



NUMBI 2006:
Barry Culligan,
Ferdie
Hugo, Grant
Raubenheimer,
Lionel Taylor,
Gerrie de Bort
and Henk
Wolmerans



Mark Fouche' from Nacala in Mozambique
Jodel D18 sovereign.

Right: "My son Troy's
first microlight experience.
Wonderful to finally share my flying
passion with the most important part
of my life...
A beautiful day...in "The Beautiful Dawn"
Alan Hussey - ZU-DBP"

Top Right: Johan Odendal taking Siphelo for
a flip before (taking in the view) on News
Years Eve, 2016 five km's
East of Wings Park.

Top Left: Matrius Nelson
above the clouds



NUMBI 2007 Back L to R: Estelle Keen, Claude Pullen, Trixie Heron, Arnulf Winsauer, Barry Culligan, Rob McFie, Brian Young, Grant Raubenheimer.
Front L to R: Reilly Keen, A'n Other, B'n Other, Martin Burt and Angela.



NUMBI 2008 Back L to R: Rob McFie & The Rietfontein Girls (L to R - Claire Raubenheimer, Estelle, Angie, Annie Bailey) | Middle: Flo Momberg, Chris Hare, Grant Raubenheimer, Teilly Keen, Barry Culligan, Steve Bailey | Front: Martin Burt



Above: Top of Sani Pass / Lesotho. Bottom Left: L to R, Rob McFie, Grant Raubenheimer, Vincent Anderes.
 Middle: L to R, Chris Hare (Dish), Jacqui, Willem Fick (Numbi Hotel Owner), Barry Culligan (Demon) and Vince Anderes (Chainsaw)
 Right: Back: Vince Anderes, Barry Culligan & Rob McFie Front: Elaine Anderes, Andy Eshen (Beetlejuice) & Gill Eshen



NUMBI 1998
 Above Back L to R: Grant Raubenheimer, Barry Culligan, Nigel Kemper & Eric "the frog" Meniere
 Front Rob McFie & Vince Anderes



Top Right NUMBI 2003



Bottom Left: NUMBI 1999
 Bottom Right: L to R back Koos de Wet - Barry Culligan, Rob McFie, Francois Prinsloo (Tribal Croc) & his wife Landy (in front). Seated in front is C'n Other & D'n Other. Andrew Pappas is seated on the left.





This is a story about Big Crazy, Tall Crazy and the growing CRAZY CLAN. The clansmen all believe that the sky's limits can be nudged in a Sling!

Sling

Another Crazy Build & the UK Opening

Firstly and most importantly THE SLING TEAM want to thank everyone who applied to be part of the 7-10 LAA Sling Build Challenge. The UK Sling builders have been selected and TAF apologise to those who they could not take but they had limited places available.

The UK Sling build preparations (to mark the launch of TAF in the UK) are well underway in Johannesburg with boxes and crates being packed with precision to ensure no rib, panel or rivet is left behind.

I believe that some copies of this mag will be going to the UK.

Hi,
It is now winter on the Highveld in South Africa which unlike England brings with it pristine flying conditions. Due its height of 5250 feet above sea-level, the climate in Johannesburg and surrounding area is one of the best in the world. The nights can be quite cold, even below zero, but during the day the sun shines and lets the temperatures rise up to 25 degrees Celsius.

No rain will fall in the region for the next 4 months!

So, if you ever consider wanting to do a fly-in safari in South Africa this is the time of year for it. TAF will be happy to advise and guide you on how to rent a Sling and fly in Africa.

Below: Andrew Pitman whose job it is to market the "CRAZIES" is between Mike (Big Crazy) & James (Tall Crazy).



Three Sling Crazyes @ Work
Footnote: TAF stands for
The Airplane Factory

So what have the Sling team been up to?

Andrew Pitman has been busy organizing all the marketing plus the design of the LAA /TAF logos which will adorn the completed plane in the UK.



Various permits, licenses and paperwork all need to be organized and obtained in order to be compliant to the various authorities.

Mike Blyth has been overseeing the packing of the airframe, engine, harness and avionics. (He is the master of planning the **crazy** feats and adventures).

Mike Dawson is in regular contact with Steve Slater and the LAA to ensure everyone is aligned between the two countries. Steve, Francis and Penny have all been busy sorting out all the necessary equipment, power, permits and security that need to be in situ to begin the build on the 27th August.

James Pitman is busy with a film company who may market movies of the Sling flying to different destinations in Africa as an adventure television series. James has also been busy honing his skills on a base jumping course in North America, whilst dealing with business matters at The Airplane Factory. (It's a **crazy** lifestyle).



I don't think one can underestimate the complexities and logistics involved to bring a kit plane from the other side of the world, assemble it in 7 days and then fly it at the LAA Rally on the 4th September. But the challenge is on and THE TEAM are looking forward to seeing their supporters at Sywell! You can follow the UK challenge on www.airplanefactory.co.za Do you remember the first **CRAZY** seven day build at TAF? The pictures tell the story.



Q & A

Zoot. Yip, on Wednesday the 8th of June 2016 I zooted from the Aero Club AGM to see, together with 300 enthusiastic others, The Airplane Factory's latest CRAZY idea! The "Wild Landings" film. It was screened at, you guessed, a crazy venue, the Sheds at 1 Fox Junction.

Until then I knew little about Wild Landings the film produced, directed, filmed and edited by Lloyd Ross, about the wild and **crazy** Namibian adventures of Mike Blyth and James Pitman who, this time, were on a trip of epic proportions.

They took a Sling Tail Dragger into the Namibian desert. The story line includes visits to interesting political and historical sites and wild out landings in some of the harshest terrain in the world.

A very cold Joburg winter's evening it was for an awesome show and a successful launch. Mike and James were present to talk about the film, upcoming adventures and an update on TAF; 10 years on.

For those who missed the film, you might see it soon on main stream media if all goes according to plan...



Reserved For
THE LEADERS OF THE CRAZY CLAN
MIKE - JAMES - ANDREW



IT'S A CLAN RITUAL
Bowing the body and the
head, in reverence, salutation and
recognition of the
Sling's Achievements!



From the Left:
Sue Aerts with Mike Blyth
and
Andy with Aldine
Kasperson



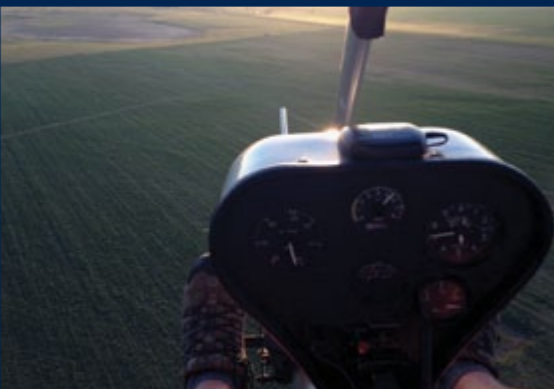
From the Left:
Andrew and Izelle Pitman with Gavin Lundie
General Crazy McFie is in the background
between Andrew & Izelle



So,
there you have it,
they have nudged the limits
in a crazy way - AGAIN!
Ed



Cassie Niemann (Bo) vlieg vir 6 jaar op Wesselsbron. Onder hom is Ellene' (sy is agter en is 5 jaar oud) en Trone' (sy is 9 jaar oud). Cassie se dogters hou om saam met hulle Pa te vlieg. Bo Regs is 'n tyd van bid vir die reën. Onder is die "viering!"



For the last two years, I have yearned for my son to fly with me in my trike. The "big day" was set for April, this year, in his Grade 1 year. I longed for the day but alas - it was not "love at first sight" for him. However, after landing on his first intro flight, he decided he wanted to have another flight. Hooray! I now, on many occasions, have an enthusiastic passenger.

Pictured is Dad and his Son: Jacques & Kyle Lambert



Left: Stephen Atkinson off to meet his neighbours. Middle: Silverstroomstrand & Table Mountain Right: Meeting up at Tweewaterskloof Dam



Left: Pictured on the Ghoerapan in the Kalahari to the North of Upington is Kobus Luttig's Savannah. Phone him on 082 337 560 in Upington for tips on setting up Kalahari flight plans. Right: Nine months ago the seed was planted and Ian Martin became pregnant with potential. The fruits of his labour were recently born and his baby was christened ZU-IJM. Congrats on your home build Ian, may she Sling you years of happiness!

Flying Frontiers' Savage Bush Flying Safari

Story by Craig Lang

Photos by Ian Waghorn & Craig Lang

During early May, I spent two incredible weeks flying the backcountry of South Africa and Namibia. I have wanted to do this trip for a long time, and without much convincing Evgueny Zakharov (owner of the Savage Cub-S, ZU-PWW) and Ian Waghorn, our company test pilot and instructor quickly agreed to join me on a "Savage Bush Flying Safari".

We set off from Howick in two Savage Aircraft, a Bobber and the Cub-S on the 27th April and joined up at Port St. Johns with a gaggle of other aircraft from KZN heading down to the EAA and MISASA event in Mossel Bay. This was to be the perfect opportunity to put the Savages to the test in rough flying conditions and genuine off-field situations.

Flying the Wild Coast is always an absolute highlight, and this was further enhanced by a wonderful lunch at Wavecrest on the way, before landing at Wings Park in East London where we spent the night. True Eastern Cape hospitality made sure we all had comfortable beds to sleep in,

aircraft were secured, and any running maintenance required was helped with by the friendly locals. After battling a 25-30kt headwind all the way to Mossel Bay the next day, we arrived slightly shaken and stirred in Mossel Bay, just ahead of the massive cold front that struck that night. John Boucher and Donald Hicks had kindly made arrangements for us all to sleep in the Mossel Bay Skydiver's hangar, which was a great relief from the cold rain pouring outside.

After the EAA event, we flew north via Sutherland to spend a night at Boet Loubser's in Loeriesfontein and to hone our bush flying techniques before heading off into Namibia and more challenging conditions. Boet and his family were incredibly generous hosts, and a wonderful afternoon was spent around the braai fire. The evening flying conditions were perfect, so we headed out with Boet, and his mate Dirk van Rooyen, an hour before sunset to play around on some of Boet's pans in his "playpen", in the open country of the Northern Cape. We had a fantastic

evening practising our STOL techniques on very short strips around Loeriesfontein and came back a lot more confident in our abilities and those of our aircraft.

The next morning we flew north to the Orange River, before heading east to Augrabies, where we camped at the SANPARKS campsite (Berto van Zyl from Dundee Lodge generously helped us with transport and fuel, and went out of his way to make sure we were taken care of).

The next morning was a short hop to Upington to clear Customs, before heading off to Keetmanshoop to do the same. Once the friendly and helpful officials had us cleared to go, we headed off to the Rostock Ritz Desert Lodge near Solitaire, where owner Kucki (who wanted to test fly the Bobber) offered to put us up for the night, on the house. The Rostock Ritz Lodge appears out of the distance like a space camp on a Mars landscape, with unusual dome buildings interlinked to create a large dining and entertainment area, as well as a series of domed "rondavels" which were



Front: Savage Bobber

Empty Weight 320 kgs - MTOW 560 kgs - Wing Area 14.2 sqm - Wing Span 9.35 sq m - Motor: Rotax 912 80 hp - Stall 55 kph - Cruise 137 kph
Max Speed 153 kph - Climb 4.5 m/sec - Tank Capacity 92 Lt - Fuel Burn 17 Lt hr

Back: Savage Cub S

Empty Weight 420 kgs - MTOW 600 kgs - Wing Area 14.2 sqm - Wing Span 9.35 sq m - Motor: Titan 180 hp - Stall 55 kph - Cruise 160 kph Max
Speed 185 kph - Climb 10.16 m/sec - Tank Capacity 92 Lt - Fuel Burn 25 Lt hr

beautifully decorated. I think Kucki's Hansa draught, fresh out the keg, has to be the best beer I have ever tasted...! Probably helped by a long and bumpy 7 hours in the Bobber's seat!

After Ian had taken Kucki for a short flight the next morning to demonstrate the Bobber's capabilities, we set off back to Sesriem, and Sossusvlei. It's hard to describe the richness of colour of the dunes and surrounding plains, and the vastness of the sea of sand dunes stretching to the horizon in all directions. After taking in the spectacular dunes of Sossusvlei, we headed for the Skeleton Coast and Swakopmund, where we planned to meet up with Johan de Wet and spend a couple of nights in this awesome seaside town. After flying low over the numerous shipwrecks littering the coastline, we overflew the harbour at Walvis Bay, before heading into the busy Swakopmund circuit, with dozens of daily scenic flights arriving and departing in C210's. Johan kindly offered us his Kombi and his hangar, and with the Savages safely put to bed, we set off to enjoy the Swakopmund culture and hospitality. The German influence is visible everywhere, but it was hard not to feel at home in a town that felt so familiar to us South Africans...like a town in a 10th Province almost..

After two days of R&R in Swakop, we took off northwards towards the small mining town of Uis, to refuel and meet up with Piet van Rooyen, a local pilot who knows the area intimately. After some helpful advice, we took off towards the Brandberg, and followed the Ugab River deep into Damaraland, before finding a suitable sheltered valley with a view of the expansive desert plains receding into the distance. Having done a couple of low passes to ensure the surface was good enough to land, I executed a nice 3 pointer on the upslope, rolling not more than 20m before taxiing to what would be the most incredible camping spot I have ever slept at. Evgueny and Ian landed shortly after that, and with a fire going and camp set up, we enjoyed the incredible solitude and peace of this place.



Craig Lang and Evgueny Zakharov



Flying formation along the Wild Coast

Tsitsikama Airfield



The stars too were amazing, and sleeping in the open under my wing was the perfect ending to an incredible day's flying.

The next morning, we repaired a puncture on the Bobber's tailwheel before routing back low level, skimming the desert in the knowledge of there being no power lines or other obstacles out there. I have to admit that flying home a few days later, and having to climb to 8000ft to clear the Drakensberg near Clarens, made me uncomfortable after so many hours flying within touching distance of the ground.

After another refuel in Uis, we headed south-east over some high and rugged country towards Dordabis, just south of Windhoek, where we were met at a game farm called Ibenstein by owner René Kraft. He was aware of our trip through Namibia and wanted to test fly the Bobber and judge its suitability as an anti-poaching aircraft. René has a trike he uses for this purpose but was looking for a plane that could fly in windier conditions but still provides the visibility needed for this type of patrol flying. Needless to say, he was suitably impressed and thoroughly enjoyed his evening flight over his spectacular farm with Ian. We enjoyed a wonderful evening around the fire, ate Gemsbuck fillet cooked to perfection, and after the previous night's hard desert floor, the luxury of a hot shower and a soft bed was much appreciated by all!

After the compulsory refuel at the local (about 1km away) petrol station, we were on our way to the Fish River Canyon, sadly our last stop in Namibia before we headed back to SA. With a nice tailwind we routed low over mountainous savanna which gave way to red sand dunes as we routed towards Berseba, a small town north of Keetmanshoop, where we landed to refuel. A friendly local arrived in a bakkie and gave Evgueny a lift to the local petrol station, and we managed to top up our tanks and extend our range to reach the Fish River Canyon comfortably.



Evgueny's take-off dust storm!



Near Loeriesfontein after flying around with Boet Loubser

Desert Views



We flew south from Berseba, parallel to the Fish River, a watery contrast to the bone-dry desert around it. We landed in the afternoon near the incredible Canyon Roadhouse, where we managed to refuel not only the aircraft but ourselves as well. We decided to camp there for the night and set off for a late evening flight over the Fish River Canyon. With sunlight fading fast, we caught the last of the evening light on the walls of this impressive canyon and followed the Fish River southwards before racing back to the Roadhouse to land before dark. Another incredible day's flying in this amazing country.

Sadly, the next morning we were leaving to clear Customs in Keetmanshoop before a 3-hour flight to Upington and then home.

After a morning flight over a section of the Canyon, we routed directly for Keetmanshoop, where Customs and Immigration cleared us, filed our flight plans, and took off for Upington. Almost three hours later, the massive mirror of the new Solar energy plant, like a lighthouse in the distance, led us into Upington, landing just after 4 pm.

The two Savages had performed incredibly and proved their thoroughbred descent from the SuperCub tradition of rugged, go-anywhere Bush Planes. These workhorses truly have a fantastic future in our part of the world. After the incredible trip we'd had, and the experiences along the way, sleeping in a B&B in Upington seemed tame in comparison, and we all expressed our intention to do this again soon. Namibia, for some reason, has lately been somewhat maligned by South African pilots for not being accommodating. We found the absolute opposite. From the application process for our Overflight Permits to the officials at the entry and exit points, and in particular the local Namibians and fellow pilots went out of their way to help us at every possible turn. We experienced nothing other than kindness and incredibly warm hospitality.



Solar Farm near Upington



Road to the Fish River Canyon

Skeleton Coast



There are so many people we need to thank for their help and support along the way. The guys at Wings Park in East London, John Boucher and his crew in Mossel Bay, Boet Loubser and Dirk van Rooyen in Loeriesfontein, Berto van Zyl from Dunde Lodge in Augrabies, Johan de Wet in Swakopmund, Piet van Rooyen in Uis for helping us with fuel and advice on flying into the desert, René Kraft from Dordabis, and of course Kucki from the Rostock Ritz Desert Lodge who kindly put the three of us up and fed and watered us (or should I say laged us) after 7 hours of flying that day. Finally, on my way home, the bearings in the Bobber's tailwheel collapsed, and when I landed in Postmasberg, I was met by Jannie and Willie Visser who kindly took me all over Postmasberg to find suitable bearings, pressed them in for me in their workshop, and sent me on my way a few hours later. There truly is a camaraderie amongst pilots that is still alive and well in southern Africa!

What an experience and what a fantastic continent we live on. I could have done with another two weeks of this....and in the words of Arnold Swartzenegger....."I'll be Back!!".



Craig Lang
www.flyingfrontiers.com
082 459 0760



A Cherished Moment

Craig Topping Up





Western Cape Microlight Clubhouse



Hi, it's the beginning of the best time of the year for flying as far as I am concerned. My old microlight trike instructor always used to rave about the autumn months and the days leading into winter and how they provided the most favourable periods for flying, providing extended continuous calm, crisp conditions thereby allowing us to do the long distance trips we had been planning. I tend to agree with him.

Michael Davies
Reporting

Photos
© Derick Burger

What has this got to do with a technical column? Well just thinking back to those times with a bit of nostalgia, it makes me a little heart sore to think about all those fantastic trikes that were churned out of the Solo Wings factory in Pinetown, I think they manufactured over a 1200 airframes and sold their top of the range trikes for about R 220 000 in the late nineties. There were the other trike manufacturers as



well as the fixed wing microlights like the MAC CDL's, MX Quicksilvers, Flightstars, etc. (I was a snot nose plane crazy lightey in those days and hung around aerodromes watching pops and his mates flying them in the eighties, so I know a little about these old planes in case you oldies snigger that I don't about the early days of microlighting in South Africa.) Back to the point.

When last did you see a trike in the air? Around our field, you might be lucky to see perhaps one or two a month. Here in the Western Cape, there are few active trike pilots left. Many trikes are languishing in hangars covered in dirt. Dedicated microlight airfields across the country are full of these aeries in hangars. You would be lucky to sell yours for a pittance of what it is worth.

Since the early days of free flight in South Africa, bureaucratic structures have been put in place that has resulted in over-regulation and cost increases. It is as if there is a Campaign Against Flight Freedom. The result is that instead of an increase in recreational aviation we have a rapidly diminishing pilot population. I hate spreading this gloom; it's sad but true.



Lana in her Magni
Hers is one of three gyros at Morningstar owned by ladies

The upside is we have moved on; planes have improved, and some of those old microlighters are still active, enjoying flying faster, better speeds than they did in those days plus new blood is coming in and enjoying the fruits of those early pioneers. But unfortunately due to the plunging Rand I foresee another phenomenon that is rearing its ugly head. Planes all over, ones that heralded the new era of light sport aircraft are now also suffering the fate of the old microlights. Dust covered hangar queens, perfectly airworthy, are being snapped up now, not to fly again, but to have engines and other components stripped out of them to be placed in newer airframes as it is cheaper to purchase an entire aircraft for this exercise and then toss the aerie or cut it up. Heartbreaking stuff, I've seen a few planes being cut up. It leaves me, well, cut up. (Search YouTube for a clip on an RV 8 being destroyed at the scrapyard if you want to know how it feels)

I'm at a loss for answers but what do we do? The need for an affordable, reliable power plant for the average South African pilot is about as unattainable as Pravin getting a resignation note from Number One due to the complexities and costs. We have been down this road many times with trying to make automobile engines power our experimental birds with limited success. What would my solution be for this bounty of airframes? Inspired by hope, I know somewhere, sometime soon, someone reading this now knows where they can find a test fleet of little, unloved aeroplanes eagerly awaiting their new electric powered adventures.

Fuel alert: Be vigilant if you still bring your fuel in drums from your local petrol station to fill up your aircraft. Lately, I've heard tell of a few cases of planes being uplifted with fuel that has significant amounts of water in



Mark Becker giving the thumbs up for his new prop

it. Best practice is to buy fuel from a busy garage who have regular deliveries, but of course, it's up to you to monitor exactly what goes into your tank and what is in it before taking off.

Oil soil: Please don't throw your old engine oil or harmful fluids behind your hangar, we all know it's illegal and extremely bad for the environment. You can safely dispose it at the AMO as they have a collection drum and have no problems if you ask them nicely.

Prop wash problems: On a final note, I would like all pilots to please consider the hangars and taxiways behind you whilst doing your pre-take off run-ups. The problem is more prevalent on the threshold of 02. Try and avoid blasting your wash directly behind down the taxiway and rather

angle your tail away from the taxiway centre line as the old codgers at the Brady Bunch hangars are adjusting comb-over's (a hairstyle popular with partially bald men - Donald Trump style), so please exercise your finest airmanship in this regard.





“USE YOUR SENSES” his voice booming out from his office balcony overlooking the aircraft mechanic training hangar. Startled young apprentices banging their heads inside the Harvard fuselages doing flight control rigging as his voice reverberates within, the guys completing their jet engine assembly module at the far end of the big hangar hearing instructor Bester’s voice bark this adage as if he was standing right next to them. We used to think of him as a bit of a looney, but two or three times a week he used to do this whenever the hangar fell silent as busy apprentices were engrossed in training tasks on various aircraft systems or aircraft.

His explanation was that when inspecting something on a plane, one must utilise all of your senses, your eyes of course, but touch things, smell them, listen to it and “sometimes seun’s you must maar also taste

things”. He showed us time and time again in our inspections how our eyes weren’t telling the whole story unless you probed, pulled on hoses, smelt burnt components, tasted fluid leaks and why tapping that makes a “doof” not “ting”. After a while, we became attuned to this, and it became second nature. I still find today that whenever I’m approaching an aircraft to inspect it, that phrase pops into my mind at some stage.

The reason for this tale boils down to our little aeries and how the same saying can work for you when doing your pre-flight or some maintenance. Sure we use our eyes, but you will be amazed if you give parts a good pull how something might maybe need a bit of a tighten, perhaps a pipe may have wetness underneath it which you discover by giving it a feel instead of a once over with your peepers. Speaking of underneath, invest in an



inspection mirror and torch and be amazed at the unseen underworld of your engine next time your cowls are off as you see behind the components you are only capable of viewing looking in. Note: pinching the little mirror from her lipstick case for this purpose is inadvisable for relationships, auto spare shops sell inspection mirrors.

Years ago during a landing gear visual inspection on an old Boeing, a colleague of mine reached out with his hand to check if a teacup sized self-locking nut, one requiring a large torque wrench to tighten, was tight. In disbelief, it spun effortlessly off although it looked tight until he gave it a whirl. The results would have been disastrous; it transpired that after years of gear retractions, the nuts lose their grip and are now subject to a service bulletin for checking or replacement.

Closer to home a pilot complained his little homebuilt taildragger had become a handful lately on landing and takeoff with the ground handling characteristics of a rodeo bull on an ice rink. My Pop’s, a serial visual pre-flight, sheepishly admitted later that his lower rudder hinge pulled out and that the rudder cables were pulling the rudder in making it appear normal, it was only when he gave it a yank from side to side did he see what was going on. I’m sure you have your experiences, share them with your fellow flyers in those hangar talk sessions.

The opportunity for a great inspection takes place quite frequently on airfield’s all the time but believe it or not sometimes aviator’s pass this up and let somebody else do it – madness in my opinion. I’m talking about the good old hand wash of our babies, a sensory overload.

Kees Haage in his Mini-Max



Your hands are all over every part, feeling, moving, the eyes looking, hearing. Oil streaks you've never seen, perhaps the rag getting caught on a frayed cable wire, a bit of play on a flap, even a tool that went missing turning up in the back of the fuselage. The non-pilot washer isn't concerned about such things I assure you. This soap-sudded love fest with your plane also allows you at every wash time to watch over niggles that have previously been uncovered and gives you free on condition monitoring, plus she looks fantastic and clean afterwards. It's a no brainer dude, wash the plane you fly.

Well, that's all from me with regards to a little light technical reading for the newsletter for our fantastic club. Hopefully, your inspections will be enriched by the mantra of Mr Bester as mine have. Use it; it makes sense.

I don't want to get intensely into major technical issues but lightly touch on some aircraft basics that you can look out on your aerie if you are not so mechanically minded. Ever checked how some bolts and nuts are neatly knitted with wire and not given it much thought why it's there? Not to worry many seasoned aviators I've come across also didn't know until it was explained to them. The reason is that we don't want the risk of having bolts and fasteners coming adrift on any part of a plane, be it engine or airframe while its operating as the consequences could be dire. Vibrations and perhaps movement of fasteners holding moving parts let the "tightness" of bolts loosen up over time and then if unchecked – uh oh!

To counter this and to keep us safe, aircraft bolts have holes in their heads to enable them to be wire-locked in a positive locking – which is fancy

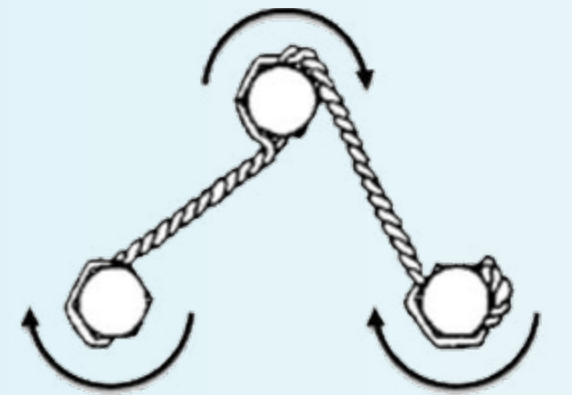
Henry Branford and Mike Cooper

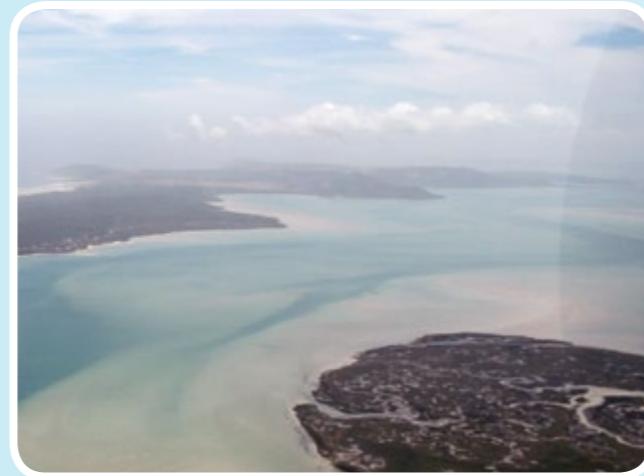


aeroplane mechanic speak for letting the bolt be tied with the wire to a point or another bolt in a way that if it should try and loosen it will be pulling against the tightening direction. It's easier if you refer to the drawing – notice how the heads are being pulled tight and if joined to another bolt, it too is being pulled tight – if one had to try and loosen a nut, his buddy will stop it, and all in the cluster will stay secure. The enemy is the anti-locking whereby guys get it wrong and the wire pulls the bolt loose – remember its lefty loosey , righty tighty. It's even more difficult if you are looking upside down and easy to make a wrong locking.

Using a ratchet, set to tighten, quickly helps you orientate yourself to do it in the correct direction.

How it's done requires a little patience, as well as practising lockings, take a bit of time, some of your first attempts will be unsatisfactory. Remember that it's got to be tight, positive and about 6 – 8 twists per inch and the twist off at the end should be a minimum of 6 twists and folded over so that the sharp end doesn't impale somebody's skin, that somebody will probably be you.





Top Left: Ricky De Agrela in ZU - DEK . Ricky flew around the world in this trike in 657,23 hours covering 63,986.67 km at an average ground speed of 95.14 Km per Hr between 16 December 2003 and 20 November 2004 from Cape Town back to Cape Town.
Top Middle & the rest are pictures from Adrian Campbell of his West Coast Fly-Abouts.

The twists can be made by hand or with a locking pliers. It's not only bolts that can be secured in this fashion on our planes, in fact, any threaded part can be prone to screw itself off so provision is made for wire holes, examples being on filters and pipe fittings. The internet has numerous sites on how to perform lockings which will do more justice than my little paragraph and will demonstrate the use of these locking pliers better and more interestingly than I could so please check it out. Alternately, if I'm around on the field, and you need some help with your wire lockings, I'll gladly help you out.

Projects

Huge congratulations to Bobby with Gary and Ian for getting their Slings completed and then flying them late last year. It was fantastic watching the aeries being built throughout the year and many safe hours to you.

Not to be outdone the Bushbaby guys also stepped up their game as the Sling owners were getting slightly cocky and disparaging of the Bushbaby, an old favourite of many, Gerhard completed his beautiful Safari and Dave is hard at work covering his Explorer which will probably take to the skies soon – Well done.

Johan is prepping his RV 8 for spray painting in a funky colour scheme, Craig is fixing up the Lancair project, the Resel's are steaming ahead with their Sling 4 build and Lance and Tyrone are busying themselves completing a Zodiac. Reports say Gio has also been seen skulking around with a RV 7 project.

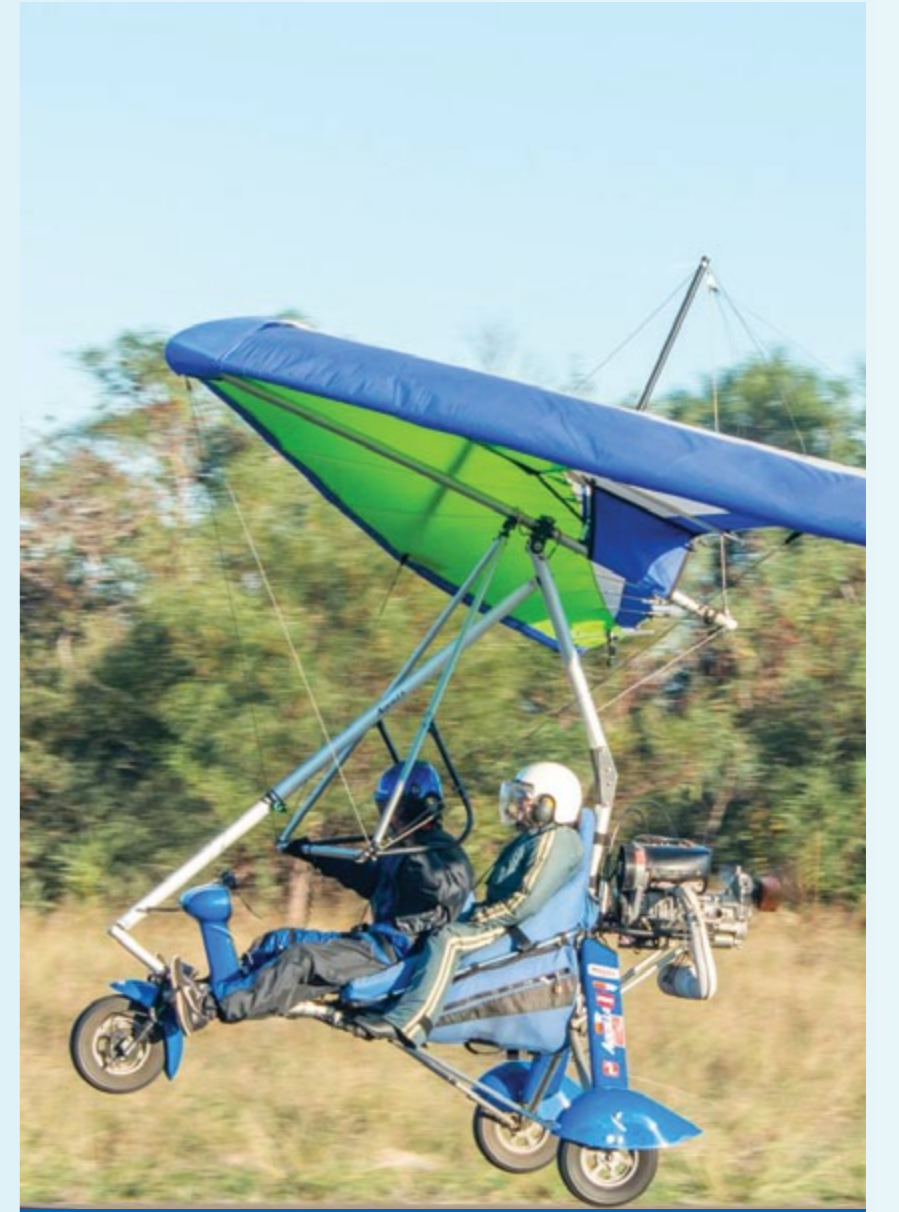
The gyro's have outdone themselves with bringing in a Cavalon – congrats Nick.

Propman and electron otherwise known as Donald and Johan have been hard at work on developing their propellers throughout last year with greater things to come – keep it up !

Donald has another AX sport on the way.

It is very encouraging that in the gloomy economic climate we find ourselves in, the Morningstar gang have soldiered on with practising sport aviation as actively as we possibly can and congratulations to each and everyone of you for making the Western Cape Microlight Club one of the best places to achieve this.

2016 smoke on! Go.....



Louis Geldenhuys is regarded as the pilot that is keeping trike flying alive at Morningstar.

How to build and fly your aeroplane.

After being pestered by guy's to write a story about my aeroplane building and not quite sure of how to squirm out of it, herewith I'll endeavour to shed a little light on the subject having being exposed to aircraft homebuilding from my pop's who churned out a wood and fabric Druine Turbulent in the early 80's and as a small lightey crawling around its innards to tighten engine mount bolts and collect chisel's in the tail cone etc. Then throughout the years, we potted around on some unloved home builds and then proceeded to build another wood plane but after some structural issues, we abandoned the project.

Fast forward a few years I found myself in a position that if I could sell my battered old trike and used some cash from an unexpected windfall from work, I could afford to buy a brand new Rolls Royce Merlin.... ok not really, but a new Rotax 582 with an eye of one day being able to put it in a P -51... ok not really but a two-seat aerie. This is important to me, a reliable engine because after watching Pop's having endless issues with his VW engine resulting in numerous deadstick landings and, me helping to push the plane back to the hangar. There were questions from my "old lady" like, " how come your son's vocabulary has increased to include phrases such as F@3k this f&%king magneto?" If you've got a good motor, you're halfway there. Subsequently, my Dad threw out the troublesome VW after many

unsuccessful mods, put in a Rotax 503, and delivered a forest of paperwork to CAA. He flew happily after that.

Some U.S. president said "do what you can, with what you have, where you are." So that sums up how I got the kit for the Bushbaby, but don't let that quotation detract from the plane, it's an excellent little machine. If I can give any advice, build from a kit, my Dad built his plane from plans at the height of sanctions against South Africa and I remember transversing great distances with him in his green Combi to find Ceconite (fabric), A.N. hardware, instruments e.t.c.

The location for building a plane is also important, at home is best 'cos you're closest to the beer fridge, and you can just work on the project when you have a spare moment. It's a bit of a bugger if you have to build at the airfield, and you forget something at home, or you need something from the shops plus when you get there, then you don't feel lus and everyone is ogling a new plane or some chicks. (the last part doesn't count at Morningstar - as no chick's visit)

So now after convincing wify that ailerons don't look that bad on the dining room table and getting her to calm down about the glue on the dog, the assembly of the plane went swimmingly! Pretty soon you become a hermit; hell bent on completing the task at hand. You choke up about time wasted going to braai's and spending time away from the frontline.

You get ratty when you can't find normal tools like clecos and you end up snarling at hardware shop assistants. People stare at you in public as they look at overspray in your hair and scuffed hands. You are erratic during your sporadic visits to the airfield. And then it starts to happen. Over and over....." Soo... when's it gonna fly," they ask.

You should be close now but its 90% finished but 90% left. You should be close to a runway too by now having left her to restore the house, explaining to the neighbour that yellow spots on his black car aren't all bad, cleaning up old rivets, emptying the washing machine for missing screws.

After the fun of getting the plane to the field and watching other bewildered road user's going," Jislaaik Pappa kyk daar! dis 'n vliegtuig op 'n bakkie.", its time to assemble the beast and make your flying buddies grunt and moan as they help you slap the wings on. A couple more weeks will pass as things get closer to flying - engine runs and leaks, things overlooked, inspections, taxying, fixes and of course the usual radio f%\$king problem until there is nothing more left to do but step back and think ok let me do that, oh it's done. What about that, nope it's done. It's done!

If you are doing it yourself or watching, the feeling of contentment of your creation's first flight. Furthermore, the skills you learn, the folks you meet during the project make it all an awesome experience. Would I do it again? You bet!



Known as the Bush Cheetah it is being built from scratch



Len Klopper is regarded as the Gyro Guru at Morningstar

Early morning in the Western Cape over the Matroosberg Mountains after the fires.



The Pictures were taken by Stephen Palmer in his Pipistrel Virus SW
Below: Theewaterskloof Dam - Villiers



Hottentots Holland Mountains in the Western Cape



Flying in the Western Cape

Flying in the Western Cape



Cell Phone Pictures

I was recently slated by a lad in the media, about the quality of the pictures in this, our membership magazine.

The problem is that he simply cannot grasp the reality; a magazine by pilots for pilots.

His verbal abuse, in my opinion, showcases his lack of insight. I am sure he feels that he wields a sword to my heart but, in reality, it is but a hammer that bruises; me and other loyal subscribers. It is sad and unpleasant to have to stand up to a friend but, I suppose you too have a tipping point. I only wish that he was an enemy; it would be easier. Let's allow him to be nameless but if you come across his opinions in the media then let him be identifiable by his opinions. They say, growing old is not for sissies, could this be it?

Commercial magazines are businesses that take zoom lenses and journalists to the public. The recipe is tried and tested, and their success will endure, but it is not all things to everyone. I get compliments all the time about our magazine from our members and from pilots who happen upon a copy, and this is because, what you see and capture with whatever camera you have available, is remarkable.

At the Aero Club AGM the other evening Claus Keuchel, who is a member of the EAA, approached me for a copy. I asked him if the pixelated images were a problem - nope, he said for what he sees is what I call the possibilities of flight. Pilots are an intelligent bunch - give them the idea and they will fill in the missing dots!

On the left is a cell phone image sent to me on 071 50 71 400 on WhatsApp, by Rae Henderson. The image is a 72 DPI image taken (with a Samsung) by Rae in his Sling last Sunday morning (12 June). Certainly, it illustrates the possibilities of flight in a microlight. WhatsApp me pictures to 071 50 71 400 - you need not wait for 5 June 2017 to do so - please send them to me with a caption that details your name, the subject of the picture and the names of people (if any). It is easy - try it.

Thank you Rae for sharing your pictures. They add to our "Picture book - Yearbook." It nudges us to get out more. If you are caught staring at Rae's pictures - just tell it like it is - say you're busy filling in the dots because as a pilot your intelligence allows you to be creative and formulate flight plans in your day dreams!

"Who are you to judge the life I live? I know I'm not perfect - and I don't live to be - but before you start pointing fingers... make sure you hands are clean!"

- Bob Marley

