

Homebuilt News

OFFICIAL ORGAN OF THE EXPERIMENTAL AIRCRAFT ASSOC. OF S.A.

EDITOR: A 'BUCK' GOUGH-JONES.

HOMEBUILT NOW MONTHLY

IN WELCOMING readers to the first issue of Homebuilt News, I want to thank those members who contributed material for this issue. Your efforts are appreciated and it is hoped, will inspire members generally to submit interesting articles and/or photographs relevant to our sphere of interest.

The EAA of S.A. Committee decision to publish monthly, was taken primarily because of the urgent need to communicate — on a regular basis, with members and other interested persons. The interest in all aspects of sport aviation; particularly in homebuilt aircraft, is growing in South Africa. Homebuilt News will endeavour to keep abreast of this growth. But its purpose is wider than that. Not only will it tell you about the sport aviation scene in South Africa but it will also be a vehicle for your news and views.

As a two way medium of communication, it will play a major role in bringing members closer together and making our Association more efficient. Reaching you each month, Homebuilt News will keep you informed, telling of Chapter activities, members projects and through our relationships with organisations in the United States, England, Europe, Australia, New Zealand and Asia, of new trends and products in the ever widening, wonderful world of sport aviation.

EAASA

OFFICE ACCOMMODATION and a telephone facility have been provided at no cost to the Association by Mr. Mike Spence at his business premises in Edenvale. The headquarters Committee and members are indeed grateful to Mike for his fine gesture.

occupies

The facilities which are now available, fulfill a long awaited need as the administrative aspect can now be dealt with on a more business like basis.

Members are requested to direct ALL future correspondence to:

office

The Secretary,
EAA of S.A.,
P.O. Box 1068
EDENVALE 1610

The phone number of
the Association is
JHB. 609-3037

WELKOM REPORT

by

E.C. 'WOODY' WOODS

THE E.A.A. OF S.A. CONVENTION held at Welkom earlier this year was a great success! No doubt about it, we are getting more like Oshkosh every year.

The people of Welkom deserve our most hearty thanks and congratulations; they really opened their hearts and their purses to our E.A.A. cause. The local flying enthusiasts and the members of the Round Table did a sterling job, and both their organisation and the E.A.A. benefited accordingly.

1976 saw many more home-built aircraft, some of them so professionally built that they could compare with the best anywhere. E.A.A. enthusiasts flew from as far afield as Cape Town, Durban, Port Elizabeth, and virtually flocked in from the Reef!

We had the unique treat of seeing seven Tiger Moths flying in formation, and then, of course, the

pride of South Africa — "Our Spitfire".

Obviously a successful event such as this just does not happen — it is the result of the fine organisation and sheer work, and our thanks are due to Graham Hill, Waren Percy, Ron Crause, Jack Ashbury, Brian Zeedeberg, Ian Popewell, Bill Keil, Buck Jones, and the many others whose contribution was noteworthy. I am sure that all who attended will join me in extending a special vote of thanks to the wives and girl friends whose spirit of enthusiasm and co-operation was admirable, to say the least. How can we but look forward to next year with eager anticipation?

Welcome Yvonne

A WARM WELCOME is extended to Mrs. Yvonne Robson who has been employed as Secretary to the Association. Yvonne will attend to the daily administration which, while of a routine nature, is of vital importance to the steady and stable growth of the EAA in S.A.

The Committee and members of the Assoc. take this opportunity of wishing Yvonne, a long, successful and happy 'flight' with the EAA in South Africa.

ANNUAL FLY-IN

THE ANNUAL FLY-IN is set to take place in Harrismith, O.F.S., over the week-end of April 30/31, 1977. The Sub-Committee appointed to investigate the suitability of various venues, gave a very favourable report on Harrismith and which should meet with the approval of most of the membership.

The decision to hold the event over a normal week-end was taken so as to avoid the inevitable clash of events which usually take place over a long week-end. While this arrangement will be inconvenient to some of our members, the majority should be in a position to attend.

The Fly-in will be conducted on informal lines and will not be considered as a fund-raising event. Attendance will in all probability, be restricted to members, their family and friends. More detailed information will be released when it is available. However, you are requested to circle the dates on your calendar as the Annual Fly-in is a 'must see' for all home-builders and sport flying enthusiasts!

PAID YOUR DUES?

HOMEBUILT NEWS — the official publication of the Experimental Aircraft Association of South Africa, is published monthly for the benefit of its members. Membership rates are R6,00 per annum. Membership is open to anybody who is interested in aviation. Application for membership can be obtained by writing to the EAA of S.A., P.O. Box 1068, EDENVALE 1610, Republic of South Africa.

EAA Chapter for C.Town

A RECENT MEETING of sport flying enthusiasts held in Cape Town, have agreed to form a local Chapter of EAA Inc. to cater for the increasing interest in sport aviation in the Peninsula.

A well attended meeting elected a Committee with Brian H. Crawford as Hon. President. Kevin Powell, known to many of our members in Natal and the Transvaal, has accepted the position of Vice-President. Ernst Joubert will undertake the task of Hon. Secretary. Mrs. Crawford will attend to financial matters in her capacity as Hon. Treasurer of the Chapter. The Committee will be assisted in their activities by a Flying Sub-Committee and a Technical Sub-Committee.

Homebuilt News — on behalf of all EAA members, would like to take this opportunity of thanking all the persons who gave of their time to make the formation of a Cape Town Chapter of the EAA possible. We feel sure that your Chapter will become a very strong link in the chain of Chapters which are beginning to criss-cross our country.

ZENOAH BEDE

POWERED BY A 70 H.P. ZENOAH ENGINE, a BD-5 completed a successful cross country flight between Newton, Kansas and Oshkosh, Wisconsin. The flight covered a distance of 650 miles and was achieved at an average ground speed of 210 m.p.h. writes Bloemfontein BD-5 builder Peter Booth.

Peter reports that the new 17 ft. wing with the GAW 1 aerofoil section will push the 'all-up-weight' to probably 850 lbs. — an increase in useful load of 90 lbs., yet it will maintain the long wing speeds and have a 6 G load factor.



These days no pre-flight is complete without a thorough check for hijackers!

SONERAI'S ARRIVE IN THE CAPE

THREE SONERAI TWO-PLACE MATERIAL KITS shipped from the U.S.A. arrived at Cape Town recently. Brian Crawford — Hon. President of the newly formed EAA Cape Town Chapter reports that he and two of his friends are the proud owners.

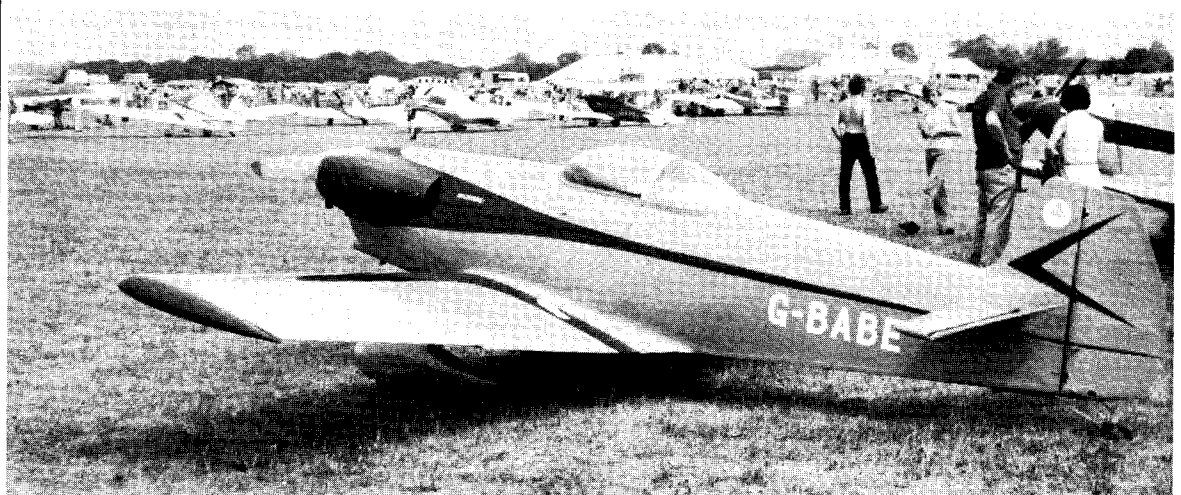
"The delay and some

slight damage to materials packed in the container, was worth it. You have to see the kit to appreciate the quality of the materials supplied by Monnet Experimental Aircraft, Inc. I would definitely recommend that anyone considering the construction of a homebuilt aircraft,

seriously study the 'kit route'. Much of the difficulty in obtaining materials locally is removed and more oft than not, the cost is a lot less", said Brian.

The Monnet 1700 VW Conversion will be used to power Brian's Sonerai and should provide exciting

performance at sea level. We look forward to regular progress reports from the Cape Sonerai builders and hope to publish pictures of this excellent design in future issues of Homebuilt News.



Gee, Babe, that's really a cute little Titch over there.

Chapter Chat

WELL, AT LONG LAST, some news on homebuilt activities in the Cape Peninsula. We have at least eighteen homebuilt aircraft in and around Cape Town which have either been completed or are under construction. Presently, the V.P.2's take pride of place with four currently being built — one of which is expected to take to the air shortly. Other homebuilts are: Sirocco (1), Tipsey Nipper (1), K.R.2 (1), Sonerai's (3), B.D.-5 (2), Currie Wot (1), B.D.-5 (2) and one CRI CRI.

One of our biggest problems is not having an airfield, and since the closing of Youngs Field all flying activity has of necessity taken place from D F Malan Airport. Although our Controllers are the most tolerant bunch of fellows one could ever wish to meet, I am wondering how they are going to take to having V.P.2's, Turbulents and the like pattering around the circuit with the normal scheduled air traffic.

Hugh Tyler of Durbanville has almost completed his B.D.-4, serial no. 596. In initial stages of construction, Hugh, eager to get his aircraft into the air as soon as possible, inspanned Mike Mullis, veteran home builder and restorer from Somerset West to assist him. Well, Mike took over the reins and after patient work reached the final stages of construction at the beginning of this month. First flights are scheduled for July. Hugh incidentally has installed a 180 h.p. Lycoming engine with a constant speed propeller, this should make performance figures interesting. A flight test report will be forthcoming in the near future.

Dave Hart is well on his way to completing his Sirocco, fuselage, wings, tailplane and retractable undercarriage being completed. Disaster nearly struck when two rooms adjacent to his workshop were gutted by fire. Fortunately his aircraft was not touched and Dave is breathing freely once more.

Avron Bane and Geoff Ritchie are struggling along, trying to complete their V.P.2's, but due to pressure of work they have

been unable to make much progress recently. However, in about a month's time they both hope to get started once more and finally complete their aircraft.

John Andrews is building a K.R.2 which he imported in kit form, minus engine. He is an enthusiastic builder and in a very short time has completed the fuselage and started on the wings. Completion date is set for December, and this is not just idle talk on John's part.

Two B.D.-5's are under construction, George Crawford being one of the builders. Unfortunately his kit was incomplete and he has only managed to assemble the main spar and the wing ribs. Poor George has been trying to get the remainder of his kit for two years, so if anyone wants to really see what a frustrated home builder looks like, come down and pay George a visit.

chapter 357

MEMBERS of 357 would like to take this opportunity of congratulating the organisers of the 1976 Convention on their magnificent effort and would like to thank them for all the hard work they obviously put into making the event a success. They would also like to make it known that Pietermaritzburg is available for the 1977 Convention should members wish it.

Although in terms of numbers our strength is small, the place is a hive of activity. Mike Brown has removed the wings from his vintage Cessna 140 and is busy doing

a recover job using the Razorback fibreglass process. John Buchan has now fitted an A.D.F. to his Jodel F-12 but his profession does not allow him much free time to make use of it, Martin Fourie has his Fly Baby Biplane project underway and we wish him speedy progress. Bob Gainsford has had to take time off from his almost completed Taylor Titch to earn a living so there has not been a lot of progress recently. (Isn't it a pity how work always seems to interfere with pleasure.) Roy Godwin has his Tiger back in the air after completing quite an extensive clean-up and maintenance programme.

"Mac" McDonald has left us to live in Dundee and has of course taken his KR-1 project with him. With all the tools and equipment he has we look forward to seeing it off the ground soon.

Ian Parker is at last coming up the home straight and the Taylor Mono should be airborne well before the end of the year. Covering and painting is Ian's current pre-occupation and he seems to be perpetually paint-stained these days. After following Owen Pilcher and his Termite across the wastes of the Free State on our way to Welkom we all have a healthy respect for his navigational ability. Judging by the height at which he flies we suspect that he reads road signs.

We hear that Eddie Trump is contemplating the defiance of gravity in his Jeanies Teenie agains. Good luck, Ed! Bruce Vivian is a source of irritation to the local members as his slick little Turbulent goes twice as fast as any of the other homebuilts on half the fuel consumption. Well done, pal, we're secretly very proud of you.

Hans van der Pol has now completed the restoration job on his Aeronca Champ and it really looks good. He is at present in the throes of earning his PPL. Our Chairman, Tony Willis, and his Fly Baby, earned our admiration by winning the Concours de Elegance at Welkom. Well done, Tony.

One of Pietermaritzburg's harbour area members (i.e. Durban) is building a much modified KR-1 and is using a space age GAW-1 aerofoil. If it is as spritely a performer as the standard machine Hally Warmington will have a real rocket.

Meetings are held at the P'Maritzburg Aero Club on the first Monday evening of each month. Visitors are always welcome.

Technical

AUTOMOTIVE FUELS VS AVIATION FUELS

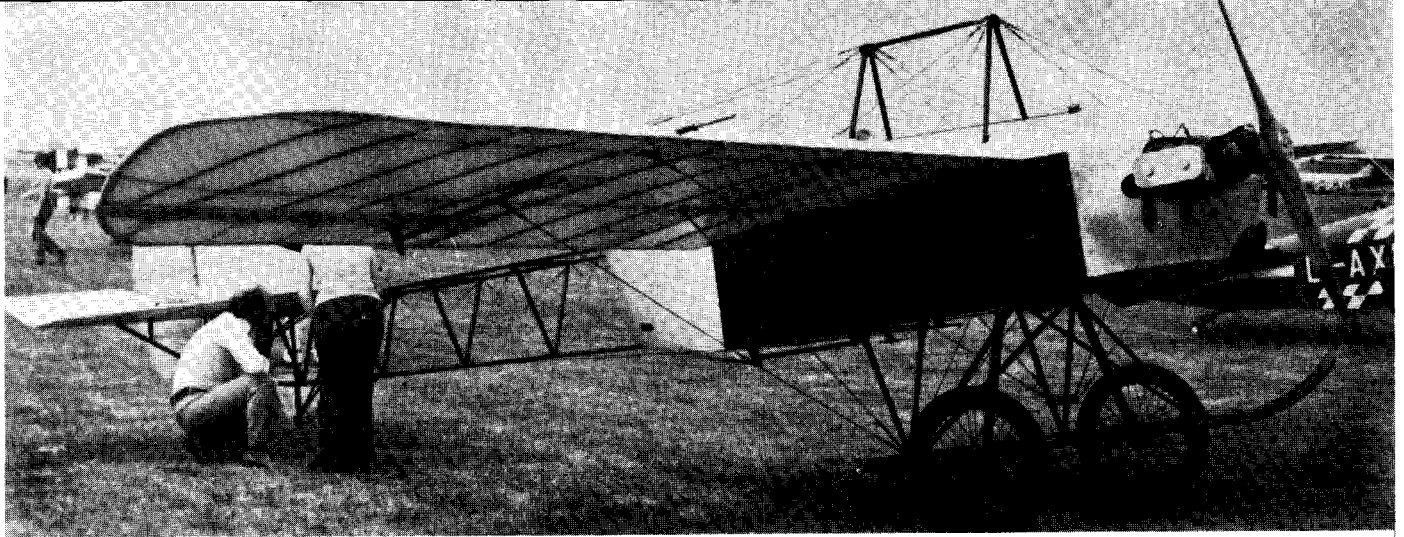
A TYPICAL question received at our factory from owners and operators in the field has been the following:

My aircraft engine was certified for Grade 80 aviation fuel, but I can't get it any more. Can't I use high octane automotive fuel, which is easily available, in my aircraft engine?

The engine manufacturers are of one accord concerning this question—*it is not permissible in any instance to use an automotive fuel in aircraft engines, regardless of its octane or advertised features.* The difference in the properties and composition of automotive gasoline and aviation gasoline makes automotive fuels unsafe for use in aircraft. The main differences between automotive and aircraft fuels are as follows:

1. The octane ratings of automotive and aircraft fuels are not comparable due to the different methods used to rate the two types of fuels.
 2. Automotive fuel used in an aircraft engine can lead to destructive pre-ignition or detonation and potential engine failure.
 3. Automotive fuels are more volatile — which means that in the event of a fuel leak it increases the potential fire hazard.
 4. Automotive fuels have higher vapour pressure. This can lead to vapor lock because automotive fuel was not refined for operation at higher altitudes as required by an aircraft engine.
 5. Lead additive in automotive fuels contains an excess of chlorine and bromine which are very corrosive, and under certain conditions lead to exhaust valve failures.
 6. Automotive fuels are less stable and can form gum deposits. The latter can result in valve sticking and also cause poor distribution of fuel and air with resulting rough running.
 7. Automotive fuels have solvent characteristics not suitable for aircraft engines. Seals, gaskets, and flexible fuel lines are susceptible to attacks of swelling and potential blockage.
- These seven facts just outlined, ought to be reasons enough why an operator should *not* use automotive fuel in an aircraft engine. If a service problem develops in the engine, the use of automotive fuel cancels any warranty or pro-rato consideration.





For those who like to feel the breeze, we present the **MANNING FLANDERS.**

BD 5

PETER BOOTH OF BLOEMFONTEIN is looking forward to a respite in his flying activities with the S.A.A.F. so that he can devote some time to the construction of his BD-5 kit. Peter has received 85% of the required materials and components with the balance of the kit to follow shortly.

Peter would like to make contact with other

BUILDERS

BD-5 builders in the Republic so that a move can be made toward forming a forum for the exchange of general information and methods of solving more complex problems. As a unified group, builders would be able to approach — for example, engineering shops so as to negotiate a better price for 'production runs' of ten or more com-

ponents which require either fabrication or finishing — a saving which the individual builder does not enjoy at present. A regular BD-5 Builders Column in Homebuilt News has also been suggested by Peter.

The suggestion that BD-5 builders unite so as to enjoy the benefits of exchanging information or obtaining better prices for

UNITE!

engineering services is only but to the advantage of the individual builder. Why not write Peter Booth at 18 Theunissen Crescent, Trichardt Park, Bloemfontein 9301 and give him your point of view on the subject of getting together. Homebuilt News is happy to oblige with a regular column provided the information is forthcoming.



DEVOTED TO HOMEBUILT AIRCRAFT AND SPORT AVIATION
ACTIVITIES WITH SAFE AND SANE OPERATION FOREMOST!

To:

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P.O. BOX 247
EDENVALE 1610.