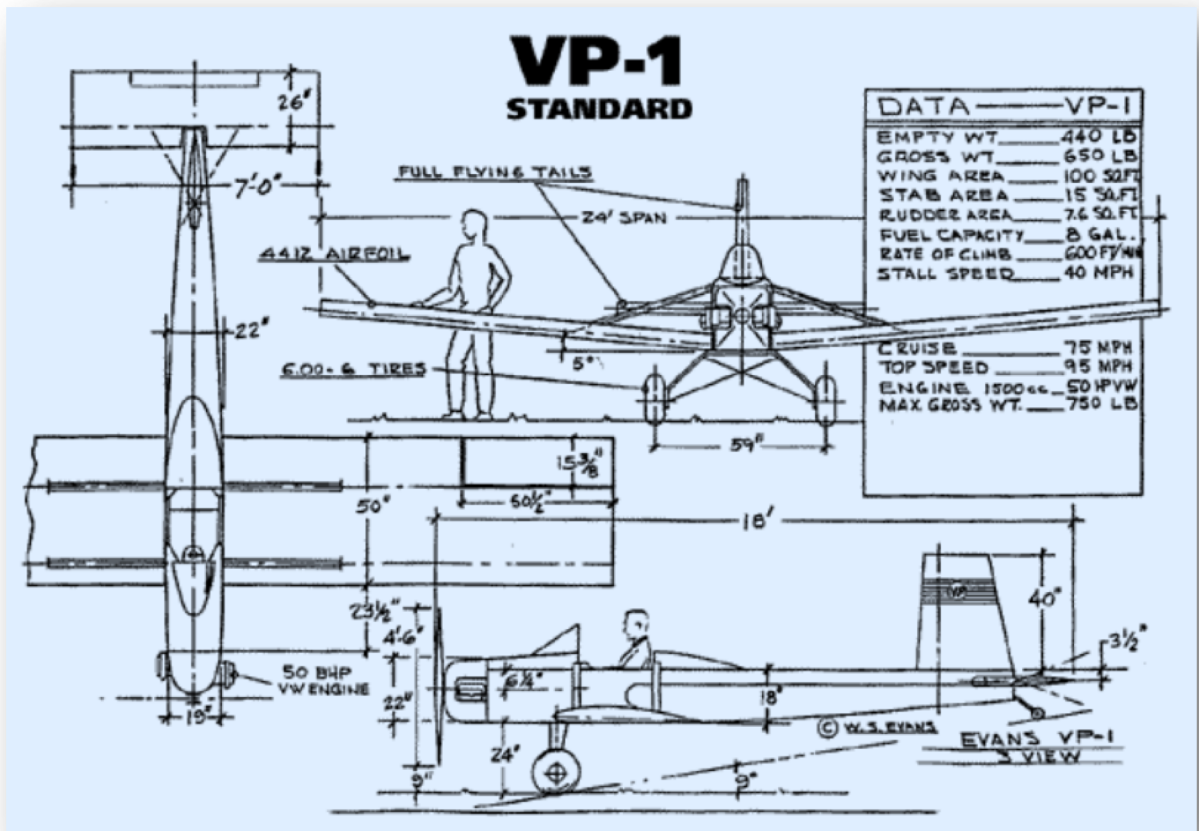
### First Flight:

September 1968



My Volksplane was back at Jack Taylor Airfield, this time a complete aircraft for the first time, ready and waiting for her maiden flight, to feel the wind beneath her wings and break her earthly bonds.

*It happened on that September morning, exactly 51 years after Mr. Evans' first flight!*



# Flying Car gets certification

*But right now it's only the "Flight Only" model*



Terrafugia's Transition prototype has received light sport category (S-LSA) certification from the FAA, marking a major step towards entry to service. The Transition is a 2-seater flyer car which can be operated as a street legal vehicle that transitions to flight. The prototype features a Rotax 912iS 100HP 4-cylinder engine with hybrid-electric platform for drive mode. In flight, Transition can reach speeds up to 100 mph and a total range of 400 miles.

As of this writing, Terrafugia has prioritized certification of a flight-only model, with certification for road operations coming later this year or next. "We chose to finalize and certify the flight side first because, in the early days of Terrafugia, some potential customers expressed interest in a flight-only version," said Fred Bedard, Terrafugia's manager of business development. "They wanted something that could fit in their garage that contained many of the benefits of Terrafugia bringing automotive-style safety into a general aviation vehicle, but they did not necessarily need the vehicle to be able to drive on public roads. Thus, we reasoned that the ability to produce a few intermediate products along the way to a full fly-and-drive version would also help our business mature. Unsurprisingly, no one expressed interest in a vehicle with wings that could not fly, so finalizing the ground drive side first did not make any sense."

Transition's flight only model is capable of folding its wings and can fit in the space of a single-car garage. The vehicle also offers advanced safety features including a parachute and a rigid carbon fiber safety cage.

In late 2017, Geely acquired Terrafugia as it eyed an entry into the aviation space, and the company became a member of the Geely Technology Group which also includes sister companies Volvo Cars, Lotus Cars, and CEVT. Terrafugia's US headquarters has remained in Woburn, Massachusetts.



<b>EAA National President</b>	David Toma
<b>Vice President</b>	Paul Lastrucci
<b>Treasurer</b>	Mark Clulow
<b>Secretary</b>	Marie Reddy
<b>Committee Members</b>	
<b>Membership</b>	Mark Clulow
<b>Young Eagles</b>	Keaton Perkins
<b>PRO</b>	Karl Jensen
<b>Website</b>	Dean Fernandez
<b>Newsletter</b>	Neil Bowden
<b>Safety Officer</b>	Nigel Musgrave
<b>Finance Asst</b>	Brad Stephenson
<b>AP Representative/Technical Officer</b>	Peter Lastrucci & Andy Lawrence
<b>Auditorium</b>	Marie Reddy

<b>EAA Chapter 322</b>	Johannesburg
<b>Meets 1<sup>st</sup> Wednesday</b>	at Dickie Fritz Hall
<b>Chairman</b>	Neil Bowden
<b>Vice-Chairman</b>	Sean Cronin
<b>Treasurer</b>	Mark Clulow
<b>Secretary</b>	Geoff Sprenger
<b>Shadow Treasurer</b>	Brad Stephenson

<b>EAA Chapter 1502</b>	Durban
<b>Chairman</b>	Alan Lorimer
<b>Vice-Chairman</b>	Russell Smith
<b>Treasurer</b>	Robbie Els
<b>Secretary</b>	Mike Korck

<b>Chapter 1262</b>	East London
<b>Meets last Saturday of the month</b>	Wings Park
<b>Chairman :</b>	Mike Wright
<b>Vice-Chairman</b>	James Wardle
<b>Treasurer</b>	Dave Hartmann

<b>Chapter 870</b>	Kroonstad
<b>Chairman</b>	Niel Terblanche
<b>Secretary / Treasurer</b>	Hennie Roets
<b>Committee Members</b>	Johan Mouton & Carl Visagie

<b>Chapter 788</b>	Port Elizabeth
<b>Chairman</b>	Brett Williams
<b>Vice-Chairman</b>	Russell Phillips
<b>Treasurer</b>	Deon Swanepoel



**Don't Forget!**

## EAA Chapter 322 March ZOOM Gathering

Wednesday 3<sup>rd</sup> March sees our next Monthly Gathering, this will be a zoom event and will feature an interesting talk by Sean Cronin on his recent Tanzanian trip and a CRM Safety Talk by Mango Captain Ron Brand

**Date** 3 March 2021

**Venue** Virtual meeting via Zoom

**Time** 18h30 Start

**Zoom** Connect from 18h00

*Meeting Link*

<https://us02web.zoom.us/j/85971564317?pwd=cVBpOFc3R2RpNUV1REcrUENuZi9hQT09>

**Meeting ID** : 85971564317

**Passcode** : EAA322

**Don't Forget!**

**Chapter 1502 Monthly Breakfast  
Sunday 7<sup>th</sup> March 2021  
Baynesfield Airfield**

## MARKET PLACE

FOR SALE



Garmin SL40 Radio with tray R25 000 ONCO  
Ant Harris 072 380 6496

FOR SALE

- 2 400 x 5 "Lamb" tyres, slick type R150 each
- 1 Lycoming flywheel and ring gear - offers
- 1 Generator for Lycoming - offers
- 1 Bendix magneto and harness - offers
- 1 Small new can of Flamemaster sealant - Half price

WANTED

- 1 Small ball slip indicator, with or without housing.
  - 1 10 or 12 inch glass fibre propeller spinner
- Peter How 083-265-0581

## HANGAR SPACE AVAILABLE



Circus Airfield for 1 aircraft  
R1 200 pm  
e mail mclulow@gmail.com  
Mark Clulow 082 447 8872

FOR SALE



## XENON Gyrocopter (featured in last month's Contact!)

Rotax 914, Ivoprop, all 310 Hrs  
MGL Enigma supporting all flying and engine instruments  
Beker Radio with Zulu headsets and I/C  
Extras : Optifuel computer and Garmin 196  
R580,000 no VAT  
Krugersdorp  
Jean-Pierre +27 83 697 4031

FOR SALE



## Long-EZ ZS VMX

TT 695 hours  
Engine 1386 hours (with upgraded pistons)  
ATF valid to Feb 2021  
\$50 000 USD  
Serious buyers only  
If genuinely Interested, make a genuine offer!  
Dave O'Neill 082 578 3411

## MARKET PLACE

### FOR SALE



#### Victa Airtourer Super 150

The aircraft is one of a number of aircraft that are for sale from the late Roelof van der Merwe collection.

Last log book 1615.17 Hours

Last prop overhaul during 2008

Last certificate of release in 2015.

There is no structural damage and it appears that if serviced and the necessary documentation obtained (ferry permit) it can be flown.



#### GN-1-Aircamper ZU-BUO.

The last Authority to Fly lapsed in 2014

Both aircraft are in Roelf's hangar in Oranjeville.

Contact Charl vd Merwe on 076 703-7335

Please send your ads to  
[contact.eaasa@gmail.com](mailto:contact.eaasa@gmail.com)



CELEBRATING  
OUR  
**21st**

**BATTLEFIELDS  
FLY-IN**

**7 - 9 MAY 2021**

DUNDEE - KZN  
[www.battlefieldslodge.co.za](http://www.battlefieldslodge.co.za)

#### FRIDAY:

Chinese Braai @ R150  
 "AllaBattlefields Aero"  
 Get together with all pilots  
 Families and local enthusiasts.

#### SATURDAY:

Battlefields by Air  
 Game spotting  
 Leisure flying  
 19:00 Lamb on the spit @ R250  
 Fines & "Gemsbok" initiation

#### SUNDAY:

Leisure flying OR Stay!



#### COORDINATES:

28.0756 S - 30.1223 E  
 ELEVATION +4040 ft  
 1000m runway 11/29

**ZA-0066**

#### FLY-IN ACCOMMODATION SPECIALS:

(rates per room)

Budget @ R600, Standard R700

Idube @ R850, D'View @ R950

Camping @ R100 pp

Breakfast at Café Tagati - R130

#### BOOKING ESSENTIAL:

Battlefields Country Lodge  
 & Sports Resort

034 218 1641 or 079 496 5286

[reservations1@battlefieldslodge.co.za](mailto:reservations1@battlefieldslodge.co.za)



No Landing fee - No Entrance fee

## VRYHEID VINTAGE CAR CLUB

# CARSHOW & Fly-in

@ **VRYHEID AirFIELD**  
**8 May 2021**

**Local Live BANDS**

**FOOD stalls - Beer tent and many more**



[harvie@dalesvanheerden.co.za](mailto:harvie@dalesvanheerden.co.za)  
[morne@lmsbrokers.co.za](mailto:morne@lmsbrokers.co.za)

**Adults R40pp \* Children R 20pp**  
**Kids under 3 Free**