

...Contact!



October / November 2022



EAA's Sun 'n Fun Fly-In Brits 2022

In this issue!

- *President's Report – Paul Lastrucci*
- *Silver Creek Camp Over & Pancake Breakfast – Marie Reddy*
- *Sun 'n Fun Brits 2022 – Karl Jensen*
- *Nav Rally SnF 2022 – Rob Jonkers*
- *“Not My Monkeys” – Dr Robert Clark*
- *Over & Done – Nico Brand*
- *Low & Slow Fall Foliage – Craig Ritson, Rochester NY*
- *EAA Marketplace*

President's Column

Paul Lastrucci



Greetings!

We are very close to another year that has rocketed by and by all means has been a busy year for the EAA when compared to the previous years, during and just past C19 that seem now to be heading into the past. Time appears to have lessened the effect of the radical change from what was an ordinarily buoyant environment, to the confines of an abstract virus, that was devastating for some, and the lucky ones like myself had to take tablets to feel bad. It's good to see the resuming of many aviation events that are starting to take place throughout the year. It is my view that we still have not recovered from the steady decline in participation of events like the Annual Convention or the Sun n Fun which has tapered off considerably when compared to previous years. There are a number of economical and political factors that continue a negative influence fuelling the decline.

On a positive note, the trends are showing that the lag in returning to the heydays is shortening, given the trends in the EAA in the USA that has picked up tremendously, with the best attendance at the recent Oshkosh convention, we will work toward seeing this catalyst take effect within the

EAA here in South Africa.

Fortunately for the EAA and the various flying clubs here in South Africa, the core group of guys and gals that come together and continue to provide the spark to facilitate and create events, that allow our members to part with a bit of hard earned cash to get their flying creations across to the different fly in breakfasts RV days, Pancake breakfasts etc. is ongoing. For those that attend, the experience is always great, it's a way of life and the camaraderie continues to flourish in a positive fun way, albeit on a much lesser scale.

On the downside, I believe most of the slowdown can largely be attributed to the costs for many to just keep the lights on in the very turbulent times economically here in SA, along with the dismay that is around us at the unabated plundering, lawlessness, that we are all faced with on a daily basis that continues. However as has been repeated worldwide over the years, from these turbulent times comes great opportunity, and as the human being is tremendously resilient there are always pockets of success to glean.

One such success has been the arrival of the Orion Cub that was painstakingly put together over many years, from the origins of the Teddy has now come to fruition and the flying prototype that was beautifully displayed at our recent Sun n Fun . This is a major accomplishment by the SkyWorx Team out of Jack Taylor Airfield Krugersdorp, led by Kev Hopper who has continued to knock away and complete this project. It took to the sky for the very first time in the skilful hands of Dale de Klerk to an elated SkyWorx team as well as a hoard of enthusiastic onlookers. Well done you Ou's!!

SkyWorx is situated at my home base where I've been knocking around and revelling in the joys of sport aviation for almost 40 years now and it has always been spectacular to see the work that has emanated from Kev's hangar. From many world class high quality restoration of Tiger Moths, and the fixing and skilful painting of a dinged birds, new creations and the many ATF inspections done

at this facility. Amongst all these efforts, they have created this masterpiece all the while continuing to help many aviators keep their amateur built aeries alive and able, to set off into the blue yonder and enjoy the much needed aloft time, to the proverbial \$100 breakfasts and other places that are aviator available, on most weekends certainly up here on the Highveld.

It's rewarding to see that they have amassed and share a ton of experience and knowledge amongst a core group of individuals, to compete favourably on the world stage and realise the same dream that EAA founder Paul Poberezny and guys like Steve Wittman and many others that did all those years ago, and are at the forefront of continuing the tradition. This is just another great success story from our fellow countryman that have excelled in experimental and amateur built aviation in South Africa.

We are also very fortunate as a special interest group to have the assistance of the flying clubs that go above and beyond to host our events and thanks again to the Brits Flying Club team for the recent Sun n Fun event. It's great to see not only the investment in the facility but the seamless assistance offered by the team to ensure that everyone has a great time.

I would also like to thank our EAA Exco team for assisting during the SACAA Ad Hoc audit last week of the EAA ARO, we came away again with no findings which is testament to good team-work and effort that is voluntarily provided by our valued members involved. This effort continues to ensure that our members enjoy a fraternity that is compliant with the regulations and are able under the ambit of the EAA, to fly and enjoy their experimental and amateur built NTCA aircraft as intended.

As we head into the festive season and the much needed rainy season, safety and weather limits must be heightened and continue to be top of mind of the pilots in command, and when in doubt, remember there is always hangar flying to continue the spirit of recreational aviation as well.

Take it Easy, but take it! Paul

Well Done Karl!



Captain Karl Jensen, a totally dedicated stalwart pilot member of The Bats who has delivered countless missions over 20 years and who has always been a dedicated disciple of The Bats, supporting and promoting at every opportunity. Thankyou Kaptein Karl. Now inducted as a member of The Bateleurs Green Caps.

EAA BREAKFAST AT TEDDERFIELD

Please join us

**5 NOVEMBER ... FOR A FLY-IN BREAKFAST @ 8AM
TEDDERFIELD AIRPARK**



*It's Nico's 70th
& Our 20th Anniversary*

Pease join us at Nico's
RSVP contact.eaasa@gmail.com



The Experimental Aircraft Association Chapter 322 AGM 2 November 2022

Notice of Chapter 322 AGM is hereby given for Wednesday 2nd November 2022. All members and those that server you on the committee are volunteers and we encourage all members to participate in making the EAA a great aviation organisation.



The AGM will take place at our November 2022 monthly meeting.

The Exco that are elected represent you as an EAA member and it is important that Chapter 322 members participate. You may participate in a number of ways :

- 1) Indicate that you yourself are willing and able to stand for nomination.
- 2) Nominate fellow members that have agreed to stand for election (please check before nominating someone that they are available for nomination)
- 3) Participate in the voting

All members are encouraged to participate. We need your support. This event will be both in person and virtual, and nominations and voting will take place online before the event to allow everyone an opportunity to ***make their mark***. No voting proxies will be necessary.

Nominate Now!

EAA Chapter 322 September Spring Gathering TONIGHT!	EAA Chapter 322 October Gathering WEDNESDAY 6TH OCTOBER
 <p>Due to Stage 2 Load Shedding and the possible traffic and Wi-Fi connectivity issues we have decided to go ZOOM only.</p> <p>The Sling Team will be presenting remotely from all over the world and have put in a huge effort to give us a really exciting presentation. Make sure you don't miss this one!!</p> <p>Wednesday 7th September 2022 18h30</p> <p>Virtual attendance meeting link https://us07web.zoom.us/j/89734285345?pwd=QlRTa051TlRlbnQ1LTg5M0lFRjZMcUJlbnQ1LWp0eUo0Gw== Meeting ID: 897 3428 5345 Passcode : EAA322 Time: Online waiting room opens from 18h00.</p>	 <p>Meet the Orion Cub Team!</p> <p>Kevin Hopper, Aidan Cantin and Dean Hopper will be in person at the auditorium on Wednesday evening to fill us in on the progress of the Orion Cub, now approaching 20 hours in the test flying phase!</p> <p>Please join us for a bite and a beverage!</p> <p>18h00 EAA Auditorium Rand Airport</p> <p>Virtual attendance meeting link https://us07web.zoom.us/j/89734285345?pwd=QlRTa051TlRlbnQ1LTg5M0lFRjZMcUJlbnQ1LWp0eUo0Gw== Meeting ID: 897 3428 5345 Passcode : EAA322 Time: Online waiting room opens from 18h00.</p>

EAA Chapter 322 September & October Gatherings

An all-time attendance record was set for our September Gathering, not surprising since the topic was one of extreme interest to most of our members – the Sling High Wing flight to Oshkosh!

We had all be following the adventure way before it even started, the build that began. Linda Sollars, the first High Wing customer, was out from the USA on a build assist program at the Sling factory. JP Schulze, pilot, photographer, filmmaker,” and travel vlogger joined Linda at the factory shortly afterwards to build his own High Wing Taildragger and a late decision by the factory to rebuild there first HW prototype.

Initially the gathering was planned as a hybrid live and virtual event. However, a decision was made shortly before to change it to a virtual only gathering mainly due to power supply, South Africa was in the grips of Stage 5 load shedding at the time. It was imperative that we had a good Wifi connection for this gathering. Our presenters were also positioned in corners all over the earth, Linda and JP in the USA, Mike in France, James freshly in from London and Matt at home in Jo’burg.

After the usual business formalities, the “stage” was handed over to the Sling HW team. A very well put together presentation by

Linda was shared on the screen. Those of you that watched the attendance numbers would have witnessed a steady climb in attendee numbers, which culminated in a total of 98 attendees – an all-time record for any zoom gathering we have held!

A big thanks to all who attended, to those that presented and those that made it happen! A recording of the presentation is available for those that missed it or want to watch again.

[View Recording Here](#)



The newly designed, built and flown Orion Cub
 The October gathering was equally entertaining. This time a hybrid gathering, with attendees live at the auditorium to enjoy a beverage and prego roll, and attendees sitting comfortably at home.

Another innovative South African aircraft manufacturer, Orion Cub Aircraft, was showcased. The team from Krugersdorp, Kevin and Dean Hopper and Aiden Cantin, were all there live at the auditorium to deliver a well thought-out and planned presentation. We were taken from the origins of the project, through the planning, the build and into the test flying phase – now nearly 20 hours on the hobbs. Dale de Klerk, test pilot, recorded a short video for presentation on flight characteristics of the aircraft.

Once again thanks to all who attended, presented and set up this gathering. A big thanks also to Dean Nicolau and Tim Dempsey for assisting with the set up!

A recording of this presentation is available on the link below.

[View Recording Here](#)

Silver Creek Pancake Breakfast 2022

“My Experience” by Marie Reddy



Garth Catlett
Flightline



SILVER CREEK

✦ **Annual Camp-over & Pancake Breakfast** ✦



Celebrate the arrival of spring at the Annual Silver Creek Camp-over and Pancake breakfast!

Beautiful setting • Ablution facilities • Friday night braai • Live entertainment • Silver Creek's world-famous pancake breakfast!!

Friday 16th & Saturday 17th September

Sometime in July 2022.....

My friend, Dominique (AKA Dom) and I agreed a while back that we would like to attend this event if we were able to as it has become our annual flying outing. Although we are more city girls that like our luxuries, slumming it in a tent seemed like it would be more fun if we were able to get away on Friday.

Friday 16 September 2002

All packed up, we were fortunate to find a “courier” to carry our goods for us (thanks Andrea and Glynn Antel!)

We were able to travel light and went through to Krugersdorp Airfield. After refuelling and taking my time to do all the necessary checks and more, we were off North for Silver Creek. A late afternoon flight of only 20 minutes, the airways were busy with aircraft getting their flights in before sunset.

A skip and a hop and we were looking out for game while landing on RWY 08. It was a very warm afternoon but the evening cooled down and the weather was beautiful. You may even say it was perfect -warm with a slight breeze and no sign of rain.

First things first, the tent took about 10 minutes to unpack and put up. The stretchers, although a few years old, have never been used and they kept us entertained for way longer than the tent took. Beds made and tent sorted, we headed to the tent where everyone was gathered with their “refreshments”. It was great to catch up with some of the pilots I have not had



an opportunity to see or chat with for some time, and to meet new aviators. Dom was welcomed and kept busy chatting about her home in Mozambique. She was most impressed at Karl and Duncan's stories, recollections of Mozambique and their ability to communicate in her mother tongue. Thanks for your warm welcome and entertainment gents, it was sincerely appreciated. By now, we were starving and very happy to see that braai packs were available for self-braai, served with traditional accompaniments. Our "a man braai" (no worries about accompaniments) was well paired with our red wine and the chatter was thoroughly enjoyable.

It had been a long week and we doubted our ability to continue and know for sure that we would be able to navigate to our "home for the night", so we headed off with our glasses in hand (thanks for the loan Grant!). We were able to chatter with the sound of Frank singing in the distance before packing it in for the night. As we ran out of conversation the music faded and the stretchers were surprisingly comfortable.



Saturday 17 September 2022

Thankful that there was no rain as I purposefully didn't pack the tent cover and the tent "windows" would not have offered us much protection if it had rained. They did offer a beautiful view of the stars at night. The campsite stirred early morning and once we were organized, I left Dom to pack up as I returned to FAKR (thanks for the assistance packing up Glynn!). I would return with Eugene and Yvonne in the Alo—what a privilege. On my return to Silver Creek, Dom and I enjoyed a pancake breakfast and had an opportunity to socialize with the day visitors. Adrienne Visser, ever enthusiastic, shared her flying experiences of the past year and her dream of competing in the World Champs at Brits in November. The opportunity of competing in an international event while it is hosted in your own country is such a gift for any South African, but sadly she is challenged with raising the necessary funds to make this dream possible. We last spoke to



Adrienne at this same event a year ago and she did not disappoint with her interesting and inspiring flying stories. Of course, Dom had also made many friends in my absence that morning. We are truly fortunate to be part of such a great community of aviators. There are too many people to mention but if you were there, you made the weekend more enjoyable for us, thank you! After lunch, we lifted off in the ALO and headed to Krugersdorp. A quick "vehicle" swap and Dom and I were on our way home with half a weekend to spare—although we knew that nothing would top the brilliant weekend we had already enjoyed.

Thanks to the Silver Creek team for hosting the 60-80 aircraft that visited over the weekend and for the amazing fillings served with the 1400 pancakes that were made.

We hope to see you again in 2023!



Dom took this pic of the aircraft line-up early morning



Arial view – Photo African Pilot



Louis Jordaan, proud distributor of the Zenith kit build



Kevin Hoppers lovely new Orion Cub



The only heli I saw at this event. ZU-ALO – Photo unknown from 2021



Photo African Pilot



Some friends were missed this year. Maybe next year Arnie.

Sun 'n Fun 2022



EAA Sun n Fun Fly-in on 7,8,9 October

by Karl Jensen EAA Chapter 322

Once again, the Brits Flying Club hosted our EAA Sun n Fun event. I have much to say about the wonderful preparations made for our visit, all of it in superlatives.



Brits Flying Club Entrance

When the BFC hierarchy was approached to host the event, for them it was almost with surprise that we asked, as they have hosted Sun n Fun in SA many times. The regular date for the event was brought forward to early October to avoid thunderstorms that happen usually from November. The choice of date resulted in idyllic flying conditions, slightly hampered by haze. On my flight to Brits, I measured the visibility as

greater than 5nm with light/variable winds. This was the norm the entire weekend.

The runway and approach taxiway to the fuel bay had been freshly resurfaced with crisp markings as well as an imaginative upgrade of the Clubhouse. These improvements will also be appreciated by the contestants in the World Precision Rally Championships which the Flying Club will be hosting in November.



Roel Jansen's RV9A being installed up the pole

Roel Jansen and friends erected a 5m pivot pole adjacent to the central windsock and mounted an RV9A permanently on a pivot as a wind indicator, certainly a first in SA. The propellor of the RV windmills in the slight breeze and the RV swivels like a weather cock accurately pointing in the direction of the wind. Roel has fitted road hazard strobes the airplane and these really make the plane a wonderful sight, especially at night.

A large stretch tent was erected for shade for us all with tables and chairs aplenty. The weather was very hot on the Friday and Saturday and the shade was most welcome.



The stretch tent always busy in daytime

ATNS, with ATC's from Lanseria, provided friendly AFIS from Friday afternoon with EAA Chapter 322's Nigel Musgrave, who in his dedicated manner ensured there were no safety infringements or incidents.

Campers were accommodated to the north of the clubhouse and additional ablutions were hired for their use.



Dawn in the camping area

The club kitchen and pub operated at high capacity as well as several food vendors who were kept busy throughout the weekend.

Sadly, in my view, a malaise exists among the EAA Members with a lack lustre attendance at Brits as happens elsewhere too. Less than 10% of our membership attended the fly-in. Was the feeble attendance due to the economic climate or are the designers of the weekend who went to great lengths to ensure a pleasant experience, missing something, despite their best efforts and prudent expenditure of EAA's funds. I enjoyed the weekend immensely and I gained a similar impression from

the majority who were fortunate enough to be present. In my experience, the more one is involved, the more one enjoys what's on offer. At all EAA events, one meets old friends and most makes new ones. You will only experience the good stuff if you take part.

EAA offered aircraft judging - always a good idea to enter your airplane and be in attendance as the scrutineers check out your ship. It is quite amazing what these experts uncover. Entrants are not taken to task for deviations or shortcomings, but often the experts find snags that you might be unaware of, a real bonus for your own safety and it is all carried out free of charge for members.

Rob Jonkers, EAA 322 Member and Chairman of the Aero Club of SA, designed a 25nm precision navigation rally and supplied charts, photos, and GPS trackers for the contestants. These rallies are great fun and an amazing fillip for your flying ability. There were, I understand 8 entrants who had enormous fun.

EAA arranged with the Kranskop Gliding Club to give our members a gliding experience, an offer that was not taken up.



Tony van den Heuvel's GP4 Osprey

There were several Aviation related companies who set up stands to promote and sell their wares. The parking stand closest to the club entrance from the airfield was used to 'Showcase' various airplanes, among which were Tony van den Heuvel's immaculate GP4 Osprey. Chalkie Stobbart contested the Cape Town to London and return record in this beauty in 2009. The record was established by Alec Henshaw in 1939 in a Percival Mew Gull specifically designed for speed. Chalkie beat Henshaw's record by 18 hours 59 minutes. Unfortunately, the challenge was London - Cape

Town - London and Chalkie flew Cape Town – London - Cape Town. However, this monumental feat by Chalkie deserves a relook. Chalkie’s time for the feat was beaten 8 months later by Steve Noujaime, a British Airways and former RAF pilot, in an RV7 which he had built



Jason Beamish flanked by Aidin Cantin and Kevin Hopper

An airplane that justifiably attracted much attention was the radical Skyworx Orion Cub which was designed and built by Kevin Hopper, his son Dean, and Aidan Cantin. The Orion Cub is still undergoing proving flights prior to being awarded an ATF by the CAA. With less than 20 hours of flight time, the flying characteristics of this airplane are significant with stable and easy handling as well as a very slow stall speed. The Orion Cub will make a name for the Orion Cub Team and probably fill a fat order book. The airplane will be available as a fly away and in kit form to comply with the FAA 51% rule with all components predrilled and all precision components manufactured in-house. The airplane has been written about at length elsewhere and according to Dale De Klerk who is doing the proving flights, it is bound to be a winner. Nigel Hopkins flew the Orion Cub, and his enthusiastic thumbs up afterwards speaks volumes



Karl Jensen's Cessna 170B overtaking Derek Hopkins Best Home Built Award RV8



Jason Beamish pic of Good Year Eagles Pitts S2 overhead Brits



Roel Jansen wearing the spinner, presented by Ricardo De Bonis for the RV Wind Indicator

Let us all support our EAA events and especially those who are at the helm – all those dedicated individuals put in much effort voluntarily. Our greatest reward for them is your participation.



Pat Schultz' 4 month-old unique Azawakh pups not too interested in the happenings at SnF



Sundowner time!



Sean Cronin's upgraded Jabiru



Surprise fly-past by the Puma Energy Flying Lions



Sean Cronin explaining upgrades



The aircraft parking south of the clubhouse ...



Brits' freshly re-surfaced and painted runway and taxiway



... and north of the clubhouse



Watch African Pilot YouTube Video!

EAA Sun 'n Fun Rally



by Rob Jonkers

Roger Bozolli and Dean Nicolau with intense concentration

This year's EAA Sun and Fun flying event is the 7th in the series of rally events held yearly in support of the EAA, although previous events has followed the Adventure rally format, in recent years some level of accuracy of maintaining track has also been part of the route. This year, it was decided to have a route

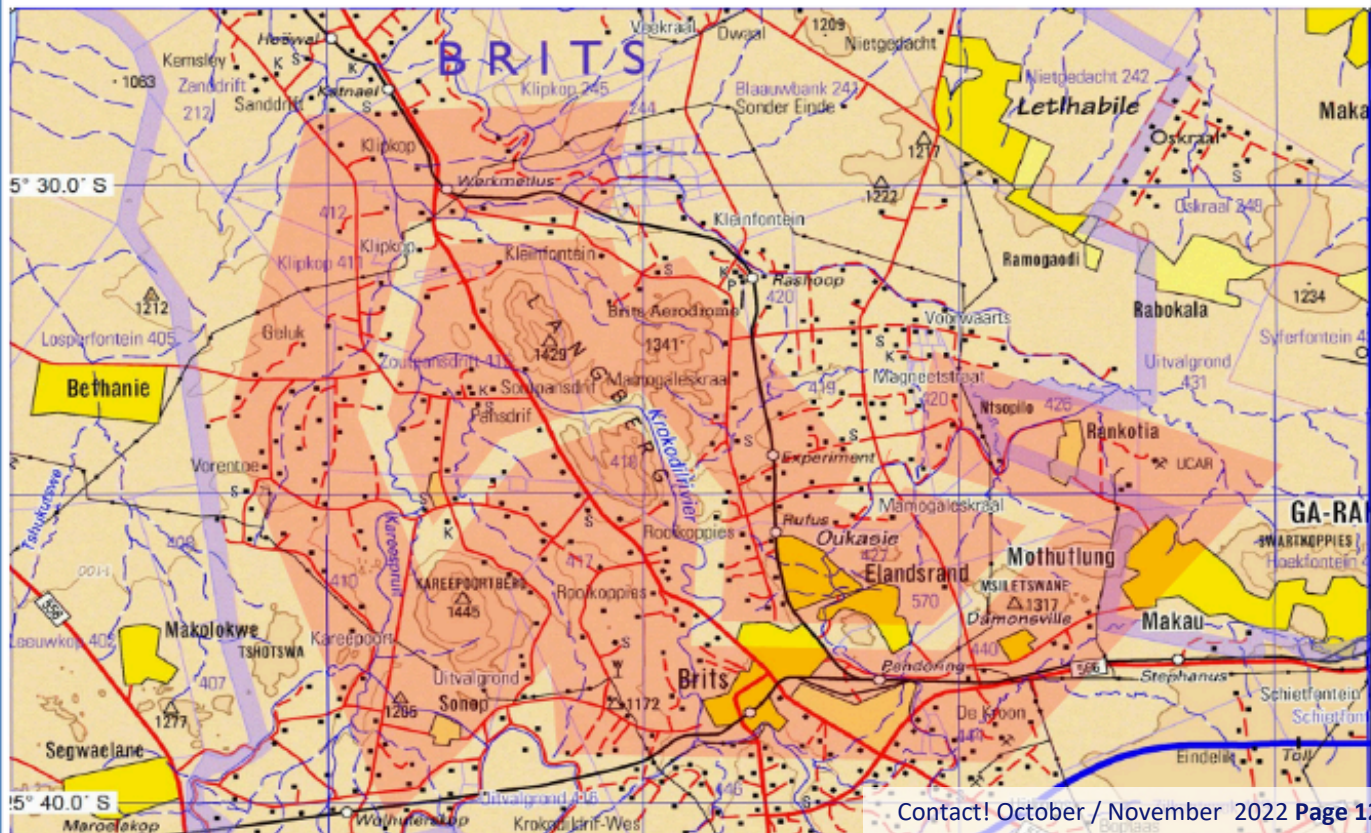
that was a more formal ANR type (Air Navigation Race). This type of rally is the newest type of rally to be found as part of the FAI events series.

In an ANR, there are only two objectives, the first being on-time at the start and finish gates,

Competition: Brits_ANR

Parcour: Route_2_out

The Route



each second early or late attracts 3 penalty points. The second objective is to remain inside the corridor which in this case is 1 nm wide any excursion outside the corridor also attracts 3 penalty points per second being outside the corridor. For the Brits ANR it was decided not to measure the start & finish gate timing due to the busy airspace for the day.

The route is normally fairly short at 25 nm, and for the route planned it was to start south-east of the field, route over Brits town and find a way through the scenic Crocodile river valley to end north-west of the field.



Hilton Wolff and Milan Daniz plotting their route

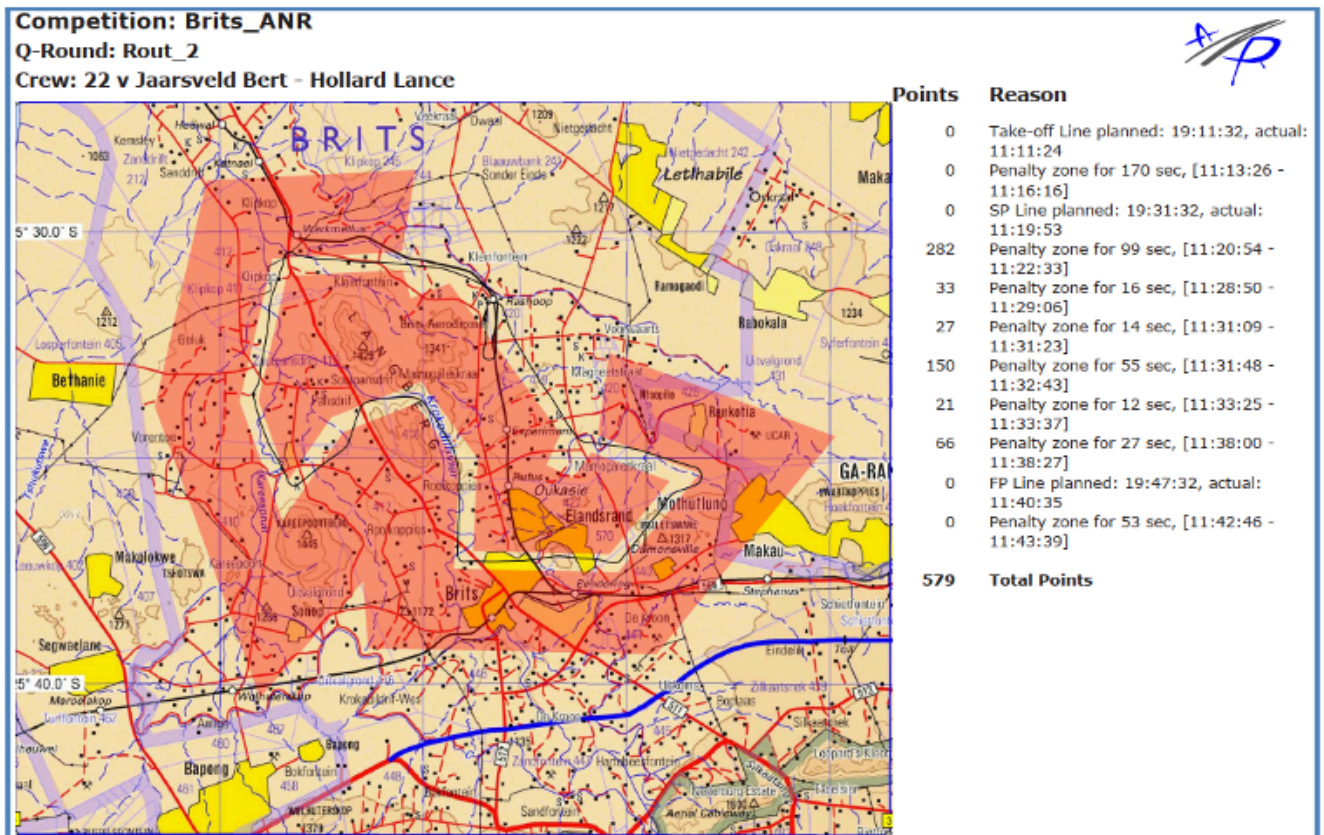
commenced at 9 am, where the teams after briefing got on with plotting their routes and could fly at their own pace. As they returned, logger downloads commenced and scoring could be done.



Teams plotting their routes – discussing their strategies, Caroline Koll, Byron Kirkland, Sean Cronin and Roger Ford

Best for the day were the team of Bert v Jaarsveld & Lance Holland flying a Bushcat ZU-FEW, in fact an excellent platform to fly this type of rally being slow enough for observation and being able to keep the turns fairly tight. In second place Bryan Nicolau and Roger Ford in their Bathawk ZU-IGI – another good observation aircraft. In third place Roger Bozolli and Dean Nicolau in the Piper Arrow ZS-KFM.

There were 8 entrant teams, and briefing

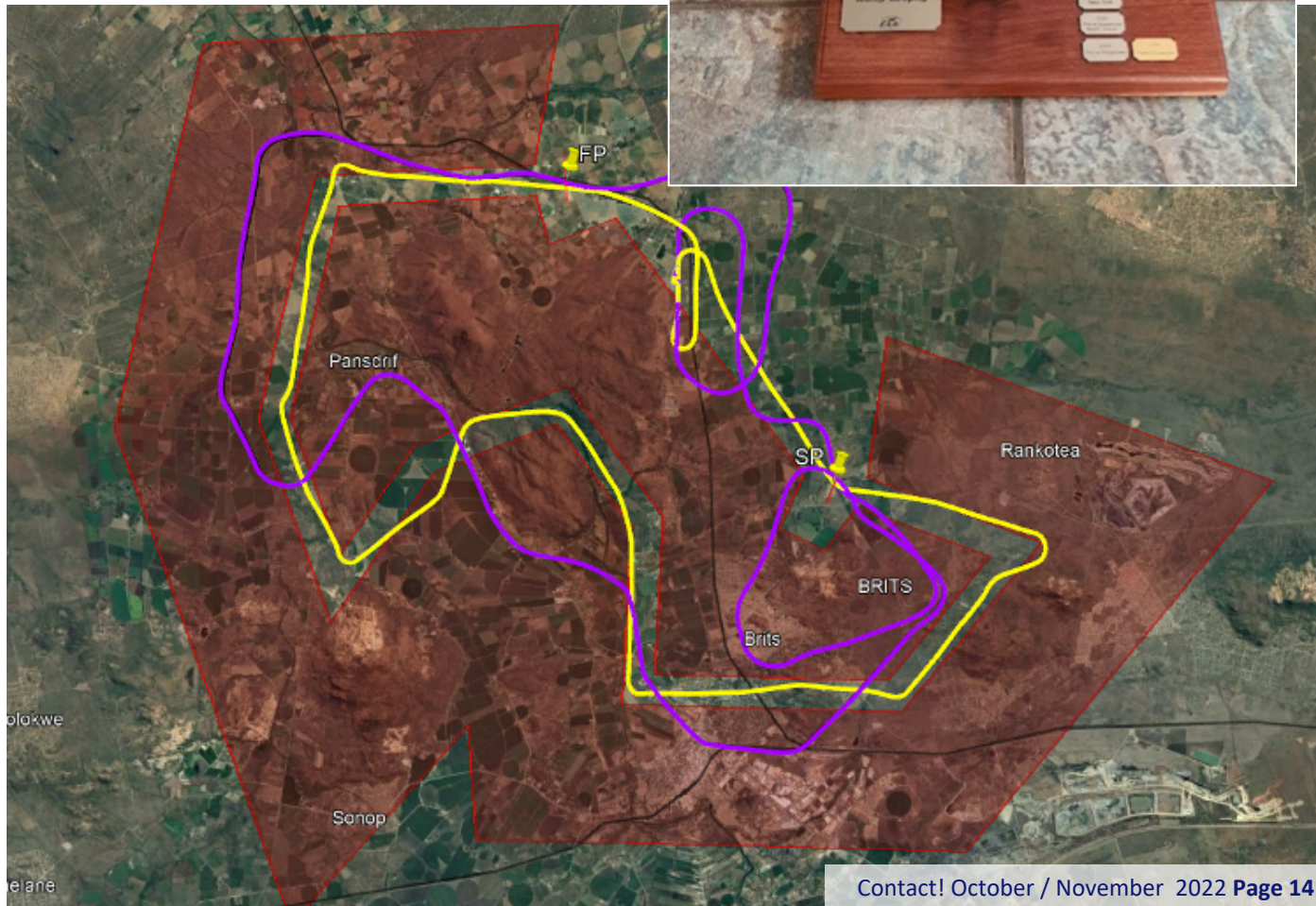


Rank	Pilot Name	Navigator Name	Aircraft Type	Aircraft Reg	Score
1	Bert v Jaarsveld	Lance Holland	Bushcat	ZU-FWE	579
2	Bryan Nicolau	Roger Ford	Bathawk	ZU-IJI	894
3	Roger Bozolli	Dean Nicolau	PA28-200	ZS-KFM	989
4	Chris Shaw	John Shaw	C177	ZS-IFY	1530
5	Sean Cronin	Roger Ford	Jabiru	ZU-JBJ	1692
6	Byron Kirkland	Caroline Koll	Sling	ZU-KRJ	2208
7	Hilton Wolff	Milan Daniz	Mushak	ZS-OKR	3096
8	Herbert de Graaf	Wolter de Graaf	Sling	ZS-DXH	3219

Prize giving was held at the evening braai together with the EAA awards, unfortunately the floating trophy was not available, and will be handed over at an appropriate date. This trophy is the Sling (previously The Airplane Factory) Sun and Fun rally trophy awarded annually.

Many thanks to Rob for once again giving us an opportunity to hone our nav skills and to all who participated in the event!

The Google Earth Live track screen, the yellow track being the best of the day, and the purple track with some wandering around the course



NOT MY CIRCUS, NOT MY MONKEYS.

1. Polish Proverb (*colloquial*) It's *none of my business*; indicates that one is not responsible for controlling or changing a *volatile* or *delicate* situation.

by Dr Robert Clark

Have you ever heard of the saying “Not my circus, not my monkeys?” South Africans sure are going through a tough time. Companies are offering below inflation increases, performance bonuses have dwindled to a pittance of what they used to be, and, everything is increasing at astronomical rates. Petrol is a fine example in this regard. In December 2021, unleaded petrol was still below R20 per litre (R19.63 to be exact), and just 7 months later, we are paying R26.74 per litre. Food has dramatically increased and other energy sources like paraffin and gas have seen sharp increases in the past year.

In light of the sharp increases that seem to be resulting in a global recession, South African's are having to tighten their belts to make the budget balance at the end of the month. The general aviation sector is not immune to this financial pinch, and certainly feeling the impact of the rising cost of living. Fly-in events in the past attracted over 200 aircraft, now have half the attendance, as the price of Avgas varies between R33 to R39 per litre. A quick fly-in



breakfast to a neighbouring airfield is costing you at least \$100.00.

This brings me to the discussion regarding aircraft fuel. With the global recession, how are people filling up their aircraft, and still balancing their monthly budgets. One movement that seems to be gathering momentum on numerous aviation forums is moving towards a cheaper fuel, like car fuel, from your local garage down the road. After all, it's still petrol and we use uncomplicated internal combustion engines to power our aircraft.



If you don't use AVGAS, one must ask, are you compromising on safety to balance the economics of flying. Is the trend of moving towards a cheaper fuel correct? Are you placing you and your passengers at risk? I fly a Jabiru 430, so I will just state what I read in the various literature regarding fuel for my aircraft. The first noteworthy document is the Pilot Operating Handbook (POH) for my aircraft, which I take on good authority as being correct! When it comes to the use of car fuel, the POH reads as follows:

6 Gasoline General Information – Advisory

- Current Jabiru 2200 and 3300 engines are designed to use Australian Aviation Gasoline (AVGAS), unleaded AVGAS or Australian Premium Unleaded Motor Spirit – MOGAS – of at least 95 RON.

The Jabiru POH states that automotive fuels should only be used “**where AVGAS grade fuel is NOT available**”. What do you understand about this statement? My interpretation is that AVGAS should always be used in the aircraft, and in an emergency, you can use car fuel to get to a place where AVGAS would be available. The inverse of the question is interesting. What does the Pilot do **where AVGAS IS available**? If AVGAS is available, then the pilot should not be using car fuel as a cheaper alternative to keep the aircraft in the air.

The second article that I have worked through is Jabiru service letter JSL 007-7, titled “*Alcohol, Lead, Compression Ratio: Fuel Guidance.*” Part 6 of the document reads as follows:

1.2.3. APPROVED FUEL TYPES AND GRADES

100 LL or 100/130 grade aviation gasoline
 MOGAS with Octane rating 95 or greater (or AKI 90 or higher) may also be used where aviation grade fuel is not available.

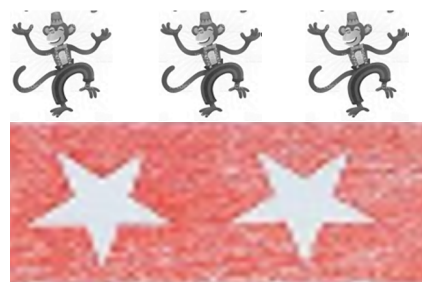
NOTE: MOGAS containing Ethanol (or any other alcohol) **MUST NOT** be used as it will damage the fuel tank sealant.

The advisory note is very clear; you can use AVGAS or Australian Premium Unleaded Motor Spirit – MOGAS – of at least 95 RON. It does not say you can use car fuel from South Africa. What the service letter does say, however, is that using MOGAS comes with certain bad points (Item 11.2 of JSL 007-7), like less resistance to knocking, quality control is poorer than AVGAS, Operators use MOGAS at their own risk, degradation

of the fuels performance during storage, more prone to vapour-lock, use of the electric fuel pump on any operation below 1500 foot AGL, volatile aromatics can cause damage to the fuel pump, fuel lines, taps and filters, possible damage to

the airframe, bubbling of the exterior paintwork, and so the list just goes on.

Given the above information, are you really saving money by using a cheaper fuel? Are you setting yourself and your aircraft up for failure? As responsible people, we, as pilots need to abide to the regulations and service letters as provided by the Manufacturer, without twisting words or facts to suite our pockets. If pilots decide not to comply with their Aircraft Manufacturers superior knowledge, then I guess, it's a case of, “Not my circus, not my monkeys.”



Buying a Used Long-EZ



By LeRoy Cook

Burt Rutan wasn't the first to build and fly a pusher-type airplane with the tail in front, but he did solve the inherent weaknesses in the concept, flaws that had bedeviled the similar WW-II era Curtiss XP-55 Ascender fighter plane. Rutan's strength as a designer has always been to find innovative ways to successfully achieve a performance objective or limitation. For instance, when it was evident that the CG of an empty VariEze would cause the powerplant-heavy aft fuselage to drop to the ground, his solution was to make the nosewheel retractable. By cranking it up after disembarking, thereby parking the aircraft in a self-chocking, prayerful position, the awkward storage problem was solved.



The futuristic look of a Long-EZ, even from behind, is one of its strongest appeals.

Designed around a Lycoming O-235 engine, the Long-EZ not only had a longer, sleeker fuselage but a larger main wing with less sweep angle. The wing-root strakes were bigger, giving more space for fuel and baggage, and the cockpit was wider. With 52 gallons of fuel, the Long-EZ could stay aloft for as much as 10 hours. The easiest way to discern the two EZs is to look at the wingtip; VariEzes have short protuberances below the wingtips, under the tip rudders, something not usually present on the Long-EZ.





Prefabricated kits for easy assembly were never part of the Rutan Aircraft Factory's offerings. Plans and instructions were simply sold by RAF, and a bill-of-materials package was offered by major homebuilt supply houses. Thus, the builder is responsible for most all of the work seen in a Long-EZ offered for sale, and it is important to have a knowledgeable EZ builder/owner to help evaluate a purchase.

As with the VariEze, the Long-EZ uses Rutan's moldless foam-core construction method, a brilliant, simple way to optimize shape by cutting or hot-wiring out a profile from blocks of high-density poly foam, sanding it to exact dimensions and laying on fiberglass and epoxy over the foam, as is done with surfboards. The result is a light, sleek airframe, giving very efficient aerodynamics. The forward lifting surface, incorporating pitch control, means trim drag is minimized compared to conventional aft-tail aircraft. Stability is also enhanced, providing pleasant cross-country cruise characteristics, and EZs are essentially stall and spin resistant, nodding gently straight ahead when flown at the canard's critical angle of attack. The trade-offs, of course, are the limitations imposed by a pusher engine installation and tailless configuration. Rutan solved stability problems by installing winglets (tip sails) with independently actuating rudders on the end of the swept wings. The rudders can also be deflected simultaneously, acting as air brakes, by depressing both rudder pedals at once. Because of the intentionally imposed limited lifting ability of the canard, required so the main wing cannot ever be stalled in flight, slowing the sleek EZ down for a landing requires deflection of a bellyboard drag surface. Flaps are not available because trailing-edge lift/drag devices would upset the carefully crafted balance between main wing and canard.

Schubert cautions against buying any airplane that has been operated on alcohol-based fuel, which attacks the tanks in the strakes. Watch for blisters and soft lumps in the tank structure, which are challenging to repair. A later mod changed the system from two vent lines to four; if there's more than 15 gallons in a tank with the original vents, there will be venting of fuel overboard from expansion while parked nose down. The solution is to fuel up just before departure. The Long-EZ's direct-reading sight gauges are unfailing indicators of fuel level.



Mike Sabourin's Long-EZ is shown in the main photos.

The control system should be checked for flutter-inducing looseness, including the rudder return springs, and the elevators need to be noted as having been balanced in the logbook. There should not be any trim tabs added to the elevators or other controls if properly built. The rudders come in two sizes, partial and full length; the later are termed "high performance" rudders.

Canard style is a debate among knowledgeable and not-so-knowledgeable EZ "experts." The original Long-EZ plans called for the same GU25-5(11)8 canard airfoil that was used on the VariEze, which could exhibit some pitch-down trim change if flown in rain and required a few extra knots for takeoff and approach if rain was present. In 1985, plans for a canard with a John Roncz R1145MS airfoil were introduced, which largely eliminated the trim change. Some Long-EZs have vortex generators added to the upper surface as an alternate fix. As Schubert points out, some of the original canards may not have been well contoured and therefore have no laminar flow to

be disrupted by rain, thus exhibiting none of the pitch-down tendency.

Engine Options

If in pursuit of maximum performance, a Long-EZ builder will have opted for a Lycoming O-320, or even an O-360 for another 12 pounds of weight. Because the airplane was designed for the lighter O-235, the bigger engine and associated systems require some attention to CG and perhaps weight savings in other areas. Just make sure the airplane under consideration hasn't had the bigger engine installed without documenting the change in the logs and limitations.

If sticking with the O-235 for lightness and economy, while still enjoying impressive speed, some builders leave off the starter and install a lightweight wood propeller. There's certainly nothing wrong with flying at 160 knots on 115 hp, although the climb rate will be slower than with an O-320.

Many Long-EZ builders have tried automotive engine conversions, including Mazda rotaries, and two-time builder Bob Holliston cautions against considering one, saying that they are four times as much trouble and are almost never successful. Stick with the tried-and-true airplane motors.



Terry Schubert's Long-EZ engine installation is artfully revealed in this double-exposure shot, taken before and after the cowling was installed.

Flight Characteristics

Long-EZs are wonderful cross-country traveling machines, albeit somewhat snug and limited on storage space; using moldable soft luggage stuffed in the strakes is the key. They are stable and have long legs, burning less fuel for the distance than just about any other two-seat airplane. Forward visibility, particularly on approach, is obviously impacted by the canard.

If you're looking for short-field and unimproved airport capability, you'll want to buy something else. The airplane's small tires, relatively high liftoff and touchdown speeds, and the possibility of FOD damage to the pusher propeller do not lend EZs to STOL operation. Their strength is in efficient transportation.

The characteristic praying-mantis tie-down position means you will begin by lifting the nose and reaching inside to crank the nose gear down. It takes 8.6 turns to extend the gear over center and lock it in place; watch for the nose to rise and then dip slightly at the end of the cycle, indicating that the gear did go over center. Hold on and climb aboard to add the human ballast; hopefully, there will be a boarding step installed.

If you haven't hand-propped the engine before boarding, check and announce for a clear prop to the rear before cranking up. Canopy latching is critical; there should be a warning system to alert you to an unlatched canopy before takeoff. By the same token, the full bubble makes a great greenhouse in hot weather, so you'll want to leave it cracked for taxiing. Brakes, of course, are necessary for steering, so check them early and often.



Comfortable seating and storage room in the strakes are cockpit features of the Long-EZ...

Once the engine runup and the sidestick and rudder controls are verified, recheck the canopy latching and swing into position to launch. When the canard comes to life and the nose can lift off, gain another 10 mph and the main wing will break ground. The canard makes a great attitude reference for climbout. Climbing doesn't take long, with 1500 fpm rates with small engines and 2000 fpm or more with the bigger Lycomings. For best

it does its finest work. For the O-235 engine expect to see 150 to 160 knots TAS at normal flight levels and upwards of 200 knots with O-320/O-360 installations.

Descent planning starts well out from the destination; the sleek Long-EZ doesn't want to come down and slow down. There should be a nose gear-up warning to get your attention with the power back. Extend the belly board for the approach and keep a sharp eye out for lower and slower airplanes ahead. The touchdown comes at 65 mph or so as the main wing quits flying, and then it's time to get on the brakes for slowing and steering.

Disembarking is the reverse of mounting; an occupant in the rear seat simplifies the urgency of lowering the nose to prevent a tip-up. A postflight inspection of the rear-mounted engine compartment is a good idea, since you're not walking past it at the nose.



Strake mounting the electrical panel is handy and frees up instrument panel space.

Resources

The Rutan Aircraft Factory ceased operation in 2004. Plans remain available in unused and partially used state from former builders, so there are still some new Long-EZs being added to the 700 or so registered in the U.S. Support is found among the membership of the Canard Owners and Builders Association, Squadron III, and the Rutan Aircraft Flying Experience (RAFE) organization website. TERF Inc. has secured the rights to publish all former RAF materials for the guidance of owners and builders.

Photos: Marc Cook and courtesy of the Long-EZ owners.

Hangar for sale at FAKR

30m x15m = 450m²
With 125m² mezzanine.
Toilet & Kitchen
R1,2m

Contact Dale 0825563592

WONDERBOOM
NATIONAL AIRPORT

Fly-in
AND CLASSIC CARS

You are invited by Villa San Giovanni to the Classic Car Fly-In Day at Wonderboom National Airport - City of Tshwane, to celebrate the October Transport Month.

29 October '22
Wonderboom National Airport

TIME: 07:00 TO 12:00

ALL AIRCRAFT AND CLASSIC CARS WELCOME
BUT REGISTRATION IS ESSENTIAL

WWW.VSG.CO.ZA/FLY-IN

- No Entry Fees
- No Approach Fees
- No Landing Fees
- No Parking Fees
- Helicopter Flips
- Static Aircraft Displays
- Static Classic Car Displays
- Friendly ATC



WONDERBOOM
NATIONAL AIRPORT

CITY OF
TSHWANE

ASP
AERIAL SHOW PRODUCTIONS

GARMIN

AERO
SOUTH AFRICA

BONA
BONA
GOMME LODGE
★★★★

African
Pilot

**We need your stories,
photos and articles for
Contact!**

**Please help us by submitting to
contact.eaasa@gmail.com**

Over & Done



By Nico Brand

On the 17th September I took off early from Tedderfield for the eagerly awaited Pancake event at Silver Creek. The skies were clear, and a stiff headwind extended the flight by a few minutes.

As usual, the offerings were a delicious array of flavours offered by the wonderful ladies on the field, and it was great meeting and chatting with old friends.

However, I had to leave earlier than I would like to have, but I was expecting company at home and had to get back to Tedderfield. Taxing from the parking area was delayed while an aircraft took off, and the plane in front of me and I had to vacate the runway onto the cut grass verge when we were about half-way up, for an aircraft that was landing.

We were then cleared to taxi to the 05 holding point by our 'ATC' and I followed the plane in front at about 50m's behind. When he reached the holding point he did an about turn and prepared for take off.

I left the runway onto the smoothly cut grass verge to give way, and as I added a little power to swing my aircraft's wings parallel with the runway to give him clearance ...

...the dirt hit the fan!

My right-hand wheel fell into an unseen hole and the aircraft tipped onto its nose, thrashing its propeller into mush and throwing dirt back onto the windscreen.



The unseen hole next to the runway

I remember that as the plane tipped forward my hand pushed the throttle wide open, but at the same time the last beat of the prop stopped the engine. Hanging forward against my seatbelts my mind struggled with what had just happened, and what to do next....it had all happened so fast and so unexpectedly, it certainly took a few seconds to get past the surprise of it.

I switched off the master switch, closed the fuel cocks, watched the aircraft take off and then quickly proceeded to exit thinking about the possibility of the plane catching fire.

Within a minute or so Roger Ford, one of the safety squad tending to the arriving and departing aircraft, arrived on his quad and offered help. He quickly had a gang of guys move the plane away from the vicinity of the runway as it posed a danger for landing aircraft.

Jonathan from the Sling factory kindly offered me a lift back to Tedderfield, and KFA, the manufacturer, recovered the aircraft the following week. Besides the propeller, the spinner, the wheel station and spat, some tubes bent in the fuselage, there was not too much damage.

My insurance representative was quick to respond, the aircraft damage was assessed and the go ahead to repair was given.

As my licence was due to lapse at the end of October, I've had to hire an aircraft to do my flight renewal, and now it's a matter of trying to be patient while my plane is repaired, and I'm grounded.

Low & Slow Fall Foliage

Flying in upstate New York



Apple Orchards and corn fields along Lake Ontario

By Craig Ritson

This time of the year is bittersweet. The trees have transformed from green to spectacular bright orange, red and yellows. Every corner on a winding road is another photo opportunity, but the splendor does not last long. Peak colours last about a week before the trees shed their leaves for the long freezing dreary winter months.



Tandem with control stick and no electric

There is no better way to take in the view than looking down from an old 1940's slow Continental powered magic carpet. My rides this week were a 1946 Aeronca Chief and a 1948 Piper PA-11, both powered by 85 HP Continentals. Both are



Side by side with control yoke and electric starter

wonderful flying aircraft if you not in a rush to go anywhere. Flying with the PA-11 door open in the 6 C degree weather is not for the faint hearted



Beautiful ornamental colours from 400ft at 60 mph

SACAA National Aviation
**ACCIDENT
REDUCTION
WEEK**



**SATURDAY
22 OCTOBER
2022**



**KITTY HAWK
AIRFIELD**

FLY-IN from early

SOUTH AFRICAN



PROGRAMME

09:15

Start and opening

- Human factors and aviation
- Stabilised approaches
- Loss of control
- Pre-air navigation race safety briefing
- 25NM Air Navigation Race with SAPFA
- Landing competition with SAPFA
- Pre-flight competition facilitated by airworthiness inspectors
- Simulator sessions focusing on engine failure after take-off, loss of control in flight (unusual attitudes) and stabilised approach
- Aircraft accident reduction area with the AIID - come and speak to the accident investigators
- Mayday-SA area, peer support to aviation licence holders.

09:30 – 14:30

(LIGHT LUNCH AVAILABLE FROM 13:00 TO 13:45)

15:00 – 16:00

Safety talk with aviation legends hosted by Cobus Toerien; the line-up includes:

- Juba Joubert
- Pierre Gouws
- André Coetzee
- Charlie Marais
- David Doull

16:15 – 17:45

Fly-in aircraft depart
Display mentoring (fixed wing and helicopter)

17:45 – 21:00

EVENING SPIT BRAAI AND PRIZE-GIVING

MEMBER RATES FOR FUEL AT KITTY HAWK HAVE BEEN ARRANGED



You are invited to
Virtual Tour OSHKOSH 2022
Presented by the legendary Karl Jensen.

When: Saturday, 19 November 2022

Where: FAWI (Witbank Airfield) Hangar 35

Arrival Time: From 14h00

Presentation 16h30 followed by

Social Braai
Braai packs available

Camping facilities available.

Stay over and enjoy all the comradery.

Please bring own drinks.

Light breakfast Sunday morning 7h00 – 10h00.

WELCOME TO FLY IN SUNDAY AND JOIN US !

RSVP 16 November Marga 0828925954

FLY IN





For Sale

Long-EZ ZS VMX

- Engine 0235L2C
- 1386 hrs plus 400hrs - upgraded pistons
- Airframe not quite 700 hrs
- Propellers is wooden a B&T
- Block speed 140 knots
- Best glide 80mph
- Best climb 80mph
- Rotate 80mph
- Stall unconventional 55mph depending on load.(just buffets a bit)
- Hangered at Springs at the moment.
- I am reluctantly selling as this aircraft is a dream to fly.
- Have landed in 30 knot cross winds.
- Standard VFR instruments (but a glass cockpit can be fitted say MGL would be great.)
- Can take on 54 us gallons 204 liters (27 gal each side in the wing stakes)
- At 25 liters an hour depending on cruise settings and Prop about 8 hours endurance.
- Relief tube has been installed but never used.
- Drag brake installed for steeper approaches.
- Gel cell battery.
- New skytech starter
- ATF Feb 2023

Contact Dave O'Neil 082 578 3411

For Sale



JABIRU SP120 (Short Wing)

ZU-JMT

Year: 2010

Airframe Hours: 555Hrs

Engine Type and Hours: 2200 4cyl 148Hrs

Prop Type and Hours: Jabiru 4A482 392Hrs

Equipment: Trigg TT22 Mode S Transponder, Velocity TC3 (EGT/CHT) Indicator, Microair Aircraft Radio, 2x Headsets, Garmen Aera 500 GPS, All Std Engine Gauges, 4 Pack Instrumentation, First Aid Kit.

ATF expires 01/12/22

Reason for Sale: Retiring from Flying

Viewing Location: Margate (FAME)Kzn

Price: R380 000

Information: The SP120 Short Wing provides 100KNT TAS @ 13L?Hour, making it a very affordable LSA aircraft.

Marginally slower than bigger Jabiru's. The engine was completely modified 148Hours ago. It was modified to provide longevity and safety by fitting forged pistons, 2 valve springs per valve, under piston oil cooling sprayers, reprofiled camshaft and plasma nitrate. Price includes P prop, wheel spats and aircraft covers.

Contact Rod Norton Cell 0833012592 E mail rgnorton@vodamail.co.za

Wanted for Hire & Fly

Any C 172 or C 150 with larger engine for hire and fly from 5th to 19th November for Rally Flying World Championships in Brits. Also looking for 1 Tecnam for the same.

If available please call Ron Stirk 082 445 0373 or Martin Meyer 083 628 3324

For Sale

Jodel D-11

R220 000

Details:

- Lycoming O-290
- Airframe 464 hours
- Engine 464 hours

Wonderful afternoon cruiser located at Warmbaths Airfield

For more information and viewing contact

Richard 082 490 6227



For Sale

Thorp T-18

R425 000

Details:

- Lycoming O-320 160 hp
- Airframe 1 782 hours
- Engine 542 hours

150 kts @32lph RV6 competitor at fraction of the cost!

For more information contact Richard 082 490 6227



EAA Member Services



VNAV LEATHER

Finest quality handmade leather flight bags for the connoisseur pilot and earthbound humans. Navigate your life vertically with VNAV Leather products.

<https://vnav.co.za>

TONY KENT FLYING SERVICES

50% DISCOUNT FOR EAA MEMBERS!

Experienced Grade 2 ME IF Instructor

Whether for ab-initio or advanced training, Multi-engine or IF, I am available to assist you at half my normal rate.

Own or aircraft hire is possible.

Bush flying courses and flying safaris catered for.

Contact Tony Kent on 082 442 0866 for more information, or check out my website

<http://www.tonykentflying.co.za>

or Facebook - Tony Kent Flying

This page is for the purpose of supporting our members who can offer a service related to aviation. If you would like to advertise please send your ad to contact.eaasa@gmail.com Members only and "aviation" related!



AIRCRAFT WANTED OR FOR SALE

Irene Naude has a number of interesting aircraft available. Please contact her for details

Irene 083 446 1393 974

Emergency

Water & **JOLLYTANK®**

Fuel*

EASY POUR, RIGID HOLD HANDLE FOR COMFORT

8 Litres

EASY POUR SPOUT AND ROLL-UP NECK SEAL WITH LOCKING BAND

FOOD GRADE - CAN BE USED FOR WATER, WINE, JUICE ETC

AUTO • CYCLE • CAMPING • OUTDOORS

*** ONE TIME USE FOR FUEL. DISPOSE OF RESPONSIBLY**

THE JOLLY BAG IS NOT INTENDED FOR FUEL STORAGE BEYOND 4 HOURS. WHEN USED AS AN EMERGENCY FUEL BAG, FUEL SHOULD BE TRANSFERRED INTO A VEHICLE FUEL TANK OR A LONG TERM FUEL STORAGE DEVICE IMMEDIATELY. DO NOT SMOKE OR USE A LIGHTER IF THE JOLLY BAG IS FULL OF FUEL.

JOLLYTANK

Useful for flights where fuel availability is unknown or unreliable for those using MOGAS. Each bag weighs 50g and is 100 x 100 x 5mm when empty. Holds 8 litres. **Has built in spout and handle - no pipes, tubes or funnels necessary for emptying.**

Not meant for long distance liquid transportation, used primarily in an emergency.

Price R25 each or R200 for 10

Contact Ant Harris 072 380 6496

All types of 'Signage for Hangar - Corporate signage for offices, etc.
 Specializing in printed Decal Kits for all Aircraft Including: ATR42, Beechcraft Series,
 Cessna Series, Piper Series, Mooney, Dornier, Sambas, Boeing Series, H/S125 Learjet, DC-9,
 Pilatus Series, Fokker F28 Series, MD Series and many more.
 Interior Decals on most popular types.
 Flight briefing cards for PAX info on many types.
 Headrest covers with Logos, silk-screened on.
 Logos and lettering for various corporate i.e. DHL - T.T.A - UN, WFP programme, ICRC -
 Air Namibia - T.A.C. - Comair - Delta Connection Ltd - Tropicana _ Air 26 - Federal Air _
 SA Airlink - Angolan Air Services - and so many more in our system.
 Registrations - Signmask or vinyl, as required. In all formats to CAA specifications.
 Propella Decals, all corrosive resistant. Popular makes. Hartzell - McCauley - Sensenich -
 Hamilton - Dowty - Mt Propellers - AV Gac - Jet A1 - Pratt @ Whitney Logos. R.R. etc.
 Photo luminescent Internal lines and signs to Instruct Passenger Exits / Info
 Plags - In flag form and in vinyl form for Aircrafts.

PRINTING

Service labels, unserviceable, quarantine, removable record, etc.
 Books in triplicate: Certificate of Release to Service
 Non-routine books
 "Serviceable labels" book/pads
 Approved Flight Foliros, etc
 Letterheads
 Compliment Slips
 Business Cards
 Brochures

Tel: (011) 452-6857/8
 Fax: (011) 452-4558
 www.signco.co.za
 10 Edendale Road Edenvale, 1610
 info@signco.co.za

Archie Kemp
 Managing Member
 082 494 6242
 archie@signco.co.za



EAA National

President Paul Lastrucci
Vice President David Toma
Treasurer Mark Clulow
Secretary Keaton Perkins

Committee Members

Membership Mark Clulow
Young Eagles Keaton Perkins
PRO Karl Jensen
Website Dean Fernandez
Newsletter Neil Bowden
Safety Officer Nigel Musgrave
Finance Asst Brad Stephenson
AP Rep / Technical Officer

Peter Lastrucci &
 Andy Lawrence
 Marie Reddy

Auditorium

EAA Chapter 322 Johannesburg
 Virtual monthly gatherings until further notice 1st
 Wednesday of the month

Chairman Neil Bowden
Vice-Chairman Sean Cronin
Treasurer Mark Clulow
Secretary Ronell Myburgh

EAA Chapter 1502 Durban

Chairman Alan Lorimer
Vice-Chairman Russell Smith
Treasurer Robbie Els
Secretary Mike Korck

Chapter 1262 East London

Meets last Saturday of the month Wings Park
Chairman : Mike Wright
Vice-Chairman James Wardle
Treasurer Dave Hartmann

Chapter 870 Kroonstad

Chairman Niel Terblanche
Secretary / Treasurer Hennie Roets
Committee Members Johan Mouton &
 Carl Visagie

Chapter 788 Port Elizabeth

Chairman Brett Williams
Vice-Chairman Russell Phillips
Treasurer Deon Swanepoel

FTS

PNR Headset
General Aircraft
 PH-100A

R 3250.00

Straight Card, Dual Plug, Fixed Wing, MP3 Player Interface

**GA use dual plugs Passive noise reduction rating (NRR)
 23dB Noise cancelling Electret Microphone
 Contact Dale de Klerk 082 556 3592**