

...Contact!



April 2022



EAA Sliver Creek Breakfast Report Back!

In this issue

- ***EAA Events Report Back***
- ***Future Events***
- ***PR Event Fly Inn Airfield by Karl Jensen***
- ***Aviation Trivia***
- ***The Right Stuff – Brake Relining Tool***
- ***Project Update – Ant Harris' Zenith STOL***
- ***EAA Member Services***
- ***EAA Market Place***

President's Column

Paul Lastrucci



Greetings!

We are starting to approach the great weather here on the Highveld, those brisk jewel of an early morning flights are starting to beckon and, with the state of emergency seemingly disappearing quicker than a "Cheetah Pouncing a Politician", things are looking up. Well, they say more haste less speed, so if you recently filled up your airplane you are now considerably poorer in terms of currency, but just think of the freedom you still enjoy lofted above mother earth, it is definitely still worth it. For you guys in Natal, in the recent past well you may just have to dust off the Jetski's in your hangar just to get to the clubhouse.

We have been busy this month with the groundswell of the current Part 139.5 legislation regarding the registering of all airfields that was submitted through the EAA. Thanks to Marie for administering this and the time taken by our members and others that this may affect. This has been on the table for the past 5 years or so with the intention of registering all airfields so that there is at minimum administrative control.

Martinus Potgieter, past vice chairman at the Aero Club, attended the Aviation Infrastructure (AI) subcommittee meeting at the SACAA where this was deliberated by industry and SACAA as to the

merits and against its implementation. Below are some extracts from the meeting:

Over the past 5 years the SACAA has made many attempts to pass this regulation. The motivation is that the State is a signatory to the ICAO convention, and is obligated to ensure that standards applicable to all commercial operations are in place which by their very nature will and guarantee safe operations.

There was also another motivation which tugs at the average South Africans heartstrings - security. There was discussion around smuggling and other crimes, like animal trafficking etc.

The Security Cluster are pushing for licencing to curb smuggling and many other crimes. Ironically there was regulation passed to register airports which is a simple cost-free online process and should just be merely be confirmed by the SACAA. As it stands, Part 139 subpart 5 proposal will mostly affect Part 135 charter operations and not scheduled operations as they already operate from licenced aerodromes.

At the meeting the AI sub-comm Secretariat selected comments received to discuss in detail. The objections cover the duplication of all the comments received.

The most favoured comments received were:

- Cost of licencing
- SACAA use safety as a motivation but with concrete statistics proving that.
- Impossible to obtain local authority permission for licencing.
- Should only be applicable to aerodromes entertaining aircraft above 5700 kg.
- Licencing process can take up to 6 months while runway cannot be used.
- Impossible to licence some runways that are used by safari operators.
- This will completely kill Part 135 operations.
- All recreational runways should be excluded.

Its widely known that from any aviation perspective any regulatory requirement will attract the ever-daunting Part 187, which is fees. There

will have to be an infrastructure cost in place to manage this process, it will have to be reviewed yearly.

So, if a mere inspection that precludes an issuing of an authority to fly for an aircraft that is purely for pleasure, now nudging around R4k, our recreational airfield owners are going to have to fork out considerable cash annually, that they haven't had to before with little known material benefit.

This is what is largely hurting the airfield owners, other than privacy infringes, with airfield owners I have chatted with. There still needs to be a cost vs value exercise done on this proposal and one of the reasons for the pushback by the industry is that this is still 5 years down the line not known.

Some say it's the thin edge of the wedge, as once it's in the regulatory document, it's easily interpreted at the gate to be just what the official wants it to be.

A private airfield is just that, it's private, so if you want to land at one of these fields, it's by invitation as it was in the early legislation. Airfields prior to the 94 dispensation were Public and Private, and today in the current legislation Licensed and Unlicensed.

It was concluded that more work is to be done on this and the AI Sub-Com secretariat was instructed to schedule a further workshop where industry and SACAA will further engage thrashing out a possible solution. A suggestion was that the AeCSA Chairperson recruit two or three AeCSA members with comprehensive regulatory experience to champion the Part 139 subpart 5 workshop.

Airfields are an integral part of the aviation and the greater community at large. There is room for regulation, particularly in the commercial environment. Sadly, there has been a systematic demise of airfields in most towns in South Africa. Most of the general aviation licensed airfields nowadays are member or user funded if they are to be safe and functional. Private or unlicensed airfields should not have to jump through commercial hoops and it's the pilot's choice to land there.

This process still has some unpacking until a

workable model is found.

Don't forget this month the EAA Convention, come and enjoy recreational, amateur built and experimental aircraft along with the annual Aero Club Airweek and the various ARO's where we can all rub shoulders and enjoy the camaraderie and friendship this will offer

See You There and Stay Safe
Paul

EAA Annual Convention 2022

Middelburg Airfield Mmpumalanga

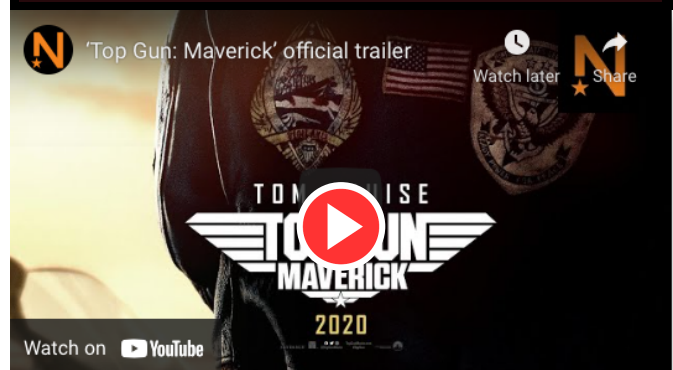
Book your accommodation now!

- Pre-setup tents [HERE](#)
- Your own tent or caravan
- Air BnB's in town – shuttle bus available!

Friday 22nd to Sunday 24th April

In conjunction with the Aero Club Airweek

26th May 2022!



**EAA's Private Pre-Viewing of the
new Top Gun Maverick
Thursday 26th May 8:00pm**

Chapter 322

March Monthly Gathering



Our March Gathering – hybrid at the auditorium and at home! Held on 2nd March 2022

We opened the gathering with our “Mystery Aviation Personality” who turned out to be none other than the motherships chief honcho – Jack Pelton, Chairman of the Board and CEO of the Experimental Aircraft Association (EAA), and the former CEO of the Cessna Aircraft Company, a subsidiary of Textron Inc (and now a brand of Textron Aviation). Before becoming Cessna's CEO in 2004, Pelton was its Senior Vice President of Engineering. Prior to joining Textron in 2000, he was Senior Vice President of Engineering and Programs at Fairchild Dornier, and previous to this, worked at McDonnell Douglas for over two decades.

Next, we welcomed our new members, our current members and our presenters – Rob Brand who did our safety talk and Karl Jensen and Bateleurs Director Sven Kreher.

Birthdays for March were 28, that means potentially a party nearly every day of the month!

Paul Lastrucci then presented his ARO update, a process that once again seemed to have gone smoothly thanks to the dedicated EAA members who headed that up.

Upcoming events included the EAA Breakfast Fly-in and Campover at Silver Creek Gorge on Saturday 12th March (see report back on page 5), the Young Eagles day at Rhino Airfield on Saturday 9th April, the upcoming EAA National Convention and



EAA CEO, Jack J. Pelton

AeroClub Airweek at Middelburg on the weekend of the 22nd to 24th April as well as the Bona Bona Fly-in 27th to 29th May – a busy month ahead!

Steve and Karl then gave us a wonderful introduction to the Bateleurs, what they do, how they do it and how we, as EAA'ers, can become involved – *“We are surrounded by evidence of man's impact on earth. Yet burdened as we are by our daily routines, limited as we are by our earthbound perspective, we cannot see the real impact we have on the planet that gives us life. We need to take a step back. Or perhaps, we need to fly.*

From the air, we can see the earth in its true fragility.

We can assess the enormous power humans have to build, to alter, to destroy.”

Amongst the work the Bateleurs do is;

- Aerial surveys of wetlands
- Monitoring illegal developments in protected areas
- Translocation of animals between parks and reserves
- Tracking of collared animals
- Game counts and counting of birds, nests and eggs

Their work in the air helps protect life on earth and can be used to;

- Educate - policymakers, civil society - Peace Parks, EWT
- Lobby - policymakers, civil society
- Rescue - injured creatures - lion, cheetah, rhino
- Enforce - laws in respect of illegal mining and building,
- Surveillance of reserves

Sean Cronin also updated us on upcoming developments in his region, the Platinum Sector in the North West Province.

Karl finished off the talk with a slide show depicting Bateleur members in action. Thanks to Sven, Karl and SEan, a number of EAA members have already shown their willingness to volunteer!

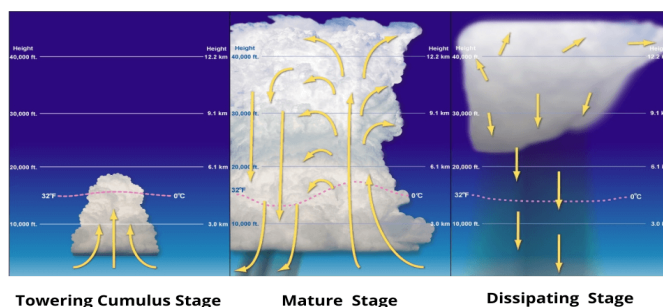


Pelican survey team – The Bateleurs has conducted various pelican aerial surveys with avian demography units at the University of KwaZulu-Natal, and the University of Cape Town

If you are able to volunteer for this important work, please consider joining the Bateleurs. Details can be found on their website www.bateleurs.org After a quick finance report, which showed EAA 322 in a good position with many members renewing and new members joining, Rob Brand presented his monthly Safety Talk. This month covered an important topic – Thunder Storms, a very pertinent subject especially at this time of year! Rob started out with thunderstorm

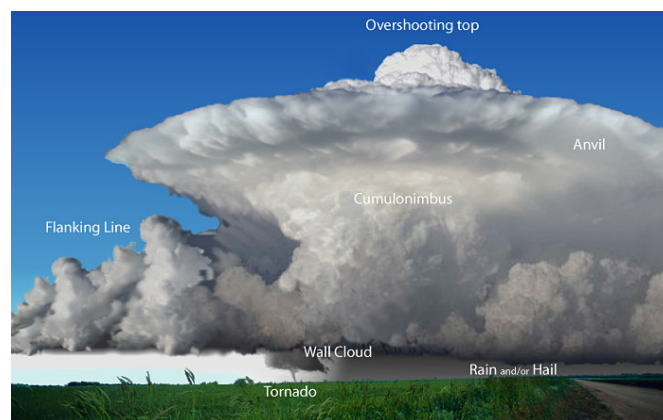
basics – the towering cumulus stage, the mature stage and the dissipating stage.

Thunderstorm Stages - NOAA



Rob then outlined the different types of thunderstorm – single cell which lasts only 30 to 60 minutes, briefly generate up and down drafts and severe weather. The multi cell type is much more severe and can last for longer, can be a line of cells and will generate more severe weather. Then the supercell, the most dangerous of all, can last for hours and is most likely to generate severe weather.

Things to watch out for when flying in stormy weather are the flanking line and inflow tail or beaver's tail where severe turbulence, tornados, hail and rain can occur.



Many thanks to all who presented, attended and a big thanks to the Marie and her team for setting up the auditorium and to Pottie, Coen and Stephen for making sure we were fed and hydrated during the evening once again!

SILVER CREEK

Camp Over & Breakfast

Saturday 12th March 2022 – Neil Bowden



EAA Chapter 322's social Flying activity for March was planned for Silver Creek Gorge Aviation Estate with a camp over on the Friday night and a Breakfast fly-in on the Saturday morning. This time the weather treated us well with sunny skies and very light winds on both the Friday and the Saturday. A small group flew in for the camp over that included Derek Hopkins in his RV 8, Pierre Dippenaar in his Piper Cub, Pieter Theron in his Rans S6, Athol Franz in his VW powered Caddy and myself and family in the Sling Jetstream combo. Along with the gang From Silver Creek, we had a great crowd for some festive fun on the airfield!

Braai packs and drinks were provided by Sean and his team, and this included live musical entertainment by EAA'er Dean Nicolou and Brandon. During the day we were treated to a lunch, second to none, at Moose's Café, courtesy of Jeremy "Moose" Woods. That evening, some of us were also taken aloft in the Bat Hawks Silver Falcons" team!



The evening braai, an event that members should make sure they don't miss next time, was so much fun in what can only be described as "the perfect setting" - the sunset, fly-bys and the game-filled grounds of Silver Creek!



Saturday morning we woke to almost perfect weather on the airfield, although we did get info on low cloud at some of the airfields south and east of Jo'burg. Despite this, it wasn't long before aircraft started appearing overhead, first planes in included Piet Schutte in his RSA 200, Karl Jensen in his partially painted C170, Ian Wylde and the Grant Raubenheimer gang in their weight shift trikes. Good to see was Pete and Celia Lastrucci in their newly restored Tiger Moth ZS DMC. All in all, over 35 aircraft flew in for the breakfast!



To keep catering arrangements simple, the Creek crew decided to serve breakfast in the form of a "bacon and egg bun", which turned out to be



The Silver Creek Falcons in action

perfectly adequate, washed down by a cup of coffee or a fruit juice. Nearly 80 breakfasts were sold on the day, a testament to the popularity of the Silver Creek events!



Friday lunch at Moose's Cafe



Musos – Dean and Brandon



Swapping rides – Pierre about to try out the Bat Hawk



Nico Brandt, and the Murrays



Jeff and Sharlene's Tiger



Silver Creek Foto File





What a pleasure to see a line up of aircraft like this at an EAA event!

Make sure you are at the EAA Annual Convention this weekend!
The closest event you'll get to Oshkosh here in South Africa!

Nav Rally ♦ Forums ♦ Aircraft Judging ♦ Friday Night Braai ♦ Saturday Night Awards Party ♦ Camping on the Airfield ♦ Shuttle Bus to Town

Middelburg Airfield Friday 22nd April to Sunday 24th April



REGISTER HERE

AERO CLUB
SOUTH AFRICA

AIRWEEK 2022

CELEBRATING
102 YEARS IN SOUTH AFRICAN AVIATION

AIRWEEK 2022 - FLY IN, CAMP OUT & HANG OUT

FOR AVIATORS, BY AVIATORS & ALL ARE WELCOME!

22 – 24 APRIL 2022

MIDDELBURG AIRFIELD (FAMB)

WWW.AEROCLUB.ORG.ZA
RSVP@AEROCLUB.ORG.ZA



EAA NATIONAL CONVENTION 2022

REGISTER HERE



South Africa's BIGGEST GA Aviation Event!

22 to 24 April Middelburg Airfield

In conjunction with the Aero Club Aviation Week

Flying Competitions Aircraft Judging Camping on the airfield or Accommodation in town

Make sure you are there!

EAA South Africa Chapters and Committee Members

EAA National

President Paul Lastrucci
Vice President David Toma
Treasurer Mark Clulow
Secretary Keaton Perkins

Committee Members

Membership Mark Clulow
Young Eagles Keaton Perkins
PRO Karl Jensen
Website Dean Fernandez
Newsletter Neil Bowden
Safety Officer Nigel Musgrave
Finance Asst Brad Stephenson
AP Rep / Tech Officer Peter Lastrucci & Andy Lawrence
Auditorium Marie Reddy

EAA Chapter 322

Meets 1st Wed of month at the EAA Auditorium, Rand Airport

Chairman Neil Bowden
Vice-Chairman Sean Cronin
Treasurer Mark Clulow
Secretary Ronell Myburgh

Johannesburg

Chairman Neil Bowden
Vice-Chairman Sean Cronin
Treasurer Mark Clulow
Secretary Ronell Myburgh

EAA Chapter 1502

Chairman Alan Lorimer
Vice-Chairman Russell Smith
Treasurer Robbie Els
Secretary Mike Korck

Durban

Alan Lorimer
Russell Smith
Robbie Els
Mike Korck

East London

Chapter 1262

Meets last Saturday of the month Wings Park

Chairman : Mike Wright
Vice-Chairman James Wardle
Treasurer Dave Hartmann

Mike Wright
James Wardle
Dave Hartmann

Chapter 870

Chairman
Secretary / Treasurer
Committee Members

Kroonstad

Niel Terblanche
Hennie Roets
Johan Mouton & Carl Visagie

Chapter 788

Chairman
Vice-Chairman
Treasurer

Port Elizabeth

Brett Williams
Russell Phillips
Deon Swanepoel



AVIATION

Trivia

Submitted by Stephen Theron

- In 2021, more than 2.2 billion passengers booked a flight with a commercial passenger airline. In 2020 there were only 1.8 billion passengers. By late 2022 the expected number is 3.4 billion passengers
- The first Business Class seat sold was on Qantas in 1979 - offering wide and more comfortable seats, meal choices, free drinks and access to a lounge
- Alaska Airlines was the first airline to offer online check-in - in September 1999. Kathy Bloom from San Jose, California. She worked for IDT Inc., a tech company that trialled the process
- British Airways serves at least 35 million cups of tea per year. In 2013 the airline teamed up with Twinings to produce its own blend
- Bette Nash is the longest-serving, most experienced and most senior flight attendant in the world. She's been working as a flight attendant for American Airlines (formerly Eastern Airlines) since 04 November 1957 . Nowadays she works flights between Washington, D.C. and Boston so she can get home every night to take care of her special needs son. These flights are commonly known as the Nash Dash
- KLM (Koninklijke Luchtvaart Maatschappij) is the oldest airline still operating. Founded in 1919, it began operating flights between London and Amsterdam in 1920.
- In 2018 and 2019 American Airlines generated \$5.8 billion from its AAdvantage rewards programme - more than the company's total operating income of \$5.7 billion for the two years
- The airline had the highest revenue globally in 2020, making \$17.3 billion in sales
- In 1987 the airline removed one olive from each salad served in First Class - saving \$40,000 a year
- In November 2021, American Airlines offered 170,967 flights per month - the most in the world. The airline has the largest fleet - 891 aircraft
- According to Flightradar24, the average flight between London and New York takes a little over 6 hours. On 09 February 2020, a British Airways B747 did this in 4 hours and 56 minutes - helped along by strong winds from Storm Ciara which helped it reach a top speed of 1,328km/h
- In September 2020 Tom Stuker hit more than 22 million miles (35.4 million km), earning the world's most frequent flier miles for a passenger - all flown with United Airlines. During the COVID-19 pandemic he flew a million miles (1.6 million km) in 9 months. He is a Global Services member - the highest tier on the airline's reward scheme- more than 5 times over. He started collecting miles when he flew to Australia from the US for work in 1984
- Singapore Airlines' flight attendants have to pass an initial four-month training programme - the longest one in the airline industry - before they can start working flights.

THE GATHERING OF MOTHS



Come and join us


30 APRIL - 01 MAY 2022

QUEENSTOWN AIRFIELD | 09:00

- Vintage Aircraft · Model Aircraft · Vintage Cars & Tractors
- Food Stalls · Jumping Castle · Craft Stalls · Pub and more...
- **EXPERIENCE FLIGHT - have a flip around Komani.**

FOR MORE INFORMATION:

Giel: 082 555 4418
Mark: 082 921 2872

 Queenstown Flying Club



WEAR A MASK



KEEP YOUR
DISTANCE



SANITIZE

COVID-19 COMPLIANCE IS COMPULSORY



A PR Exercise

... at Fly Inn

By Karl Jensen (EAA Chapter 322)

I often get asked, by even seasoned fliers, 'where is Fly Inn?' I usually suggest that they hang their heads in shame. My first recorded flight there was in September 1994 when it was just a rudimentary airstrip. Unfortunately, Fly Inn is not a registered airfield and is not hard to locate at S25°58'16" E28°21'02". It does appear on several maps and on Easy Plan and Easy Cockpit.



Waterkloof ATCs in civvies

The airfield has a billiard table smooth 960m runway of which 320m is concrete at 5205ft amsl. The original owners, the Venter brothers, had Adriaan Fisher land, in a Piper Vagabond, on a clear patch on their farm which was known as Plant Plain Seedlings. The brothers purchased the farm when it was home of a Gant Canning Factory. Having grown up in Israel, they were very aware of prudent water usage and were able to establish a



Some of the ATC's demanded seeing the plane that worries them so often

successful seedling growing operation using minimum water. At their peak, they produced 11 million seedlings monthly. Adriaan Fisher's visit and then BEE requirements changed all that and the runway was developed, a 48-stand aviation housing estate was established, with many of the homes with hangars and airplane access to the tarred taxiway. The factory sheds were converted into hangarage and an AMO was opened with a fuelling facility. There are another 11 single aircraft hangars, my shed being one of those. At its peak, there were 75 aircraft based there.

Fly Inn lies 11nm southwest of Waterkloof within the WATERKLOOF CTR and radio contact with Waterkloof Tower on 124.1Mhz is mandatory. During the 26 years that I have been involved at Fly Inn, never have I had any unfriendly exchanges



At the beer barrel

with the WKF ATC. To maintain this accord, the users of Fly Inn Estate periodically invite the ATCs for an informal social gathering. The most recent event was on Saturday 26 March. Having the opportunity to speak with the ATCs face to face, I mentioned that many of my flying friends are apprehensive to talk to them. I even mentioned one of our previously Argentinian members who says he avoids them like the plague. They asked that to please never enter the CTR without radio contact and to advise that you are unfamiliar with the Pinedene Route or whatever, and they will willingly and gently guide you.

Waterkloof does not send you an account when you speak with them on the radio, as is becoming



Trevor David's (EAA 322) hangar, the social venue

a regular occurrence at airfields where ATCs are employees of the airports or are contracted for the task. This is a distasteful situation that could have safety implications.



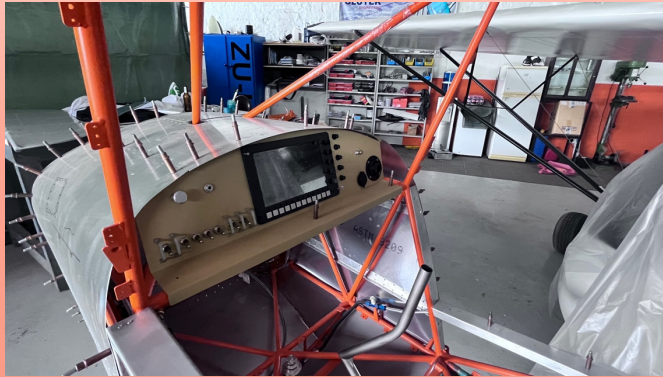
My hangar at Fly Inn

Fly Inn Estate



Sean's Bearhawk Project

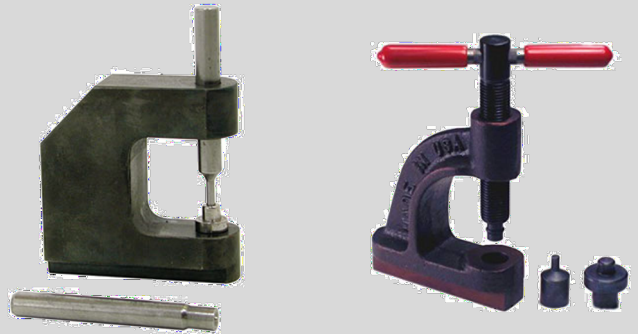
It was great to see Sean Cronin's scratch-built Bearhawk Project while at Silver Creek. Covering is all done and Sean was busy painting parts while we were there.



Fuselage and panel are nearly done



This is what Tony Bingellis would have called "poetry in motion" – aaah, the ventilated booth, mask and protective gear!

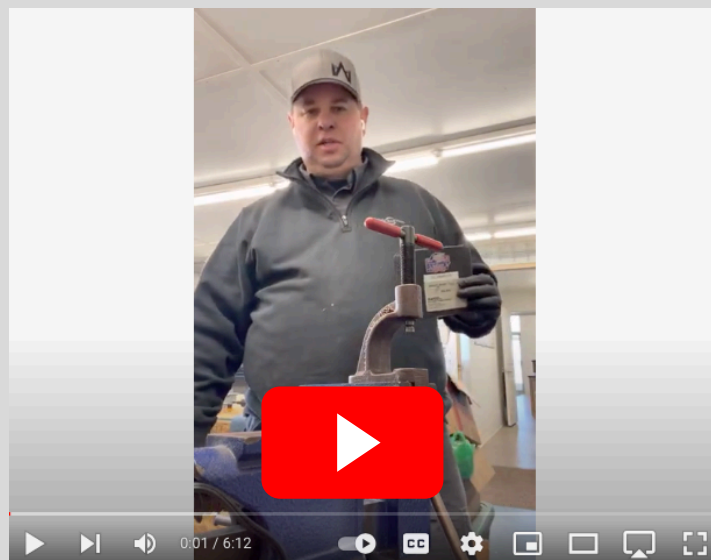


The Brake Relining Tool

Depending on what aircraft you fly, runway length and how you fly, you will probably have to change brake linings at regular intervals. It's an easy job especially if you have the right tool. The brake relining tool is inexpensive - around \$30 for the punch type shown on the left and \$40 for the screw type on the right, available from most aircraft tool suppliers and easy to use. The kit removes and replace brake pads without distorting holes or damaging the brake pads.

The screw type set allows controlled pressure for a proper flare. This reduces the chance of cracking not only the rivet but also of the lining material. It also helps avoid the costly warping of brake assembly back plates and pressure plates, often associated with using the hammer type method.

Watch the video below and see how easy this job is – if you have the right stuff!



Zenith 750

Back on track after a year gathering dust!

By Ant Harris



I am delighted to share that, after nearly a year's break, the project is back on track thanks to the recent talk at the EAA monthly meeting about joining the "Bataleurs" inspired me to get going as to become a member and finish the STOL – a great type of plane for game counting, antipoaching etc. – low and slow with exceptional vis!

After finishing the wings, empennage and fuselage, I found an engine that came out of a Bathawk –Jabiru 3300 which Zenith recommend as an option. The the confusion about selecting a suitable prop and everything firewall forward became a reality – so what I did was "nothing" and



Close up of empennage section

the completed bits gathered dust in my garage and lounge. Zenith offer little advice on the engine/prop choices. Opinions were many. I found a prop that is possibly suitable – an IVO electrically variable. After e mailing IVO that, they said they have had "success" with the Jab engine, I'm still not sure about the combination on the Zenith and have "shelved" that problem for the time being. Realising that there is still an enormous amount of work besides "firewall forward", I got going with the empennage installation. It's on its wheels so wheeling it in and out the garage is easy – as it can't fit in the garage with the rudder attached. Next is controls, all cables and will give thought to wing attachment next – keep you posted!



Ant busy on empennage fitting



From Gary Stevens, Sarasota, Florida, USA

Gary is a regular visitor to not only our virtual EAA 322 gatherings, but also to the South African campsite in Oshkosh. In January Gary was our presenter via zoom at our 322 gathering. Gary sent in this photo from Sun 'n Fun Florida of the Sling stand at the exhibition. Sarasota is only 130 kms from Lakeland, home to the annual Sun'n Fun fly-in and exhibition - some people live in the right places!

Gary flies a Varga 2150 Kachina.

From Arnie Quast Galt Airfield, Illinois

Arnie Quast, United 787 Captain, EAA 932 and 322 member, and 932 Chapter President, sent in this photo from his home airport near Chicago "Spring like weather here at Galt. Hard to believe Oshkosh is less than 4 months away! Does not seem like it. 32 degrees - and about 3 inches of snow today!!!"

Crazy to think that in a few months it will be so hot that they wished it was snowing again!

In his spare time Arnie flies a Piper Arrow and is very active organizing activities in his chapter



REGISTER HERE

Learn about Part 103 ...

... and how this could generate new interest in aviation

EAA Annual Convention, Middelburg Airfield

Forum by Paul Lastrucci, Saturday 23rd April

EAA Member Services



VNAV LEATHER

Finest quality handmade leather flight bags for the connoisseur pilot and earthbound humans. Navigate your life vertically with VNAV Leather products.

<https://vnav.co.za>

TONY KENT FLYING SERVICES

50% DISCOUNT FOR EAA MEMBERS!

Experienced Grade 2 ME IF Instructor

Whether for ab-initio or advanced training, Multi-engine or IF, I am available to assist you at half my normal rate.

Own or aircraft hire is possible.

Bush flying courses and flying safaris catered for.

Contact Tony Kent on 082 442 0866 for more information, or check out my website

<http://www.tonykentflying.co.za>

or Facebook - Tony Kent Flying

This page is for the purpose of supporting our members who can offer a service related to aviation. If you would like to advertise please send your ad to contact.eaasa@gmail.com Members only and "aviation" related!



AIRCRAFT WANTED OR FOR SALE

Irene Naude has a number of interesting aircraft available. Please contact her for details

Irene 083 446 1393 974

Emergency Water & Fuel* **JOLLYTANK®**

EASY POUR, RIGID HOLD HANDLE FOR COMFORT

8 Litres

EASY POUR SPOUT AND ROLL-UP NECK SEAL WITH LOCKING BAND

FOOD GRADE - CAN BE USED FOR WATER, WINE, JUICE ETC

AUTO • CYCLE • CAMPING • OUTDOORS

*** ONE TIME USE FOR FUEL. DISPOSE OF RESPONSIBLY**

THE JOLLY BAG IS NOT INTENDED FOR FUEL STORAGE BEYOND 4 HOURS. WHEN USED AS AN EMERGENCY FUEL BAG, FUEL SHOULD BE TRANSFERRED INTO A VEHICLE FUEL TANK OR A LONG TERM FUEL STORAGE DEVICE IMMEDIATELY. DO NOT SMOKE OR USE A LIGHTER IF THE JOLLY BAG IS FULL OF FUEL.

JOLLYTANK

Useful for flights where fuel availability is unknown or unreliable for those using MOGAS. Each bag weighs 50g and is 100 x 100 x 5mm when empty. Holds 8 litres. **Has built in spout and handle - no pipes, tubes or funnels necessary for emptying.**

Not meant for long distance liquid transportation, used primarily in an emergency.

Price R25 each or R200 for 10

Contact Ant Harris 072 380 6496

All types of 'Signage for Hangar - Corporate signage for offices, etc.
 Specializing in printed Decal Kits for all Aircraft Including: ATR42, Beechcraft Series, Cessna Series, Piper Series, Mooney, Dornier, Sambas, Boeing Series, H/S125 Learjet, DC-9, Pilatus Series, Fokker F28 Series, MD Series and many more.
 Interior Decals on most popular types.
 Flight briefing cards for PAX info on many types.
 Headrest covers with Logos, silk-screened on.
 Logos and lettering for various corporate i.e. DHL - T.T.A - UN, WFP programme, ICRC - Air Namibia - T.A.C. - Comair - Delta Connection Ltd - Tropicana - Air 26 - Federal Air - SA Airlink - Angolan Air Services - and so many more in our system.
 Registrations - Signmask or vinyl, as required. In all formats to CAA specifications.
 Propella Decals, all corrosive resistant. Popular makes. Hartzell - McCauley - Sensenich - Hamilton - Dowty - Mt Propellers - AV Gac - Jet A1 - Pratt @ Whitney Logos. R.R. etc.
 Photo luminescent Internal lines and signs to Instruct Passenger Exits / Info Plags - In flag form and in vinyl form for Aircrafts.

PRINTING

Service labels, unserviceable, quarantine, removable record, etc.
 Books in triplicate: Certificate of Release to Service
 Non-routine books
 "Serviceable labels" book/pads
 Approved Flight Follies, etc
 Letterheads
 Compliment Slips
 Business Cards
 Brochures

Tel: (011) 452-6857/8
 Fax: (011) 452-4558
 www.signco.co.za
 10 Edendale Road Edenvale, 1610
 info@signco.co.za

Archie Kemp
 Managing Member
 082 494 6242
 archie@signco.co.za



EAA Market Place



FOR SALE

KISS 4, Low hours

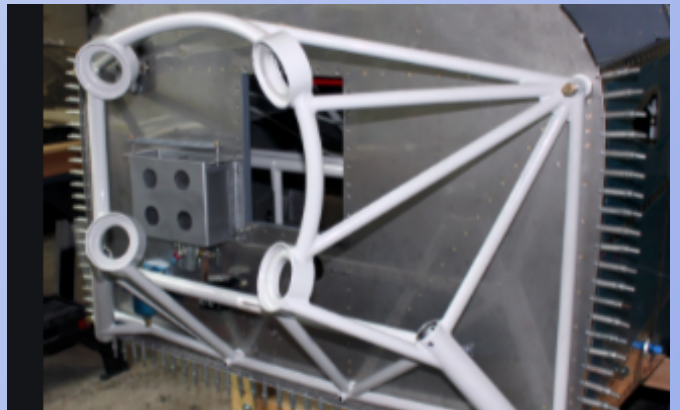
Contact Dave Walton 073 529 5440 / 011 4555264



FOR SALE

Long-Eze ZS VMX Engine 1386 hours (with upgraded pistons). New ATF. Always hangered, make an offer!

Dave O'Neill 082 578 3411



FOR SALE

RV 7 New Dynafocal Engine Mount.
 Price as per Van's Price list, no freight!
 Contact Derek Hopkins 082 448 4035

FTS

Straight Card Dual Plug Fixed Wing MP3 Player Interface

PNR Headset
General Aircraft
 PH-100A

R 3250.00

GA use dual plugs Passive noise reduction rating (NRR) 23dB
 Noise cancelling Electret Microphone
 Contact Dale de Klerk 082 556 3592

VRYHEID FLY-IN

6, 7 & 8 MAY

Vryheid Airfield

RWY 11-29

Altitude 3800Ft

Freq 120.2 (10nm inbound - Contact Tower)

Gnd 123.45

Camping overnight and ablutions on field

2 Live Bands

Beer Garden

Vintage Cars on Display (150+ vehicles)

Vintage Tractors, Static Engines, Various Exhibitors,

Kiddies Entertainment Area, 4x4 Track and Display

Area, Aerobatic Aircraft Display, Food Stalls

CONTACT:

harvie@dalesvanheerden.co.za / morne@lmsbrokers.co.za