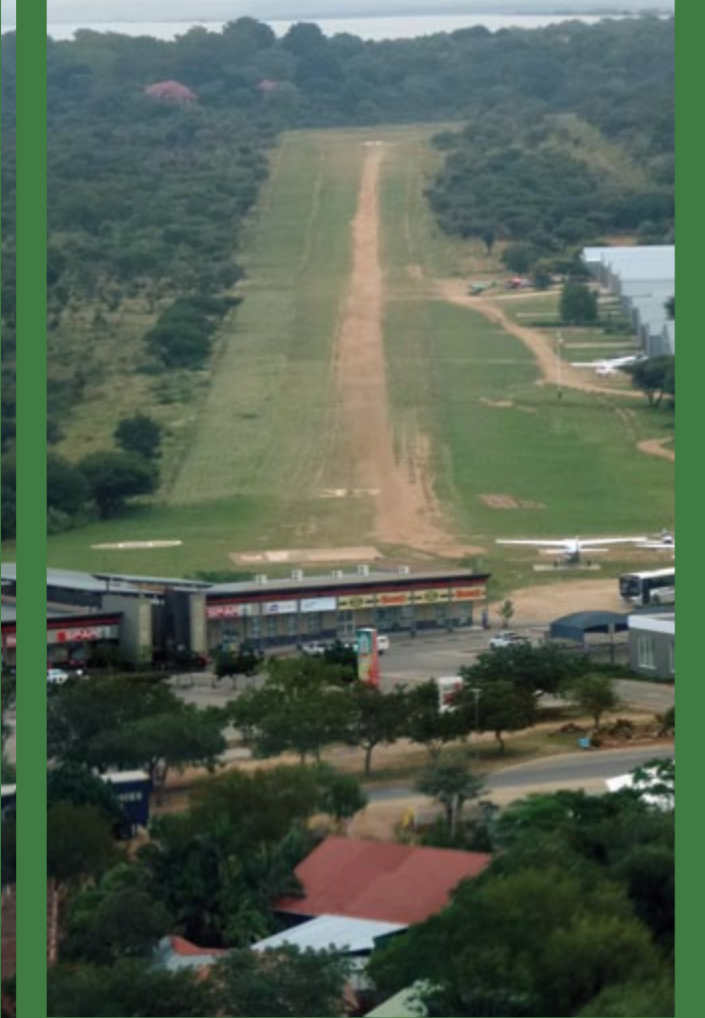


LEFSSA Vistas: Home Airfield - Hoedspruit
Right: Buffalo five minutes from take-off
Opposite: Blyde River Canyon Dam





Andrew Pappas Unplugged

I asked Andrew to tell me why the Bathawk is a runaway success story. This is his response.

Micro Aviation SA, the manufacturer of the Bat Hawk LSA light surveillance aircraft, has moved into a new league as a result of the export orders received. Production has been in full swing since the Bat Hawk was part 24 type approved by SACAA.

Since 2012, we started exporting aircraft to Malawi, Tanzania, and Mozambique, all for aerial surveillance and nature conservation operations. We have just completed an export order of 14 Bat Hawk C light aircraft for the Botswana Defence Force. These aircraft are presently based in Francistown, where the training of the Botswana pilots is being done. They are being used by the Botswana Police Force, the Botswana Game Parks and the Botswana Defence Force in various applications.

Presently we are busy with orders for USA, Australia, Pilanesburg and Livingstone Adventures in Livingstone, Zambia. This organization flies tourists on scenic flights over Victoria Falls in their Bat Hawks.

Why are Bat Hawks so popular? Firstly, they are very affordable. You can purchase a new 125HP Bat Hawk for under R450k excluding VAT. Being locally produced it is far cheaper to purchase and operate than all imported aircraft. Secondly, it is incredibly easy to fly. It has absolutely no yawing tendencies and can be flown without the pilot having to touch the rudder pedals, even in steep turns.



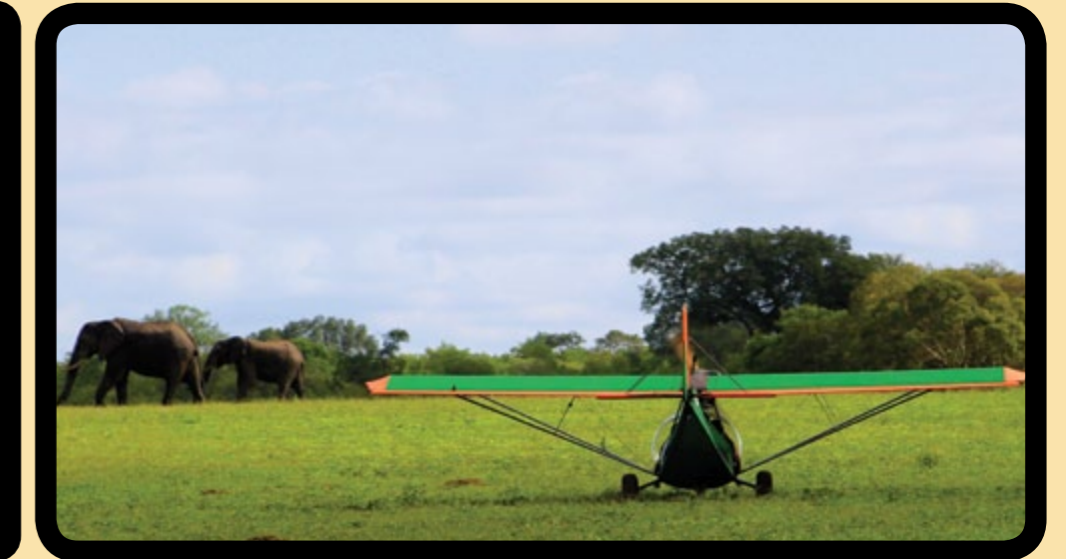
It has amazingly short take off and landing specs and outperforms everything, excepting helicopters, with its 30m take off roll. The Bat Hawk climbs out at an incredible 1500ft/min 1 up. Her VNE is 92 knots, and fast cruise is 85 knots. On surveillance patrol work she cruises at 65 knots at 2450 rpm burning between 16 and 18 litres/hour. The Bat Hawk stalls at between 36 and 40 knots depending on AUW and crew. The visibility out of the cockpit is similar to being in a helicopter. It has a large “wrap around perspex windscreen” and no high instrument panel or engine in front of you to spoil the magnificent 270-degree field of vision out of the Bat Hawk cockpit which makes it so ideally suited for surveillance operations. The Bat Hawk can carry more than she weighs, at her maximum A.U.W. of 540 kgs.

The Bat Hawk is very reliable with its Camit 3300 SLRE solid lifter engine. No more hard starting, no more head crushing or dropping valves.

We have sold 100 Camit 3300 SLRE engines and have never had an engine failure, or difficult starting reported.

Another huge advantage that the Bat Hawk has over other light aircraft in the conservation industry is its ability to land on bush strips without damaging its propeller by rocks, grass, sticks, bushes, and gravel. The propeller is way up out of reach of the bush, above the cockpit.

It has a 950 mm ground clearance.



One of the Bathawks used for flipping tourists over the Victoria Falls



From the left: Gavin Stewart, Jordan Jordaan, Berdien Swanepoel, Bobby Rowe (at the back) , Lawrene Jordaan (font), Louis Jordaan (with his elbows on Lawrene), Erica de Jager, Wayne Morse, Andrew Pappas, Sean Cronin and Anthea Cronin.

Silvercreek Aero Estate Fly-In

by Sean Cronin

Some Bat Hawk LSA members came together over the long weekend of 16 June 2016 for a fun and eventful fly-in.

The meeting point on Thursday was Kitty Hawk, where the visiting Nelspruit aviators Andrew Pappas, Bobby Rowe, Wayne Morse and Erica de Jager joined the organisers for a brunch and briefing. Louis Jordaan, owner of Silvercreek Aero Estate, Sean Cronin and Roger Ford, escorted the formation of five aircraft through Wonderboom airspace (including a surprise invitation by the ATC for a low-level tower fly-by) and then to Silvercreek.

Friday started out a gusty morning. Just when we thought flying was a no-go for the day, the

wind dropped and the formation of now six headed to Zebula Game Farm. The amount of traffic on the roads below made us thankful we were flying. Some entertainment was had with an informal golf driving ‘competition’ on their range. We then headed to Kokoriba Game Reserve for lunch. With the sun setting, it was a low-level formation back to Silvercreek for a cold beer, and a few ginger biscuits soaked in avgas (sorry .. make that Stroh rum) handed out by ‘Mr Bathawk’ Andrew Pappas from Micro Aviation at Bantam City. Bobby on guitar topped the bill for the evening’s entertainment around the fire in the boma.

A trip to Pilansburg was on the cards for Saturday, which dawned calm and inviting, and a formation of eight aircraft (four Bat Hawks, a Night Hawk, a Bantam, a Fox Bat and Sue Singleton in her Jabaru) headed out

via the Southern Ridge of the Magaliesberg, Olifants Nek dam and onto Sun City. Saturday afternoon, back at Silvercreek, we were joined by Graeme Field, who made a 7500-foot parachute drop from the Fox Bat precisely onto the clubhouse lawn. A scenic flight over the Magaliesberg in an Alouette 3. A night flight in the night rated Bathawk (aka Nighthawk) was a perfect end to the day. The Springboks reclaiming their national pride with their win over Ireland was celebrated with quite a few more beers!

All good things must come to an end, and the visitors were once again escorted back to Kitty Hawk, via a wigwag farewell over Sue’s airstrip. A welcome tailwind saw them safely back in Nelspruit in 1hours 35 – a new record!

Silvercreek is 15nm SE of Rustenburg in the North West Province. Join our next fly-in.

The Bat Hawk is an ideal LSA “abinitio” training aircraft and is by far the cheapest LSA on the market anywhere in the world. It is also the most economical aircraft to operate thanks to the new Camit solid lifter engines. Having a proudly South African locally manufactured aircraft means that you never have to wait for spares or service. Micro Aviation has to date produced 88 Bat Hawk LSA aircraft, with 15 of them night flight rated. The next project will be the installation of amphibious floats for a large export order. Technicians from Canada are assisting with the design and installation of these amphibious floats.

We are now able to supply crop spraying Bat Hawks that have 140litre capacity spray tanks, Bat Hawks with amphibious floats and night flying approved Bat Hawks.

Bat Hawks can be produced with customized colours. We will make up whatever colour the customer orders.

Unfortunately, the lead time for a new aircraft is now 18 – 20 weeks after the deposit of R250,000 has been paid. (It used to be eight weeks!)

Micro Aviation is moving their entire operation to new, larger premises and workshops that they are erecting on their new airfield 1 kilometre north of their existing “Bantam City” airfield. The new facility will have an 850metre airfield and



chalets for visiting pilots. Hangarage will be available to aircraft owners that need to hangar their aircraft in Nelspruit.

The Bat Hawk has proved to be an integral part of the modern-day anti-poaching unit. San Parks has also proved the Bat Hawk to be indispensable in the day to day management of the Park by section rangers and anti-poaching alike. A Bathawk played an

important role in rhino capture activities last month in the Timbavati Game Reserve. Five rhinos were captured in the Reserve, and they were relocated across our border to a place of safety. The Bathawk was used as an observation platform, to first locate suitable rhinos for capture and the to provide aerial support and coordination. These little aircraft are invaluable in their conservation support role, saving both time and money.

The South African Wildlife College has 2 Bat Hawks providing permanent aerial support to ground units in the field, and incursions are down as a result. Much of the College's flying during the last quarter has been based more on "reaction", assisting rangers on the ground with aerial support. The Bathawk's have been invaluable in this role especially in their "Suppression" and "Disruptive" deployments which often stop poachers from continuing with poaching operations and very often saving a rhino from an uncertain and savage death.

Although too many rhinos were still lost to poachers over this period, a record number of successes with arrests of poachers by field rangers and the recovery of their fire-arms has been achieved. Every firearm that is removed from these poaching syndicates is a huge success.

Bat Hawks are used throughout Africa with massive success by Pam's Foundation, Peace Parks Foundation, Gorongosa NP, Niassa Reserve, SA Wildlife College, San Parks, Klaserie Reserve, Mpumalanga Parks Board, Flying for Rhino and Conservation, Cluny Arica in Malawi, Garangani, Sabi Game Park, Wilderness Foundation, Maremani and Maputo Elephant Reserve.

Apart from the surveillance and Wild Life Conservation operations, the Bat Hawk is an ideal observation Platform for tourist sightseeing flights. Livingstone Adventures are flying tourists over Victoria Falls in Bat Hawks and find the aircraft very suitable because of the perfect view out of the cockpit for the passenger/tourists. The Company, Livingstone Adventures operating as Batoka Sky in Livingstone have ordered further Bat Hawks for their fleet.

We also have a Bat Hawk operated by Marine Mega Fauna Foundation piloted by Janneman Conradie and his wife, Andrea. They operate out of Inhambane and Vilanculos doing marine aerial surveys. Andrea Marshall/Conradie is a world authority on Manta Rays. She is dubbed the Queen of Mantas.



Team Bantam/Bathawk

I have remarked on this before and, no doubt will do so again. When I asked what their secret to success was, both Andrew and Terry were quick to offer the many reasons for the success of the Bantam, which remains fully supported by them, and the Bathawk.

Talk to owners and you will soon realise that Andrew has effectively created a recreational aviation club of like-minded aviators who seek adventure, camaraderie and travel.

Buying a Bathawk is not about buying an aircraft it is being adopted by the community of owners that have a common objective; to enjoy their planes and to have fun!

Ed.

Inhaca Flyaway 2015



On the morning of the 25 June, nine Bathawks and one Husky were on route to Inhaca Island Mozambique. This in mind I recall a poem I once read, “May God grant you blue skies, with winds of calm by land, as you play on the outskirts of heaven, on the fragile wings of man” By John D. Duvall. This was to become the setting for a magic weekend.

The formation of aircraft arrived at Kruger in relays due to some that had come from as far as Rustenburg and Kroons. The Inhaca Flyaway 2015 was almost cancelled at the eleventh hour, this due to Mozambique bureaucratic nonsense. In the application to obtain the necessary clearance to enter Mozambique all was cleared but because of certain military issues the clearance was withdrawn. Fortunately, the green light was given on the proverbial 99, with some help from a local friend and family member of ours, Gavin Neil. Our trip started early morning 25 June; nine Bathawks stood in colourful display on the apron of Kruger International FAKN. This was the sixth time for me to fly to Mozambique in a Bathawk but for some, it would be a first. We were cleared for take off by Kruger

Tower and with separation we departed for Mozambique. After take off we settled into a line astern formation at 4000 foot, we cruised along at 75 knots without incident. There was the usual chatter on 123.450 and Danie Terblanche called for a buddy count just to make sure everyone was on the correct frequency and still with us. There was a slight headwind, yet we made good ground and in a little time, we crossed the FIR boundary. Shortly after this Maputo tower cleared the formation to land 05. There was a 20-knot crosswind that made for some interesting flares. This all done, we arrived safely at Maputo. Flight time was 1 hour 40 minutes.

We were welcomed by Pedro and Manacias from CAM (Club Aeronautical de Mozambique) who helped with refuelling Customs and Immigrations. After paying the fuel and stamping passports, it was 17:10 and the sun was setting fast, we still had 20 miles to go. With some haste we were once again airborne and routed via Chefino Island and then directly over to Inhaca, this was done to avoid flying over the sea as much as possible. We climbed to 1000 foot AGL and levelled out, the view was incredible, the setting sun at our backs and gave our destination that soft look that all photographers dream of. I could barely make out Portuguese Island as the light was fading fast. At this point, one of our pilots came on frequency and asked if it was normal to have bubbles in your fuel lines. This request received the appropriate

response as Andrew barked over the radio “yes just put your fuel pump on”. This rhetoric resulted in a few “straff dops” being dealt out later that night where it was decided to christen Dave as BUBBLES for the rest of the trip. The squadron of aircraft approached Inhaca and turned finals for runway 18 in a loose arrangement. The aircraft were unpacked and tied down for the night. Manico Lodge staff picked us up and helped us settle in. Manico has an open bar come dining hall that became the venue for many cold refreshments over the next few days. The rest of the evening was spent relaxing in the pub discussing the day’s events. Of course, there were some “die hards” that only got to bed at about 12:30 that night.

The following morning we awoke to partly cloudy sky with a constant northerly breeze blowing at about 15 knots, the plan was to fly to Bilene for lunch and then return that afternoon. By mid-morning Andrew and myself had flown a sortie around the island to play and also feel the wind. It was decided not to go to Bilene as this would waste valuable fuel. We thus postponed the outing for the next day. This meant we were island-bound and the party was on! We made our way to the town centre where many tipo tintos were consumed and we were treated to fine Mozambique cuisine at a popular restaurant called Lukas. That evening was spent sitting around the fire at Manico listening to sing along songs sung by the Rowe brothers.

Saturday 27 June promised batter winds and so it was, by 9:00 everyone stood on the Inhaca apron fueled and ready for the trip to Bilene. A pre-flight meeting took place to confirm frequencies and inform all of the route we would fly, and that if the plan changed what the steps would be. This is a very important part of planning when flying in formations to unfamiliar destinations. I must encourage all that do these flyways to give attention to these trivials because it can save one from an unfortunate incident.

The colourful gander of Bathawks lined up runway 18 and by 9:30 we were all airborne. We routed over Chefino Island again to avoid a long sea crossing and by the time we reached Macenetta we were faced with some broken cloud that hindered some of our friends and caused one Bathawk to turn back to Inhaca. The rest of the eight Bathawks pressed on skimming over the breaking waves just meters offshore. It was marvellous to be part of this. There are not many aircraft that can offer the view and agility of a Bathawk. To be able to fly a few feet above a breaking wave and over miles of unspoilt sand dunes is an experience not to be missed.

The flight lasted almost an hour as we turned into Bilenes estuary and onto the civil strip. We all landed safely with much to talk about, whale, mantas and dolphin sightings are aplenty viewed from above. Gavin, our Moz

friend, was waiting for us to take us for lunch at Complexo Palmerias. Gavin had flown up from Maputo the previous day in his self-built Bushbaby and was chaffing at the bit to fly with us. The transport to the restaurant was a mini bus. Hence, we had to do a few trips, and some took the opportunity to get fuel from a local garage in the town. After a tasty lunch, the troops were relocated to Bilene civil. Landing fees were paid, and a pre-flight meeting was held. Gavin Neil in his Bushbaby led us out, over the picturesque lakes and dunes that are famous to Bilene. The entrance to the popular Bilene lagoon is similar to the Maldives, with clear blue water, flamingos flying in their flocks, people frolicking on the white beaches and boats going up and down the waterways. After the sortie, the gaggle of Bathawks turned southbound along the shores of the East African coast. Once again the views were breathtaking. The route over Chefino Island was set again, and all Bathawks landed safely at Inhaca. The flight time was almost an hour as the northerly winds had favoured the southbound trip.

The last morning being Sunday was spent packing our aircraft and settling our bills at the lodge. At about 10am we rolled runway 18 for the last time, as we climbed out over Portuguese Island, the view was amazing. I cast my eyes over the beautiful island of Inhaca and promised to return sometime soon. The trip to Maputo went by quickly as

the formation was routed around the city onto alpha and then Bravo before we were cleared finals for Maputo runway 05. Again we were met by our CAM friends Pedro and Manacias, who helped to get us through customs and immigrations. The aircraft were refuelled and by midday, we bid Mozambique farewell. The gaggle of Bathawks were airborne for the final leg back to RSA Kruger. Flight time was 1.3 hours as there was a 15-knot headwind. Kruger tower cleared us for approach and landing on 05 and by the time the last Bathawk landed it was 14:30.

The weekend had ended, and it was time to say good buy. We all had had a great weekend, filled with wonderful memories, where friendships were made, and experience was gained. Here are the aviators and registrations of those that made this one of the best fly aways ever.

ZU-DON Bobby and Billy, ZU-IDG Andrew and Dan, ZS-BOY Danie and Christian, ZU-UBB Wayne and Anna, ZU-ADW Kevin and Mike, ZU-FAF Henning and Jaco, ZU-IBP Louis and friend, ZU-FPC Jordon and friend, ZU-FXD Kobus, ZU CYY Dave alias BUBBLES.

Lastly and big thanks to Danie Terblanche for leading us in and out of Mozambique and also to our sponsors, Micro Aviation, Netstar Swaziland and Naltec Auto Electrical Motolek.

Bobby Rowe

Hi Ed,

I am not a writer but just a quick update on what we are up to at Kitplanes for Africa. Over the past year we continued development of the Safari Aircraft range under Mike Antoniou's watchful eye. Mike is an American class 1 Test Pilot (Navy) and Aeronautical Engineer and has been involved in the Safari certification process for the past 3 years. Mike is (semi) retired but he has been involved in military and civilian aircraft and helicopter development over a period of 50 years.

Back to the Safari, all the CS-VLA Structural requirements have been met and signed off by the SACAA. Our focus now shifted to the flight requirements of CS-VLA. From the offset we decided to not just meet but exceed the certification requirements and to spend a lot of time and effort on improving handling qualities. So the last year was spent on just that. Some significant aerodynamic changes were made to the original Safari. These changes resulted in a aircraft of which the handling qualities have improved remarkably. It handles like a fighter jet yet remains easy to fly, is predictable, retained its superb short-field capabilities, has a decent 100kt cruise and a climb rate that will make your eyes water and on top of that it has a 320kg payload.

We expect the full certification program to be done in the coming months. Due to all the fiddling the process took much longer than originally planned. Production built Safari's will come standard with a Rotax 914 Turbo, Rotax 915iS, Rotax 912iS or Rotax 912UL. Even with all these changes and the rather expensive engine options we have managed to keep our retail cost very low making the Safari one of the most affordable aircraft in it's class.

We also expanded our operations to include Europe and the USA with the first two Safari's were shipped to our facilities in the Netherlands a while ago and we expect to do the first flights by August 2016. The US Safari arrived in Texas in the second week of June 2016 and the first flights are expected by end of June 2016. Our US distributor is a large and very well known AMO and helicopter agency at the Wood County Airport, Mineola, Texas.

Future plans: We will continue the development of our aircraft and refine production and processes to speed up delivery times. We are also now able to do a builder assist program in South Africa and the Netherlands with the US following soon. FAA kit approval will be done before the end of 2016. God willing, Kitplanes for Africa will also expand its own core business to include a LSA production/assembly facility near San Francisco, California within the coming months.

Fly safe,

Stefan Coetzee : CEO, Kitplanes For Africa (Pty) Ltd., +27 (0) 11 965 6205 www.saplans.co.za



Dear Diary,

BY Donald Hicks ZU - EPY

MOSSEL BAY 2016

When starting to put this together and to get my brain into writing, I read a few articles I had written some years ago when on trips similar to the one I am writing now. While reading, I was reminded just how lucky and privileged we are to be able to have the fun that we do. I am constantly reminded, by many people, friends and strangers alike of just how “different” our form of fun and entertainment is and am humbled by the privilege of my time. Our fathers invented the toys we play with, and our children will talk about what their parents did when flying the South African skies in the days when it was affordable, without being over regulated and subject to draconian control.

How much more purpose can there be to supporting the great work done by the MISASA people than to help ensure that the above is true and that a future of unencumbered flying is a reasonable expectation.

Flying to Mossel Bay:

I sometimes think that the planning of a trip can be as exciting as the trip itself and that the post trip discussions become almost an anticlimax...not about the trip specifically, but the fact that it is, once again, all over, (it goes without saying; there sits the incentive to “do it again”).

I received an invitation from Gerald Maddams of EAA, (local chapter), some months before the Mossel Bay event inviting the MISASA members to join them in Mossel Bay; I immediately circulated it to all my contacts. The response was, initially, most positive, but sadly, as the days and weeks passed towards scheduled departure on the 27th April, so did the drop off of attendees. Be that as it may, we ended up with six aircraft, and that, for me, made all the planning and organising well worth the effort.

There were two reasons why I decided to put the trip together; one was that the EAA convention is always an event that is well planned, well orchestrated and ALWAYS worth it. The other is that it had been some time since the last trip and my butt was getting a little itchy for some air-time with my aviation mates.

So it was that I got stuck into EasyPlan to start the planning:

- DAY 1: 27th April; leaving Cato Ridge, make for the south coast near Port Shepstone, then along the coast to a “Full Stop”, at Port Saint Johns for coffee. From there to Wings Park for an overnight stay....
- DAY 2: 28th April; leaving Wings Park, heading through the CTR, past the harbour mouth to Uitenhage for a refuel from cans. Leaving Uitenhage, along the Garden Route, past George and Knysna to Mossel Bay.

The plan worked well, and we all left our respective airfields with the plan for all to assemble, for a coffee break, at Port St Johns at about 09:30. The people in the Gaggle were Donovan Barton Hobbs from Empangeni, Mark Warren and myself from Emoyeni, (Cato Ridge), Craig Lang and Ian from Siteka, (Howick), and Len Kohler from Ballito. (Len got his dates wrong, so joined us the next day in Uitenhage). When we got to Port St Johns, there were some other aircraft flying around. No doubt because it was the most magnificent day to fly.

The trip to Wings Park was brilliant as, with the now five aircraft together, we were in and out of beaches and coves, low level over the ocean with perfect weather in which to fly.... Yes, a light southerly breeze on the nose, but nothing too onerous, so a great time down to Wings Park.

Wings Park is an excellent place to overnight. They have all the facilities, (avgas and mogas), are extremely friendly and, as Craig was most grateful to find out, they have some very capable people very willing to assist with some needed maintenance. That evening a club braai was organised so we joined in.... 22:00 and we were off the booze for an early departure on the 28th April.



Above: Mlambomkulu Falls (93m) - Waterfall Bluff Above Right: Port St Johns airstrip. Below Left: A gaggle from Kroon - Drienne Burger, Paul Voster, Gustav de Wet, Ben Grundling, Jaques Kroon, & on the far right Dawie du Toit on the Port St Johns Airstrip. The town is bottom left. Below Right: The Gaggle at a Wavecrest “leg stretch.”





Above Left: Magwalana River Mouth - 42 Km North of Port Alfred. Above Right: Miles of dunes on the way to Port Alfred Below: Uitenhage



An aside for a moment; I have travelled extensively up and down the coast and through the hinterland on the odd occasion. Rarely does one come across a nicer and more welcoming group of people than the Wings Park members. An absolute credit to both the aviation community and to South African hospitality in general.

Leaving Wings Park, the expectation was to pass the harbour mouth and carry on down the coast. Unfortunately, this was not possible for two reasons; aircraft traffic at FAEL and some of our aircraft did not have transponders; so it was inland and round the FAEL CTR.

The flight to Uitenhage saw us fly into a light headwind, but no more than about 5 to 8 knots. The coastline, with the rolling dunes, is magnificent so in-flight photography and videos were the name of the game. Entry to Uitenhage from the North is interesting as you have to head inland to go around the local FAD where blasting is the concern, (I have never had that before). While at Uitenhage the long-awaited final member of the team arrived, Len Kohler from Ballito.... He still owes the team a round of drinks for his forgetfulness.

Following the filling of fuel tanks from our cans, we lifted off from Uitenhage and headed for the Garden Route; a trip we were looking forward to as most of us had not done the route and were looking forward to the splendour of that part of the coastline. Passing over the windmill electricity generators south of Uitenhage brought us to the coast where, to our disappointment, we found that while we had been on the ground, the wind had been slowly building, and we now had to contend with an "on the nose" headwind gusting to about 30 knots. With the headwind came a most uncomfortable bouncing and buffeting that lasted all the way to Mossel Bay. I took some photographs along the way, but many showed the obvious blur of poor photography. Holding on was more the action of the afternoon. Some of us decided on the low-level approach to escape the greater part of the headwind, (over the ocean), while others, with the faster aeroplanes, remained on track over the land. The two SAVAGE aircraft, being a little slower, dropped back and continued to enjoy themselves on the slower but more interesting track over the forests.

Passing a coastal town we experienced what was, by far, the funniest event on the trip. One of our gaggle got a severe dressing down. Flying along there was an

outburst on the radio, "Thank ****" that is over - I have just been hit by one hell of a gust that almost inverted my plane." "Lady ATC: LAST CALLER, YOU ARE IN CONTROLLED AIRSPACE..... To which the guilty lad replied; "sorry ma'am, got a fright and nearly **** myself!"

While the rest of the trip to Mossel Bay was still full of "bounce" it remained uneventful, and we were somewhat relieved when we saw the Mossel Bay airport in front of us. Following a "helicopter landing," we were all soon safely on the ground. The two SAVAGE aircraft arrived some time after us and declared their arrival with a most spectacular and well received "fly-past".

Well done chaps; we are all here, with aircraft and pilots better for the experience..... safe and sound and on the ground. Who would care for a beer? BLOODY RIGHT!!!

At Mossel Bay:

I will not go into detail of the time spent at Mossel Bay as this will be covered by John Boucher in his report on the event. Suffice it to say, we were well received and made most comfortable, thanks to arrangements made by John Boucher in the sky jumping hanger where sleeping on the floor was all the better due to it being a carpeted hanger floor. To the uninitiated, however, IT IS BLOODY COLD AT NIGHT IN MOSSEL BAY when sleeping on a concrete floor....even with a carpet and inflatable mattress! The last night there I went to bed, FULLY dressed and with my shoes on. That was my best night of the three.

Flying back home:

After refuelling the day before, we headed out bright and early on Sunday the 1st May, with, would you believe, a light and friendly tailwind helping us along. Passing over the landmarks that had been "bumpy" in the extreme, now were nothing but rolling waves. The flight, in a word, was marvellous. The Tsitsikamma forest and the mountain in the background had none of the teeth it had so clearly had a few days before. We skirted around the now quiet electricity generating windmills and settled on a direct flight path, over the hills and mountains for the Uitenhage landing strip once again. This time, our stop was much shorter and, once fueled again, we lifted off for the routing that would take us back to Wings Park, our planned overnight stop.

Again, as we approached East London, FAEL denied our passing through their CTR and instead, routed us inland and around the Northern side and down to the Wings Park airfield. The plan had been to stop off once again at Wings Park to overnight but, with the time being so early, we decided to route home.

We left after thanking the friendly Wings Park folk. After leaving, we headed out and back up the coast. Would you believe it... another headwind. What should have been a flight home getting us there with plenty time to spare would however have Donovan, from Empangeni, getting home too close to sundown to risk it. So we had to either track back to Wings Park or land at Wavecrest. We decided to take our chances on Wavecrest to see if they could accommodate us for the night. Wavecrest, as usual, was a haven of warmth and rest, with lots of "cold drinks" to calm the most challenging of "bounce" thirsts. Dinner was their usual good fare and the beds, after three days on a concrete floor, were awesome. The call to arms came in the dark the following morning; with all tie downs and ropes stowed as the light crested the horizon, we were off again.

The wind of the previous day had turned around and what had been a building headwind changed to a most pleasant tailwind....again. The flying gods were most certainly looking after us that day as the flight continued to be smooth and uneventful all the way back to KZN.

We had wanted to stop off at Munster for the breakfast most generously packed for us by the Wavecrest staff, but Munster was having none of that.



Tiaan de Wet (above) owns the farm that runs along the mountainside down to the waters edge along the Breede River (top left and beyond). He is courting my sister-in-law Lynn, and so to give him the courage to pop the question we all flew down, whilst at Mossel Bay for a braai. It worked - the next week-end I had to fly back for the engagement party!:

What appeared to be white markers on the runway sent us packing so we landed and ate our egg and bacon sarmies on the grass parking area next to the apron at Margate. From there, we bade farewell to one another, and we all headed our separate ways homewards.

Flight from Cato Ridge to Mossel Bay: 8.7 hours
Flight from Mossel Bay to Cato Ridge: 5.8 hours

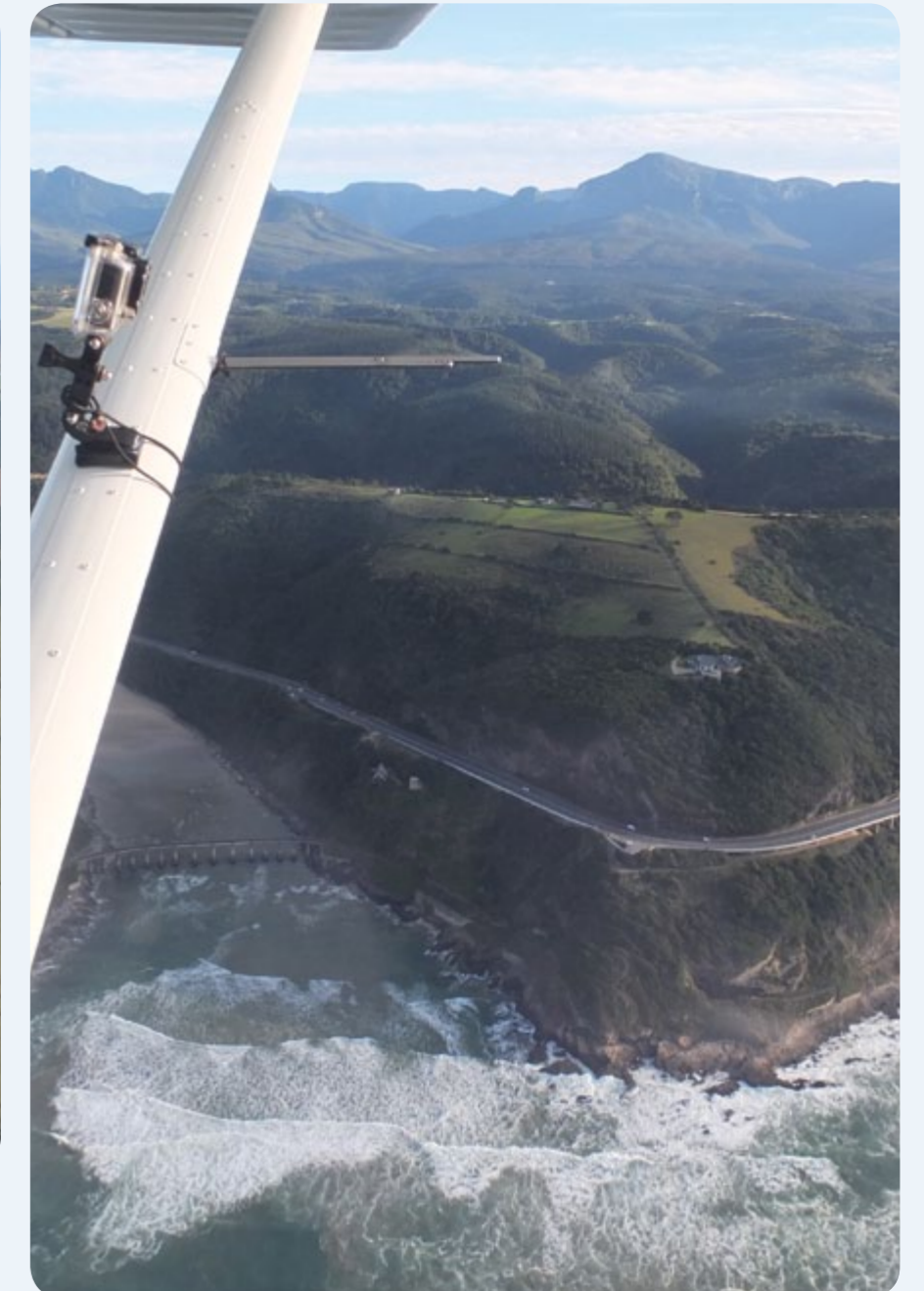
What a wonderful trip. Do it again....**ABSOLUTELY, JUST SAY WHEN?**
Some Learnings:

No matter how little you feel the need to plan, you have to consider the need for contingencies. There is a reason for "alternative runways" as a discipline to a trip you are putting together. There is a reason people say, "Fuel in the tank is better than fuel in the bowser"! This was made most evident when we were going down past the Tsitsikamma forest and hit the headwind. Both the loading of extra fuel and being aware of the runway within the Tsitsikamma Forest proved their worth.

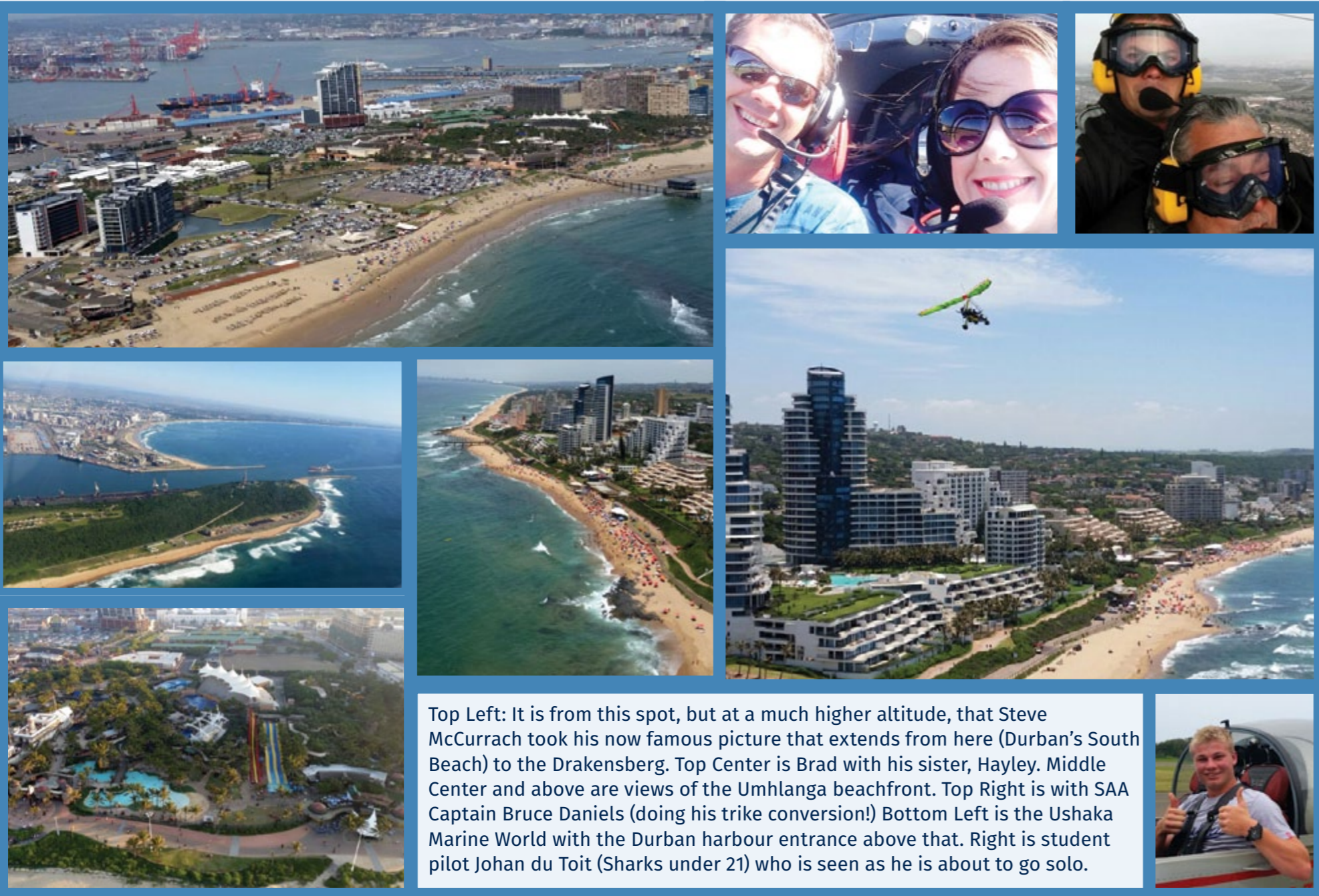
The benefit of Autopilot was shown to me when I went on a local flight while down in Mossel Bay. Just by being able to hand the controls over to someone / something else while flying is a most useful "extra". It is being fitted as I write this article, and it should be flying for me before the mag goes to print.

Cheers, and to the mates that joined me on the trip. Thanks for your company and your friendship.

I enjoyed myself.



Some homeward bound vistas: Left Port Alfred. Above: Wind Turbines and Right: Kaaimans River Gorge just south of Wilderness.



Top Left: It is from this spot, but at a much higher altitude, that Steve McCurrach took his now famous picture that extends from here (Durban's South Beach) to the Drakensberg. Top Center is Brad with his sister, Hayley. Middle Center and above are views of the Umhlanga beachfront. Top Right is with SAA Captain Bruce Daniels (doing his trike conversion!) Bottom Left is the Ushaka Marine World with the Durban harbour entrance above that. Right is student pilot Johan du Toit (Sharks under 21) who is seen as he is about to go solo.



Left: Cheryl Schouten's husband (aka Flush Rivet) is looking proud of his build NO. 4. Above L to R is the MGL Avionics Team with Donald Hicks, Koos Truter, Sara Agam, Dion Lambert and Ranier Lamers.

Hi Ed, These pictures are of a project that I have been working on. It is a Float Plane with a T Tail. The wingspan is 12 m and it has a Rotax 912S. Most seaplanes this size have a wingspan of 8m but I want to get a better climb rate with it. She is nearly ready to fly. The maiden flight is at the beginning of July. It is registered as an amphibian with the SA CAA. I want to promote this type of flight.
 SEE WWW.DEALS.MISASA.ORG FOR DETAILS
 COME AND DO A CONVERSION WITH ME
 IT WILL GIVE YOU AN INTRO TO AMPHIBIAN SEA PLANES.
 Fly safe, Ferdinand Blokland - 083 256 1873

Rhino Wars

by Bruce McDonald



Hi,
I've joined the Rhino Wars. Read Bruce's article on the www.misasa.org Blog. The plane was on fire but Nico's Limpopo Flight School team put it out while I held the poachers hostage. I had to do an emergency landing to let Bruce & Gerry McDonald (left) dart this Rhino for relocation. There are 6,000 active poachers in SA and I'll take no prisoners. My first love is flying trikes (see me on the inside back cover page). If you donate some flying time to help, I will personally fly in to read *Rhino Wars* to you. Must go, need a bath badly & must wash my flight suit. See page 26 for our contact details.

Lots of love to you all, Sally Bond



Francois Prinsloo top left with his wife Landy is also known as Tribal Croc on the Forums. He started to fly in 2010 on an Aquilla and then acquired a GT 450 which he sold for an Explorer MK2. He got his LSA licence in September 2015 and now has about 100 hours on the Explorer. He runs a YouTube Channel at: <https://m.youtube.com/user/TribalCroc> Top Right: At Kitty Hawk. Bottom left: Durban Harbour. On the left is the Entabeni mountain. Overleaf you will see that he has done some exploring!

Tribal Croc's Fly Abouts



TRIBAL CROC's
FLY-ABOUTS Cont.
Top left: Pottiesfly-in.
Above: Brits fly-in.
Bottom left is Hole-In-The-Wall and the Falls along Waterfall Bluff.
Opposite top left: Brits fly-in.
Opposite top right is at Secunda.
Opposite bottom left is at Warmbad. Opposite left middle and opposite bottom right is at Graskop.



Hi Landy,
It's me Sally, I've just arrived at OR Tambo.
Thanks for inviting me to read **Rhino Wars** to Tribal Croc.
Yip, I read **Rhino Wars** to all pilots that come fly with us to bust the damn poachers.
Spread the word.
Love, Sally Bond

Tribal Croc's Fly Abouts

IN THE END, EVEN AFTER MUCH DRAMA, I FEEL THAT BUILDING YOUR AIRCRAFT IS WORTH IT.

My name is Neels Smit - I am 68 years of age and live in Moreletapark in Pretoria. I love my flying as much as love my wife with whom I have been married to for 44 years now - (nota yoke!!).

I had a trike - a Quick 912 which I flew for 127 hours, and I enjoyed every minute of it. My wife did not enjoy flying with me as she did not feel comfortable on the back seat of a trike. There was too much wind in her face and so on. I then decided to move to a fixed wing aircraft to solve this problem because I loved the idea of her getting involved in my flying just like my fellow aviator's wives do.



Pictured is the result of Phase 2.

An instructor recommended that the Zenith eH 701 was the plane for me. I researched the idea and found that while it is not the fastest plane on the market, it is very safe, and it has nice flying features such as short take offs and landings. After one or two e-mails; a phone call here and there as well as one or two meetings I found what I was looking for in March 2014. It was a pre-owned kit that had never been completed by the previous owner who was planning to leave for Australia.

In the first phase of my ownership we initially worked at the premises of the first owner.

Soon I had to move to phase 2 of the build in new premises where the person I found to assist me with the build worked on the plane for 9 months. This was a turbulent and unpleasant time that ended when I was given notice to move the plane, as the hangar owner needed it once more.



Peter's workmanship can be seen here

Phase 3 saw me having to remove the wings to enable me to use temporary accommodation until the end of January 2015.

The final phase of the build, phase 4, was completed after once again moving to new premises. I reached an agreement with Mr Peter Magnus to complete the build for me. This was the silver lining that I had hoped for from the beginning. After over a year of struggling, I was finally in good hands.

Peter Magnus, is a hard working engineer with the knowledge and skill needed for aircraft builds. He has so far, assisted with 17 builds. He is a meticulous man with an eye for quality, and he had to redo most of the work that had already been done. What a pleasure it was to see quality workmanship through to the end of the build and during the necessary inspections and flight tests.



I am writing this story in thanks to Peter and I am recommending him to others that hopefully have not found themselves in the jam that I was in. His phone number is 073 515 6269.

At present, I am completing my licence conversion and am hoping that my wife will join me in reaping the rewards that this project is to offer. If you would like to discuss any of the detail concerning my build, please contact me on 083 469 69110.

In summary, I love flying and so the blows that I had to endure hurt me badly but in the end, my passion for aviation won and I now believe that it was all worthwhile.

Fortunately, my tale has a happy ending and so if you have issues then please give me a call.

Just maybe I will be able to give you the advise that I needed earlier on.

EVAS FIELD

Owner: James Bentley
Location: S29 29 35 E030 16 24
Frequency: 124.2
Elevation: 3500 ft.
Reviewed by: Donald Hicks

Why?

For some years, many of us around the Midlands have been flying in to visit James Bentley at Eva's Field. I, for one never gave much thought to the visits, other than to think that James had an excellent spot. As an aviator, I am sure that you will agree that it is as close to Heaven as you can get.

Directions?

Flying in from the PMB side you pass over Hilton College and immediately go onto long finals for runway 35 X 17 It is 700 meters x 20 meters of closely cut grass.

It's a best kept secret!

Land here and get your aircraft attended to while you rest in the cottage alongside. If you child goes to Hilton College, land and overnight while you visit your child. See overleaf.

Local interest

We fly in on a Sunday for a sausage or boerewors roll and coffee, then we fly to the Howick Falls, Midmar Dam and Albert Falls Dam before routing either inland to the Berg or to the coast for some North or South coastal flying. See the picture on the right.



Recently, I have had the opportunity to experience the skills and commitment to perfection that James has. I have to say, looking at the setup and the aircraft currently under construction I have no doubt as to the quality of the workmanship. It is my opinion that, with tools and equipment available, he is the envy of many a home builder, let alone, some of the AMO's around.

Who is James, you may ask? I answer with another question. Who of you remember the Nissan Sani? James was the Technical Director and a part owner of the business that transformed Nissan bakkies into the Sani Station Wagon and off road vehicle.

Eva's Field got it's name from James's dog, a dog that simply loved to run around the fields which then were named after her.



Eva's Field is an airfield that assists with aircraft construction. James calls his workshop a "build assist facility". When looking through the workshop, he is all of that and more. Where do you find a facility that has the equipment seen in the photographs?

James is currently working on getting himself qualified as an AP. He has the history, the experience and the equipment to be that and more. As a technical person who runs a number of industrial manufacturing plants, I am impressed by his facility and by his standards of workmanship.

My story will hopefully, take the opportunity that he offers to a wider audience for I have no doubt that he would be able to build a kit that upon completion can be ferried to you, no matter where you may be. I wonder whether our rotten exchange rate does not lend itself to export opportunities for James, who should be proud of what he has to offer.





Hallo Louis,

So bly om te hoor VJV leef nog.

Ons het 2 microlight gekoop in Makopanie, Maart maand 1986

My MX Super VJV en n MX2 UYI wat as ek reg onthou Vickter Uys gekoop het. Ons het die 20 Maart VJV gevlieg van Makopanie na Nelspruit. Dit was ander tye daardie, jy het sommer in geklim en gevlieg, het op daardie stadium nog nie eens die MX Super se manual gelees nie. Daar opgestyg met 3 fuel stops na 4uur en 25 minute later in Nelspruit geland. Twee dae later, vlieg ons UYI ook van Makopanie af Nelspruit toe wat ons 8 vlieg ure geneem het. Dit was die 22 Maart 1986. Ons was so moeg en het in Belfast vir so n half uur geslaap waarna ons verder gevlieg het. Dit was wonderig met baie dwarel winde. Ek kan onthou dat op n stadium het daar mielie blare op my skoot tel lande gekom wat deur die dwarlwinde op gevaai het. Gelukkig was dit in die Super, hy kan sulke dinge goed handle.

Ons het baie microlight in die laeveld gehad, en met een bymekaar kom op my plaas was daar 32 van ons. Alle soorte, Eaglte MX1 MX 2 Mac Cdl Basic 4000 en sommer nog n hele ander klop soorte. Die MX was natuurlik die meester tussen hulle en ek het soos die Alfa Male gevoel met hom.

Met die manual het ek stadig stap vir geleer om byna al die moonlike en onmoontlike menoewers te maak. Baie andranalien later kon ek onderstebo vlieg 50 vt bokand die grond. Wat my beindruk het van die Super is dat as jy nie meer weet waar bo of onder is nie, en totale beheer verloor het dan maak jy die throttle toe, los die stok dan kom hy sommer baie gou weer vanself reg. Al waar hy my amper gebyt het is toe ek probeer om die aantal spin revulusie rekort te breek. Die spin sit op n stadium oor in n spirel dive, wat gou vinniger word met n toename in G,s. Gelukkig het ek net eenvoudig uit gerol geland en mooi uitgewerk wat ek nie weer moet doen nie. Ek het toe die rekort gehad van 25 spins, maar van links om tot hy in n spiral gaan en dan dadelik die spin rigting te verander en veder te spin. All die monoewers is baie lekker om te doen, en vir my was die ..falling leave van hoog of tot voor die landing een van die lekerste.

Ek het hom verkoop einde 1990 waar na ek begin Helikopters vlieg het.

Behalwe passisiers vliegtuie het ek omtrend alles gevlieg, maar nooit weer voor of daarna so baie fun en plesier gehad van enige iets anders nie. VJV was die hoogte punt in my lewe en ek mis hom erg. Dit was nie net sommer n ding om mee te vlieg nie, nee, dit was my maat, my companion my trots. Ek was nie die pilot en hy die vliegtuig nie, nee, dit was ons in n verhouding n verstandhouding.

Mense kan maar lag as ek dit hulle vertel, ons vas verlief op mekaar, en hy het n siel nie net sommer net drade en seile nie. Hy het met my gesels en ons het baie stories gedeel. Ek dink dis die naaste wat mens aan die hemel kan kom terwyl jy nog op aarde is, dit is om saam n Super te leef.

As ek al die kuier met VJV moet vertel, sal daar n boek gesryf kan word.

Groot asseblief, gee hom n lekker dukkie en vertel hom ek mis hom en droom nog altyd van ons lekker tye saam.

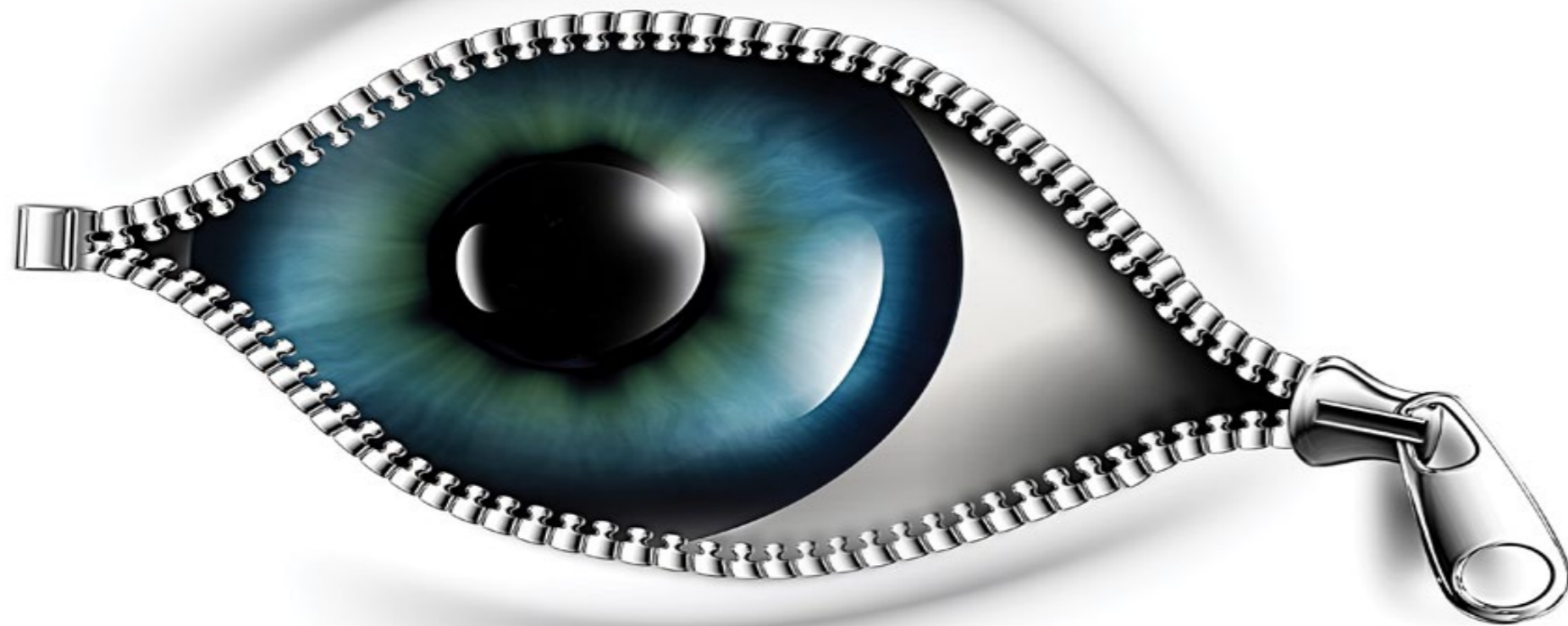
Ja ja groete aan jule daar ook.

Jack Nel
Tel: 011 281 6053
Cell: 076 905 0003
E-Mail: jack@tmsgroup.co.za



The Savannah

John Waterson is Unzipping what Conservationists are calling the Ultimate Eye in the Sky



This year I made the decision to market the Savannah in its most capable role - that as an aerial platform for anti-poaching and airborne observation. I took a trip up to the Lowveld to demonstrate the Savannah's potential in this regard, and I was delighted to receive considerable approval. The Savannahs' short 'n rough field capability, combined with its slow flight, benign stall, manoeuvrability and delightful control harmonies means it is likely the best in its class for this type of activity.

The first trip to demo the Savannah was to Skukuza in Kruger National Park. Alex Trow, a young com pilot, and I set off at sparrows in ZU-ICP - the Savannah Taildragger. We enjoyed some spectacular views of the Transkei coastline bathed in early morning light. As the weather was not on our side, we routed to Margate for some grub and on to Richards Bay where we refuelled and filed for a flight over Swaziland for destination Numbi Hotel, Hazey View.

For anyone visiting the Nelspruit area, this is a great fly-in destination with the runway right next to the hotel. Good food and comfortable accommodation. The following day we were met at Skukuza by an intimidating delegation of 30-plus park officials and Kruger Airwing pilots. Not being one for talking the talk I got on with the flying and spent the morning demonstrating what the Savannah does best.

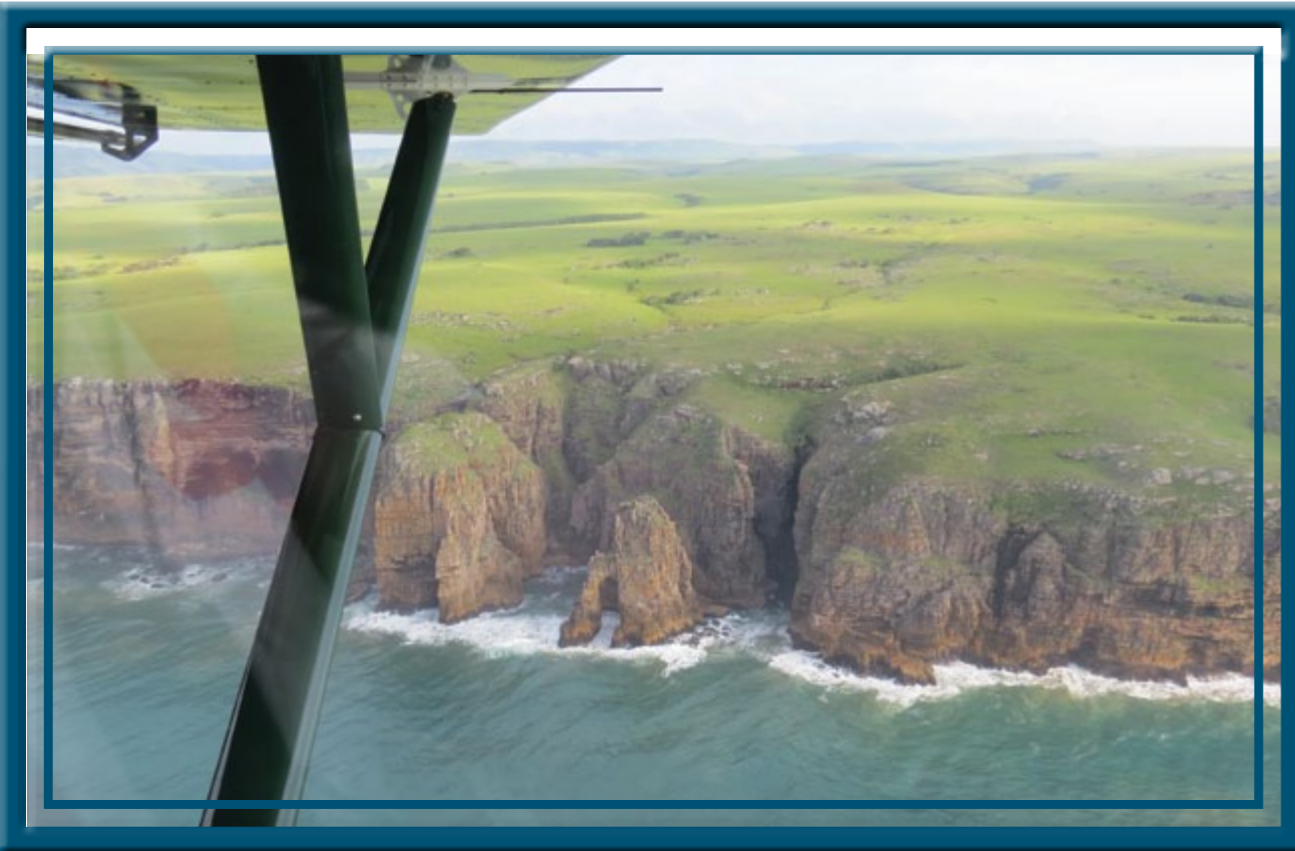


Needless to say, I did not hear a bad word spoken about the aircraft and received copious compliments.

Now sold on the aircraft, Kruger Management asked if we could lend them one on trial so that they could be sure that it was the most suitable aircraft for their purpose. We had the pleasure of joining the Kruger Airwing pilots for lunch at the Skukuza Golf Course. What a delightful bunch of chaps they are.

Full of humour and showing the camaraderie of an air force fighter squadron. Besides an incident where my taildragger ran backwards into a fence when left unattended, the trip went very well.

On returning home, I happened to get a call from one of our older Savannah owners - Oom Fred van Oudtshoorn, letting me know that he had decided at the age of 77 that he was calling it a day with flying and that his aircraft ZU-FVO was for sale. This lucky coincidence resulted in Savannah Africa buying the aircraft from him and loaning it to Kruger for their trials.



And so the second trip. I took Jeff, one of our technicians from the factory and headed North. This time, to effect service bulletin requirements on two aircraft on route and to deliver to Kruger.

Our routing took us to Light Flight where we did the SB change and spent a pleasant evening at Emoyeni chatting to Noel McDonogh and company about things aviation.

An early start next day took us on to Shell Ultra City, Estcourt (my favourite airfield) for a sumptuous breakfast before heading off to Hoedspruit. Here we did the second SB change on a Savannah that is deployed for anti-poaching work in the Limpopo National Park, Mozambique. I managed to fit in a bit of charity flying for the Bateleurs who were honouring the best students who had attended a community anti-poaching course in the Bushbuck Ridge area.

The students were given scenic flights over their home territory. What a pleasure it was to take these enthusiastic and grateful people for their first flight over their waving relatives and supporters. Big eyes and smiles all round. Texan, my first passenger, got straight into the aircraft as he arrived at the airfield and wouldn't budge until he had been taken into the air.

The next day we handed over ZU-FVO to Bruce McDonald, who flies for the Kruger based Southern African Wildlife College (SAWC) and headed back home SAExpress. Kruger had indicated that they would buy a new aircraft if they did decide on the Savannah. Well, it didn't take them long to make the decision that the Savannah was the aircraft of their choice. The SAWC, a Peace Parks funded organisation, involved in the training of anti-poaching teams, phoned me to say they had secured funding and would I let them buy ZU-FVO. Unfortunately, in the interim, I had sold the aircraft to an organisation in Botswana to use for anti-poaching in the Savuti area bordering on the Chobe River in Northern Botswana.

My 14-year-old son Angus and I flew SAExpress into Skukuza a month later to retrieve ZU-FVO once Kruger had successfully completed trials on the aircraft.

Due to a huge weather front and limited flights available we ended up having to

spend a day and night in Kruger with a most dedicated and knowledgeable field ranger Steven Whitfield. Steve went out of his way to make us feel welcome and allowed us to fly at his side over the pristine Kruger countryside teaming with wildlife. We were fortunate enough to see lion cornering a buffalo that retreated into a dam, only to be flushed out and killed. We got close up to the scene of the kill when Steve lent us in his personal bakkie to go to the kill.

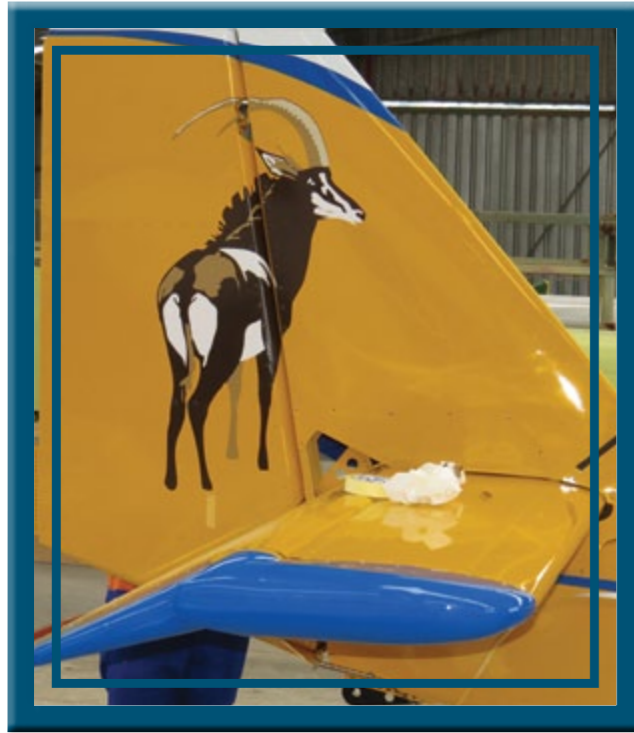
The flight home took us along the North West Swaziland border ducking and diving to avoid mountains with peaks covered in cloud and on to my favourite Ultra airfield, Estcourt. Joining the Coast at Port St. John's we enjoyed quite a turbulent tail wind home to Robertsville Airfield, East London, home of Savannah Africa.

The next trip was to deliver ZU-FVO to Maun, Botswana. Timing was great, and it allowed me to attend and participate in the Botswana International Airshow at Matsieng outside Gaborone. Taking off, one on board, from Robertsville at the crack of dawn and crossing the escarpment to the interior in cool early morning light was like flying on glass. Rugged, picturesque peaks rolled by beneath to North of Queenstown, then the flat Freestate and soon Tempe. Tempe is always a good stop for fuel and breakfast burger. The Bloemfontein folk were, as always friendly and efficient.



Left to Right: Bruce McDonald - Protected Area Integrity (AFRTS)/ Southern African Wildlife College Pilot, Steven Whitfield, Field Ranger for the biggest section of the Kruger National Park, based at Tshokwane and John Waterson CEO of Savannah Africa. JW's phone no is: 083 362 7988





We then flew on through the Smokey Highveld with a leg stretch at Potch, next destination Kokoriba Lodge. A great spot for anyone routeing to Botswana and just a stone's throw away from the Pilanesberg customs. Kokoriba is owned by a very paraat Afrikaner. It is set in near pristine bush, is spotlessly clean, reasonably priced with restaurant, bar and pools. It offers a stunning 1100 m smooth well-kept runway right next to the lodge. It took the better part of a day to clear the aircraft through Botswana customs, but I won't bore you with the detail suffice to say that the inefficiency of the personnel could be likened to that of a South African Bank.



The Matsieng Airshow is always a winner. Most of the visiting pilots camp in a lovely setting alongside the airfield set in the bush. The hosts, De Wet Drilling, spare no expense nor effort to set up all the tents, ablutions, food and drink facilities, fires with tonnes of wood and live entertainment. The party goes on into the wee hours on Friday and Saturday night, and attendees leave the event socially saturated with sore heads. The displays are stunning and this year was no exception. The weather could not have been better, and the show went off like clockwork. The Savannah was the most represented LSA type with three of them flying the six-hour journey from

Harare, Zimbabwe to join others from South Africa. The Zim guys are great. Never short of a chirp, friendly, wild and wicked.

Crossing the Kalahari is always an intimidating experience. With a safe endurance of four hours in the Savannah (standard tanks) and a flight time of three hours forty (no wind), I filed for a routeing over Kalahari Plains airfield. I was most impressed with the briefing staff who paid meticulous attention to the detail regarding safety equipment, fuel reserves and water on board. With a 25-litre jerry tied securely into the passenger harness, I set off in near perfect flying conditions. The horizon

crossing the Kalahari is like the ocean, flat and featureless. Evidence of human habitation, a handful of cattle kraals and an associated hut and even those are few and very far between. Traffic control was equally concerned for my safety and questioned my endurance, alternate and seemed happy enough with the 25 litre supplementary and alternate. I nevertheless had to report ops normal outbound the boundary and hourly after that. When I lost contact, an aircraft kindly relayed for me and came back "report Maun next when in range". Maun also checked my remaining fuel and wanted to know if I had refuelled at the alternate. Great to know that these controllers are genuinely concerned about one's safety. I did also enjoy the brevity and professionalism of the Maun pilots radio calls. They would go something like "Lima Echo Bravo routeing



EKBOG flight level four five maintaining, expect yours 25". Having cruised at a power setting 4800 rpm on the reliable Rotax 912ULS, I landed at FBMU just short of four hours with 20 litres in the tank and 25 on the seat.

We now have Savannah aircraft operating in anti-poaching roles spread far and wide. Kruger has taken delivery of their first Savannah ZU-KAH, Limpopo National Park ZU-IGU, Botswana now uses ZU-FVO, Zimbabwe is using ZU-MEZ, Ezemvelo KwaZulu Natal Wildlife will shortly take delivery of ZU-IJA and we have orders for Savannahs to be used in conservation in Mozambique and Zambia. The word is spreading... The Savannah is King of Low n Slow and undoubtedly the first choice of LSA as an aerial conservation platform.