…Contact!

July 2022

In this issue!

President's Column

Paul Lastrucci

Greetings!

From our recent AGM many thanks to our EAA committee for standing again for the 2022 23 year and for all the behind the scenes work that is done to ensure we are one of the most active aviation fraternities here in South Africa.

As our sport and hobby, we've found more recently we're in a much more admin intent environment and I'm sure we've all seen that funny bathroom sign: "No job is complete until the paperwork is done"! Twenty years ago the admin trail in most areas we still delve in to ensure compliance etc. was pretty linear and it didn't take too much effort to get things like an authority to fly, a license renewal and the like. No doubt It's a lot easier now "sometimes" there are areas here where Email communication has vastly improved or swamped our lives, this depending on your viewpoint.

Nonetheless communication, communication and communication is essential as what clears ups spells of uncertainty however interpretation is another thing entirely and this is where the fun starts.

In the early fifties around the time the EAA was founded, the US Airforce published a flight safety document and emblazoned on the cover was:
AVIATION IN ITSELF IS NOT INHERENTLY DANGEROUS BUT LIKE THE SEA, IT IS TERRIBLY UNFORGIVING OF ANY CARELESSNESS, INCAPACITY OR NEGLECT"

This famous phrase has been seen I'm sure by many during their aviation journey and has been reproduced on posters and plaques many times, almost always with the attribution of anonymous. It was initially thought that a certain André Priester (one of the first Pan Am employee's) may have said it.

It was checked at some time later with the late R. E. G. Davies, the then curator of air transport history at the Smithsonian, and author of a book on Pan Am, where he advised that the phrase pre-dates Priester. His research showed the originator of the phrase was a Captain Lamplugh, who learnt to fly in 1913, served in the RFC and RAF in WWI, then became an aviation insurance underwriter and principal surveyor had coined this phrase.

This could just be also where in the Insurance adjusters minds were calibrated and heightened to; if a guy or gal was careless in their aviation pursuance, and it should it reveal any negligence or carelessness as a result , this would be good grounds that insurance companies don't pay if the claimant should be culpable.

Wilbur Wright said in a letter to his father "the man who wishes to keep at a problem long enough to really learn anything positively, they will not take dangerous risks. Carelessness and overconfidence are usually more dangerous than deliberately accepted risks. In aviation this is a fundamental driver for safety, this is to know your systems and your limitations better than the next.

I just love the following utterance from Sailor Davis a long time TWA ground school instructor who uttered: "You are professionals trained to deal with three things that can kill you: gravity, combustion, and inertia. Keep them under control, and you'll die in bed.

A further compromiser and the gist of this article on safety is some government people — the pointy-headed bureaucrats — telling people what to do. Why does an environment of folk, unwilling to admit to plausible reasoning, summarily on recently acquires skills and rapidly dredged up, force so called official views negating the obvious and despite their resonance, bulldoze them and don't move ahead.

The attitude toward rule-making in these instances remain curtailed and worse, is its further interpretation that sways like the tide.

Common sense recommendations now take years and years, and when an issue hits rock face, a tea time rule governing otherwise for the sake of otherwise, then pops up than rather than rely on experience of specialists or empirical official data that either corroborates or negates the reasoning.

If you cast back a few paragraphs I mentioned Interpretation and this is when the fun starts;

A recent occurrence which is still ongoing is the interpretation of the proving flights time on aircraft with differing power plants. In this instance an experimental engine from Lycoming that was raised by Chalkie Stobbart, long time EAA member and highly technically proficient mentor, in all things aviation who is on the receiving end of the pointy heady beaurocrats citing that a 40 hour proving flight on an RV he is has built must prevail.

This aircraft has a new Lycoming factory built experimental engine that is made available new specifically to experimental aircraft and has been built to the exacting standards and upgrades, huge improvements like roller tappets and other enhancements that are born out of many thousands of hours of service in operation directly gleaned from their type certified engines, using all the very same componentry of a certified engine, sans a data plate positioning and a few non certified magneto parts and a state of the art fuel system that is years ahead of the certified system. It has also been tested to the exacting standards and has observed all applicable factory bulletins and is issued with a certificate of compliance.

The world's leading kit manufacturers design their aircraft around Lycoming engines, says Dick Van Grunsven, CEO of Van's Aircraft. From the original RV-3 to the RV-14, thousands of Van's aircraft are flying proof of this perfect marriage.

Our SACAA regulation does call for 40 hours proving flight, however that is if you bolting in a non-aviation power plant to your aircraft, that could range from a Briggs & Stratton to a Small Block Chevy, which were originally intended for lawn mowers and Chevy Belair's, then 40 hours is maybe a good call if it's going to find itself traversing above mother earth. That is fine!!

But, the regulation also calls for 25 hours proving flight if a previously certified Lycoming or Continental engine is used i.e. from a store-bought Cessna, Piper or Beech and the like if used.

Herein lies a further problem that seemingly goes unnoticed, because you could effectively shoe horn an old O 320 Time X Lycoming or Continental engine that has probably seen upwards of 5000 hours, deprived of many factory upgrades and as long as runs, you only have to keep your creation aloft for 25 hours, Haai Bo! This pointed logic fundamentally promotes the chance of the undertakers finding you in the veld next to a pile of scrap, rather than on a Sealy Posturpedic, which is pretty high on this one. The irony is that, god forbid, this will also be statistically gathered as a non-type certified incident from another department in the same building.

I am at pains to fathom how this pointy-head logic, can automatically default that this Lycoming approved package of a new factory-built engine requires a 40 hour proving flight, just because.
This has been escalated as well as a Fees issue through the EAA as an ARO as well as the Aero Club to engage and deliberate this further.
If politics is the art of the possible, and flying is the art of the seemingly impossible, then air safety must be the art of the economically viable.

Stay Safe!
Paul

SLINGS TO OSHKOSH

This month the Sling team, James Pitman and Matt Cohen, along with Jet Blue pilot, Linda Sollars and Mike Blyth, and "The Candourist", JP Schulze will fly their newly built Sling High Wing aircraft to Oshkosh for AirVenture 2022. EAA would like to wish them a safe and enjoyable flight!

Slings to Oshkosh

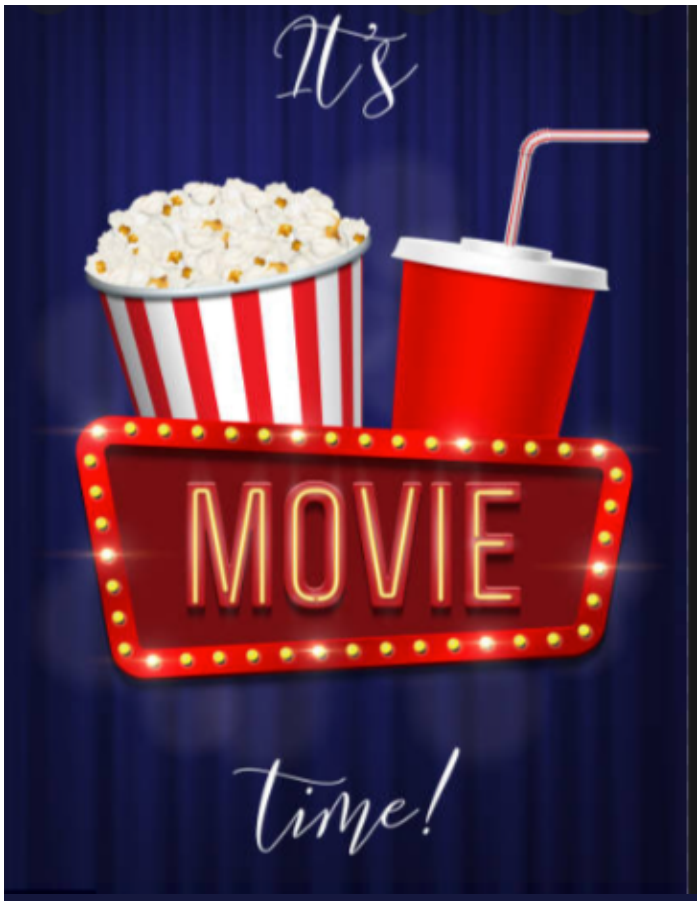
Farewell Breakfast!




Please pop in on your way home from Taildraggers and join the Sling team, Commercial Airline Pilot Linda Sollars and "The Candourist" JP Schulze as they prepare to fly their 3 Sling High Wings to Oshkosh AirVenture for a Sunday breakfast at Tedderfield Airfield on Sunday 3rd July.

R100 per person 08h00 to 11h00 Sunday 3rd July

PLEASE RSVP HERE



A NIGHT AT THE MOVIES!

On the 26th May, EAA members were treated to a private pre-screening of the looong awaited Top Gun Sequel, Top Gun Maverick at the NuMetro Cinema complex in Bedfordview.

The packed lobby at NuMetro Bedfordview

Covid 19 regulations were still in place at the time restricting us to only 75% occupancy in the cinema, which translated to 91 seats. Initially we were concerned that we would battle to sell all 91 seats, but EAA members once again proved us wrong,

proved us wrong, we had a waiting list for availability!

Many of us met at one of the restaurants in the mall for a “quick” pre-show dinner, some of the restaurants were unfortunately overwhelmed and “quick” turned into “slow”!

Tickets on the night, all prepaid and booked on an on-line system set up by Marie, were handed out extremely efficiently by Ronell Myburgh, our EAA secretary, thank you Marie and Ronell for all your work and to all those that attended!

TOP GUN MAVERICK

Taildraggers FAWA 1st to 3rd July

CARBURETTOR ICE

… is it a winter occurrence?

by Dr Robert Clark

It's a beautiful summers morning and the EAA guys have arranged a breakfast at one of the local airfields near Pretoria. It's 06h50 at Witbank, slightly overcast but otherwise, perfect flying conditions. The planned flight is a quick 25 minutes before we enjoy a great breakfast, with good company. Life is good. After performing the initial checks on the aircraft and taxiing to the holding point to do the engine run up checks, one questions the need to test for carb ice. After all, it is summer and surely carb ice only happens in winter!

Pilots can assume that clear skies, on a summer's morning, as a reason not to test for carb icing. Nothing could be further from the truth. Failure to test for carb ice on a summer's morning could have dire consequences to you, your passengers and your aircraft.

What is carb icing? To understand carburettor icing, we need to understand how a carburettor works and why the inner operation of the carburettor causes the formation of ice. The ice, will essentially choke the flow of air-fuel mixture to the combustion chamber.

As with all things in aviation:

if we have a good understanding of the hazard,

know how to recognise the warning signs and

identify what immediate actions should be taken,

we can eliminate the threat. An example of the above is a stalled wing at low altitude, which is never a good idea. This phenomenon will demand your full attention and require immediate action. If you feel the buffeting of the wing or hear the stall warning device, we know as pilots, that this should trigger evasive action. Carburettor icing is no different! It could result in tragic consequences, if not dealt with appropriately.

A good understanding of the hazard.

Let's understand the problem. How does ice form in your carburettor on a lovely summer's morning? Any singular event in aviation that could cause an accident, is worth understanding. Let's unpack what carburettor ice is, and then you will know why it is a risk to you and your passengers.

In the carburettor icing portfolio, over 200 events have happened in a decade and sadly, with tragic consequences, including the multiple loss of life. A carburettor, in simplistic terms is there to mix the fuel with the air, in a controlled manner to give the correct air-fuel ratio to the engine. In a perfect world, it would be ideal to operate the air-fuel ratio at stoichiometric conditions all the time, but that is not always possible. Air is accelerated through the venturi (the narrowing of the carburettor, named after the 18th century Italian physicist Giovanni Battista Venturi 1746-1822), which creates a pressure drop. The drop in air

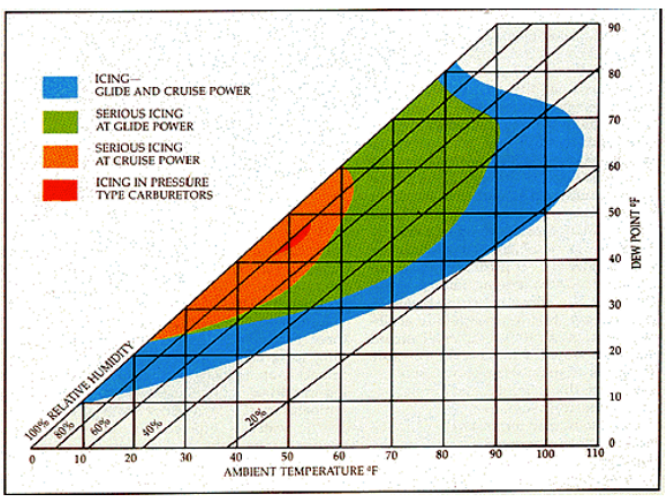
pressure within the venturi sucks up the fuel from the carburettor bowl through the needle jet, causing the vaporization of fuel into the accelerated gas steam. The carburettor butterfly valve is positioned downstream of the venturi, which is, the initial point of interest for carburettor icing.

Carburettor icing is essentially dependent on three factors, being:

- Relative humidity.
- Air temperature.
- The operation of the carburettor.

The vaporization of the fuel in an accelerated air stream within the venturi will cause the temperature of the air-fuel mixture to drop. How much can the drop in temperature be from ambient conditions? Anything from 15 to 20°C is possible. If the chilled air-fuel mixture is laden with moisture (humid conditions), the condensing water vapour in the air can result in the formation of ice. The formation of ice initially takes place on the butterfly valve, which is downstream from the venturi. This is known as throttle ice. The ice formation, if severe enough, can also form upstream of the butterfly valve, back towards the venturi.

Carb ice will take place when the humidity is high, but it will also take place at lower humidity levels when the plane is operated at a lower power setting. Lower power settings remove substantial latent heat from the engine compartment, where the carburettor is situated. Research done by the National Transportation Safety Board suggests that carb icing can take place when the humidity is as low as 35%, and when the plane is operated at a low power setting. Low power settings in flight are typically related with downwind, base leg and final approach conditions.



Formation of carburettor ice
Source: www.paramotorclub.org

How to recognize the warning signs of icing.

When ice starts building up within the carburettor and on the butterfly valve, the airflow to the engine is interrupted. The law of diminishing returns comes into effect when we are dealing with carb ice. Should no action be taken, the ice will continue to build up with an associated reduction in power.

The first indication of carb icing is a marginal drop in engine RPM, and an engine that starts to run rough. It will get progressively worse as the ice builds up, until the engine is starved of the required air-fuel mixture for combustion to take place. When this happens, an engine failure is imminent. The outcome of an engine failure immediately after take-off is normally regarded as an extreme emergency, as the aircraft is, low and slow.

It is for this reason, that a test for carburettor ice is always carried out prior to take off. If you open the "carb heat" and the engine RPM shows a slight drop, and then picks up again, you had ice formation in your carburettor. The warm air introduced from the "carb heat" has melted away the blockage, that was choking the engine.

An added feature that can be fitted to your aircraft, at relatively low cost, is a thermocouple fitted to the side wall of the carburettor, with a digital readout in the cockpit. This could help in recognizing the conditions that are favourable to the build-up of ice, although, it should never replace the "carb heat" test on the threshold. Carburettor ice detection systems are readily available on the Internet, which gives ample warning before the situation becomes critical. This system is for advisory purposes only. They cost about R6 800 plus delivery charges.

Corrective action to be taken.

The remedy for carburettor icing is always the same……apply "carb heat". The Pilot Operating Handbook for your type of aircraft will give guidance regarding the application of carb heat.

Should you have icing and apply carb heat, the engine may run a little rough as it ingests the ice. There will be a slight drop in RPM, as less dense air is sent to the combustion chamber. Applying carb heat when you have severe icing, is like, a pregnant lady going into a labour ward in hospital…."*things are going to get a lot worse before it improves*". Don't be overly concerned about the noises when the ice is ingested….it will improve with time. The engine RPM will increase

once the ice clears, as the blockage has melted away with the application of warm air. A further increase in engine RPM will be noticed once the carb heat is turned off.

Some aftermarket carb heat systems include a heater element on, or near the butterfly valve. It is nothing more than a brass fitting with a little heater element, that heats up the butterfly valve and the area in the vicinity of the butterfly valve. Whilst this may displace ice on the butterfly valve, one must question, if it will displace ice upstream of the butterfly valve? If you doubt the reliability of this system on an aircraft, rather err on the side of caution. Use the conventional system of warm air from a box around the exhaust silencer, with the aftermarket carb heat system as an additional feature.

It is important to note that carb heat is applied in full, or, not at all. Another noteworthy point is that the air from the carb heat on some aircraft is unfiltered and should therefore, be minimized whilst on the ground.

Many pilots having tested for carb ice, are delayed by ATC because of a landing aircraft. During this delay, carb ice could form again. It is for this reason, that I always keep carb heat open, until I am lined up on the runway and ready for take-off. A further check on the runway is to make sure that you always perform a power check after applying full power. Your engine will not develop full thrust if you have an obstructed airflow within the carburettor, or butterfly valve.

Preventative measures are of vital importance when it comes to carb icing, as the consequences can be fatal. Always check for carb icing in your pre-take off checks, and always apply carb heat as recommended by your Pilot Operating Handbook. As carb ice can occur in all phases of flight, be prepared to apply carb heat when necessary. The marginal decrease in engine performance when applying carb heat (due to the change in density of the air), pales in comparison to a full-blown engine failure after take-off, or, during the landing sequence.

Always remember that carb heat should not be used when maximum power is required (take-off, missed approach etc).

For the pilots who choose to save a few Rands per litre on fuel and operate their Avgas designed aircraft engines on car fuel, take note of these fact: Car fuels can contain bio-alcohols, which could have a greater volatility. Volatility refers to how easy a fuel vaporizes.

The possibility of water contamination is high. This could increase the possibility of carb icing.

Bio-alcohol fuels will attract, carry, and retain water. Besides carb icing, this could have several side effects on your aircraft's engine, fuel lines and fuel tanks.

The quality control standards for car fuel from the manufacturing plant to your aircrafts tank, are not as stringent as Avgas. Avgas quality control standards include filtration for removing dirt, and the assurance that the fuel is free of water. This could impact engine performance and cause a blockage in the filters.

Avgas has stringent procedures for the approval of additives, with a focus on aircraft engine and fuel system reliability.

I will not use the term MOGAS, as MOGAS is not readily available in South Africa. Despite popular belief, MOGAS is not petrol from your local petrol station, which is normally transported to the airfield in a plastic container. MOGAS per definition is a fuel that conforms to ASTM D4814 or Euronorm 228 specifications and controlled and labelled differently, such that it is "*fit-for-purpose*" for aviation use. The notification below from the Light Aircraft Association raises some very valid points.

USE OF UNLEADED MOGAS

(see CAP 747)

LAA Light Aircraft Association

- Only legal in aircraft specifically approved for the purpose
- Fuel to be fresh, clean, water and alcohol free
- Check for leaks and deterioration of pipes, fittings, valves
- Verify take-off power prior to committing to take-off
- Tank fuel temperature not above 20C
- Fly below 6 000 ft

CARB ICING AND VAPOUR-LOCK MORE LIKELY

Aircraft fuel, with it's known quality standards, is there for flight safety and performance. It is vital to follow the manufacturer's fuel recommendations for your type of aircraft. If Avgas is the endorsed fuel according to your Pilot Operating Handbook, make sure it's Avgas in your tank.

The Cousins at Couzyn's

Eugene's Hangar Breakfast
Jack Taylor Airfield, Krugersdorp

Saturday 28th May 2022, a typical highveld winter morning, cold, no wind and clear skies – a great day for aviation!
EAA member, Eugene Couzyn, had put out a WhatsApp message inviting members to join him for a breakfast at his hangar.

This brand new Bathawk was flown in by Sean and a student (owner)

We got there early to find Eugene hard at work setting up – coffee, eggs and bacon were just what we needed on this cold morning!
Aircraft started arriving soon after – amongst them were Moose and Anne Woods in the Bear Hawk, Sean and student in a cold open cockpit Bathawk, Nico and Jenny in their Safari, Jeff and Sharlene Earl in their Piper Cub and Coen Swart and buddies in Bonanza. A number of members also drove in, some of whom are hangered at the airfield,

Eugene's Alouette II was displayed proudly outside his hangar

some of whom are hangered at the airfield, I guess that's acceptable!
During the morning we were invited to wander over to Kevin Hopper's hangar on the eastern side of the field to have a look at his project – the

Project visit – Kevin Hopper's Orion and other projects

Orion Cub, a Rotax powered modernised Cub type aircraft which he will be producing commercially. It was also great to see some of the other aircraft in his hangar including Tigers and a Boeing Stearman

Rare visitor to the event was this Aerospatiale Trinidad

Part of the crowd in front of Eugene's hangar

Andy Lawrence's Piper Cruiser

We must thank Eugene for organising this impromptu event and encourage other members to do the same and open up their hangars for more EAA camaraderie and fun!

Breakfast for Linda

Sunday 15th May 2022

Linda Solars, Jet Blue Captain and owner Sling High Wing Serial # 1. Linda has been travelling to South Africa regularly over the past few months in between work shifts in the USA to complete her Sling High Wing under a builder assist program at the Sling factory. Linda is planning to fly her plane to Oshkosh 2022 with Mike Blythe in the cockpit and together with 2 other Slings, JP Schulza in a taildragger and James Pitman and Matt Cohen in a newly built High Wing demo model.

On Sunday 15th May it was decided to host Linda and her husband Gordon, at Jack Taylor Airfield, Krugersdorp for a fun break from the hectic pressure of getting her plane ready for Oshkosh!

Mike Puzy and Derek Hopkins, Eagles Creek based pilots, unselfishly volunteered to pick up the couple from Tedderfield Airfield south of Johannesburg where Linda and Gordon are staying and fly them over to FAKR.

Linda and Derek

A beautiful winter's morning meant no weather problems and after probably not quite a "straight and level" flight, they were delivered to HMS Krugersdorp.

Pete and Linda with the Nieuport

A number of EAA members came out to join Linda and Gordon, amongst them Pete Lastrucci who let Linda try on his Nieuport replica and Dale de Klerk with Roy de Staedtler's Flying Flea.

Linda in the single seater Flying Flea

Some of the folk who came out to join Linda and Gordon including ace pilot, test pilot and instructor, Brian Stabelford (middle back)

Selfie with Linda, Derek, husband Gordon and Mike Puzi

Now that's a "true" EAA jacket – Dale de Klerk

Slings to Oshkosh!

Linda's Sling High Wing with it's unusual paint scheme. Linda will be accompanied by Mike Blyth

Factory prototype rebuild – James Pitman and Matt Cohen

JP Schulze's taildragger

Mid July 2022 the 3 Slings above are due to set sail to Oshkosh AirVenture 2022. We wish them a great and uneventful journey!

Chapter 322

June 2022 Gathering

Once again Covid-19, like a nearly defeated boxer against the ropes, bounced back with a desperate left hook to take back control of our monthly gatherings. This time it was our announced presenter, JP Schulze who fell victim to the virus a mere two days before the gathering. Plan B had to be quickly planned and thanks to the help of members Karl Jensen and Sean Cronin, the gathering was saved!

Our usual braai masters, Pottie and Coen were there early to stoke up the gas fires, very welcome on a cold winter's evening, barman Stephen, Ronell and Marie were all there to help the event run smoothly.

Vice Chairman, Sean Cronin hosted the gathering which was set up as a "face to face" and zoom gathering. In all we had over 60 people join, a nice turn out for a winter event.

Sean kicked of with our June mystery aviation personality – an early photo of Clyde Cessna, founder of the Cessna Aircraft Company

June's mystery aviation personality – Clyde Cessna

Birthdays for June were once again many, 28 in all and hoping you all had a good day celebrating!

Sean and fellow member Dean Nicolau then went on to present a very entertaining talk and slide show titled "The Land of Coffee and Cashews – getting conservation on the go". It covered their trip to Côte d'Ivoire to assemble and test fly a Bat Hawk aircraft.

Sean, Dean and team in Côte d'Ivoire

The Côte d'Ivoireians turned out to be very innovative to make things happen!

Sean and Dean's talk covered their accommodation and travel challenges, the friendliness and ingenuity of the Côte d'Ivoireians and success of the mission – well done Sean and Dean!

Rob Brand then presented his monthly safety talk. The subject "Who's in Control?"

This was followed by Karl Jensen's "Events Report Back" – presented in Karl's usual flamboyant style.

Events covered by Karl were the May gathering with 3 Slings flown to the event at night by Sean Russell, Linda Solars and JP Schulze, a gathering which will be remembered by many as one of the most entertaining 322 events ever!

Slings at the May 322 Gathering

Karl also covered the great achievement of Mike Puzey's daughter Tyla's first solo in the C-150 he restored for his daughters

Mike and daughter Tyla – first solo!

Well done Tyla, we look forward to seeing you pass your PPL in the not too distant future!

Derek Hopkins on the way to pick up Linda Solars at Tedderfield

Next on Karl's report was the breakfast for Linda and Gordon Solars at FAKR. It was nice to see EAA members stepping in to make this happen!

Bruce Harrison, Jeff Earle and company at Queenstown 90th Tiger Anniversary

Karl also included a very important event, the 90th Tiger Moth Anniversary fly-in to Queenstown, Archie Kemp's 80th Birthday at Petit Airfield and the Parys Air Show – a "quiet" month as Karl described it!

Thanks once again to all that attended and to those who made it happen!

Received from Bill Leftwich in the USA – an article Beam magazine on his and 322 member Ricardo De Bonis' 10-day trip across the USA in an open cockpit Air Cam

Hello Paul, In August of 2021, I submitted an article to the QB *Beam* magazine about my cross-country flight in 2019 with Ricardo De Bonis in my Air Cam, known locally as the "Red Bird". Today, I received a copy of the May 2022 issue with my article and photos. They used some of the photos I sent, which I had taken with my drone, while picnicking on the beach at Ossabaw Island, Georgia.

Not sure if you are familiar with "QB", or the Quiet Birdmen. This is the oldest aviation organization in the USA with even a few, "Hangars" overseas. The QB's were started in 1921 by a group of WW 1 pilots who liked to get together, share stories, and drink beer. Notable members were people like Charles Lindbergh and Niel Armstrong. Howard Hughes could not get in because he was not considered a "good fellow". I'm a member of the St Simons Island Hangar (SSI) that has about fifty members. There are no women in the QB.

The monthly publication is called the, "Beam". That name is derived from early radio navigation methods called, "flying the beam", or radio signal from station to station.

I'll send the front cover and the three pages of the article. Hope it makes it through cyberspace.....regards, Bill Leftwich

Drone shot taken by Bill at Ossabaw Island, Georgia.

Bill and Ricardo after their 10-day, 42-hour flight

322 JULY GATHERING

WEDNESDAY 6th July

Pilot, award winning photographer, filmmaker and travel vlogger, Juan-Peter Schulze.
Live at the auditorium!

Archie's 80th Birthday

Saturday 14th May 2022, Archie's son Donovan put on a wonderful birthday for Archie at Petit Airfield. Many members flew or drove in to enjoy a day of aviation, camaraderie and join Archie in celebrating this big milestone. All the best Archie – hope the next 80 are just as good!

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

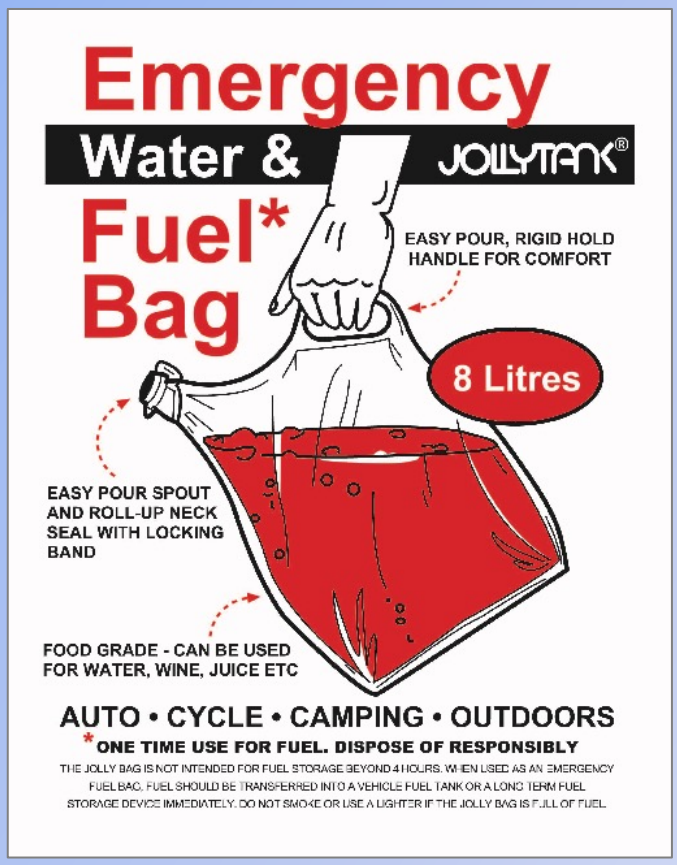
50% DISCOUNT FOR EAA MEMBERS!
Experienced Grade 2 ME IF Instructor
Whether for ab-initio or advanced training, Multi-engine or IF, I am available to assist you at half my normal rate.
Own or aircraft hire is possible.
Bush flying courses and flying safaris catered for.
Contact Tony Kent on 082 442 0866 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!

Bluesky Aircraft Sales

AIRCRAFT WANTED OR FOR SALE

Irene Naude has a number of interesting aircraft available. Please contact her for details
Irene 083 446 1393 974



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

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

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 / Technical Officer	Peter Lastrucci & Andy Lawrence
Auditorium	Marie Reddy

EAA Chapter 322 Johannesburg

Virtual monthly gatherings until further notice 1st Wednesday of the month

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

EAA Chapter 1502 Durban

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

Chapter 1262 East London

Meets last Saturday of the month Wings Park

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

Chapter 870 Kroonstad

Chairman	Niel Terblanche
Secretary / Treasurer	Hennie Roets
Committee Members	Johan Mouton & Carl Visagie

Chapter 788 Port Elizabeth

Chairman	Brett Williams
Vice-Chairman	Russell Phillips
Treasurer	Deon Swanepoel