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July 2015

BRAKES ON ... THROTTLE SET... CONTACT!



Ivan van der Schaar's Stearman
Photo by Willie Bodenstein

Whassup!

Wed 01 July
Chapter 322 Meeting
Dickie Fritz MOTH Hall
Edenvale

Sat 04 July
Chapter 973
Breakfast Fly-in
Crosswinds Airfield

Sat 11 July
The SA Flyer/Shell Spot Landing
Competition
at Krugersdorp, FAKR
acr@absamail.co.za

Fri 17 - Sun 19 July
Nylstroom Vliegklub/EAA
Taildraggers Weekend Fly-in

Friday 07- Monday 10 August
EAA National Convention
Margate, KZN

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Ivan van der Schaar's Stearman

Stearman ZU -IES reborn

- *Willie Bodenstein, Pilots Post & Chapter 322*

If ever there was proof of the saying 'where there is a will there is a way,' Ivan and Sonica van der Schaar have certainly proved that they are eternal optimists.

Ivan grew up in Nelspruit. His father was a pilot and Ivan always knew that he too wanted to fly. However, money was tight and even in those days flight training was relatively expensive. So, every weekend Ivan would peddle his bicycle to the airfield and hang around the aircraft on the airfield. Eventually the Club took pity on him and a deal was struck; he would wash aircraft every weekend and for every three weeks washing he would earn one hour's worth of flight training. On 9 February 1996, Fritz van der Westhuyzen of the Lowveld Aero Club signed him out. Ivan was 17 years old, still in school and was not legally allowed to drive a car.

By the time he was 20, Ivan had his commercial licence and twin rating and he was working for LeoAir in Nelspruit. In 2001 he started with Nelair Charters flying Dakotas, Caravans and King Airs on charters all over southern Africa. Ivan stayed with Nelair until 2006.

In 2004, Ivan and Sonica were married. Sonica is employed in the administrative department of a large salt distribution company and, although not a pilot, shares Ivan's passion for flying. In 2007, Ivan joined Aquarius flying Fokker 28s in Iraq.

In 2008 he joined Comair as a first officer on its Boeing 737s. Ivan has accumulated more than 12,000 flying hours with 65 types on his licence, and is currently busy with his command assessment. Ivan is also the operational officer of the Harvard Club of South Africa and a ferry pilot for the Eqstra Flying Lions.

Four years ago Ivan and Sonica started looking for a warbird project and initially became involved in the restoration of a Harvard. That unfortunately did not work out, but when Jack Onderstal's Stearman project came onto the market they made him an offer that was accepted in January 2012. At 03h00 one morning they left Kempton Park for Bloemfontein to collect what was to become a three year and one month project of blood, sweat and tears.

The Stearman military trainer had its first flight in 1934 and was a design of Lloyd Stearman. At least 10,626 were built in the United States during the 1930s and 1940s. After World War II, thousands of Stearmans were auctioned off to civilians and former military pilots.

ZU-IES started life in 1941 as a PT17 and was delivered to the US Army to train pilots at Devon Base in Florida. She shared the field with B17s, B25s and Mustangs. Her role was to train new recruits and prepare them to be ready for active duty on bigger and more sophisticated war planes. According to the aircraft's records she had three landing incidents during her role as a trainer.





In 1945, the Second World War was over and the necessity for training and trained pilots was reduced dramatically. Thousands of Stearmans and pilots were now suddenly surplus to the US Army's requirements. The aircraft were offered to the public for sale and many crop dusting operators snapped up these sturdy bi-planes to convert them to crop dusters. ZU-IES, with a grand total of 1,500 hours, followed suit. Her 220hp motor was removed and replaced with a 450hp Pratt & Whitney. The front cockpit was converted to carry a hopper and the main gear was converted to T6 brakes and wheels to carry the 2200lbs that was to be loaded in the hopper.

The Stearman continued service right up until 1970 when disaster struck. She was involved in a take-off accident whereby directional control was lost, and she ended up going through a ditch and ended up in some trees. In 2000, the remains were purchased by Jack Onderstal and imported to Bloemfontein. Much work was undertaken including removing corrosion from the fuselage, but a huge amount remained to be done to get her flying.

Ivan and Sonica spent every single free moment working in their hangar at Petit Airfield. Sonica taught herself the art of fabric covering and covered the fuselage and empennage in the hangar. The four wings were taken home in turn so that she could work on them in their garage. In total 1,045 stitches were required to join the covering and reinforcing strips to the ribs. Sonica's job did not end there. She ironed the covering at least three times and sprayed a total of 17 layers of nitrate and butrate onto the covering before the aircraft was ready for the final spray painting.

Ivan did all the sheet metal work, fabricating the windcreens, undercarriage, wing root, wingtips and other fairings. He fitted all the control rods, controls, seats and the instrument panel, and did the final tensioning of the bracing wires. Helm van Rensburg assisted with the engine and other technical aspects, whilst Johan Franzsen did the electrical installation. Only the welding was out sourced and Mike Spence signed out the re-constructed Stearman. The Authority to Fly was issued three years and one month later, on Thursday afternoon 19 March 2015, and she took to the skies again. The test flight was uneventful and she continues to grace the South African skies.



EAA Flying Legend - Capt Lorrie Raath

Captain Lorrie Raath graces the EAA Auditorium stage

– Jeremy Woods

At last Captain Lorrie Raath was able to find a spare evening to grace our EAA Auditorium at Rand Airport and enthral the capacity audience with tales from his more than half a century of flying. Lorrie was accompanied by his lovely wife Estelle who was an air hostess with SAA when they met. She was the first hostess to be allowed to marry and carry on flying. What a career Lorrie has had! I am constantly reminded of that wonderful throwaway line from another Lawrie – albeit a different spelling - the late great Captain Lawrie Kay, who always said, “I have never done a day’s work in my life!” How true! Flying is not work, whatever pilots may tell you!

I recently had the pleasure of flying to AFB Swartkop in Springbok Classic Air’s DC3 ZS-NTE with Lorrie at the controls. How distinguished Lorrie always looks. Tall, slim and that white hair and moustache contrasting with his well-worn brown leather flying jacket, proudly sporting Lorrie’s ‘wings’ and Captain’s bars.

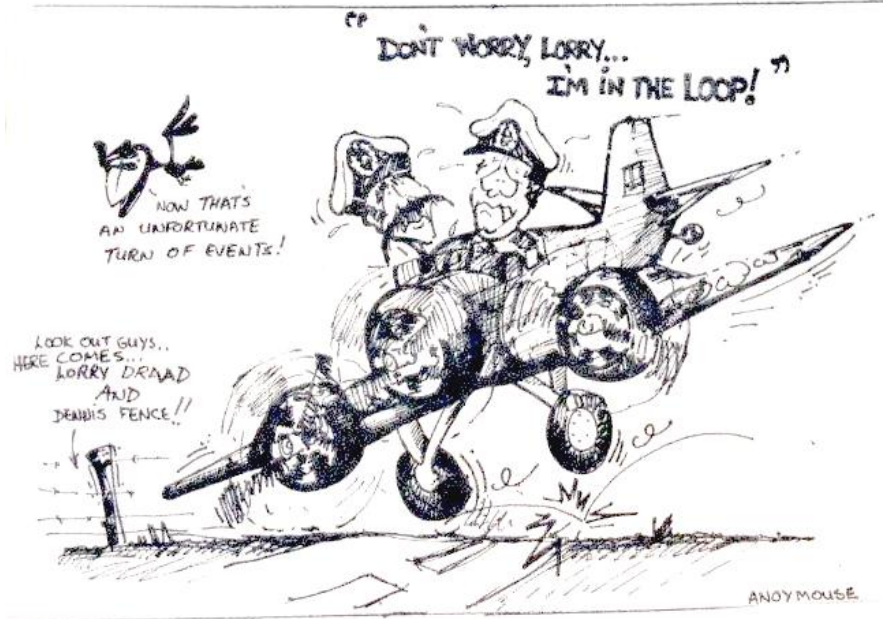
As usual the flying Doctor Mike Brown was Master of Ceremonies and soon had Lorrie at complete ease as Lorrie told tales from his amazing career.

Lorrie was born in Florida on the West Rand in 1948. After matric, Lorrie joined the SAAF and was sent to Air Navigation School. However, navigation was not what Lorrie wanted and so after a year he elected to learn to fly. So over the next almost half century Lorrie flew everything in SAA’s stable. Far too many to list here. Lorrie’s real passion lay with the old ‘radial’ planes and he started training on the JU52 at the same time as EAA 322’s Chairman Captain Karl Jensen. DC3s, 4s and 6s followed. Some years ago Lorrie converted a number of the Red Bull pilots at the famous hangar 7 at Salzburg Airport in Austria, onto some of the DC range and in return Lorrie was converted onto the Mitchell B25 famous World War II bomber. I could go on forever. With son Dion, an SAA First Officer and two daughters following their mother as air hostesses, one could say that the entire Raath family has followed their famous Dad and his passion for aviation.

Lorrie, at 67 years of age, has retained his Designated Flight Examiner (DFE) status and consequently still instructs and tests on the simulators at SAA. His beautiful Boeing Stearman is kept hangared at at Fly-inn.

What a man! What a pilot! What a career!

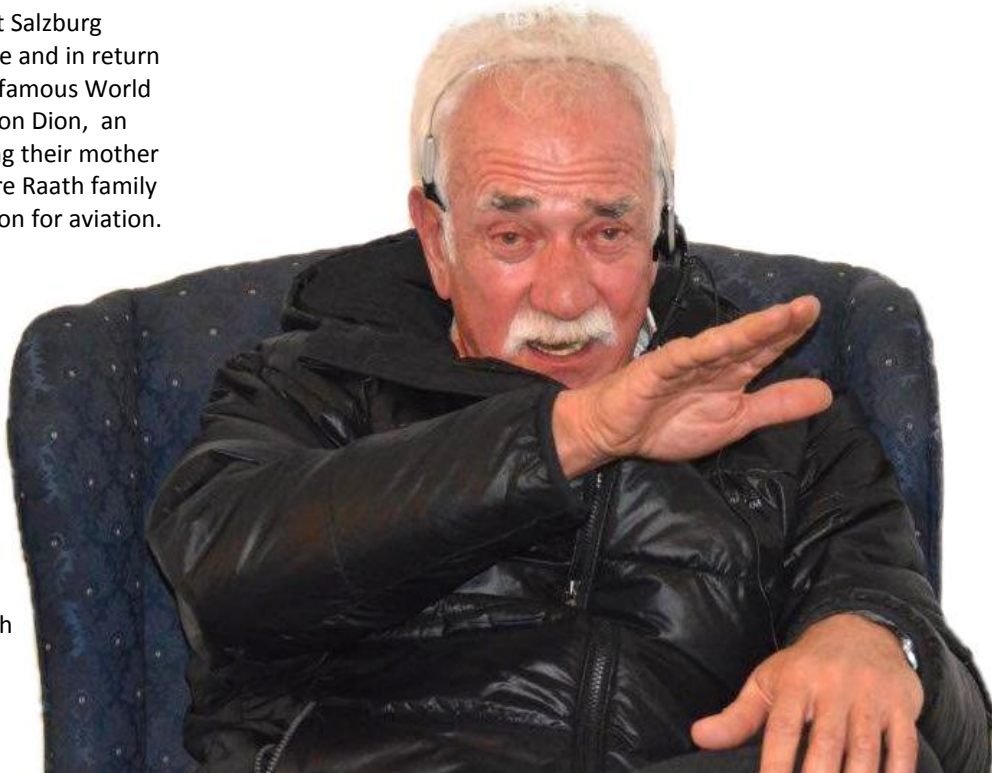
So ended another amazing Flying Legends talk show. Thank you very much Lorrie for baring your soul to our knowledgeable aviation audience. Envy is not a trait of which to be proud, but what the hell – we are all envious and I for one am not ashamed to admit it!



Thank you, Mike Brown, for all the research and effort you put into your role as Master of ceremonies. You fit the role like a PG windscreen!! Thank you to my braaiers and to Clive King and Steve Theron who handled the bar so well in the absence of our regular barman Gordon Dyne. No list of thanks would be complete without thanking my dearly beloved wife Anne-Louise and Trixie Heron for manning the door so capably and finally grateful thanks to the audience for always supporting our talk shows regardless of the weather.

For more information on our Flying Legends Talk Shows please contact me, Jeremy Woods, on eea.talkshow@icon.co.za

Thank you.



Chapter 322 Meeting

The monthly meeting, 03 June

- Karl Jensen, Chapter 322 Chairman

Attended by about 65 members and visitors who included Jim Davis all the way from George. Jim's PPL handbook 'A Practical Book about Flying' is a best seller and the bible for anyone entering our wonderful world of aviation. Attendance at meetings is a concern for me as we have 241 paid up members and only 25% attended this meeting where we had the tremendous good fortune to have Francois Jordaan, prominent aerodynamicist, engineer and designer of the Slick series of successful aerobatic aircraft as advertised guest speaker. For those who attended, Francois' presentation on 'The Flight Envelope' was riveting listening. The main message after we were shown how the flight envelope is determined, is DO NOT VENTURE OUTSIDE THE LAID DOWN PARAMETERS. There have been many flying accidents attributable to the disregard for the certified flight envelope. On this score, most flying accidents are caused by gross misconduct, wilful actions or omissions and or blatant disregard for the regulations and not operating according to the POH.

At the meeting, we welcomed the members who joined or renewed their membership in May. All 322 members are welcomed in writing and are sent printable membership cards.

The Teddy build, coordinated by Marie Reddy, is progressing well and is reported elsewhere in CONTACT! Well done to those members and friends supporting this marvellous initiative.

During June we held a well-attended fly-in breakfast to Mongena, and some of our members attended the Zandspruit airshow at Hoedspruit, while about 18 of our people joined Eugene Couzyn at Mbotyi for a wonderful weekend fly-in to the Wild Coast. I have some marvellous GoPro video footage of this event, which will be cobbled into a short presentation at the August meeting.

The Nylstroom Vliegklub/EAA Taildraggers weekend fly-in is scheduled for 17-19 July. Clive King has reserved decent B&B

accommodation at Koro Creek with quite a few rooms still available. Contact Clive on clive.king@tariff.co.za

Taildraggers is becoming increasingly popular and is only a short distance from Gauteng. We can be assured of good weather in this dry season. I expect Richard Nicholson to have a promo for Taildraggers elsewhere in CONTACT! Mike Brown, our Vice Chairman and EAA Young Eagles Convener, will be calling on volunteers to assist with a first flight experience for 40-50 local 'fledglings' at Nylstroom during the fly-in.

The next important event on our calendar will be the EAA Convention and AGM at Margate from 07-10 August. Marie Reddy is coordinating the Convention with Gerald Maddams from Chapter 1502 East Coast. The Margate Light Plane Club and the Hibiscus Municipality are bending over backwards to accommodate us in the friendliest way. A lot of work has been done behind the scenes and the fly-in promises to be a humdinger. Aircraft judging will take place on Saturday 08 August with the AGM and the prize-giving dinner on Sunday 09 August. Aircraft will be judged by members from all active Chapters, under the guidance of Kevin Hopper, the EAA National Technical Officer, with new innovations and categories. The judging is a great way to have your aircraft checked by dedicated and knowledgeable people. Pre-registration is encouraged to help determine numbers – always a difficult thumb suck.

We constantly remind members to submit articles for CONTACT! What you might perceive as inane activities, others would love to see what cooks at Chapters from around the country. A few pics and a short description of your last meeting, a project of yours or a fellow member, news of fly-aways, views on EAA, etc. CONTACT! is our newsletter compiled with much diligence and effort by Gus Brown with Trixie Heron's able editing skills. We should be constantly aware that office bearers in EAA do so voluntarily. Apathy is not unlike a cancer in our organisation, so let's prevent this by taking part.

Let's all 'lead EAA' to grow the organisation and make it more enjoyable for all.

The next monthly meeting will be on Wednesday 01 July. Everyone is welcome to join us, hope to see you there.



So there I was

one afternoon, at the Good Hope Flying Club, DF Malan Airport (as it was then), minding my own business, when this new PPL walks in. "I've never spun an aircraft without an instructor," he says. Well, I'm not an instructor, never been brave enough or clever enough for that, but I'm quite a hotshot PPL – couple of hundred hours, open rating on singles, taildragger rating, twin rating, safety pilot rating. Oh yes, club chairman as well, so I'm sort of responsible too.

When I learned to fly with UCT Flying Club in the mid 1970s, spinning was still part of the syllabus, and we used to spin the club Cherokee 140 without any qualms. Climb up to 4000' in the GF area, HASELL checks, clearing turn to check no one in the vicinity, carb heat on, power back, hold the nose up, watch the speed bleed off, controls fully back at the buffet and hoof in full rudder – over she goes, the earth turns around a couple of times, opposite rudder, release back pressure on the controls, rotation stops and recover from the dive, carb heat off and full power to climb back up for another one. Nothing to it.

So, I volunteer myself to accompany this new PPL.

We'll go to the GF area, I'll do a spin to get him comfortable, then he

can do one or two for himself, without an instructor, just me by his side. "What are you rated on?" I ask as we start looking for something

suitable to fly. "Oh, all my training has been on the Tomahawk," he says. No problem, I think – I've got an open rating and I've done a few hours in the club's Tomahawk, not sure that I've ever done a spin in it though. Still, it's just another Piper, so shouldn't be a problem.

All set, and off we go to the GFA in ZS-KKC. In those days, the General Flying Area in Cape Town was located over the southern suburbs, stretching from the Groote Schuur Hospital down to the coast at Muizenberg. We had two areas where we generally practised spins – either down at Seekoeivlei or over the racecourse at Kenilworth. On this day, I elected to go to the Kenilworth area as it's just a bit closer, and a Tomahawk climbs reasonably well from a standing start at sea level with two on board and legal fuel for spinning, so no need to trek all the way down to Seekoeivlei.

It's a great summer afternoon, and from 4000' feet the visibility across the southern suburbs to the east, north and south is fantastic, with the mountain behind us to the west. Checks complete, with Kenilworth racecourse neatly positioned below us in the event of the unthinkable, I induce KKC to depart from controlled flight and enter a spin, control column fully back in my chest. She obliges briskly, and the earth starts to spin around as viewed through the windshield. It's a lovely sight – houses, trees, the racecourse, all of the beautiful suburb of Kenilworth going around in front of our eyes. After a short while, the view becomes more restricted – less of the entire suburb and more of the racecourse take up the windscreen.

"When are you going to recover?" asks the new PPL from the right seat. "I'm trying," I manage to say, gritting my teeth and applying full opposite rudder, a few beads of perspiration starting to make my grip on the control column less secure as I release the backpressure. The turf on the racecourse is starting to look quite interesting, I'm sure I can see hoof prints now! "Get ready to open your door," I say to the new PPL.

"I'm not jumping," he manages to say. Now, I've already told you that I'm a hotshot PPL so I've read all those stories about miraculous saves from spins where opening the door, applying flaps, using power, doing anything to change the status quo, results in the aircraft responding to the master pilot and coming back under control, much as the racehorses on the ever approaching racecourse would respond to their jockeys.

Finally, in desperation, I give it one last go, and slam the control column fully forward into the panel, thinking we might as well go in properly if we're going to buy the racecourse! And just as suddenly, the rotation stops, and I pull out of the dive closer to the main straight of the Kenilworth racecourse than I've ever been, even though I've watched racing there from the stands.

"What went wrong," I think, while climbing back up to 4000' and trying to regain some composure. When you fall off a horse,

you immediately saddle up again, lest you lose your nerve for riding. It's the same in flying, so I'm going to demonstrate another spin to this hapless PPL, even if it kills me, or us actually! Then he can do his, and we can return to DF Malan happy in the knowledge that we are masters of the air.

The next spin demonstration goes well, opposite rudder followed a second or two later by the control column going forward fairly smartly and quite positively, and KKC obliges by stopping her rotation briskly. The new PPL on my right declines my invitation to experience the thrill of doing one for himself, so we return to the airport, my mission accomplished, but his sadly not. Actually, I wonder whether he's ever flown an aircraft again. My logbook reflects that on that day I was PIC of ZS-KKC, a PA38-112 and that I flew 1 hour and 10 minutes in the GF area.

What did I do wrong? Almost everything, I suspect. I had never spun a Tomahawk before, yet I was willing to take a new PPL along with me to show him how to do it – bravado. I don't think I'd actually ever done a formal conversion onto the Tomahawk – we had open ratings in those days – so I probably hadn't read the POH properly either. Spin recovery in a Tomahawk is not as docile as in a Cherokee, it was designed to be a training aircraft and was imbued with characteristics the flying instructors of the day deemed to be important when teaching flying skills. One of those characteristics was that it required positive control input to effect recovery from a spin. Just releasing the backpressure on the control column, as you could more or less get away with in a Cherokee, would not suffice. Control column smartly forward, and quite deliberately forward, is necessary – as I discovered, eventually.



Tomahawks were banned from spinning some time after that, as they lost a few during spin training in the US, possibly elsewhere. Piper fixed that by requiring some little bits of extra metal to be affixed to specific areas of the wing, and that apparently rendered the Tomahawk safe to spin once more.

I can't speak from personal experience – I've never spun a Tomahawk again!

If you're reading this now, Mr New PPL of 30 January 1986, I apologise.

- Mike Brown, Chapter 322



Mike Brown, flying his classic Globe Swift... and to the best of our knowledge has not scared anyone off flying for years.
- Ed

Where's Woldow



"It's been quite a while since we last spoke, so I trust all is well with yourself and the EAA gang in South Africa. As you may know, last year I added a RV-8 to my collection, and have been enjoying its economy, often with Chad Pobanz off my wing in his blue machine. I did an overflight last weekend with the 'Harvard'. The guy who sponsored me rode along and took a bunch of photos. Thought you may like to see how things are over here.

We are planning on coming this year for Christmas as it has been much too long since we left - five years. Hopefully we can get together for a malted beverage if you are in the area."

- Ric Woldow, Chapter 322, Peoria, Illinois, USA

Chapter 322 Teddy Build

- Marie Reddy, Chapter 322

28 March

Thanks Kevin, Neville and Richard Fornefeld. A great day of building. All missing wing pieces completed today ! Including main ribs, leading edge ribs and a trailing edge rib. Made individually. Perfect work, Neville and Richard. You guys rock !



11 April

A slow but productive build today ! Thanks Kevin, Neville and Eugene for your help in completing the rudder. Yahoo!



30 May



by Karl Jensen, Chapter 322 Chairman

Our Chapter Teddy build project received a fine shot in the arm on Saturday 30 May with the start of the engine rebuild. Peter and Paul Lastrucci kindly donated a Continental O-200 for the aircraft some while back. The engine has not run for a number of years (+ 20) and requires a complete overhaul. About 34 members attended the step by step teardown of the engine under Peter's expert guidance at their hangar at Krugersdorp. Peter described what was involved in each step and many of the potential pitfalls of any aero engine

overhaul. The engine was in surprisingly good condition after so many years of not being run.

The engine components will be cleaned, inspected, mic'ed, machined where necessary and returned to the next stage, that of reassembly in about 6 weeks' time.

It was most gratifying to note the number of lady members present and the enthusiasm of our members to learn from the experts. Many thanks to all who attended this enlightening event.



06 June



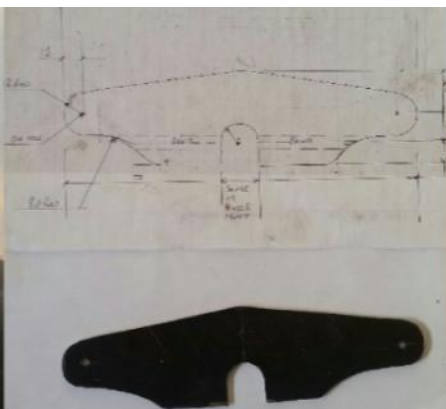
After ending off for the year in 2014 on the landing gear, we returned to this today. A quick coffee and a chat to figure out where we ended off last year started the morning off. We were able to get through a few small finicky tasks that had been put off for some time to make way for more exciting

build days in 2015. Thanks Kevin, Derek, Dylan, and Richard for the work achieved on the Teddy landing gear today. Also thanks to Larry, Juri, Willie, Nico, Steve and Mike Spence for visiting. Your support is always appreciated.

20 June

Considering it's not just about the progress of the build, but also the people and the skills learned and shared - today was another successful day ! Thanks to Kevin, Derek, Richard, Dylan, Rob

Jonkers & Martin Meyer (visiting in ZU-MBU) and Ivor & Jordan Becks. You guys rock ! Thanks also to Steve George and Mike for dropping in to see how we were doing.



EAA Airmail



From Joshua Gerlag, ex Chapter 322, China

First important thing is that I hope you and the rest of the EAA team are well and flying safely and having fun in the air. I would like to share a bit of my experience with you all so far.

I have spent 5 weeks in Adelaide, South Australia completing the Transition Training course (TT course). The TT Course consists of a Hong Kong licence conversion (exams and DA42 flights), 8 XJ simulator sessions (based on a Boeing 737 to familiarise us with the Cathay 'mouth music' standard wording of calls to be made) and 2 Airbus simulators. The first three weeks were allocated to Sims, but the course went from very busy to extremely very busy for some of us because...

The HK CAD (Civil Aviation Department) has been sticky about what they class as a multi-crew transport airplane. The 5 week licence conversion is based on a dispensation for pilots with 500 hours on a multi-crew transport aircraft and other specific hours to only have to write 4 ATPL subjects. Due to the AFM of the B1900 stating that it may be flown single crew made it difficult to get that dispensation for me and a few others. So... In a 5 week planned course, I had to do 9 exams instead of 4, but didn't get any extra time! So suddenly they decided to cram the DA42 flying (that aircraft is a whole another story) in amongst my sim training, then 2 weeks for 9 ATPL subjects. Long story short, it was an insanely busy 5 weeks!



I am pleased to let you know that I completed all the 9 required exams first time and on time. That was hectic, I would like to add that I believe God had something to do with me calming down and focusing because as I'm sure you might expect, I panicked.

My last 3 exams were on Monday 15 June, then I left Adelaide on Wednesday 17 June, Induction was on Thursday 18 June where I signed my contract with Cathay Pacific.

I thought I was getting the 777... but...Karl, I got your aircraft! The Queen of the Sky! I am so excited to learn the great 747. So I'll be flying 747-400 freighters and 747-8F as an SO. I keep thinking of you, what you know about that aircraft came over years and years and here I am at the beginning of a fresh rating. I look forward to comparing notes as I go through this.

Today we did emergency procedures training, the equipment set up for training is phenomenal! They have a whole floor with mock ups of their different aircraft just for training staff about the operation of the door, sides and evacuation drills. Tomorrow we have wet ditching planned.



Karl Jensen replies: Wonderful feedback Josh - What a heck of a time you've had. Only the strongest and most enthusiastic could withstand that pressure and pass. Well done my friend and I'm sure you're off to a brilliant start. As for the 747 conversion, consider yourself extremely fortunate because

Cathay is a great airline that uses aircraft fit for purpose. I really envy you Josh, especially with the prospect of the 747-8F. The fact that you are on freighters is another massive plus as an introduction to large airliners - they take off at a weight to enable them to land at max landing weight and I'm sure you'll see the whole world soon. Good luck and I am tickled with your report back. I see it as great motivation for anyone aspiring to a similar wonderful career.

Joshua Gerlag and his wife Kerry!



2015 NATIONAL CONVENTION & AGM



07 - 10 August
Margate, Hibiscus Coast,
KZN



RSVP essential:
rsvp@eaa.org.za

Fly-in: Fri 07 & Sat 08 Aug | AGM & Dinner: Sun 09 Aug | Departure 10 Aug

I did a quick trip to Margate for the convention last Friday. Gerald and I drove down from Durban together and had time to chat on the way. We met with Margate Airport management (Yolanda and Olsen) as well as Hibiscus Coast Tourism Authority (Vanessa). Unfortunately Inga from Margate Municipality did not make the appointment as arranged. As they had already agreed to support this event at their recent council meeting, it didn't prove to be a problem that she missed the meeting. Margate Airport and Hibiscus Coast Municipality expressed their appreciation for the opportunity to host our EAA Convention in August by their willingness to assist us as much as possible.

After our meeting, we ran into Brian Appleton, Clive King and Greg Clegg on their way down to Mbotyi, and were treated to lunch by Clive (much appreciated). A walk around the Airport more or less settled the hangar availability for our event. Evan Roberts showed Gerald and me around.

A quick hello to Eugene, Yvonne, Rodney and Liz before their last leg to Mbotyi at the fuel bay - we spotted him landing, or heard him rather, and Gerald and I both felt it was a successful



day and Margate will be a wonderful venue for the EAA 2015 convention.

The friendliness and hospitality reassured us that this is the right place and we look forward to visiting them again.

Thanks and regards, Marie Reddy, Chapter 322



Chapter 973, Krugersdorp - Breakfast Fly-in to Crosswinds Airfield

All EAA members and friends,

You are all invited to fly in or drive in to [Crosswinds Airfield](#) and enjoy the day with us. A full breakfast at R50 per head will be available, which includes coffee and tea. We look forward to seeing you there.

Andre Scheepers, Chapter 973 Krugersdorp, Chairman



CONTACT! Is the official newsletter of EAA of SA. This edition was compiled by Gus and edited with love and kisses by Trixie Heron. All material is gratefully received from Chapters, members and non-members alike. Remember that this is your newsletter, so please submit material as it happens to Gus (news@eaa.org.za) or Trixie (editor@afskies.co.za).