

...Contact!



February 2022

60/60 – Two 60th Celebrations



© Mitchell Nicolau

In this issue

- *60/60 – Two 60th celebrations!*
- *What's Cookin' - Karl Jensen*
- *The Great Grasshopper Hop to Knysna – Roy Gregson*
- *Reopening of Sauerdale Airfield, Zimbabwe*
- *Flying for Purpose, Rhino anti-poaching – Marie Reddy*
- *The Zing – a true grassroots homebuilt aircraft*
- *Member services*
- *EAA Market*

President's Column

Paul Lastrucci



Greetings!

As we hurtle toward completing the 1st quarter of 2022 which has swiftly picked up momentum to what is hoped to be “normal what we were used to kind of year” we seem to be pretty much back to everything sans the masks, let’s hope our fearless, rotund and potholed political might, don’t get steered by a third force, aimed at keeping them only focused on the feeding trough, and un-miraculously plunder the nation back to the lockdown levels of a short time ago. Whilst its paramount to ensure the precautions around averting Covid is extremely essential, there is a much bigger “The Show has to go on” groundswell, which appears to have taken center stage and slowly swaying the momentum back to hopefully a familiar type of normality. I’m certainly hoping so!

Speaking of Shows, the 69th edition of EAA AirVenture Oshkosh, EAA’s annual fly-in convention from July 25-31, 2022, is set to be a spectacular event building on the successful Airventure of 2021. Things like additional special offers and a lineup of spectacular shows, forums, displays and the evergreen Airventure Tours will be well placed to resume the SA contingent this year. We have a little over 175 days to go on the countdown to the world’s greatest aviation spectacle. For the lucky

folk that will attend from South Africa, it’s almost just around the bend. EAA AirVenture Oshkosh annually features nine air shows over seven days, as well as 1,500 forums, workshops, and seminars plus in excess of 800 aviation exhibitors. If you ain’t been now’s the time to make a plan. Keep Mach numbering! you may be next.

Also, great to see the work done by Chapter 1502 at Baynesfield KZN, sprucing up the clubhouse and keeping the momentum going with breakfasts and get together’ for the like-minded enthusiasts in the KZN area. Alan Lorimer and the guys have got a great venue and home base for the chapter and as soon as the clear flying days lets us sneak over the escarpment and into the crisp air, I’m sure the up-country guys will savor the good ole hospitality they are well known for and come and support.

Chapter 322 under the leadership of Neil Bowden, will host a live meeting as well as Zoom at the EAA Auditorium Rand Airport on the 2nd Feb. Marie Reddy in true Marie style, has directed a team to fix some water damage from the ongoing rain, which has been done and we looking forward to the camaraderie that a Boerie roll and a Beverage brings, so we hoping for good support of the chapter by the members. Thanks to 322 Chapter for the support and the team for making this happen and many other interesting aviation happenings.

EAA SA along with the Chapters will continue to assist and support the youth to enter aviation in South Africa, to foster and grow the Spirit of Aviation amongst the youth going forward. Many thanks to Mark Clulow and Alan Stewart and to the continued stellar efforts of John Illsley, who continue to perpetuate a path for the youngsters to replicate, what guys like Nigel Hopkins and many others here in SA have done to live the dream and make it a reality. Nigel recently test flew that beautiful Radial Rocket of EAA member Derek Frasca, also an absolute Superman when it comes to fine detail and craftsmanship, who quietly spent a number of years building and producing a masterpiece in his hangar.

In Nigel's interview with SA's Legendary pilot and consummate professional, Scully Levin in a Smoke on Go series video, it's truly special to witness a short snippet of the path that Nigel has been down making him the world class humble aviator he is today. He skillfully test flew that big ole Radial Rocket on a breezy day at Krugersdorp flanked by his main mentor "Pops" in an RV 7 which they built, along with another master of his craft, Jason Beamish. If this does not conjure up the product of a true EAA story that permeates enthusiasm and professionalism from a young age, that launches them to the pinnacle of aviation, then there is pretty much nothing else that will. Stuff like this brings about a glowing pride and we seeing more of these types of scenarios developing which is fantastic.

Great to see the Air Scouts group from Benoni joining into Chapter 322 and as the late Bill Keil would say "You are as welcome as the Flowers in Spring"

February month ahead will keep EAA National busy with renewing the SACAA Part 149 ARO for the EAA here in South Africa, as well as the Aero Club Council meeting, and as mentioned last month, we can look forward to an action-packed year with many of the regular features, and lots of fly away breakfasts, hangar flying, safety initiatives and I know of a few projects that will fly this year. So, no reason not to get involved in the usual camaraderie, laughter and lies that keeps us as one of the most active ARO's in South Africa today.

Stay Safe
Paul



"Pops", Nigel and Jason with the Rocket

**RENEWAL
REMINDER**

It's time to renew our EAA Memberships!

Membership fees have stayed unchanged for the past 3 years and will once again remain the same! EAA and Aeroclub are committed to protecting our freedom to fly – we need your help! By joining an EAA Chapter and EAA National you stand a chance to win a trip to Oshkosh 2023 in our MACH Rewards program! Draw to take place November 2022

[CLICK HERE TO JOIN OR RENEW](#) 



Coming Soon!



EAA's Private Viewing of the new
Top Gun Maverick
Date to be announced soon!

Chapter 322 January Zoom Gathering

Wednesday 12th January 2022

With most members trickling back from their annual December holidays during the first week of January, we traditionally hold our January gathering on the second Wednesday of the month. By now our dear friend "Covid" had completely overstayed his welcome, and there was an urge to get back to face to face gatherings once again. Unfortunately Covid numbers, although declining fast, were still quite high and the committee decided to revert once again to the Zoom only format, with promises of making February a hybrid format.

322 Vice, Sean Cronin was our host for the evening. We started with a reminder to all to renew their memberships and by doing so, put themselves in line for a trip to Oshkosh 2023. The draw will take place at our year end function in November. Members were also reminded on how to up their MACH scores.

Our January aviation personality was the legendary aerobatic pilot, Patty Wagstaff. Patty learned to fly in Alaska after the C185 she chartered crashed. She was the top US medal winner, winning gold, silver and bronze medals in international competitions for several years. In 1991 she won her first of three US National Aerobatic Championships, the first woman to win that competition



Patty Wagstaff

Future events included the a breakfast fly-in to Kitty Hawk airfield on the 15th January, the Top Gun Maverick private viewing on a date to be announced and the next 322 Gathering on the 2nd February, possibly face to face and virtual. The Aeroclub week will be held over the weekend of 21st April at Middelburg and we mooted the possibility of combining our EAA National Convention with this event once again. 322's year end function is also planned for November 2022. Our Safety Talk by Rob Brand was on Va or Maneuvering Speed and how weight changes will change this speed – the lighter your aircraft, the lower is the Va.

Two definitions exist;

Def A: the highest speed at which full deflection of the controls about any one axis are guaranteed not to overstress the airframe

Def B: speed at which an airplane will stall before exceeding it's maximum load limit. Make sure you are aware of your aircraft's Va – it is well below the Vne!



Chapter 180's proposed Community Aviation Resource Centre, and Gary top right corner!

Next up was our guest speaker all the way from Sarasota in the USA. Gary Stevens, who is a regular visitor not only to our campsite in Oshkosh, but also to our 322 virtual meetings. Gary gave us an insight to his Chapter's (EAA Chapter 180) activities, their very ambitious plans for their new HQ at the airport and a very interesting talk on Private Use Airports in the USA. Thank you Gary – your talk was very well presented and the effort you put into this did not go un-noticed!

Karl then presented his events round up for December, which, despite the weather, seemed to be a busy aviation month.



What's Cookin'

By Karl Jensen

19 February Saturday: Invitation to a launch announcement for a new airline and possible positions for all personnel, including pilots, cabin crew, technical and ground staff who might be interested.

This invitation to a gathering has

been submitted by Leon Le Grange, an ex-Senior SAA Technician who owns and operates Leg-Air at Springs Airport.



The Leg-Air hangar is accessed via the blue gates on South Main Reef Rd to the north side of the airport. A good time to be there will be 10h00, Sat 19 February. Braai facilities will be available and refreshments by cash bar. Leon is available on 083 736 3969



9-10 April Rhino Park Young Eagles: The Gauteng District Air Scouts will be holding a camp at Rhino

Park Airfield on the above dates. The Air Scouts from these five Groups are an ideal source for EAA Young Eagles with their vested interest in aviation. The leader of the event is newly signed up EAA 322 Member, Warren Lovell. I sincerely hope Chapter 322 will take advantage of this opportunity to hold a large EAA Young Eagles Event. We have only a short time to call for volunteers and make the necessary arrangements for Indemnities, Certificates etc. I hope our members will be generous with their aircraft to plant the fertile seeds of dedication to aviation amongst these keen youngsters



Mayday SA. Mike Groch who is the patron of the wonderful Mayday-SA and his team are trying to raise much need funds for the continued operation of Mayday-SA. To date the initiative has been donated the following which will be raffled:

1. A Henley helicopter flight over Joburg at sunset.
2. An AIFA impala flight from Oudtshoorn
3. A fixed wing intro flight over Cape Town and Cape Point.
4. Some framed Comair photos and an aristaconfuser 🤖 (Aristo Aviat Computer) navigation toolkit.

MAYDAY-SA AUCTION

"Mayday..... Mayday" a frantic call goes out across the airwaves. It is a distress signal used in the international Aviation industry in voice-procedure radio communications, especially when an aircraft is experiencing an emergency. And MAYDAY-SOUTH AFRICA took its name from this powerful word.

Mayday-SA is a volunteer managed NPO with aviation professionals trained in peer support. It has been in existence since 2011 and was born from the Albatross accidents near Tzaneen where the industry realised the need for peer support in

adverse events. Recently the reality of the COVID pandemic has brought the focus of mental health and wellbeing to the fore because of what most of us experienced as a very challenging time for our aviation industry.

The spate of larger than usual number of general aviation accidents to date, has again emphasised the importance and the need for support to aviation professionals. Throughout the past 22 months of COVID, Mayday-SA has offered various forms of support to individuals and groups in the industry as they experienced challenges ranging from the impact of retrenchment on mental wellbeing to medical license concerns and dealing with fatal accidents.

To enable us to keep serving the industry and expanding our reach to more pilots, cabin crew and engineering and maintenance personnel at the sharp end of aviation safety and promoting the importance of mental health and wellbeing of these aviation professionals we need funding that has, consequent of the financial and economic state of the industry, literally dried up from our traditional donors. **MAYDAY-SA PEER SUPPORT, SO CRITICAL AT THIS TIME, IS STRUGGLING TO SURVIVE.**

To relieve our immediate financial pressure, we are hosting an online aviation-experience auction in March 2022 where the public will have the opportunity to bid for amazing aviation-related experiences! Some of which many of us dream of but have never achieved.....Maybe you've wanted to experience a fighter jet flight ...or how about an airline simulator experience. Now is your chance!

Current prizes include (with more to come):

An airline simulator experience (sponsored by Comair).

- A fighter jet flight (sponsored by Test Flying Academy South Africa).
- A Henley Air sunset helicopter flight over Joburg.
- A Cape Peninsula/Cape Point flight (Sponsored by Stick & Throttle Aviation).
- A fly-in Karoo experience at the Retreat at Groenfontein.

To register for the online auction, WhatsApp your name and e-mail address to 0837977001. It will be a Virtual Auction run by a professional auctioneer on an evening around mid-March.

A full list of auctionable items will appear on our website as these are secured from our donor

partners – www.maydays-sa.org.za

For enquiries WhatsApp your questions to: Jaco van der Westhuizen (0837977001) or Mike Groch (0824454216).

Join in the fun. Maybe bid your way to a unique prize. At the same time support a worthy cause.



The Aero Club Membership Support Initiative

ATFs AND Licences

The Aero Club has implemented a Member Support Initiative to assist active Aero Club members in their Recreational Licence & ATF application submissions to the CAA.

The essence of this Initiative would be to facilitate the application process with the CAA, which will entail assisting members, to collect documents, provide a function of validating completeness of an application pack and submission to the CAA on the member's behalf, collection back from the CAA and return to members via a courier service if required (Members can collect themselves if desired).

Cost – R 300 per submission, R 150 Courier Service



<https://www.aeroassist.org.za/>

Most of you remember during 2020 the Aero Club hosted a web based system to support maintenance & proficiency flights during lockdown, which was developed by a few of our members within a record time frame. As it involved the upload and verification of documents and an approval cycle by the CAA, this system became the basis for extending the development into a fully-fledged ATF renewal system – which is now known as AeroAssist.

AeroAssist is a web based system that can be used by members of Aero Club to facilitate Authority to Fly applications with CAA.

The functionality of the system allows for the upload of all required documentation that must be submitted with the application. Aircraft details and applicable documentation will be saved to a master document set for the aircraft and will be available for subsequent applications; making it easier for the user the next time an application is submitted.

Applicants are kept up to date with regards to application progress via their preferred communication method - sms or e-mail. When the Authority to Fly has been issued by CAA, it will be stored in the system and automatically e-mailed to the applicant.

As an additional service, we also send a reminder at the appropriate time when an Authority to Fly is due.



**For more information contact The Aero Club of South Africa
(011) 082 1100 or charne@aeroclub.org.za**

SAUERDALE (FVSD) AIRFIELD BULAWAYO, ZIMBABWE REOPENING!

In mid-January 2022, I visited Bulawayo and was invited to “sundowners” at Sauerdale Airfield by Rodney Tink.

The Matebeleland Aviation community are investing a massive effort into re-opening the Sauerdale Airfield providing an alternative for general aviation to the Joshua Nkomo International Airport some +/- 20km to the North of Bulawayo.

FVSD is situated some approximately 12 kilometres from the city centre, just on the FVJN zone boundary making for easy access. The airfield was used pre-Second World War as an RAF training facility as the weather conditions of Bulawayo were considered way better than those “at home”.

The Bulawayo aviation community have gone to great lengths building top quality ablution facilities, staff accommodation, a clubhouse with bar (naturally) and viewing facility with the intention of catering for the ladies who often accompany the enthusiastic pilots.

The runway is a 1 500m hard compacted flat surface. A number of hangars are under construction, and we were entertained in Ray Hollins’ hangar with adjacent pilot’s accommodation.

The magnificent rains have slowed progress a little, however, it is intended to have an opening fly-in March/April of this year. As the last aircraft to leave the runway was a Tiger Moth, there will be a Tiger Moth fly-in as the inaugural landing.

The Bulawayo guys, in usual fashion, are going to great lengths to open a top-class facility on the Southern approach to Bulawayo which should provide ready access for GA to the exciting fly-in destinations in and around Matebeleland. Destinations include the Motopos, Tuli Block, Nottingham Estate, Hwange (multiple destinations therein), Victoria Falls and Binga.

For anyone contemplating visiting Zimbabwe, any rumours about Zimbabwe aviation fees are viewed as fake news by the guys there. They will be more than willing to provide local advice on flight planning requirements in Zimbabwe. All accommodation in Zimbabwe including Victoria Falls is hugely discounted at the moment and with the good rains the Motopos is stunning, and Victoria Falls is literally pumping.

We look forward to a grand opening event and thanks to Rod, Ray and Tim for a wonderful sundowner at Sauerdale Airfield.



The Great Grasshopper hop to Knysna

Roy and Marc Gregson



I retired to Knysna in April last year & wanted to bring our 1942 Piper L4 Grasshopper to Knysna.

Unfortunately at this time there was no hangarage available at Highway in Rheenendal, which is a nice farm strip close to Knysna.

In December we were able to find space which cleared the way for us to bring our old lady down to Knysna.

The Grasshopper which is the military version of the J3 Cub has only 2 hours fuel endurance & flies at 70 mph so this needed quite a bit of planning & good weather of course.

This particular aircraft served in the American Army Airforce from 1942 to 1945.

We bought her in 2012 & flew her from Morningstar in Cape Town to Panorama where she has been ever since.

Luckily my son, Marc, is visiting us from Hong Kong where he is Captain on an Airbus A300 for Air Hong Kong & was able to share this adventure with us.

My wife Sheila & Marc's girlfriend Nameera would be our ground crew as we would have to fuel up frequently.

We left Panorama on the 26th of January for Tedderfield where we stayed overnight at Nico Brandt's hangar and left the following morning with good weather and a nice tailwind.

We landed at Kroonstad, but no fuel at the airfield, so thanks to our ground crew we filled up with Mogas & then headed for Tempe. Our ground crew

remembered the fuel but forgot breakfast but luckily we had some Padkos so all was well.

At Tempe we got food and fuel and then Rock & Rolled our way to Gariep in hot weather & lots of turbulence.

We landed at Gariep & got fuel from Jaco thanks to the EAA chaps giving us the contact numbers. With a nice flight over the dam with all its sluice gates wide open we headed for Graaf-Reinet but due to a headwind had to land at Middleburg for fuel. On landing we had to dodge numerous Meercat holes & were glad we were in the Grasshopper!



On board the Grasshopper



The Crew, Marc, Nameera, Sheila and Greg

remembered the fuel but forgot breakfast but luckily we had some padkos so all was well.

At Tempe we got food and fuel and then Rock & Rolled our way to Gariep in hot weather & lots of turbulence.

We landed at Gariep & got fuel from Jaco thanks to the EAA chaps giving us the contact numbers. With a nice flight over the dam with all its sluice gates wide open we headed for Graaf-Reinet but due to a headwind had to land at Middleburg for fuel. On landing we had to dodge numerous Meercat holes & were glad we were in the Grasshopper!



Then on to Graaf-Reinet where we landed with absolutely no wind, which is unusual for this place. Wind was predicted to be quite strong later on & as we couldn't get any contact for a hangar there we had to tie our old lady down & worried about her quite a bit. Luckily from our Microlighting days we know how to do this & were very happy when she was still there the following morning & hadn't left without us!

As the wind over the Outeniquas was strong & not suitable for us to attempt the crossing we decided to remain in Graaf-Reinet for the day, which was quite nice as we could relax & visit some of the interesting places around the town.



Willowmore

The following morning we left for Willowmore where we would refuel for our hop over the mountain to Highway. We flew over Beervlei dam which actually had water in which I have not seen before in my many trips past it in the past. It's not actually a dam but a breakwater to stop flooding in the Willowmore area.

We left Willowmore for our 40 minute flight over the mountains & said goodbye to our ground crew before their two & a half hour drive to the same place!



Over the Outeniquas



Outeniquas Karoo side

The flight over the mountains was probably the most stunning with its arid Karoo side, high mountain passes & then lush dense forests on the coast side.



Approaching Highway

We found Highway & to make it the perfect trip did a magic 3 point landing onto the lush grass strip which is Highway.
The new home of the Grasshopper!

Roy Gregson



Arrived safely!



Middelburg – refueling stop



Cessna 172 History



The **Cessna 172** First flown in 1955. More 172s have been built than any other aircraft. It was developed from the 1948 Cessna 170.

Measured by its longevity and popularity, the Cessna 172 is the most successful aircraft in history. Cessna delivered the first production model in 1956, more than 45,000 examples have been sold.

Early Cessna 172s had a "fastback" rear cabin with no rear window and featured a "square" fin design.

The Cessna 172 started life as a tricycle landing gear variant of the delightful taildragger Cessna 170, with a basic level of standard equipment. In January 1955, Cessna flew an improved variant of the Cessna 170, a Continental O-300-A-powered Cessna 170C with larger elevators and a more angular empennage. Although the variant was tested and certified, Cessna decided to modify it with a tricycle landing gear, which was termed the Landomatic Landing Gear. Later, the 172 was given its own type certificate. The 172 became an overnight sales success, and over 1,400 were built in 1956, its first full year of production. Early 172s were similar in appearance to the 170, with the same straight aft fuselage and tall landing gear legs, although the 172 had a straight tailfin while the 170 had a rounded fin and rudder. In 1960, the 172A incorporated revised landing gear and the swept-back tailfin, which is still in use today.

From December 4, 1958, to February 7, 1959, Robert Timm and John Cook set the world record for (refuelled) flight endurance in a used Cessna 172, registration N9172B. They took off from McCarran Airfield in Las Vegas, Nevada, and landed back at McCarran Airfield after 64 days, 22 hours, 19 minutes and 5 seconds in a flight covering an estimated 150,000 miles, over 6 times further than flying around the world at the equator. The flight was part of a fund-raising effort for the Damon Runyon Cancer Fund. This aircraft is on display at the McCarran International Airport near Las Vegas, Nevada in the United States of America.



The 2022 price of a new 172 is US\$446,000 which at the present exchange rate in SA, is about R6.8 million

60/60

Two 60th Celebrations - Sean Cronin



Dean Nicolou

Dean, artist, musician aircraft enthusiast EAA Member, friend and an assistant in the building of my Bear Hawk had only one wish. He dreamt of flying in a Harvard on his 60th birthday. A plan was quickly formulated and I contacted Jeff Earl who jumped at the opportunity to fly his baby.

On the morning of January 25th we travelled to Vereeniging airfield where Jeff gave Dean the hangar tour. I was given the task of inflating the rear oleo with Nitrogen.



Sean offered his ride to Dean's son, Brian



Dean and son, Brian Nicolou

This took me back to my trade test preparation at Atlas Aircraft a few moons ago.

Jeff gave Dean the pre-flight briefing and then proceeded to strap him into his parachute.

The wonderful sound of a radial engine coming to life and Jeff and Dean taxied out for the flight.

The growl of take-off and Jeff become a child again. A nice banked turn to the right back over the field and then they set course for the Vaal.

On their return Jeff advised that a 7-minute session in the aerobatic box was for the benefit of the other kid....in the back seat.

A few loops followed by a stall turn a few barrel rolls and some steep turns was enjoyed by both screaming kids on board.

Dean's smile said it all. He celebrated his 60th birthday and in a few months Jeff will celebrate 60 years of receiving his wings. It was such appropriate timing.

This flight was made possible by his family, friends, EAA and its members.

Happy 60th to both you kids!

Sean Cronin



Jeff's Harvard, 7637

Flying for a Purpose

Marie Reddy



"... a new wave of poaching in recent years has put the rhino under serious threat of extinction. The horn is believed to have powers as a cure for cancer, an aphrodisiac and a wonder cure in some Asian nations. This has led to an enormous increase in its black-market value. Rhino horn is now more valuable by weight than gold, diamonds or cocaine. As the demand for rhino horn increases, we have seen rhino deaths spike at an all-time high, with 1 rhino killed every 7 hours in Southern Africa. We need to act now if we are going to save these incredible animals from extinction." (<https://flying4rhino.com/>)

On 14 December 2021, the Department of Forestry, Fisheries and the Environment published a document, <https://www.gov.za/speeches/departments-forestry-fisheries-and-environment-notes-incidences-rhino-poaching-south-africa> stating that "...24 rhino had been poached in the first few days of December 2021. The report confirms;

- Kwazulu/Natal x 6
- Western Cape x 4
- Mpumalanga x 7
- Kruger National Park x 7

... in the last 14 days of December, nine alleged poachers have been arrested.

The Department will provide an update on the total number of rhino killed for their horn in 2021 early in 2022. No update seems to be published as yet. Unfortunately this doesn't change the reality that poaching still takes place on a large scale in South Africa and these protected animals are still at risk continuously. The stats, whether official or unofficial, are devastating to this species.

Flying for conservation of any sort is a true privilege and many of us are fortunate enough to be able to make a small contribution. I have no affiliation with any organisation at this stage, but if I am able to assist in any way, I am happy to take to the sky in my little Ikarus C42.

The unofficial report that was mentioned to me was that 23 rhino were poached within 36 hours.

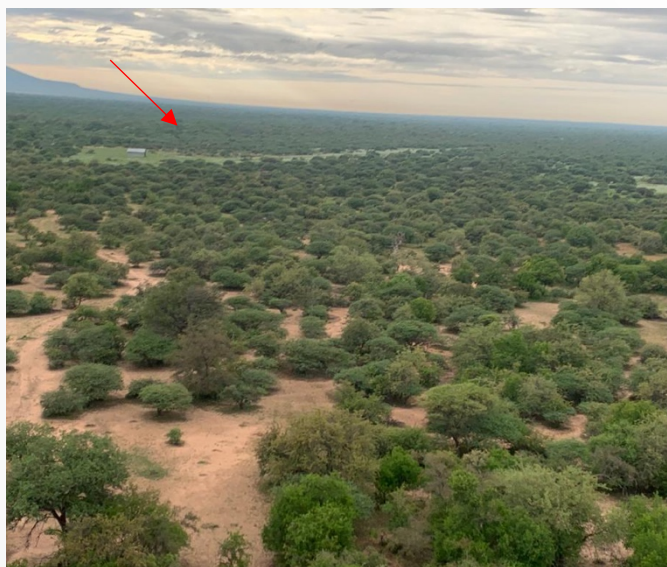
I was out flying with a friend and we were just walking back from breakfast to Roodia Airfield, (Hang Out article to come on this location) when I received a call to check if I was available to fly at a private lodge that is home to a number of rhino. They had not spotted some of the animals for several days and they were understandably concerned. I definitely would not pass on an opportunity to be able to help and I knew it would be another a great experience. The caller was also difficult to say no to. We had met a few years previously and were instant friends.

The weather in December 2021 was not great for the first 2 weeks and then when the forecast showed signs of it clearing, there was a three-day window that looked like it would allow for safe flight in favourable conditions. I had four days before my family would head for the Coast, which meant I would have one day to spare just in case there was a delay.

I planned my route, checked and doubled checked with all my fuel stops and other possible alternates en-route (just in case). I packed all the necessary (and spare) items and gadgets I might require. My clothing must have weighed 7kg and the balance of my luggage was for EEE.

Armed with Easy Cockpit (and Easy Weather) on my mobile phone as well as a backup phone which I used for live tracking and my Garmin, I waited for the cloud to lift over Harties and then headed out to the North. Once I crossed the ridge north of Coves, the weather was greatly improved. FAWA (Bela-Bela) was my first stop. A quick stop and a friendly greeting from Richie Nicholson Jnr while we topped up my tank was all I needed to be sure that I would be able to return without having to refuel if the weather ahead was not as predicted.

Continuing North over the Waterberg, I passed over FANY, previous home to the annual Taildraggers weekend. Next was Entabeni Game Reserve, left abeam FAPI and FAPP, remaining west of Makhado TMA. About 50 nm from both Botswana and Zimbabwe borders, I was able to find my destination among a number of private farms and lodges. From memory of my visit 3 years earlier, I expected a small dirt runway, which was nowhere in sight. Another look and I spotted the rather large and very green runway with a small hanger at the end of what appeared to be a glorious field of wild-flowers and not the dirt runway I had recalled.



The runway is long enough for me to land and take off 2-3 times....



I dropped my bags in my room and after a quick snack I was ready to do my first flight. It was a beautiful overcast afternoon. I removed both doors of my aircraft, and after completing all my checks, we were in the air. We covered some of the boundaries and worked on a grid looking out for game. Some of the resident rhinos had not been spotted for a few days and given the recent poaching activity, there was concern about their safety.



Looking for animals in the various camps

We flew twice a day for 3 days, covering different routes, ensuring we were visible to anyone who might be scoping out the place. I love flying EEE, the ease of slow, quiet flight where you can easily manoeuvre over a small area AND with the doors off, the visibility is amazing! WOW, what a beautiful part of the country.



In search of rhino!

A lovely stay indeed but made perfect by the ability to be able to assist with a worthy cause. The rhinos were all found the evening before I departed. My route was simple - invert my plan from Krugersdorp to return.

I don't know if it is normal, but for me, there are always those thoughts that wander in and out of your mind while you fly solo – where is the best spot to land if I need to, why would I need to, where is the wind coming from, where is the closest town. The constant calculations of distance to places and remembering when last you heard a radio call. What does the weather app show the weather is doing right now on my route and at my destination, ensuring that I am still on track and my fellow pilot buddy is still able to track me. There is simply no time to rest and enjoy a cappachino mindlessly.

Now, safe and sound on the ground at my home base, I parked in my hangar, completed my flight log and loaded all my luggage into my car. As long as I was busy, there was no time to think about more than the task at hand.

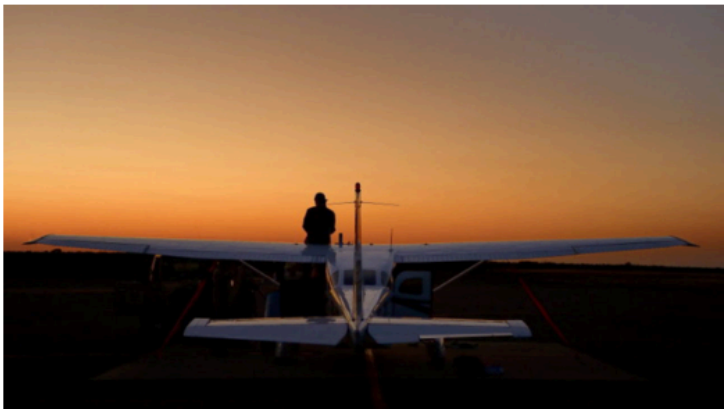
Only then could I relax. I sat on the floor my hangar (my son recently claimed my couch for his digs) looking out at the Krugersdorp Nature Reserve and I let it all sink in. Light rain started and I thought through what I had just done for three days. I flew about 11 hours in my little aircraft, which was perfectly behaved throughout the trip. I was able to make a real contribution. Me - a technically challenged woman alone! After reading the Bateleurs article in last months CONTACT, I am considering signing up to help out occasionally. It seems I have the perfect aircraft and I am a willing fly.

What more do you need to **Fly for a Purpose**.



FLY FOR US

By giving policy makers, conservationists, scientists, media representatives, community leaders and activists, a bird's eye view of our portion of the planet, The Bateleurs contributes greatly to its protection. Our membership is comprised mostly of volunteer pilots as well as ground member volunteers, who are willing to assist with a number of non-flying activities. Clearly, we cannot function at all without a necessary squadron of volunteer licensed pilots.





Johannesburg Light Plane Club NPC
Co Reg No: 1930 / 002285 / 08

20/05/2021

Baragwanath Aerobatic Box and Airfield Joining Procedure

It has come to our attention that light aircraft frequently fly over Baragwanath Airfield at less than 2000ft AGL and through the Aerobatic Box (FAD 184) without making radio calls on frequency 122.35 MHz. Some months ago we hosted an aerobatic competition and 2 aircraft flew through the aerobatic box during the competition without making radio calls on frequency 122.35 MHz. The recent mid-air collision at GAV is a sad reminder of the dangers of a possible collision.

Aerobatic Box (FAD184)

This is situated to the South of Baragwanath Airfield (FASY) It's Northern boundary is the full length of the FASY runway and extends in a rectangle to the ridge south of the airfield. The vertical bounds are GND to FL090.

Flying through this area must be avoided at all times.

The callsign for using the box for aerobatics is "RABBIT" on frequency 122.35 MHz. The box can be activated above 7500ft by calling JHB on 124.50 MHz or 123.70 MHz.

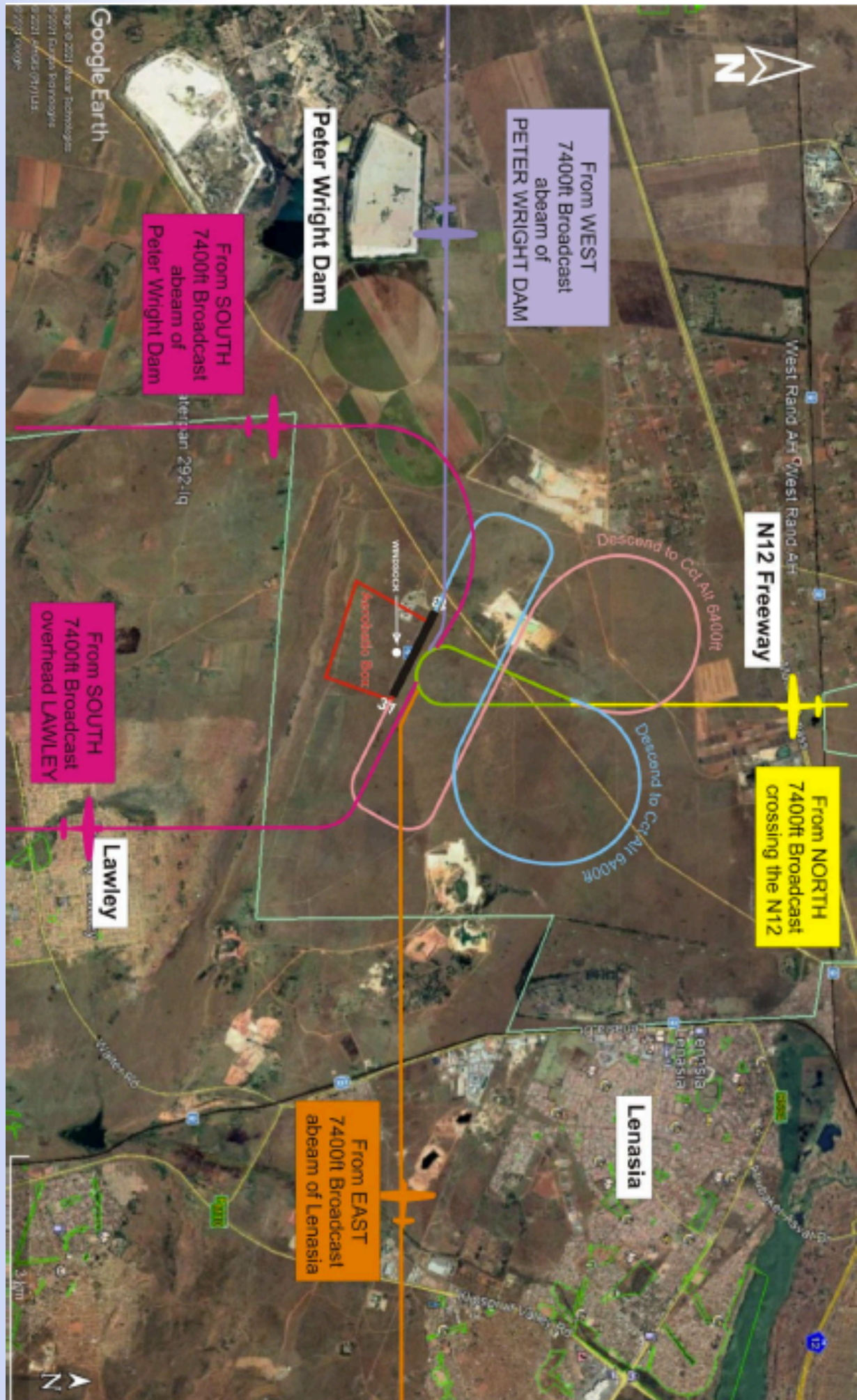
Joining Procedure Baragwanath airfield (FASY)

To avoid entering the Aerobatic box when joining for landing at FASY, the following procedure has been established.

Fly parallel to runway 31 or 13 to the north of the runway at 7400ft to establish landing direction. The windsock to the south of the runway can be easily seen. Descend to circuit altitude (6400ft) once beyond the circuit area to the north and join either left downwind for runway 13 or right downwind for runway 31.

See the diagram on the following page for additional information.

Don Lucas
Cell: 083 460 7773
Email: don@netlabels.co.za
Safety Officer, Johannesburg Light Plane Club



Grassroots

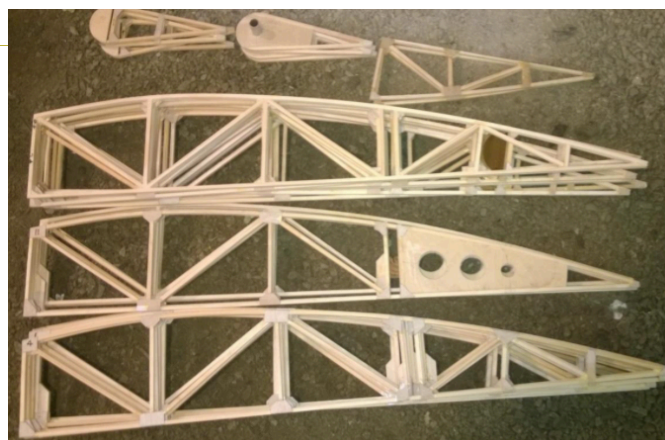
AVIATION



Over the past few months, our Grassroots Aviation section has featured various Part 103 options, many of which will set you back in excess of the \$25 000 mark. Our featured aircraft this month is a true grassroots option in all respects – very affordable, simple to build from either \$99 plans or a \$3 999 airframe kit, and, cheap to fly!

The Zing first showed up on the scene when it was introduced at Oshkosh back in 1996 at the peak of the ultralight era. The Zing was designed to fly behind a 30-45 hp engine, the airplane gets off the ground in about 75 feet, lifting off at about 25 mph. With a 32 hp Kawasaki 340 engine it's not uncommon to see a climb out speed of 45 mph at 900 feet per minute, with cruise coming in at around 60-65 mph depending on your engine and prop combination. The original designer, Scott Land, reports that with the 35 hp Kawasaki 340 Liquid cooled engine he got the best performance. He was swinging an IVO prop with a 2.8:1 reduction drive. Top speed was 75mph at 6650 rpms. His cruise was 60-65mph at 5800 rpms. Visibility is outstanding and landings are a snap with the aluminium, one piece gear. No nasty habits and a 27mph power on stall give the pilot a safe, secure feeling. Ground steering is very positive with no tendencies to want to ground loop.

The Zing was designed as a sleek ultralight parasol to give the competition a run for their money. With the sleek custom cowling, one piece landing



Construction techniques are of the old-fashioned, tried and true wood truss and plywood gusset method. It is very simple and builds quickly.

gear, and somewhat large and unique vertical stabilizer, it stands out from the crowd as a showstopper and true winner. Like its older brother, the Cloudster, it was designed to fly on low power for those who enjoy low and slow morning flying at minimum cost. The profile fuselage and narrow cowling provide a clean aerodynamic appeal.

The major components of the plane are all wood with various aluminium fittings, landing gear, and aluminium struts. The plane is available as either plans only, full kit or as subcomponent kits. The airplanes construction is very similar to that of a wood model aircraft, and can be built by anyone using standard hand tools (though more tools are better), in an area as small as a 1 car garage and take 300-450 hours to complete depending on



If you have ever built a balsa-wood model airplane, a back yard deck, a shed, or any other wood structure, then you have the experience required to build this “full-scale” airplane

skills, tooling, and work habit. A fast and experienced builder could do it in 300 hours. A typical breakdown may be 60 hours on the fuselage, 10 hours on the landing gear and rigging, 100 hours on the wings, 40 hours on the tail feathers, 20 hours on engine installation and break-in, and 70 hours on covering and painting. Zing Plans are now only \$99! Plans are professionally drawn and include all the information needed to build a complete, safe, and flyable aircraft. The plans consist of 29 detailed drawings on 11" x 17" paper printed and spiral bound. The drawings are accompanied by a detailed construction manual which is printed on standard 8.5" x 11" size paper and spiral bound. The manual details everything from the workbench to be built to the day you're ready to test fly the aircraft. This includes instructions on wood grading and selection, covering and painting, weight and balance, engine selection, and several other important details which are so vital to completing your project with ease. Plans are always being updated to reflect error corrections. We also always look for feedback from builders to better improve our instructions and drawings to add clarification whenever possible. All plans sold by Simplex Aeroplanes include technical assistance and free updates as they become available. Previous customers of Pop's Props who purchased plans from Scott Land can also request updates and any new revisions by simply providing contact information and their plans number. We will likely sell revised plans at a heavily discounted rate. Construction techniques are of the old-fashioned, tried and true wood truss and plywood gusset method. It is very simple and builds quickly. Actual

Zing Specifications	
Dihedral	1 1/2 deg.
Incidence	2 deg.
Airfoil	Modified Clark Y 14%
Chord	56"
Tail Span	80"
Cockpit Width (I.D.)	21.5"
Fuselage depth	18"
Fuselage width	23"
Wingspan:	25' 6"
Wing Area	117 sq/ft
Wing Loading	4.3 lbs./sq. ft. @ 500 lbs gross.
Length:	17 ft
Horsepower:	28-45 hp
Fuel Capacity:	5 gal
Range:	115 mi
Cruise:	55-65 mph depending on engine and prop
Top Speed in level flight (vh):	75 mph
Calculated Stall Speed	27 mph
Actual Stall Speed	26 – 28 mph
VNE	70 mph
Climb:	650 ft/min
Ceiling:	10,000 ft
Takeoff Distance:	160 ft
Landing Distance:	200 ft
Gross Weight:	500 lbs
Empty Weight:	249 lbs w/ Kawasaki 340
Useful Load:	251 lbs
Build Time (kit)	350 hrs est.
Build Time (plans only)	500 hrs est.



construction time will vary from builder to builder, depending on if you are building from a kit or from plans, the tools you have available, and your personal skills. However, expect 300-500 hrs depending on your individual situation, and how well you budget your time.

If you have ever built a balsa-wood model airplane, a back yard deck, a shed, or any other wood structure, then you have the experience required to build this “full-scale” airplane. See our [aircraft construction](#) page for more information on building.



The fuel tank is a 5-gallon unit located behind the firewall with enough room in the centre section for 5 gallons of fuel and gravity feed.



“We are proud to say that our kits are the least expensive of any ultralight kits on the market. Why? Well, wood is the main reason, as a wood airplane is a lot less inexpensive to build than an all metal plane. Overhead is the other reason as our business is a family operation operated from our personal wood shop. Finally, our kits lack complexity as none of our parts are “laser cut” with a CNC machine.”

Painting your Plane

with Household Paint



A huge cost savings in finishing a Part 103 type aircraft have been made by many builders in USA and Canada by using normal latex house paint. Good long-lasting results can be achieved. The following is a summary of how it's done by Drew Fidoe in Canada. Drew used this method to paint his Bowers Fly Baby. The full article can be viewed [HERE](#)



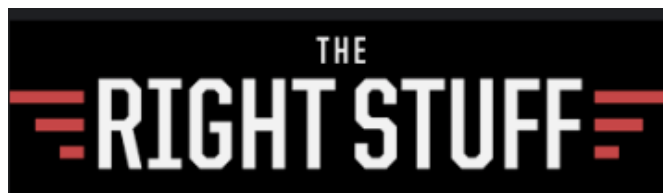
- Attach the fabric to the airframe using standard techniques but sealing the fabric with the chemicals isn't necessary. Ensure that all fabric reinforcement tapes, drain grommets etc are installed.
- Use a quality indoor latex primer, with or without aluminium powder added, thin the paint with windshield washer fluid and if desired, Floetrol. A gallon should be about enough, a good portion of the paint will be sanded away. A note here, I thought of this idea after I had finished, try and get your latex primer tinted to the colour of your top-coats, this should reduce top-coat paint layers!
- Prepare a piece of approximately 2' square hardboard, and if desired cover it with some sheet-plastic or wax paper. This will act as a paint tray for the 4" white foam roller. Pour paint onto the board as required, using a paint tray will not load paint onto the roller evenly and creates extra work.
- Paint a control surface or two prior to tackling a wing or fuselage to gain experience!
- Apply the primer latex paint using a 4" foam roller and/or 2" foam brush to work the paint into the fabric. A minimum two coats are required. Do not attempt to fill the weave of the fabric; thinner coats will resist cracking later.

- Dry-sand primer in preparation for the top-coats if desired using auto body quality 400 grit sand paper. Use a controlled, swirling motion and let the sand paper do the work, clearing the paper of sand-dust often. Do not sand into the fabric fibres! A dust mask is recommended, and the dust can be an eye irritant.
- Back-light the painted surfaces to ensure that fabric is completely cover in paint, touch up as required. The latex paint will allow some light to pass through the fabric, you are looking for "pin holes" and reasonably even coats (streaky is normal).
- If an extra fine finish is desired, additional coats of primer may be applied, as most of it will get sanded way. Do not attempt to "fill" the weave of the fabric.
- If the primer finish has been sanded to a gloss, it is recommended that a very thin coat of primer, without aluminium powder (if being used) be rolled or sprayed on the surface to facilitate adhesion of the colour coat paint.
- Make a final check for blemishes in the latex primer, as the colour coats will not be easily sandable.
- If possible, select your colour scheme based on commercially available, "off the shelf" enamel paints so that your latex can be matched to a durable paint used for your non-fabric components. It is nice to have the enamel paint available in both can and rattle-can. I have had good success with Industrial Plastics and Paints "Corrostop" as it covers well with a foam brush and levels well. A quality, self-leveling marine grade paint available would probably work even better, and these durable paints often have an additive available to dull them to a semi-gloss which would better match the latex finish.
- Make paint swatches using the enamel paint colours on a solid object with an opaque background. Take these into your favorite house paint supplier and have the enamel shades colour-matched in either gloss or semi-gloss exterior latex house paint. The opaque surface is required for the computer operated colour matched machines most places now use. A gallon should be about enough for an entire FlyBaby, so if a multicolour paint scheme is desired (a real benefit and easy to do in latex paint) plan accordingly. If in doubt, purchase the paint in gallons to ensure consistent paint shade/colour matching. Ensure that the paint store shows you a sample dab of paint prior to paying for the paint. They should dry it with a hair dryer so you can confirm that the shade is correct. It may be difficult to get an exact match but they should be able to get the lighter colours near perfect.
- If you cannot find enamel in the shade that you desire, you can have Alkyd enamel house paint tinted to your specifications just like the latex paint, it will make a good undercoat for latex paint (this unproven at this time, still under experiment).
- Mix the latex top-coat paint well, and decant 1 to 2 cups of the paint into the milkshake blender stainless steel cup. Thin with windshield wiper fluid (purchase the cheap stuff.no Teflon or additives) and if desired, Floetrol. You will have to experiment a bit as the viscosity of your paint will affect the "rollability" of your paint. Mix the paint using the milkshake blender, try not to blend in too much air.
- Prior to each colour coat application, spray down the surface with windshield washer fluid and wipe dry with a clean cotton dishtowel or rag (if these aren't allowed to dry, the may be washed in the laundry and reused).
- To apply the latex top paint to the fabric surfaces, use the 4" white foam roller and the flat hardboard "paint tray". Apply the latex evenly in reasonably thin coats. It should reasonably self-level as it dries, the Floetrol seems to help here. Use a foamie brush for hard to access areas, and once the latex has been rolled on, check the surface for bubbles and pop them with the foam brush before the paint sets up.
- If a mistake occurs, use a spray bottle filled with windshield washer fluid (or a garden hose:) and wipe away the paint before it dries.
- If the paint needs to be stabilized after application, a hair dryer may be used to quicken the drying.
- Check for imperfection between top-coats. Do not sand between coats. Strategic use of a Xylene wetted cloth can smooth out imperfections. If Xylene is used, allow time for the chemical to evaporate from the latex surface, preferably over night prior to the next coat of latex. Use care near glued tapes! Use

only in a well-ventilated area, Xylene is highly flammable. I wear gloves.

- A second, and sometimes a third coat is required, reapply as per the directions on the can. You may wish to revise your paint mixture for this coat as you gain experience.
- For multi-colour schemes, normal house-hold scotch tape works well as a masking tape, the latex will not attack the tape like solvent-based paint will. Ensure that the underlying paint has had time to harden prior to sticking masking paint to it.
- For small detail paint colours, enamel may be applied over the latex, I applied my enamel trim by brush.
- For a military style "air brush" paint scheme, colours may be blended by applying the paint using a natural sea-sponge. These may be purchased at home decorating supply stores. Get one with a fairly fine surface, not too ratty or loose in the cell structure, but not too uniform either.
- Keep mixed paint in small glass jars, ready to use. Keep a foam roller for each paint colour, and when not in use store the foam rollers (handle removed) and brushes in zip-lock bags. Do not wash the foam rollers or brushes, it is too much work. The rollers will stay moist and ready for use for weeks in the zip-lock bags. For extended storage they may be stored in a freezer.
- For spray painting, latex paint may be thinned, approximately $\frac{1}{2}$ paint to either: $\frac{1}{2}$ windshield washer fluid; or $\frac{1}{4}$ windshield washer fluid and $\frac{1}{4}$ Floetrol. This isn't necessary for application over fabric surfaces but is desirable when painting over fiberglass or aluminium surfaces. I used Alkyd Enamel as the primer for the latex (optional for fiberglass, mandatory for metal). I found that the latex paint lost some of its gloss when sprayed using my \$20 spray gun.
- Touching up latex is easy, clean with windshield washer fluid and touch up sparingly with a foam brush. Ensure that the touch-up paint is properly mixed. The touch-up will disappear after a few days.
- Wash the fabric surfaces with mild detergent, or windshield washer fluid.
- To keep the latex finish pliable, apply ArmorAll Protectant to the latex surfaces after a couple of weeks, and reapply every month or two.

- As I mentioned in previous postings, I will keep everyone up-to-date on how this holds up on my aeroplane...good or bad. These postings are for education only and not a recommendation for anyone else's aircraft or project.



For our ATF renewal and pre-flight inspections we are often required to remove the cowls by undoing the Dzus fasteners holding them in place. It's very handy, especially on our pre-flights, to carry one tool to perform a multitude of tasks – often our “fuel tester with built in cowl screwdriver” is the tool of choice.

However, **BE WARNED!** The screwdriver on the fuel tester has sharp edges, one slip and you will have a permanent deep gouge through the immaculate paint finish on your aircraft. It happens all the time, just walk around the flight line and see!

Avoid this by having the right stuff in your flight bag - the Dzus screwdriver, pictured above is what you should be using. It has smooth rounded edges and will not damage your paintwork. They are available online or, I guess, can be made by modifying a standard flat screwdriver. It's always good to have the “Right Stuff”!

EAA Market Place

Demetre Kotsonis has bought Noel Otten's hangar with content out of his estate. He has parts for Tiger Moth, Aeronca, Kristin Eagle and an assortment of AN bolts and nuts, new valves with springs possibly for Tiger. If anyone is looking for stuff, please contact Demetre: Cell 082 948 0008







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!

Emergency Water & Fuel* Bag

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

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

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.
Propeller 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
Plugs - 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 Folios, 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



Possible AERO Friedrichshafen visit being planned

I am looking into the possibility of planning a South African tour to AERO Friedrichshafen this April. The dates for the exhibition are 27 to 30 April and I am looking to fly with Swiss International Airlines from Johannesburg on Wednesday 26 April to return to South Africa on Saturday 30 April landing at OR Tambo on the Sunday.

The following are approximate costs that I have already researched:

Return Swiss Air: R13 204 return from OR Tambo to Zurich, Switzerland

Accommodation four nights in budget hotels or pensions R6000 to R8000 per person

Vehicle hire and insurances R8000 car (3 people) or R12 000 minibus (5 to 8 people) to be shared equally. Schengen visa R995 each

If I can get a few people to join this trip this could work out at about R25K to R30K and then you will need to add about R5K to R8K for meals and entertainment.

I will attempt to obtain free entrance for South African visitors based on media affiliation as well as my very good contacts within the AERO group.

Anyone interested, please contact Athol Franz editor@africanpilot.co.za.



FTS

PNR Headset
General Aircraft
PH-100A

R 3250.00

Straight Cord Dual Plug Fixed Wing MP3 Player Interface

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

EAA Market Place



FOR SALE

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

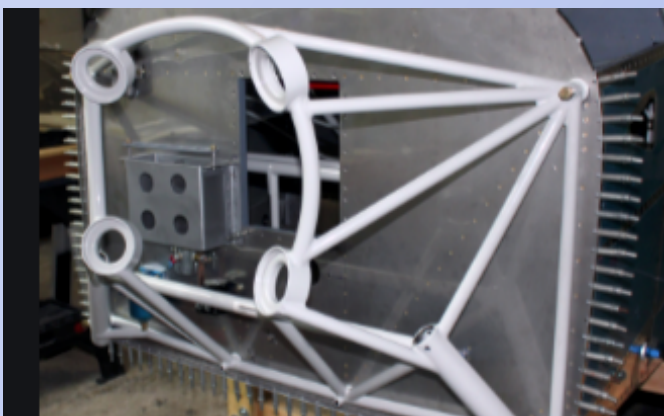
Dave O'Neill 082 578 3411



HANGAR FOR SALE

Panorama Airfield - 12m x 12m aircraft space, enough for 2 or possibly 3 aircraft depending on wing configuration with containers on each side 2.4m wide divided in to 4 spaces. Asking R450K

Contact Roy Gregson +27 82 903 8012



FOR SALE

RV 7 New Dynafocal Engine Mount.
Price as per Van's Price list, no freight!

Contact Derek Hopkins 082 448 4035

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