

# Microflight Africa



WE ARE AN ASSOCIATION OF SOME 1,600 PILOTS  
This is to certify that we convened online and in person on 4 February 2012.  
We debated, listened and we cast our votes in 20 categories.

Then we voted for the overall  
"BEST OF THE BEST"  
aircraft in South Africa.

"The KR 030 Topaz" was voted to be the Best of the Best!  
What an awesome plane. Our congratulations to Richard Stubbs.

As an association we hereby and without reservation recommend "The KR 030 Topaz."

Ed.



[WWW.MISASA.CO.ZA](http://WWW.MISASA.CO.ZA)



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# SABRE AIRCRAFT TOPAZ WINS MISASA'S "BEST OF THE BEST" SHOOTOUT

[www.aircraftafrica.co.za](http://www.aircraftafrica.co.za)

*'Twas an awesome "Best of the Best" Spoilt for choice Leaderboard  
Shootout... "and the only one to be surprised was our winner..."  
It could not have happened to a nicer guy!*

**T**wo friends founded the company P.P.H.U. Ekolot, Mr. J Krawczyk, the chief designer with over thirty years of active experience in glider design and a well-respected figure in his field of expertise & Henryk Slowik - an astute polish businessman. The company recently celebrated its tenth anniversary and their order book has remained positive for both the JK-05 Junior and Topaz models - regardless of the recent severe dip in worldwide financial markets.

Whilst many better known aircraft manufacturers have simply stopped producing, Ekolot have continued to refine and develop their existing models to the point where class is no longer the reality of just a privileged few. What is interesting - is that the Topaz in particular has enjoyed wonderful sales in her home country, at a time when other, perhaps better known European manufacturers, are all furiously punting their wares to remain aloft.

The Topaz is a full composite high-wing monoplane employing the use of glass and carbon-fibre reinforced vinyl-ester resins. Vinyl-ester resins can be painted (not just stuck to) and have far better thermal resistance qualities and mechanical traits to that of more conventionally used epoxy resins. For this reason the Topaz is ideally suited to South African hot and high Ultra Violet (UV) atmospheric conditions. The modified NN 1817 laminar wing profile displays very beneficial low-drag aerodynamic qualities returning an exceptional glide ratio of 17:1.00. The main spar is constructed from foam and carbon fibre and the Topaz uses a full-section cantilever wing with separate flaps and ailerons that are balanced to prevent flutter.

The fuselage section has a cockpit width of 120cm (47.24 inches) and incorporates the vertical stabilizer. The Topaz uses forward folding doors and the canopy and doors are tinted as standard. The plane features two storage compartments above and

behind the seats and a GRS ballistic parachute rescue system that can be fitted as an optional extra. The main control system utilizes rigid push-pull type torsion tubes and the flaps and trim are electrically operated using push button controls on the stick with position gauges reflecting input on the instrument panel.

The tricycle undercarriage utilises Italian manufactured 350x100mm anodized aluminium rims with good quality six ply tyres enclosed in streamlined wheel spats. A very strong steel leg supports the nose wheel with shock absorbing rubber segments. The main wheels are fitted to cantilever composite legs that are both flexible and extremely impact resistant on difficult terrain and stopping power is provided by a very high quality forged aluminium motorcycle style hand lever/master cylinder attached to the centre control stick. An additional and very useful parking brake button takes care of the holding point run-up mag checks.

The level of the two integrated 35 litre fuel tanks behind the seats is not only clearly visible in flight but replicated by an extremely accurate gauge on the panel. A lockable filler cap is situated on the left side of the fuselage just behind the wing and this location limits the difficulty and spillage often associated with hard to reach wing tanks when you do not have access to your handy steps or your usual "don't spill" equipment. Due to its construction, under normal operating conditions the airframe will not require any routine maintenance.

#### Flying the Topaz

This two-seat Light Sport Aircraft (LSA) at almost gross weight with full tanks and two 90 KG occupants will return an amazing (VSI) indicated 800 to 1000 feet per minute climb rate.

Although the Topaz will easily achieve an indicated airspeed of 108 knots in still air, normal economical cruise speeds of 100 knots will also return exceptional fuel economy with the standard 80hp Rotax ul motor and three-blade Peszke propeller combo.

When customers research what is available in this the market, what is immediately apparent is that most importers will not risk utilizing any less than a 100hp Rotax 912 ULS engine in our part of the world! Regardless, the Topaz quickly rotates in well under 80 meters and separate

flaps and ailerons afford impressive short field capability and slow speed performance. Although the Topaz does not have speed brakes, a practised hand will have it touch down on the numbers at 40 knots. Furthermore at a confirmed 11.5 litres/hour the Topaz (even in circuit training) has to be one of the most economical LSA aircraft ever produced.

With the now approved Rotax 912uls 100hp engine installed the Topaz's is transformed into an LSA with enough grace, pace and elevation to keep it just within legal limits.

Access may not be quite as easy as her JK-05 sister's gull-wing style canopy but once you develop the knack the seating position is very comfortable. The composite construction and excellent fit and finish only enhance an already quiet ride and the controls are light and responsive.

Despite the certain all-round performance gains to be had from using clean, new-age composite technology, owners of the Topaz could not want for a more luxurious interior or greater comfort, range, economy or performance. It's at the top of its game in this rapidly evolving sector and at a very appealing comprehensively equipped "fly away" price.

Regardless of who does the sums the Topaz offers unrivalled value

and performance when realistically compared against any other model currently available in South Africa. The manufacturing company in Poland has never failed to meet its 16 week shipping deadline on confirmed orders and apart from one previously unavoidable shipping delay - all aircraft have arrived when they were supposed to.

All the SA CAA/RAASA documentation requirements are addressed for a very reasonable additional fee by the agent Richard Stubbs. An immediate authority to fly is normally awarded due to the fact that all aircraft are test flown (weather permitting) by the company pilot prior to loading.

Whether or not the Topaz's "Best of the Best" award at Tedderfield Airpark in February translates into additional sales, being judged by everyone in attendance, whether or not they were pilots, instructors, aviation photographers or just interested public was an unexpected honour. What was perhaps even more gratifying was the stunned look on competitors face's that was best described by Andy Kaspersen as "Bulldogs in Porridge"

For further information please view the website at [www.aircraftafrica.co.za](http://www.aircraftafrica.co.za) or contact Richard Stubbs personally on either his mobile at 083 655 0355 or e-mail at [richardstubbs@mweb.co.za](mailto:richardstubbs@mweb.co.za).

Once again, congrats to our  
**“BEST OF THE BEST”**  
leader, Richard Stubbs.

# THE REMARKABLE TOPAZ!

(Now with wing tanks and increased baggage allowance!)



Contact:  
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For R 645 000-00 excl. VAT "ready to fly" with all these factory fitted options this is a spectacular deal!



## BASIC PERFORMANCE & TECHNICAL DATA:

### SPEEDS

108 knots cruise @ 75% power

122 knots VNE

### WEIGHT

MTOW = 550kg

Useful load = 260kg

### FUEL CAPACITY

2 x 35 litre wing tanks

### ECONOMY

12.5 litres/hour

### RANGE

1100 km

### COMFORT

1200 mm wide cockpit

### BAGGAGE ALLOWANCE

25 kg+

### DELIVERY TERMS:

16 weeks plus shipping

### INCLUDED AS STANDARD EQUIPMENT:

Rotax 912ul with Peszke 3 blade ground adjustable composite propeller & painted spinner.

Full analogue flying/engine gauges

Or

MGL Enigma instrumentation

Plus you receive:

Electric flap & trim controls.

Microair 760Q radio with VOX,

dual frequency & music input.

Fitted Microair

T2000 transponder.

2 x Lightspeed

X-country headsets

Tinted canopy,

strobe, landing light, green/red position lights, cockpit heating, disc brakes

+ parking lock.

Exclusive painted exterior & interior finish with custom leather upholstered seats & painted wheel spats.

The 100hp Rotax 912 ULS & the Ballistic Parachute are optional

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