

...Contact!

February 2021



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President's Column

David Toma



I hope you have all had a wonderful break over the festive season with many wonderful flights to all sorts of places that unfortunately didn't include much official beach going. I myself did a bit of flying around the country

over that period and have included a short article about it in this edition.

Furthermore, I thought to include the following, which stems from a conversation that I had with a close friend during the festive season, let us call him JD. Now JD will tell you he isn't God's gift to mankind, aviation or engineering but he sure loves aviation as it has long become his life! When I say aviation I mean, ALL of it. From the aircraft spotting, a short bout of photography before he got his licence, building, designing, testing, most especially the flying and all the way to even just being at some airport! You see, JD has a thing for speed but he can appreciate a decent short field take-off/landing on the condition that the aircraft's energy is respected and managed rather than butchering the physics aspect of it. JD would even openly admit to the fact that this includes the occasional indulging in fling wings too!

To JD, all logical things make sense. This makes things clear cut without including a whole bunch of complications, emotions or grey areas so to speak. Furthermore, and much to his own detriment, JD struggles to say no when asked about anything that he could possibly help with no matter how open his ever-tightening schedule is. Couple this with childlike naivety and showing unaffected simplicity when it comes to day-to-day dealings, JD soon started seeing through the current times and is noticeably becoming disheartened with this industry! These are times where more and more meetings that directly affect our industry are continuously being held

behind closed doors. Hidden agendas and politics are further thrown into the mix as if to intentionally take away the joys of being in such an industry! As JD says "Our freedoms are being butchered, we are forced to do more paperwork, pay more fees, join this and that group, pay more for everything and at the end it is all blamed on us and the cycle then repeats itself!" JD has many a time threatened to get away from it all and get a nice container type house by some desolate coastline where he will sit and tinker to his heart's content and enjoy everything that he does but without any of this drama.

Now I am sure you all agree that this industry of ours, much like the whole of humanity at this time, is going through some tough times.



East meets West!

**February Combined Zoom Gathering
Chapter 932 Galt Airfield Illinois USA
and Chapter 322 Johannesburg RSA
Saturday Feb 13 17h30**

Join Zoom Meeting

<https://us02web.zoom.us/j/87124766375?pwd=WmJmWTJwRklkOVpFM1htUldBNHhGUT09>

**Meeting ID: 871 2476 6375
Passcode: 322&932**

Whilst we can't change everything ourselves overnight, let us do our best and work together towards a common goal. Let us also not forget that there are a number of people who have volunteered their own private time towards this without any expectations of returns. Let us work with them and communicate our problems through to them rather than vent our frustrations towards them as they are merely doing their best. Most of all let us be a part of the solution rather than the problem!

As always Fly Safe, Fly Lots, Fly for the love of Flying and let's get those projects in the air!

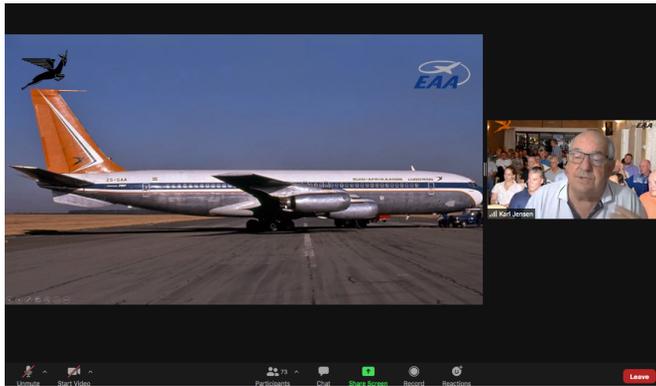
David B. S. Toma

president@eaa.org.za

082 3614 068

322 Round-up

January's ZOOM Gathering



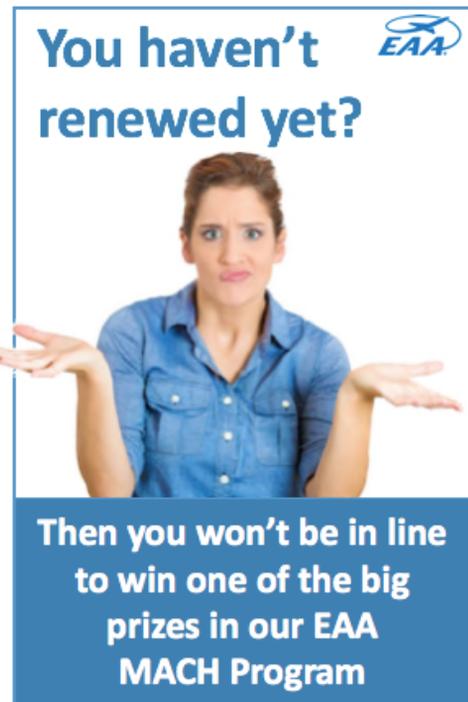
With Level 3 Lockdown restrictions once again being imposed, we were left with no option but to revert to Zoom only gatherings once again. However, the January gathering has reinforced the realization that these on-line gatherings play an important role in EAA activities. With over 85 people attending, we must recognize the importance of continuing with this option in addition to "in person" meetings in the future.

Chapter 322 is a unique chapter in that its members are not restricted to one airfield or town as is the case with many of the USA chapters, but because of the way we have to operate here in South Africa in regard to CAA, the South African Aeroclub, ARO's and our unfavorable Rand Dollar exchange rate, it would be impractical for us to have numerous small chapters representing local communities. Therefore Chapter 322 is a chapter

that makes up its members from all over the country. The zoom format enables those members from outlying areas to be part of the monthly chapter gathering, as evidenced by January's gathering - 86 attendees joining in!

We were treated to a talk by Sling's Mike Blyth on the first flight of their new high wing aircraft. Mike gave us a bit of a background, shared with us how the Proving Flight Authority was issued moments before the factory was due to close for the year and spoke about how they go about perfecting the design and the handling qualities of the aircraft. He also elaborated on the tail dragger which is the next prototype due to fly. Mikes talk was recorded and can be [viewed here](#)

Karl Jensen then went on to present a very interesting talk and slide show on the SAA Boeing 707 accident that happened In 1968 in Windhoek. His talk touched on issues that led to the accident – the pilots insufficient training on that particular model 707, CRM issues and the co-pilots death as a result of not wearing shoulder harnesses – a rule that came into effect after this accident.



You haven't renewed yet? 

Then you won't be in line to win one of the big prizes in our EAA MACH Program

[CLICK HERE](#)
[To Renew or Join](#)



Exciting Events for February

Things to diarise for this month

Chapter 322 February Gathering

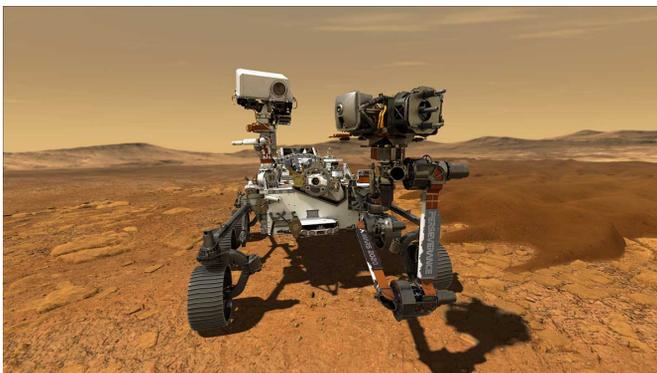
3rd February at 18h00, this will be a short, formal gathering, Zoom only. After running through essential chapter business we will “open the mikes” for some member interaction. Our main gathering for February will be the combined 322 and 932 gathering on the 13th February

Chapters 322 and 932 Combined Gathering

13th February sees our first international combined chapter gathering. On 322's side, Karl is putting together a presentation on what 322 is all about, the history, what aircraft our members are building, restoring and flying, our fly-ins and fly-aways – it will give our members a chance to “rediscover” their chapter! On the other side of the pond, Chapter 932 will be doing the same, a great chance to compare notes and see what our fellow EAA'ers are up to in Illinois.

The ZOOM gathering will be at 932's usual time, 10:00 Saturday morning 13th February, which makes for an ideal time this side, 18:00 Saturday evening. Grab a beverage and a snack and sit back for an hour's good entertainment!

NASA's “7 Minutes of Terror” - 18th February 2021



Dubbed the 'Seven Minutes of Terror,' NASA likens landing a rover in conditions like this to 'slamming the brakes.' Only 40 per cent of missions to Mars by any space agency have been successful.

"Hundreds of things have to go just right during this nail-biting drop," reads a statement on the mission. And because it takes 11 minutes for the

rover to send information back to Earth – at which point the rover's descent will have already been completed – Perseverance must act autonomously.

Ten minutes prior to landing, the rover sheds everything it doesn't need. Thrusters activate in order to orient the spacecraft and make sure the all-important heat shields are facing forward.

Mars' atmosphere will naturally begin to slow the craft, while also heating it up to temperatures around 1,300 C. The interior of Perseverance, however, will feel room temperature.

Once the craft has slowed down to 1,600 km/h, a parachute 21.5 metres in diameter deploys to further decelerate the rover.

After the parachute opens, the heat shield is dropped, allowing the instruments inside the rover to zero in on the planet below. The craft uses a camera on board to navigate its way to the surface.

The parachute can only slow Perseverance down to 320 km/h, after which point it will be cut away. As the rover approaches the surface, rocket engines push against the rover to slow it down to 2.7 km/h.

About 12 seconds before touchdown, the rover drops cables toward the planet's surface and locks its wheels and legs into place. As soon as the wheels touch the ground, the cables are cut.

Perseverance is headed to Jezero crater to search for evidence of ancient microbial life on Mars.

Drive-in Night Jack Taylor Airfield, Krugersdorp

As so much is happening in February, and because of uncertainty with lockdown restrictions, it was decided to move this to Saturday 6th March. Watch from your car, plane or garden chair. Overnight camping will be available for those wanting to fly in. Details will be published shortly on the WhatsApp and e mail groups

A True Homebuilt

Sean Cronin's Bearhawk LSA Scratch Built Project



It started in September when the plans 2019 arrived with a pile of tubes.

Coenraad Underhay was busy building two Bearhawk LSA's at Krugersdorp and we struck a deal for his assistance and know how. He had the fuselage and introduced me

to a specialist welder, Andre Coetzee from Secunda, who was brought in to do the main structure assembly. I was frantically manufacturing bushes, brackets and hurriedly bringing in 4130 chrome-moly material to cope with Andre's incredible speed and capacity.



A welder's dream -accurate fish-mouthing of tubes!

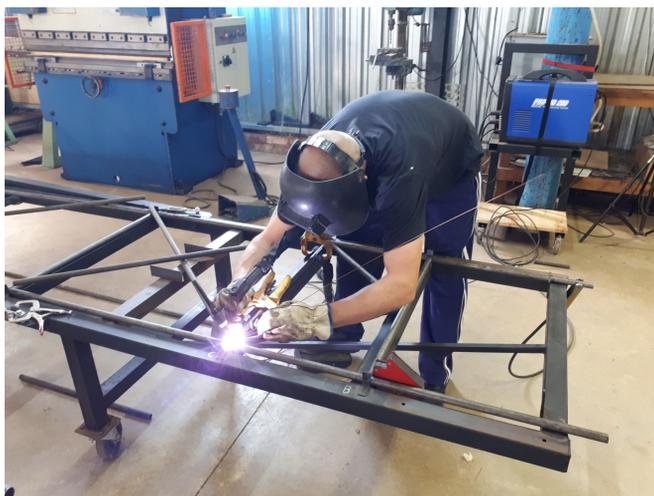
Two and a half days later and the fuzz was out of the jig. Now the difficult part. Hundreds of tags had to be precisely positioned on the air frame. That welding took Andre over a week.



The airframe begins!



The basic airframe - completed in 3 weeks



Specialist welder Andre Coetzee at work

Tail feathers started in week four. I had some time to manufacture rib jigs for the vertical and horizontal stabilizers. This was to simplify manufacture a little, and they worked out very neatly.



Vertical stabiliser and rudder



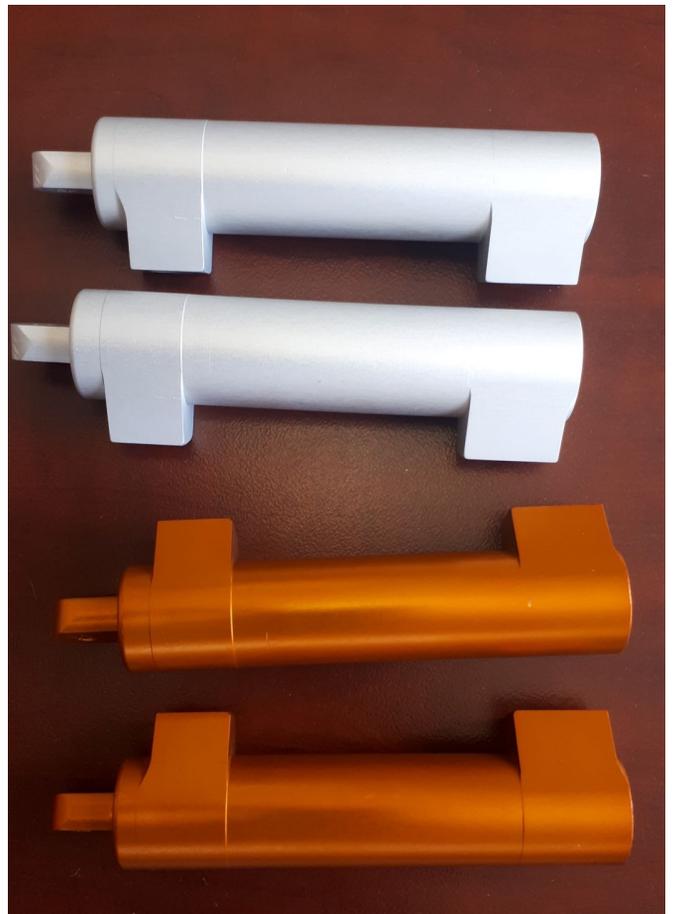
Airframe painted with zinc chromate primer



Coenraad setting up horizontal stab

I moved the completed parts to Silver Creek Airfield just before lockdown. This proved to be a good thing too. During lockdown I completed the manufacture of the trim tabs, floor-boards and the foot plate on the right-side undercarriage, along with a few other pieces. We painted the fuselage with a zinc primer to prevent corrosion.

After lockdown I really got stuck into making various parts. I had decided to use my engineering skills to make as much as possible myself. The tailwheel for instance, can be purchased for \$600, but the satisfaction of making one's own just feels better.



Brake master cylinders machined-up and ready for assembly

I then moved on to making the wheels, brake callipers, brake master cylinders, fluid reservoirs and tail wheel assembly, just to mention a few.



Scratch built tailwheel assembly



Main wheel rims after machining, before and after anodising

Work continued on the fuselage. Gas lift struts were fitted to the window, and a one-piece door was built from the standard two-piece door. The firewall was fitted once it came back from laser cutting, and the nut plate tabs could then be bent and formed, prior to making the belly chute where the exhausts exit the cowling.



Fitting the firewall

The rear seat and its mounting points were fabricated and fitted. These, together with the brackets welded to the fuselage, and the window and door, are in the queue for sanding and prepping for paint.



Fitting the rear seat



Rear seat attachment

This weekend we finished the trim tab alignment and elevator assembly, and will now get them ready for covering, with Geoff Sprenger acting as the vice grip. Help is always welcome! Will publish updates and pictures after the holidays!



EAA Chapter 322's Secretary, Geoff Sprenger, giving Sean a hand

Bear Hawk LSA

General characteristics

Crew: One

Capacity: One passenger

Length: 22 ft 3 in

Wingspan: 34 ft (10 m)

Height: 6 ft 3 in in three-point

Wing area: 170 sq ft

Airfoil: Custom Harry Riblett airfoil

Empty weight: 720 lb

Gross weight: 1,320 lb

Fuel capacity: 30 U.S. gallons

Powerplant: 1 × Continental A-75 four cylinder, 75 hp

Propellers: 2-bladed

Performance

Cruise speed: 125 mph

Stall speed: 30 mph

Never exceed speed: 140 mph

Plans are available from R&B Aircraft:
2079 Breckinridge Mill Rd.
Fincastle, VA 24090
Tel. (540)473-3661

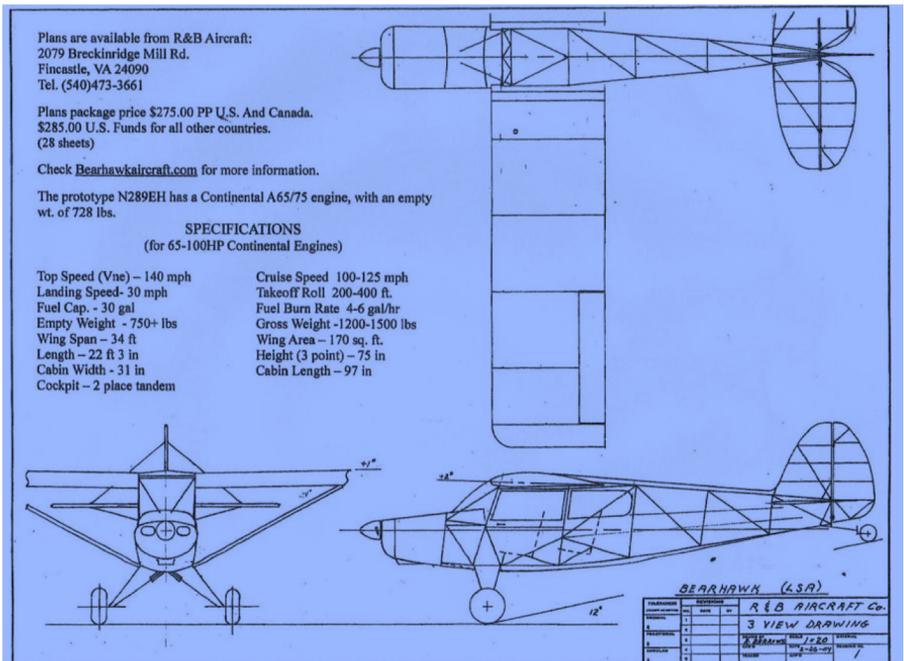
Plans package price \$275.00 PP U.S. And Canada.
\$285.00 U.S. Funds for all other countries.
(28 sheets)

Check Bearhawkaircraft.com for more information.

The prototype N289EH has a Continental A65/75 engine, with an empty wt. of 728 lbs.

SPECIFICATIONS
(for 65-100HP Continental Engines)

Top Speed (Vne) - 140 mph	Cruise Speed 100-125 mph
Landing Speed- 30 mph	Takeoff Roll 200-400 ft.
Fuel Cap. - 30 gal	Fuel Burn Rate - 4-6 gal/hr
Empty Weight - 750+ lbs	Gross Weight - 1200-1500 lbs
Wing Span - 34 ft	Wing Area - 170 sq. ft.
Length - 22 ft 3 in	Height (3 point) - 75 in
Cabin Width - 31 in	Cabin Length - 97 in
Cockpit - 2 place tandem	



BEARHAWK (LSA)

NO.	REV.	DATE	BY	CHKD.
1	1			
2	1			
3	1			
4	1			
5	1			

R & B AIRCRAFT Co.
3 VIEW DRAWING
Scale: 1/2" = 1'-0"
Date: 4-28-92

We want to hear about your project!
Please send stories and photos to Contact!
contact.eaasa@gmail.com

Classic Cars & Classic Planes

The Queenstown Fly-in by Paul Cormac, photos Mike Wright



On Saturday 28th November, a successful fly-in to Queenstown took place. For those of you who may not be aware, Border Aviation Club has a long-standing affiliation with Queenstown and our Aviation Training Organisation license (ATO) extends to include Queenstown as one of our training bases.



A mass departure out of Wings Park saw a wide variety of aircraft in attendance, including several visitors from other parts of the Eastern Cape. Aircraft on display as you can see in the attached photographs range from vintage to modern.



The Queenstown main hangar is also home to a variety of classic aircraft owned by Mark Sahd and well worth a visit if you have never been before.

The day was supplemented by a display of motor vehicles from the Classic Car Club who share the premises and food was provided on a “donate as you eat” basis by the local MOTH Shellhole with proceeds going to the retirement homes in Queenstown.





Annual Migration

David Toma's flight-filled December!

It was either I go on leave or this?



Departing FAWB

So the annual fleet migration had started weeks ago but it was time for me to make my way down as well. The forecast for the week to come wasn't great and if I was to get to the Margate area anytime soon then this one evening was to be my only gap! So I took said gap and departed Wonderboom 19:00 after a full afternoon of watching the weather radar images. This was my view departing FAWB.

Here is an example of my weather watching on



Weather watching

another day. I use Windy for forecasts and Easy Cockpit/Easy Weather for on the day weather planning. Here you can see both the radar images at regular intervals coupled with the upper winds in order to establish the direction of movement of the cells to see if a flight would be possible depending on the type of aircraft and whether the aircraft is equipped to fly in such conditions or not.

Upon arrival I quickly rushed to tuck the aircraft in for the night, albeit right outside the hangar as curfew was upon us and I made it home with two minutes to spare! This now meant that the Kodiak, Sling and the Extra 300 were at the coast. This left only the gyro which was to be collected as soon as the weather allowed. We had left her in Newcastle some weeks earlier in order to better facilitate this annual migration of toys. This worked out flawlessly and now we were all set with all the selected toys at the coast.



Newcastle to Margate

Once at the coast it was a combination of Extra flying when the weather allowed, or if straight and level was your preferred cup of tea, a scenic flight in the Sling or the Gyro along the coast would do the trick.



Flying the Gyro over KZN

I had to cut short my stay at Margate due to a bout of engineering work that needed my immediate attention. Once done with the engineering work and, with the windshield nice and clean, I was off on my next assignment where I was to fly a Bat Hawk to Dullstroom's infamous one-way in one-way out airstrip, Walkersons (FADU).



Readying the Bat Hawk for Dullstroom

I was to later on nearly see my end at FADU! A kid on a golf cart decided that the stop signs by the runway weren't meant for vehicles! We were on a perfect collision course within at most 15 meters where I took full power to pop over them and land. Luckily for all involved I was in the Bat Hawk versus the Saratoga that I usually use to get into



Fun in the Extra in Margate!

FADU. You see, with a short final speed of 78 KIAS there would have been no chance of averting the said collision. This is due to the nature of the final approach, coupled with the lack of go around options, with the addition of the runway width on this airstrip and a 142 km/h short final speed with the gear and flaps down! Aside from this incident and the not so perfect weather throughout the New Year period, it was a wonderful stay with some great flying. It took some getting used to navigating at an astounding 55 knots ground speed but what a fun machine!

Once I was back by Wonderboom, the next few days included some flights to Delarayville in a beautiful 182T and then finally for a dose of proper speeds, flights in a Falcon 402 to and from the Free State and some Instrument approaches in an immaculate Lancair IVP where in both aircraft I got to break the 200 knot barrier for a change.

I finished off “low and slow” with some more flights in the Bakeng Deuce which is being prepped for a ferry down to the South Coast to her owner. I was lucky enough to share this flight and yet another stunning African sunset with another friend whom I had actually tested for his PPL earlier last year.



Walkersons' infamous airfield



Flying the Bat Hawk, Dullstroom - Walkersons



Delarayville in the 182T



View from the rear seat - Extra



Aerobatics in the Extra



Sunset cruise in the Bakeng Deuce

This pretty much covers the festive season's worth of flying from my side. So now I am sure that you will agree that I am long overdue for a holiday! I plan to head back to the South Coast area once the beaches are open again, this time I hope I can show Debbie the Pacer around that beautiful part of the world.

The X-15

To date, still the fastest fixed wing piloted aircraft ever built



The X-15 was part of a hypersonic research program conducted by the US Navy, Air Force and North American Aviation Inc. The three aircraft built flew a total of 199 missions between the years 1959 and 1968 and set the world's unofficial speed and altitude records of 4 520 mph or Mach 6,7 (William Knight at the controls 3 October 1967) and 354 200 feet (22 August 1963 Joseph Walker) a record that stood for more than 40 years until broken by Scaled Composites and Durban born Mike Melville in Space Ship One in 2004.

Due to its high fuel consumption the aircraft was launched from a modified B-52 at 45 000 feet at speeds upward of 500 mph.

First flight was made on June 8 1959 by legendary ex Navy pilot Scott Crossfield, an unpowered glide flight.

Last flight was by NASA's William H Dana on 4 October 1968. The flights were all conducted in a region called the "High Range", east of Edwards Airforce Base and NASA's Research Centre (later called the NASA Dryden Flight Research Centre).

In all, 12 pilots flew the X-15, five from NASA, five from the Air Force, one from the Navy and Crossfield who worked for North American Aviation at the time.



Scott Crossfield

X-15 pilots in order by dates of first flights and number of missions flown

- Scott Crossfield, North American Aviation, 14
 - Joseph A. Walker, NASA, 25
 - Robert M. White, USAF, 16
 - Forrest S. Petersen, United States Navy, 5
 - John B. McKay, NASA, 29
 - Robert A. Rushworth, USAF, 34
 - Neil A. Armstrong, NASA, 7
 - Joe H. Engle, USAF, 16
 - Milton O. Thompson, NASA, 14
 - William J. Knight, USAF, 16
 - William H. Dana, NASA, 16
 - Michael J. Adams, USAF, 7
- Total Number of Flights: 199**

The aircraft had an endurance of between 80 and 120 seconds, the remainder of the flight would be unpowered. Flights were in the region of eight to twelve minutes before touching down in Rogers Dry Lake adjacent to Edwards. Because it did not have a steerable nose wheel and the main undercarriage was skids, the aircraft had to land on dry lakebeds.



Launching the X-15 from a B-52 Bomber

The X-15 used conventional aerodynamic controls for flight in the dense air of the usable atmosphere. The controls consisted of rudder surfaces on the vertical stabilizers to control yaw (movement of the nose left or right) and canted horizontal surfaces on the tail to control pitch (nose up and down) when moving in synchronization or roll when moved differentially. Because the lower vertical tail extended below the landing skids when they were deployed, a part of the lower vertical tail was jettisoned just before landing and recovered by a parachute.

For flight in the thin air outside the Earth's atmosphere, the X-15 used a reaction control system. Hydrogen peroxide thrust rockets on the nose of the aircraft provided pitch and yaw control. Those on the wings furnished roll control. The outer skin of the X-15 consisted of a nickel-chrome alloy called Inconel X, employed in a heat sink structure to withstand the results of aerodynamic heating when the aircraft was flying within the atmosphere.

The cabin was made of aluminium and was isolated from the outer structure to keep it cool.



An ablative coating to protect the craft from the high temperatures was added. The X-15 was then covered with a white sealant coat and mounted with additional external fuel tanks giving it an extra 60 seconds flight

Information gained from the highly successful X-15 program contributed to the development of the Mercury, Gemini, and Apollo piloted spaceflight programs as well as the Space Shuttle program.

The aircraft was powered by a Thiokol (Reaction Motors Division) XLR-99 throttleable rocket engine powered by anhydrous ammonia and liquid oxygen. It provided a maximum thrust of 57,000 lb and a minimum thrust of 28,000 lb. Launch weight of the aircraft was 31,275 lb, decreasing to 12,295 lb at burnout. The X-15A-2, modified from the number two aircraft and delivered to NASA in February 1964, included among other new features, a 28-inch fuselage extension to carry liquid hydrogen for a supersonic combustion ramjet that was flown (as a dummy) but never tested. It also had external tanks for liquid ammonia and liquid oxygen. These tanks provided roughly 60 seconds of additional engine burn and were used on the aircraft's Mach 6.7 flight. While adding to the speed the X-15 did achieve, the tanks also increased the aircraft's weight to almost 57,000 lb and added significantly to the drag experienced by the aircraft in flight.



NASA research pilot Neil Armstrong is seen here in the cockpit of the X-15

Neil Armstrong's "Cross Country Flight"

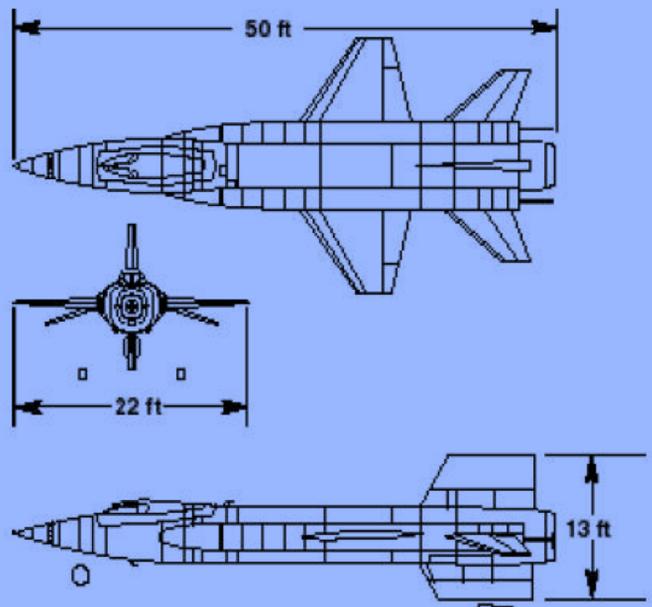
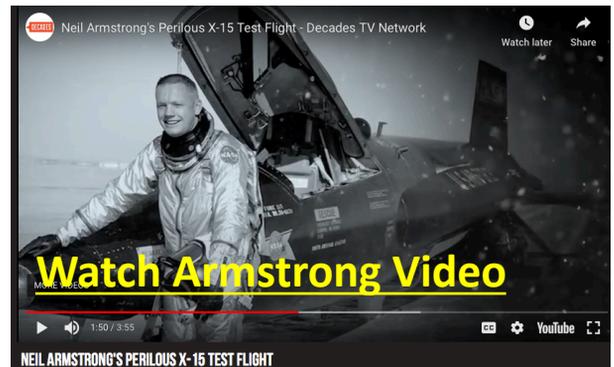
Armstrong, inadvertently, set the duration record for the program on April 20, 1962. The purpose of this flight was to evaluate a new control system designed to give the pilot better control of the X-15 throughout its different flight phases. Jumping from subsonic speeds to hypersonic speeds (up to five times the speed of sound) can bring on sudden and serious control problems, something this new control system hoped to eliminate.

Armstrong separated from his B-52 launch plane and accelerated past Mach 5 with ease and in control of the aircraft. An unexpected problem developed when he tried to aim the aircraft back towards the runway at Edwards. He was in the thin upper atmosphere, and with the X-15 nose angled upwards, he bounced off the atmosphere instead of pitching his nose down to make the turn. The X-15 skipped off the atmosphere like a stone on water, carrying him further from Edwards. Gravity eventually took over and he was able to set himself back on track for landing. The only problem was that he was 50 miles south of where he wanted to be, and he didn't have an engine to light to get him any closer.

Making his situation worse, there weren't any safe lakebeds for an emergency landing between him and Edwards, all the emergency lakes were too far north to reach. He thought briefly of a small airport in Palmdale, California, but it wasn't an attractive solution.

He had no power so couldn't work into the landing schedule at a busy airport. The runway at Palmdale was concrete and the X-15 had metal skids instead of wheels for landing gear. Skids were great for landing on dry mud, they acted as brakes. Landing with skids on a runway would likely be a disaster.

There weren't any good options. He was going to have to try and make it back to Edwards. And make it he did, reaching the southern edge of the lakebed with just feet to spare. One of the pilots following him in an F-104 chase plane saw Armstrong in the X-15 flying level with the surrounding trees he was so low coming in to land. But he managed a safe landing. The flight, which lasted 12 and a half minutes, was jokingly referred to as Armstrong's X-15 "cross country flight".



Three-view drawing of X-15 aircraft.

Spring Bay

Fly-in Destination in the KZN Midlands by Neil Upfold



Recently purchased on Craigeburn Dam, Spring Bay is a private, 21 cabin resort actively used for Bass fishing, water skiing, biking and flying. Craigeburn / Bhanoyi Airfield is situated across the road approximately 2km south of Craigeburn Dam. The airfield consists of 2 hangars and a fenced and maintained 1400m x 30m wide grass runway, 31/13. Situated just out of the Durban Special Rules area, the frequency is 124.8.

The concept is being refined, however, we have 3 houses for sale at Spring Bay which could include hangarage and use of the airfield. I live at Spring Bay and hangar my Vagabond and Tripacer at Bhanoyi which is a wonderful setup available to a few other interested parties. The cottages can be syndicate owned if required and we have hangarage for 3 more aircraft.



We have created AirTX – KZN Midlands Adventure Fly-In that combines the facilities at Spring Bay and Bhanoyi Airfield.



We are also considering annual rental options for families who may want a place to stay, relax with fun facilities for the whole family, including flying. We also have storage space for boats, caravans and bikes so you could store all your toys and hangar your aircraft so you just arrive and enjoy when the weather is good.

Summer is best for the dam and Winter is best for flying with a cozy fire in the evenings.

We welcome the ad-hoc fly-in and we will be organizing fly-ins in the future. The ablutions are being built now and the club-house will follow soon. More concrete aprons and new hangars are also planned



Our primary objective is to help promote sport aviation in South Africa by creating a fun destination for the whole family.



Please feel free to fly in anytime and have a look around. If you would like to plan a visit, please call me

Neil Upfold 083 3254139
email neilu@etx.co.za

Celier Xenon 2 Gyrocopter

Jean-Pierre Duponsel and his Gyro



By Willie Bodenstein, Pilot's Post. Photos by Jean-Pierre and Willie.

Krugersdorp's Jack Taylor Airfield based Gyro pilot Jean-Pierre Duponsel started his PPL at Lanseria and had 1 hour on the school's Piper Tomahawk when the school closed down. He moved to Lanseria Flight Centre where he was sent solo by Tony Tobar in a Piper 140. He then moved to NAC flying Beech Sundowners where his conversion to type was on the company's brand-new Sundowner, ZS-KJR with only 10 hours on the Hobbs. The test was not without incident as both the radio and instruments played up.

Jean-Pierre then progressed, got his night rating and converted onto more advanced aircraft like the Beech Bonanza and Mooney 201. He now has 18 types and 1500 hours in his log book. As he could not afford a proper fixed wing, he was always renting planes from various flying schools. However, he found, in those days, that there was very poor snag reporting by those renting aircraft and he had his fair share of surprises and faults in flight.

Then one day in 1983, Jean-Pierre was invited to test a single seat Quicksilver MX microlight at Lanseria and he jumped at the opportunity. He did two circuits from the 06 taxiway without a radio (yes, those were the times!) and promptly



The MXII kit.....



....and taking off for her first flight.

ordered a 2-seater kit from the 'States' that he flew for 8 years.

One of his most memorable flights was in the Quicksilver when he, together with Mike Blyth and four other MXII owners, flew a week-long adventure along the Zambezi in the Caprivi Strip.



Jean-Pierre is in the back-row 1st left. Mike Blyth is in front row right near the child at the Mpacha Airbase.



Over time, he owned various other microlights, including a Cosmos trike and a Cloud Buggy, which is a fixed wing tail dragger single seater with a 35HP Rotax, a one of a kind design by Steve Crutchley in Pietermaritzburg. The Cloud Buggy, Jean-Pierre said, was probably the best fixed wing that he has ever flown . . .



The Zambezi in the Caprivi Strip



The SA Defence Force watching over their planes as it was still war time in South West Africa.



The Cloud Buggy, a once off design by Pietermaritzburg's Steve Crutchley

However, he flew alone as his wife Eileen was, to say the least, not comfortable with turbulence.

"I always looked down on gyrocopters, listening too much to the fixed wing groups reporting them as power hungry, thirsty engines, aerodynamically inefficient etc..." Jean Pierre said. "They were in a sense correct, but my curiosity forced me to have a demo with Eric Torr in a Magni M16 that was for sale. That's when I realized that the sceptics forgot to mention the big advantages of gyros, such as the great comfort in turbulence and the very short landings, which give the pilot a far greater choice of places to do a forced landing."



Giving a ride to best pupils in a village.

He purchased the Magni in question and his wife never shared her seat again. He kept the Magni for seven years, did two Kalahari Bundu bashes in her and later was sent to France to test a new design for a local agent of the Xenon, a side-by-side concept gyrocopter .

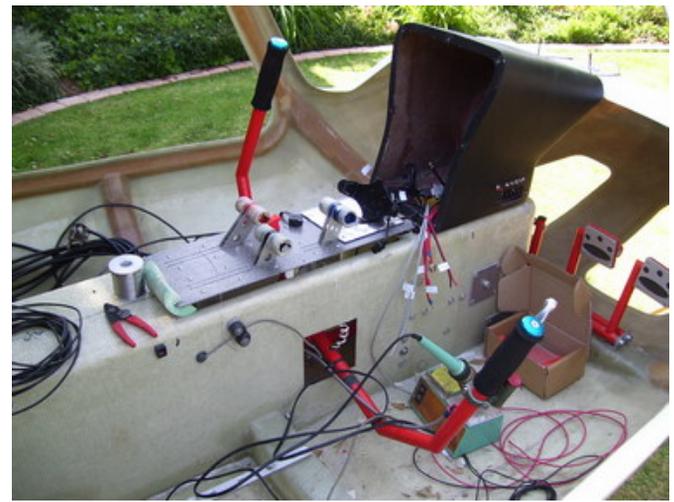
Jean-Pierre started the building process by first purchasing a new Rotax 914 from the local agents and put the fibreglass airframe onto its wheels, Then, he said, he pulled out a chair and sat down and wondered how to put it all together so that it would eventually one day fly.



The Magni M16



"The reason for sending me to France was because I had some experience in side-by-side gyros as I had by then converted to the RAF2000 and because I had the ability to swear in French as the designer of the Xenon turned out to be a rather handful (or mouthful ?) individual" Jean-Pierre recalled.



Nevertheless, the agents ordered a demo aircraft and he purchased its sister, a kit that was supposed to have been almost complete, but in reality, was far from it. That started a long process of learning how to use a lathe and various other tools to make the missing parts.





He ordered an EFIS from MGL, a radio and an extra GPS and did a complete new electrical drawing with many more fuses and many improvements to some of the mechanical designs. Learning from the performance of the demo aircraft that was already flying by then at Rhino Park, he realised that the rotors were too short for our highveld altitude and also apparently had an incorrect angle of attack making them spin too fast. He made some mods in that respect and a local company cut a new hub bar of his design with a different angle and length. Two and a half years later, on the 3rd of April 2010, he did the maiden flight of ZU-RDC from Krugersdorp airfield

"I have done quite a few cross-country flights; all were in great comfort with Eileen serving "chicken or beef" in flight as the fuselage of the Xenon is wider than a C182. With the heater running, flying in winter is a pleasure and we can even enjoy a cup of hot coffee. We have flown to Battlefield Lodge near Dundee a couple of times, that and the Blyde River Canyon on the way to Hoedspruit were great highlights and the Xenon behaved impeccably. I can only really remember one scary moment. We were returning from Brits after the EAA's annual Sun 'n Fun when we got caught in some big updrafts in a thunderstorm that we managed to out-run and we landed at Mountain View Estate waiting for the storm to pass. To this day I am still thankful that we were in the Gyro and not in a fixed wing."

"Ten years later, this Xenon is still giving me a lot of pleasure and thrill to fly." Jean-Pierre concluded with a smile.



General characteristics

Crew: One

Capacity: One passenger

Empty weight: 285 kg (628 lb)

Gross weight: 450 kg (992 lb)

Fuel capacity: 85 litres (19 imp gal; 22 US gal)

Powerplant: 1 × Rotax 914 four cylinder, liquid and air-cooled, 115 hp

Main rotor diameter: 8.4 m (27 ft 7 in)

Main rotor area: 55.4 m² (596 sq ft)

Performance

Maximum speed: 121 mph,

Cruise speed: 160 km/h

Rate of climb: 1,600 ft/min

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

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

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



State Presidents Air Race Rules 1964
A tongue-in-cheek look submitted by Alan Stewart

1. No pilot will be allowed to take part unless he flies an aircraft.
2. No aircraft will be allowed to take part unless it is an aircraft.
3. No low-flying, high-powered sports cars will be permitted to take place.
4. Aircraft must be fitted with at least one wing.
5. No aircraft may be permitted to fly backwards to take advantage of headwinds.
6. No inverted flying will be permitted, especially on landing.
7. No pilot shall be allowed to ignore a met forecast in case it is correct.
8. Pilots may not change aircraft in flight.
9. Any pilot jettisoning his navigator to reduce weight, or for any other reason, is liable to be disqualified.
10. Pilots and Navigators must appear to be alive when entering their aircraft, especially in Ladysmith.
11. Aircraft will not be considered stationary until they have stopped.
12. Aircraft will not be logged as "landed" until finally on the ground.
13. Lady navigators may not wear bikinis, as it may cause pilot error.
14. Due to the increase in price, whiskey may not be used as pilot fuel while aircraft is in flight.
15. Navigators may not sit on aircraft wings during take-off nor landing.
16. The Air Race Committee's decision shall be final before, during and after the race, and for a long time thereafter.

EAA Chapter 322 Formal February Gathering

Please note this will be a short zoom gathering as our main gathering will be the Combined East meets West 322 & 932 Gathering 13th February

Date: Feb 3, 2021

Time: 06:30 PM (Johannesburg)

Join Zoom Meeting

<https://us02web.zoom.us/j/84121024449?pwd=Yk5GalZLaHhZ>

[UXBHME5nQk9gNkVxZz09](https://us02web.zoom.us/j/84121024449?pwd=Yk5GalZLaHhZ)

Meeting ID: 841 2102 4449

Passcode: 838091

For Sale & Wanted

FOR SALE



XENON Gyrocopter (featured in this month's edition)

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

Hangar Space Available

Circus Airfield for 1 aircraft

R1 200 pm

e mail mclulow@gmail.com

Mark Clulow 082 447 8872

Garmin SL40 Radio with tray

Ant Harris 072 380 6496

Bendix magneto and harness
Lycoming starter ring gear and casting

Generator from Lycoming O - 290

2 x 400-5 "Lamb" tyres & tubes

All offers considered!

Peter How 083-265-0581

Please send your ads to

contact.eaasa@gmail.com

No "commercial ads" please!

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

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Adults R40pp * Children R 20pp

Kids under 3 Free