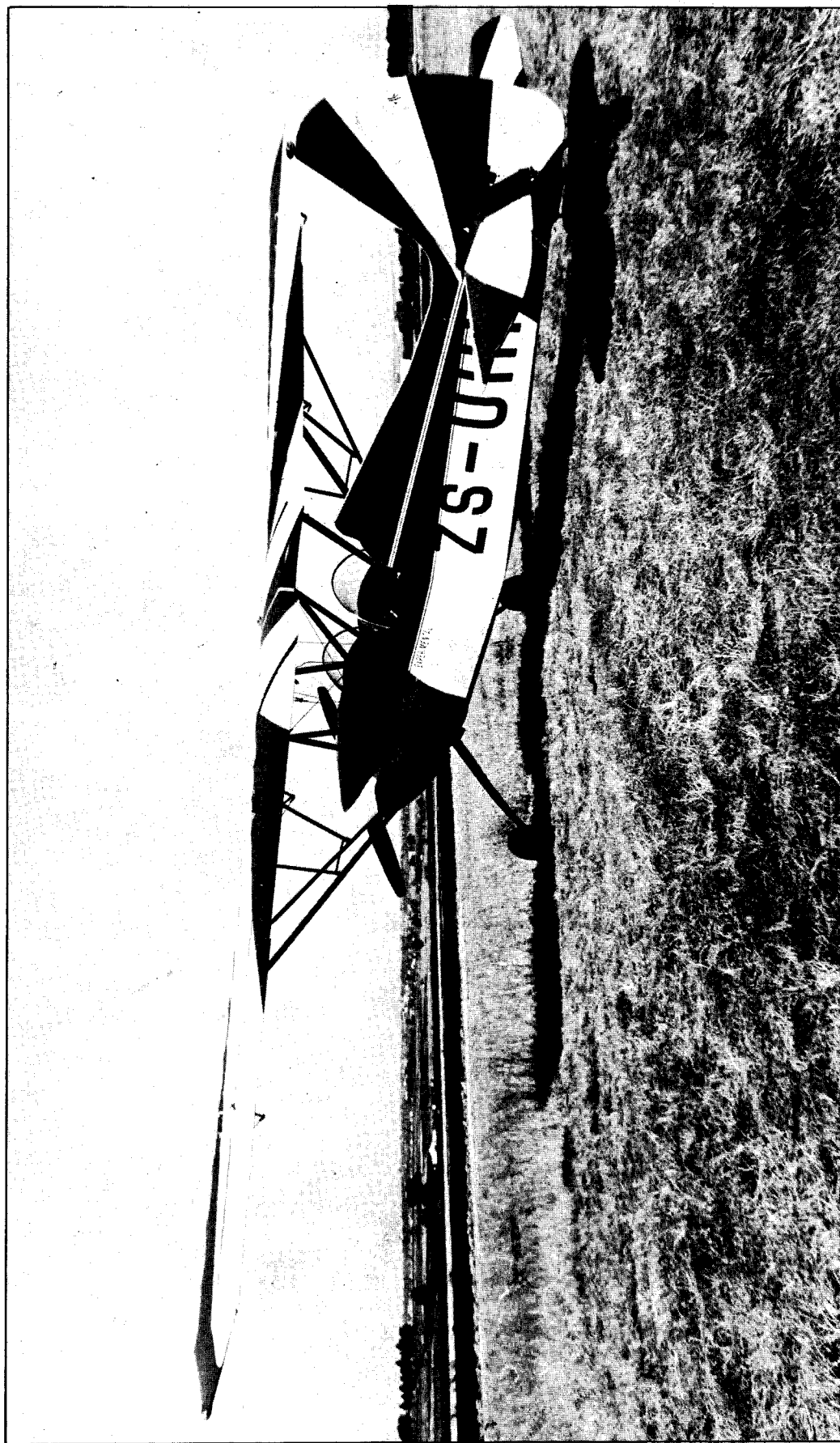


# HOMEBUILT

JOURNAL OF THE  
EXPERIMENTAL AIRCRAFT ASSOCIATION  
OF SOUTHERN AFRICA



JANUARY-MARCH 1976



(Photo by 'Buck' Jones)

Hon. President E.C. 'Woody' Woods caught in a relaxed mood in company with son Johnny and Laurie Kay at the S.A. Aerobatic Championships held at Rustenburg Airfield on November 15, '75.

## PRESIDENT'S

## CORNER

by

E.C. 'WOODY' WOODS

- RESOLVE TO FLY CAREFULLY IN 1976 -

1976 will start, as usual, with new resolutions, new promises and new plans to achieve all our most cherished ambitions. Once again, we will commit ourselves to certain objectives, but, by the end of the first month, how many of us will be able to say:

"I have accomplished *some* of the things I promised?"

Last Christmas we, in E.A.A., committed ourselves to a better safety record, yet, throughout the year, we read almost every Monday morning of yet another flying "incident" — many of them fatal. The homebuilder had his share of mishaps, although, fortunately, none that I can recall were fatal.

The International Aerobatic Club recently advised that several pilots had found what could have been potentially serious problems with their aircraft, had

they not given their machines "in depth" inspections and lots of tender loving care. The great Marion Cole once told me to wash and polish my Pitts regularly. "It's amazing how carefully you go over your aircraft when you give it a good wash", he said.

Will you resolve to do a more thorough pre-flight inspection this year? If all of us at E.A.A. will make this one small New Year resolution **AND KEEP TO IT** throughout the year, we will help to save valuable lives in all spheres of flying, because, merely by example, we can encourage and inspire others.

In wishing all E.A.A. members and their families a prosperous and happy 1976, may I also end by congratulating all those who reached the ultimate heights in 1975 by flying their own "Home Built Aeroplane".

# HOMEBUILDERS!

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- INSTRUMENTS, WHEELS, PILOTS' REQUIREMENTS, LOG BOOKS AND A WIDE RANGE OF TEXT BOOKS.

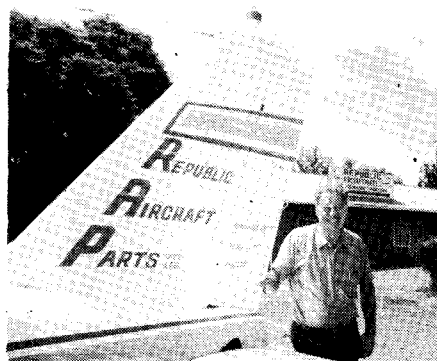
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EXPERIMENTAL AIRCRAFT ASSOCIATION  
OF SOUTHERN AFRICA

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## ON THE COVER

Stan and Courtney Jane's Bakeng  
'Duce' — ZS-UHK.

Photo: A. 'Buck' Gough-Jones.

## THE EAA OF S.A. EXECUTIVE COMMITTEE

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*Aero Club of S. Africa:*  
H.R. KEIL



## GUEST EDITORIAL

by

H. R. 'Bill' Keil

Despite the criticism one often hears voiced by home builders around the country, E.A.A. of Southern Africa has had a successful year.

Our membership has grown significantly and we continue to receive letters from interested would-be members from throughout the country. Chapters 322 and 514 have not missed a single meeting and the calibre of the guest speakers has been exceptionally high.

Probably the greatest event of the year was the visit of Tom Poberezny, son of our International President. Tom is a delightful young man with a talent to fly aerobatics second to practically none in the world. The evening function arranged by the two Transvaal Chapters at the large conference room in the Jan Smuts Holiday-Inn was without doubt, the best we have ever had.

The 1975 Annual Convention was held at Welkom and it really was a great success. Our sincere thanks are due to the Welkom citizens who so kindly came forward to organise and assist with the myriad of details that such functions seem to generate.

We were more than lucky with the weather, for although our three chosen days were fine, the preceeding and following days were heavy with dust and wind conforming to the standard pattern for the Free State weather in October.

The aircraft attendance was good although many of our friends from Natal and the Eastern Cape were conspicuous by their absence. Indications are that we will see them at our next gathering and that their building activities in the mean time have been prolific!

We get news — through our Aero Club connection, of all the "permits to fly" issued by D.C.A. and it looks as though the Druine Turbulent is ahead of the field in both "projects-being-built" and "completed aircraft". This outbreak of "Turbulentites" is no doubt due largely to Hoekie Baldwin's fine project which has fired up such enthusiasm at the last conventions.

No fewer than five Pitts Specials are now flying in the Transvaal and it is hoped that we will see more of these fine aircraft at our next convention.

Continued on Page 17

**HOME BUILT** — the official journal of the Experimental Aircraft Association of Southern Africa, is published quarterly for the benefit of its members. Membership rates are R6,00 per annum. Membership is open to anybody who is interested in aviation. Application for membership can be obtained by writing to the EAA of S.A., P.O. Box 247, EDENVALE 1610, Republic of South Africa.

**EAA OF SOUTHERN AFRICA — STATEMENT OF POLICY** — Material published in **HOME BUILT** is contributed by EAA members and other interested persons. No payment is made for contributions. Opinions expressed in articles are solely those of the authors and do not necessarily represent the official view point of the EAA of Southern Africa. Accuracy of the material is the sole responsibility of the contributor.

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**SPORT AVIATION** — the highly respected monthly publication of the International movement, EAA, Inc., is recommended reading for every sport flying enthusiast. **SPORT AVIATION** can be obtained by writing direct to the Experimental Aircraft Association, Inc., P.O. Box 229, Hales Corners, Wisconsin 53130, U.S.A. Membership rates are 20 U.S. Dollars per 12 month period and which includes a subscription to **SPORT AVIATION**.

# WOOD PROPELLERS, their CARE and TREATMENT

**WOOD PROPELLERS** are especially susceptible to damage from improper handling. When moving an airplane, special care should be exercised to avoid bumping the propeller. The practice of pushing or pulling on a propeller blade to move an airplane should be avoided; it is extremely easy to impose forces on a blade in excess of those of which the blade is designed. It is continually necessary to ascertain that the glue joints are in good condition and that the finish on the entire propeller will protect the propeller from absorbing moisture. Two-bladed wood propellers should always be left or stored, whether on or off an airplane, in a horizontal position to prevent unbalance from moisture absorption. A good precaution is to cover the propeller with a well fitting waterproof cover when not in use. It is very important to protect the shank section of wood blades from moisture changes to prevent swelling and subsequent loosening in the metal sleeves. In the case of varnished blades, it is advisable to occasionally apply varnish around the shank at the junction of wood and metal. In the case of plastic covered blade, repair cement may be applied around the same joint.

## INSTALLATION INSTRUCTIONS FOR WOOD PROPELLERS;

1. Clean threads on bolts.
2. Coat threads with engine oil.
3. Insert bolts in holes (use rubber hammer if necessary to drive bolts through hub).
4. Tighten hub bolt nuts, evenly, a little at a time.
5. Use torque wrench to tighten nuts to a torque reading of plus or minus 25 inch-pounds of recommended table below:

Bolt Dia.	Recommended Torque
3/8 inch	175 inch-pounds
7/16 inch	300 inch-pounds
1/2 inch	325 inch-pounds

6. Check propeller for track — if both blades do not track within 1/16 inch, loosen hub bolts and install shims between hub flange and propeller hub face so as to bring tips of blades to proper track.
7. Safety hub bolts with cotter pins or safety wire.

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## NOT aeroplanes pilots, T cause ACCIDENTS!

I HATE TO SAY IT, but it is pilots, not airplanes, that cause accidents. All statistics show that it is rarely a mechanical failure that causes a mishap or accident. What can we as pilots do? Well, here are a few suggestions:

1. Lets, take stock of our own ability. Don't fly aircraft beyond your capabilities, in weather that is marginal, or when taking any medicine.
2. Let's do good preflights, use check-lists, fly safely and adhere to good operating practices and the regulations.
3. Let's try to fly so as not to bother any of the citizens of the community, but remember that safety put first is best for everybody.

Those of us who fly homebuilts should be very careful as to our flying. We are under the eye of the government and public more than most flying groups. Therefore, we must be careful as to our flying and we must be careful as to who we let fly our homebuilts. Those of us who fly aircraft built by others should be conscious of our responsibility. It has taken the owner years to build the aircraft and money just can't replace his aircraft. Most homebuilts are harder or more difficult to fly than most storebought airplanes. So be sure of your ability before you accept somebody's airplane to fly. If you do fly somebody else's airplane, fly it very conservatively. Discretion is always the better part of valor.

Let's go out and enjoy flying, but let's do it safely ... not just this summer, but all the time.

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### TIP FOR BUILDERS.

HAVE YOU ever faced the problems of removing pencil and finger marks from wood? A trick that works well unless the marks are very heavy is to use a rough cloth which has been dampened with 'Lacquer Thinner', to rub the marks away.

# the E.A.A. in ACTION!

by  
A. 'Buck' Gough-Jones,  
Past Hon. Chairman — Chapter 514.

## THE EAA WORLD-WIDE

THE EXPERIMENTAL AIRCRAFT ASSOCIATION, INC., is a non-profit organisation ... fully self-supporting ... open to anyone. Founded in January 1953 by a handful of avid aviation enthusiasts in Milwaukee, Wisconsin, U.S.A. The idea for such an organisation was born in the mind of the President and founder of the Association ... Paul L. Poberezny, while building an airplane in his garage in 1948.

The original purpose of the EAA was ... and still is ... the stimulation of interest in aviation ... the promotion of aviation safety and education ... the encouragement and assistance of the amateur aircraft builder, designer and flyer. ... development of the light aircraft for the average man ... restoration of antique and historic aircraft ... and the furtherance of the sport and freedom of flying.

EAA has been responsible for the present expansion and development of amateur aircraft construction not only in the United States and Canada, but in some 50 other countries as well. France, at one time, lead the field in light aircraft development for the amateur but has since lost this title to the United States and Canada who have over 5,000 homebuilts flying and some 12,000 under various stages of construction in basements, garages and other workshops. With the ever increasing interest throughout the world, the rapidly expanding EAA membership speaks well for the future of the homebuilt, vintage and sport flying movement.

EAA presently has a network of over 500 active Chapters all over the world which promote sport aviation on the local level. Countless hours of volunteer effort on the part of the officers and members alike has brought this about. One of the sources of strength in our organisation has been the enthusiastic and willing co-operation of all working for the common good. It can truthfully be said that the Chapters are "the heart of the EAA" and their meetings serve as an opportunity for those with like interests to gather together. Chapters exchange building tips and related information, conduct demonstrations of various aircraft building processes and techniques, and engage in numerous other activities.

## THE EAA IN SOUTHERN AFRICA

The construction of amateur built aircraft in Southern Africa can be traced back to the early days of aviation. Some historians claim that South Africa was the birth-place of aviation, and that the activities of Goodman in Natal preceeded the achievements of the Wright Brothers.

Undoubtably, groups of individuals interested in amateur built aircraft did exist in the early days of our country, however, it was the post World War 2 years that saw the greatest development of the home-built concept and in particular — the last decade. Spearheading these activities were groups in Natal and the Transvaal. Led by the enthusiasm and dedication of the late Ian Lewis in Natal and Mike Spence in the Transvaal, the formation of the Aircraft Builders Association took place. Paradoxically, two Chapters of the EAA Inc. were also established — Chapter 322 in the Transvaal and Chapter 357 in Natal.

Late in 1972, the Aircraft Builders Association fell away in favour of the EAA of Southern Africa. Initially, Chapter 357 undertook the administration of the EAA of Southern Africa. Ably chaired by Tony Wills and assisted by an active and enthusiastic secretary — Steve Crutchley, the Association prospered. Under the aegis of the EAA of S.A., two very successful Conventions were held in P'Maritzburg in '73 and '74. A quarterly publication Homebuilt, originated and edited by Steve Crutchley, contributed much to the development of the EAA in Southern Africa.

Latterly, the administrative function of the Association has been carried out in the Transvaal under the leadership of E.C. 'Woody' Woods. While the rate of progress of the Association has been questioned in some quarters, progress has indeed been made. Two further Chapters are in existence — Chapter 514 located on the West Rand and Chapter 558 in Pretoria. Sponsored by Chapter 514, EAA of S.A. was represented at Air Africa International '75 and drew much attention to the activities of the Association with a resultant increase in membership. Financially, a very successful Convention was also held in Welkom late last year. Considering that all the attainments of the EAA in S.A. have to date, been carried out on a volunteer basis, the future of the Association in our country is beyond doubt.

The continued growth of the EAA in S.A. has highlighted the need for a paid secretarial function so as to lighten the ever increasing burden born by the 'volunteers' and furthermore, to obviate the understandable criticism which presently exists among the membership. The coming Convention, to be held once again in Welkom over the Easter Week-end will do much to overcome many of our present problems and thereby lead to a greater and better Association being built in Southern Africa. I do hope YOU will attend — it is in YOUR interests to do so!

# OSHKOSH '76

WISCONSIN  
U.S.A.

INTERNATIONAL FLY-IN CONVENTION  
July 31 — August 8



Fairweather for a Fairchild.

Pictures: Les Subkleve

Words: A. 'Buck' Gough-Jones

THE MAJORITY of members and visitors who attended the '75 EAA Convention held at Welkom airport over the long week-end of October 10/12, will remember the event as having been the biggest gathering of homebuilt and vintage/veteran aircraft yet seen in Southern Africa. Organised jointly with the Welair Flying Club and the local Round Table, the Convention drew visitors from as far afield as Cape Town, Durban and the Reef. Members, their friends and the public — estimated in excess of 3,000 were treated to the 'real' pleasures of sport flying and which surely must have rekindled the waning enthusiasm of many a long time homebuilder to complete his project and encouraged the newcomer to take a closer look at homebuilt aircraft and the fun of grass roots flying!!

# welkom

In the shadow of Welkom Tower — a gathering of 'Birds'.



Run-up time for a Jodel.

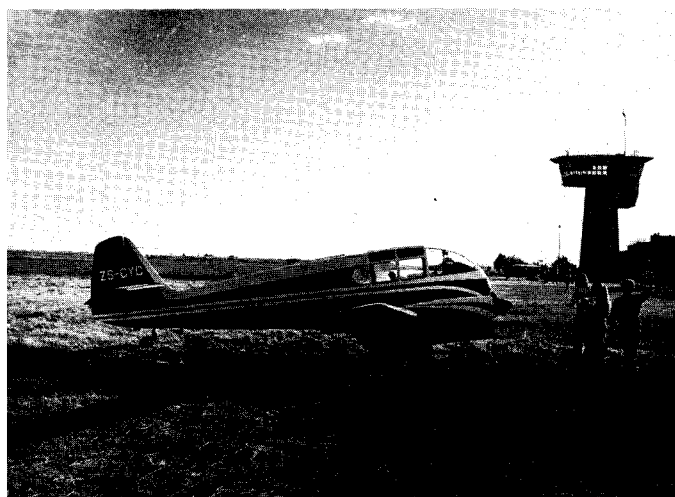


Folks around the 'Volks' with Hoekie Baldwin in a contemplative mood.





What the 'Duce' is going on? Bakeng should take a 'Gerry' at this scene.



John English's beautifully restored Super Aero 45 drew many admirers during the Convention.



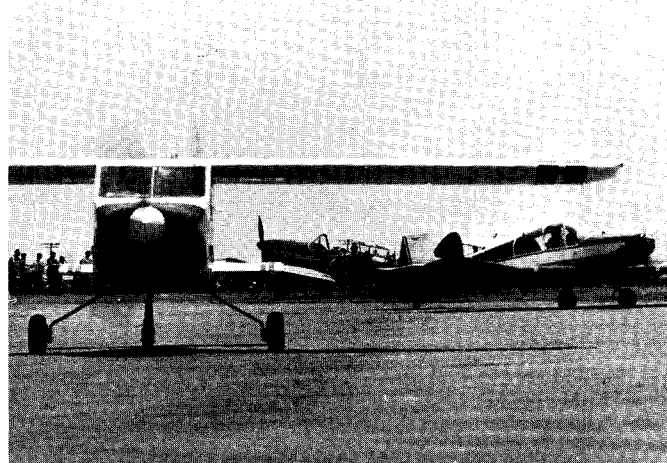
Switches on ... throttle set ... contact! Brian Zeederburg about to swing the prop with Ian Popplewell at the controls.

Highlight of the Convention was the Navigation Rally which; with the blessing of the Controller of Fuel, was specially arranged for those aircraft too slow to participate in the State President's Cup air race. The event drew many entries, with the result that the Rally became very exciting for spectators and participant. Brian Zeederburg - flying a Procaer F15B, took first place. Second, was G.J. Van Riet in an Aeronca 11AC with Warren Percy taking third position in a Piper Pacer PA20A. Prizes awarded to the winners were kindly donated by Beechcraft Sales, Placo, Smith's Pilot Aids, Mobil Oil, Van Dusen's and Comair.

(Continued on Page 17)

# 1975

'The Cape Doctor' — Dr. A. Bergamasco prepares for take-off in his immaculate BD4.



# AERO CLUB & THE E.A.A.



## WHAT IS AERO CLUB?

AS MOST MEMBERS of the E.A.A. know, a small proportion of their annual subscription is passed to the Aero-Club of South Africa for affiliation fees. Many members of the E.A.A. have queried the necessity of this — they ask "What is Aero-Club, and what is the purpose of the Experimental Aircraft Association of South Africa being affiliated to Aero-Club?" This article is an attempt to answer these questions.

Firstly, Aero-Club is the pilot's representative body for Private Aviation in South Africa. Secondly, Aero-Club is the Sporting Body controlling all Aviation Sport in South Africa and is affiliated to the Federation Internationale Aero-nautique, the International Body on Sporting Aviation.

As a result, Aero-Club is recognised by the authorities of South Africa as the spokesman for private flying regarding any problems experienced by private pilots. It is also recognised by the authorities in respect of all aviation sporting activities, including the holding of international meets, the awarding of Springbok colours, etc.

## HOW IS IT ORGANISED?

Aero-Club is a democratic organisation and comprises Ordinary Members, who pay a subscription direct to Aero-Club, and Affiliated Members, who are affiliated through their flying, gliding, or other sport aviation clubs. Aero-Club is broken down into a number of sections or sub-committees which include Power Flying, Gliding, Parachuting, Aero-Modelling, Sport Aviation (amateur built aircraft) Aerobatics and Ballooning. Each section is represented on the General Committee of Aero-Club by the chairman of their own sport sub-committee, which, in turn, is elected by affiliated members through their sports or flying clubs. Committee members act in a purely voluntary capacity, and very often meet many of the expenses incurred in the carrying out of their duties out of their own pocket — such is their enthusiasm and interest in promoting their particular facet of aviation. At the present time, Aero-Club also has a paid, half-day secretary, Mrs. Steckoll, who does a wonderful job of co-ordinating the activities of the various sub-sections and

by

MURRAY COHOE

attending to the multitude of requirements which they all present to her, as well as handling the routine work, the organising of meetings, the preparation of minutes, etc.

## HOW DOES IT WORK?

Aero-Club works through the various sport orientated sub-committees. Very good examples of this are shown by both the Parachuting and the Gliding sub-committees. The parachuting sub-committee recently organised a world competition, an International Meet which was held at Wonderboom Airport, near Pretoria, in which 220 competitors from ten different countries participated. The Gliding sub-committee organises an annual International Gliding Championship, which is held over the Christmas period, and which is attended by glider pilots from all over the world, notably France, Germany, England, Rhodesia and, of course, South Africa. These international meets receive the support of the Department of Sport and Recreation, which contributes funds to assist in their operation. In addition, the S.A.A.F. regularly supports the Gliding competitions by providing tug aircraft, and the Parachute International by providing aircraft.

The sub-committee also arrange the distribution of subsidies provided by the government in various categories.

In happier times Aero-Club was the body approved by D.C.A. to assist flying clubs in holding Air Shows and Rallies; these shows may only be held with the approval of D.C.A. and with an Aero-Club safety officer in attendance. We trust those happy days will soon be with us again. In the meantime, Aero-Club is assisting with administration of fuel being used for flying training by various flying clubs at weekends.

Aero-Club has a representative sitting on the government committee in connection with the air navigation regulations.

Aero-Club regularly operates as spokesman on behalf of pilots and flier both to D.C.A. and to various other government and official bodies. Aero-Club tries to do a great deal for all aspects of Flying in South Africa however, as can be seen above, it is only as strong as the various sub-committees and the support given to these sub-committees by their respective sections. If Aero-Club received more support from the people who are involved in all of the various facets of flying, it would be able to do much more than it does at the moment.

## BUT WHAT HAS AERO-CLUB DONE FOR THE E.A.A.?

Aero-Club has done a lot for the amateur aircraft builder and flier. The revised "General Provisions" which have recently been issued are an example of the co-operation and assistance which have taken place between D.C.A. and the Aero-Club representative of the home-building movement. These rules provide a relaxation of many of the requirements previously in force, as well as providing a concise guide to the requirements of amateur built aircraft. Should the E.A.A. find certain aspects of these rules not in accordance with its wishes, it can, through Aero-Club representation, present the argument to the Department, and this may result in variations or modifications to the rules. Through Aero-Club, the E.A.A. has direct representation on the new F.I.A. sub-committee relating to the activities of home-built aircraft. In May, last year, a new sub-committee of the F.I.A. was formed in Paris with the President of the E.A.A. International, Paul Poberezny, as Chairman of the new sub-committee. Its object is to provide world-wide liaison and assistance for all the various activities of the home builder.

(Continued on Page 18)



# OVER WEIGHT OR HOMEBUILTS

## HOW TO REDUCE THE WEIGHT OF YOUR PROJECT

Sensibly and without violating the basic design or without jeopardizing the good reputation of the designer.

By Antoni (Tony) Bingelis E.A.A. Designee Program Advisor

**SUBSTITUTE MATERIALS:** Don't beef up the design anyplace. This means do not use any materials larger or heavier than called for. For example, if you use Douglas Fir instead of spruce or white pine... the weight penalty is automatic. If hardwood is called for, remember some types are heavier than others. (Ask to consult my wood manual).

**OOZED GLUE:** Clean up all excess glue that is squeezed out of joints. This saves weight and also, in the case of plywood skins, reduces the glue's tendency to draw the plywood along the joint edges, thereby, tending to distort the skin and spoil the outer contour.

**BOLTS:** Always use the correct length and size bolt.... no longer, no bigger. Bolts one size longer add significant weight of themselves and also usually require extra washers.

**WASHERS:** Eliminate all washers where possible. Of course, always use a large washer against wood surfaces and a washer against metal surfaces where there is movement between the nut and the part. There is really no need to use any washers under bolt head or under the nut in attaching any stationary fittings or parts (metal to metal).

**WIRES, CABLES, HOSES:** Make your wires as short as possible without subjecting them to tension. Plan their routing and make it direct as possible. Make your engine controls of the correct length. You often see cables with excessive length coiled and taped down in the engine compartment.

**FIBREGLAS:** Fibreglas cowlings and fairings do not require 5 or 6 layers of glass cloth making them completely rigid and very very heavy. Look how thin and flexible metal cowlings are. The secret is to make your fibreglas parts with as much curvature (compound curves) as possible and to adequately support the parts thru proper mounting. Reinforce only areas of high stress.

**SCROUNGED COMPONENTS AND GADGETS:** Don't use accessories and parts off fighter planes and bombers... they are simply too heavy for the job to be done.

**NAV AND LANDING LIGHTS:** Why wire the plane for night flying if it will never be used at night?

**ELECTRICAL SYSTEM:** If you do wind up with a heavy bird and you do have an electrical system, consider doing away with it and save 50 to 100 pounds of excess weight.

**NAILS:** In building any wood components rely more on clamping and temporary staples for gluing pressures. Eliminate all nailing where possible and certainly for esthetic reasons use no nails in external skins. About 2 to 4 pounds of nails can be used in an all-wood job. Even wing rib gussets can be clamped instead of nailed, you know.

**RIBS:** If you have the option, always use built-up spruce ribs rather than the so called easy to make solid plywood types. The plywood ribs even with lightening holes are much heavier....weaker too.

**SPARS:** Again, if you have the option between a 3 piece or a single unit wing. Make the one piece wing. It will save you 30 to 50 pounds weight and at least 50 to

100 dollars. (Of lessor importance but still worth considering is the saving about 30 days of hard labour).

**CARPETING:** Make sure than any carpeting or floor mats used in your bird are lightweight and not the heavy household stuff. In a typical two place job this can mean a savings of about 5 pounds.

**INSTRUMENTS:** Use the small instruments if you can get them. Also use group instruments (combined oil temp, oil pressure, ampheres, fuel, etc. All in one gage unit) such as used in the Cessnas.

**FASTENERS:** Increase the spacing between screws and fasteners. Is it really necessary to put cowling and fairing 3" apart? Wouldn't 6"-8" or more do as well? Check some factory jobs for guidance.

**DRAINAGE:** Use sea plane type grommets at the drain holes in the bottom of the fuselage. Regular grommets permit oily mist and dirt to be sucked into the fuselage and the oily film and dirt accumulates and accumulates....Over the years this means considerable extra weight.

**ALL METAL AIRCRAFT:** If aircraft is all metal consider not painting it. Just a bit of painted trim can look as good as any full paint job.

**FABRIC COVERED AIRCRAFT:** Some coverings are lighter than others. Consider dacron and its advantages. I personally like the Stits process... it isn't cheap. But it is good. Easy to use. And its lighter than Grade A.

**PLYWOOD COVERED JOBS:** Why cover the plywood with cloth and then doping or painting the whole works? Well, that does increase the structural strength a bit but it adds one heck of a lot of more weight as well as cost to the project. The new paints and varnishes and finishes of all sorts border on the amazing. Remember, the name of our game is experimental. (As one gent told me "I can always cover it later if it doesn't hold up.")

**STEEL FITTINGS:** Radius the ends of metal fittings at the end bolt holes. You often see fittings squared off at the ends. Sure it takes extra work and it won't have such weight.... but it all adds up.

Substitute aluminium fittings in place of steel — if design permits option. And if you know how to meet strength requirements.

**WHEELS:** If propeller clearances permit and you will be operating from paved strips primarily, consider using 500 x 5 wheels instead of 600 x 6. Woven wheel pants could be smaller and lighter.

**AND YOU TO....**Keep your own weight down. The plane will have more pep and so will you.

**SUMMARY:** Get the idea? One little detail will not save much weight but when programmed for the entire project... you'll have a winner!

**TIME:** .....Everybody's time comes in 24 hour units. Is your project getting its fair share of the action? On a regular basis?

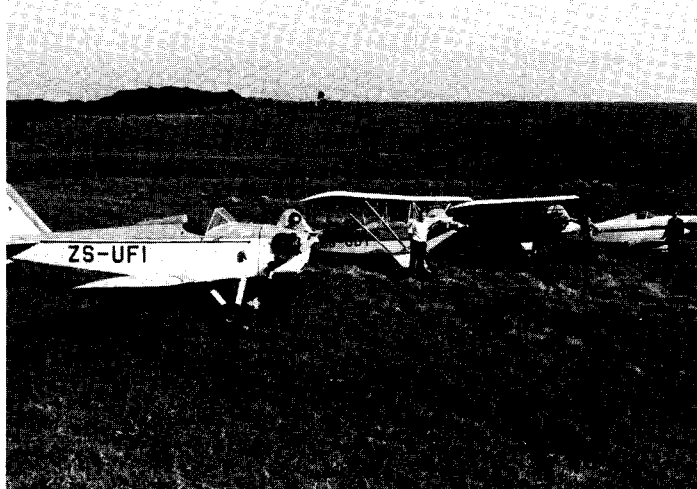
# The

Words and Pictures:  
by  
Steve Crutchley,  
Hon. Secretary — CHAPTER 357

This most enjoyable event took place as a result of the close ties which have always existed between members of the Pietermaritzburg and Port Elizabeth chapters of the Association.

Kob Inn on the Wild Coast was chosen as the venue because of its ideal position midway between these two centres of homebuilding activity and because the resort is run by aviation-minded Gerald Goetsch who always assures flying types of a warm welcome.

Some of those who flew in were Tony Wills in his Fly Baby, Owen Pilcher in his Termite, Ron Sillis also in a Termite and Toy van Rensburg in his much travelled Mini Ace. The Classic Division was represented by John English's Cessna 120, Mike Brown's Cessna 140, Walter Kusterer's J3 and the Aeronca Chief flown in



'At Ease Fella's'. Pictured left to right. Tony Wills with Fly Baby — ZS-UFJ. Owen Pilcher with Termite — ZS-UDY. Ron 'Tosh' Sillis with Termite — ZS-UDV. Toy van Rensburg with Mini-Ace — ZS-UDW.

## KOB · IN

Ron 'Tosh' Sillis beside his 'Beetle Buggy' alias Termite ZS-UDV, at the Kob Inn Fly-In.



by me. There were also a number of modern factory built aircraft present.

The event was run on informal lines but the relaxed atmosphere was interrupted briefly to make a formal presentation to Sigi Poznik in recognition of his experiments in the field of astro-navigation. The theory of the system is extremely complex but the practical application is straightforward and the instruments required are inexpensive. Apart from an accurate watch, all that is required is a device somewhat resembling a sun dial. In his reply Sigi mentioned the valuable contribution made by Ron Sillis during the early stages of his research.

In view of the success of the function it was decided to hold similar combined regional fly-ins regularly in future.

## FLY · IN

# HOMEBUILT an apology

from the EDITOR

PLEASE ACCEPT MY APOLOGIES for the long delay in publishing an edition of Homebuilt. When I accepted the responsibility for editing and producing our magazine in the latter half of last year, I frankly did not realise that I was over extending myself in terms of the amount of free time I would have available. Production of any magazine on a full-time basis with the resources of an editorial staff and the requisite back-up facilities is one thing. Producing a magazine on a part-time basis when one is already committed to other EAA activities, is something else! While not wishing to make excuses for my performance, it is perhaps as well to take this opportunity of drawing the attention of members to what is involved in the preparation of a magazine, so that who ever accepts the responsibility in future, can plan accordingly, and thereby ensure that our publication appears not only regularly but on time.

## CONTENT

The prime objective is to produce a magazine which will contain material which is both interesting and informative with advertising kept to a minimum. While publishers of magazines endeavour to keep to the generally accepted ratio of sixty percent editorial to forty percent advertising, it is the cost of producing the magazine which finally decides what that ratio will be. Without advertising, the majority of magazines would not survive as the production cost would be far too high and thus uneconomic. Therefore, advertising is vital to the continued existence of a publication and particularly in the case of Homebuilt where, presently, funds are very limited.

Homebuilt was originally introduced with a view to keeping members informed on activities taking place within its ranks and of matters related to sport flying. Obviously, the editor endeavours to publish material of local interest. However, this is not easy, for there is presently, very little support from the membership in supplying articles and/or photographs on a regular basis. Steve Crutchley — former editor of Homebuilt, once stated, that if each member contributed but one article, there would be enough material available to keep Homebuilt going for at least five years! So come on fella's, I feel sure that you can do something to help. The fact that you are no literary genius is no excuse — just submit something which you feel will be of interest to your fellow members. The editor will correct your contribution if there is a need to do so. More often than not, contributions are published as they are submitted for they have a style which appeals to a reader and which would be lost by editing.

## PRODUCTION

Ideally, the production of a magazine is carried out by one production house. What this infers, is that the editor hands over all the contributions — be they articles, photographs or advertising to the production company and their staff carry out all the processes required to produce a magazine. However, this is a costly operation and therefore to reduce costs, individual jobbers are approached. The only drawback of course, is that it is time consuming. The editor usually has to take on the job of preparing the magazine which covers having the submitted material typeset, proofing and corrections, pasting-up, obtaining advertising support and their layouts, arranging the production of half-tones of all the photographs which have been submitted and finally preparing the completed page layouts for the process camera; the process camera provides a negative from which the printing plates are made. The plates are then handed over to a printer who finally prints the magazine. On completion, the magazine still has to be inserted into an envelope, addressed and mailed.

While the above sounds complicated it isn't really but it does take time and will give you an idea of what is involved. You may well have your own ideas on the subject — perhaps you are in the printing business and could assist, if so, why not come forward and offer your services. The appointment of a new editor takes place each year at our Convention. Why not accept the challenge and become editor!

## INCREASED SIZE

You will have noticed a number of changes in this issue of Homebuilt, the most important of which, is the increase in size. The new size or A4 as it is known, has become almost universal for magazines and while the increase in cost is minimal, the increase in scope is tremendous — particularly from an advertisers point of view. Potential advertisers prefer to patronise a magazine which has a universal size as prepared or 'standing' material is usually available and therefore, new and costly layouts are not required.

I do hope that you like our 'new' magazine. A good deal of work and time has gone into its production. The obstacles have all been overcome and further issues will not take as long to produce provided of course you do not call for radical changes. Obviously there is always room for improvement, provided the suggestion is both constructive and practical. Should you not be satisfied with Homebuilt (whatever your criticism or suggestion may be), please express yourself at the coming Convention or if you are unable to attend, write to the Committee.

**You have a responsibility**

**to enrol new members**

# What Our

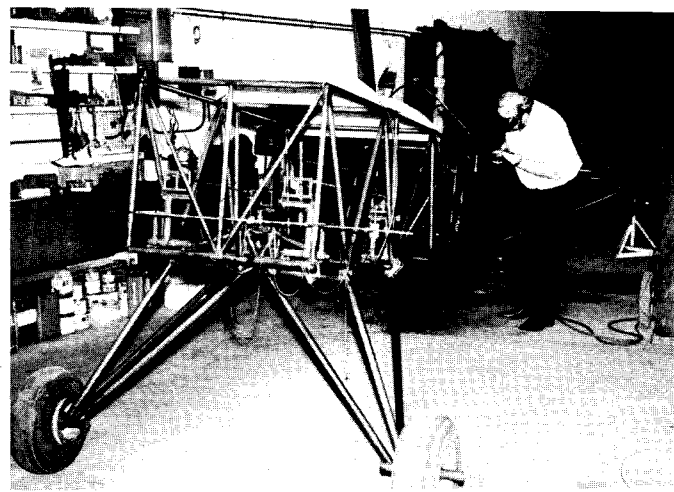
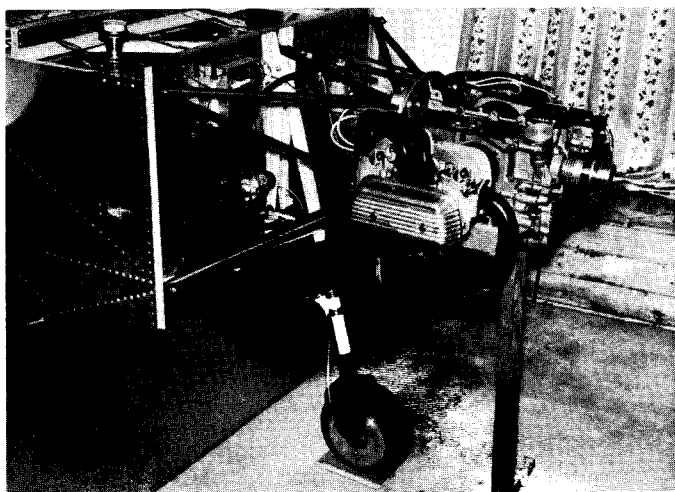


Three of the 'squadron' of Homebuilts based at P'Maritzburg. Left to right: Owen Pilcher's — Smith Termite, John Buchan's — Jodel F12 and Tony Wills — Fly Baby. Not in the picture but also based in P'Maritzburg, are Len Cormac's Jodel F9 and Owen Tennant's Topsy Nipper.

Photographs and Captions:  
by  
Steve Crutchley,  
Hon. Secretary — CHAPTER 357

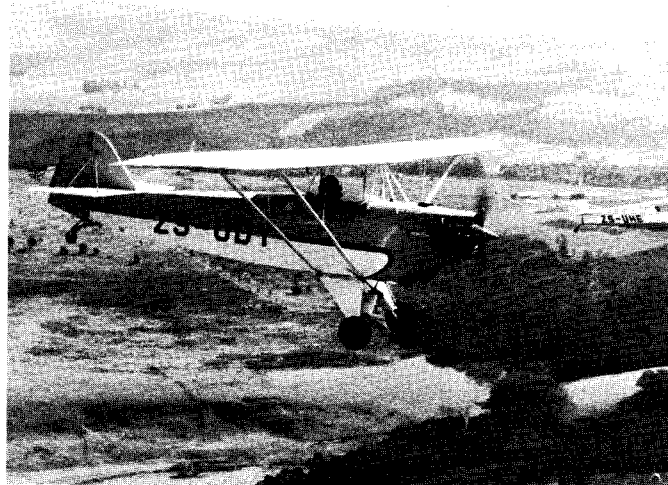
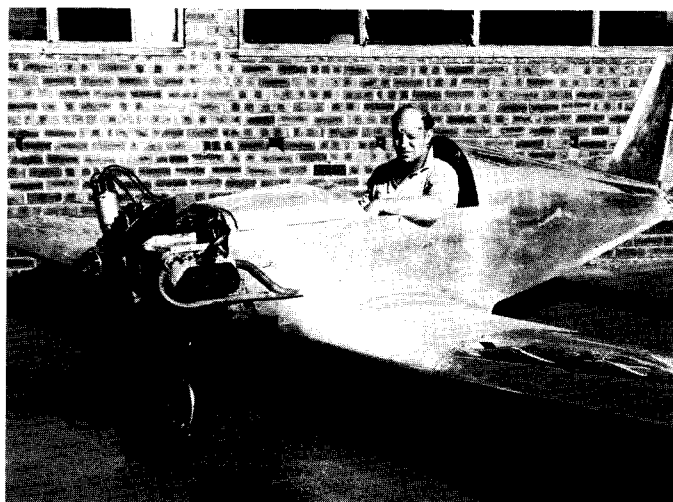
## Members

The "Crutchley Special" showing the Revmaster 2100 motor on the mount. Engine mount welded-up by Don Harvey.

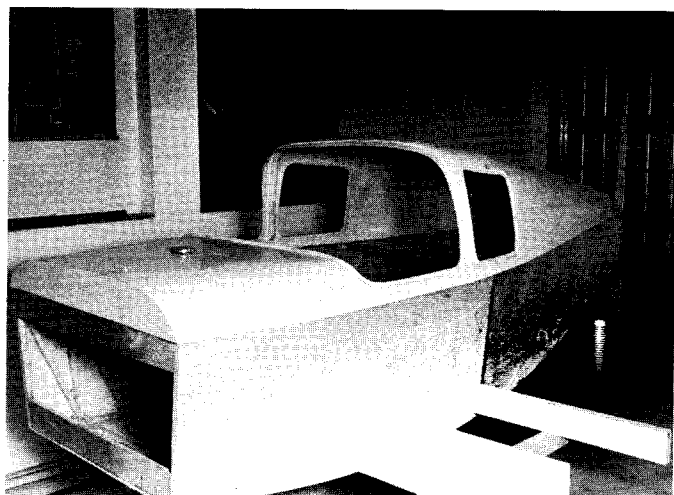


Don Harvey of P'Maritzburg busy welding a section of his Skybolt fuselage.

Eddie Trump of P'Maritzburg started his Teenie Two in April 1973 and expects to have it ready for flight by the end of 1975. He reports that construction was hampered by very poor plans. Eddie has modified the wing joint fittings and the undercarriage as well as the rudder hinge system. Powerplant is a VW-1600 with Scintilla Vertex magneto.



Owen Pilcher's Termite, powered by a VW motor shown in loose formation with John Buchans' recently completed Jodel F12. The Termite has a cruising speed of 80 mph and uses only 11 litres of fuel per hour. The aircraft has flown over 300 hours since it was completed in December 1972.



(Photo by Trustie-Taylor)

John Buchan's Jodel F12 is powered by a Lycoming 125 h.p. motor which gives the machine a cruise speed of approx. 120 mph and a rate of climb of over a thousand feet per minute.



# Are Building

# —chapter round-up—

## CHAPTER 322, EAST RAND

**WITH THE FORMATION** of Chapter 514, we experienced a slight fall-off in membership which was expected, however, this has been off-set by a steady increase in new members and we of 322 congratulate 514 and wish them continued success.

The Committee decided that Chapter activities should involve more of the members and with this in mind we proposed three sub-committees viz. (a) Entertainments (b) Air Show/Flying activities (c) Educational. To date the response has not been good, consequently the work involved has rested with the 'willing horses' which are fast becoming tired of having to shoulder the 'work load'. Chapter members, this is your Chapter and if you want it to continue to grow and improve, it is up to each and every one of you to come forward and do your bit! The attendance at our Social Evening wasn't exactly the greatest!

Congratulations to Courtney and Stan Jane on the completion and testing of the Bakeng Duce ZS-UHK and to Bill Keil on completing the restoration of the Auster. Congratulations too, to Bob Hay on the completion of his Pitts. Brian Zeederburg and Ian Popplewell are also to be congratulated on the completion of the Bucker Jungmann. The middle of 1976 should see our members flying another five or six aircraft.

A reminder to all E.A.A. members; our monthly meetings are held on the last Wednesday of each month at 7.30 P.M. at the Jeppe Quandang Club and a warm welcome is extended to all. A phone call to any of the following Committee members will provide you with the necessary directions on how to find Quandang.

Ron Johnstone	Business	51-7321
	Home	53-5016
Barrie Walker	Business	56-9541
	Home	53-2365
Bill Forbes	Business	53-9378
	Home	53-7351
Stan Hewitt	Business	713-3975
	Home	53-5091

## CHAPTER 357, P'MARITZBURG

STEVE CRUTCHLEY reporting on the activities in the P'Maritzburg area, states that on June 26, 1975 — eighteen months after the unfortunate accident in which he virtually "totalled" his Jodel F11 (see Homebuilt Dec '73), John Buchan test flew his new aircraft, a Jodel F12. Although he was able to utilize a great number of fittings from the crashed aircraft, John had to start almost from scratch and his perservance and determination in "sticking with it" are to be admired. Local members are thrilled to see that familiar cranked-wing tur-

quoise and white bird overhead again.

Tony Wills and Owen Pilcher are getting tremendous enjoyment from their respective homebuilts and recently had a most successful trip to Kob Inn (see article this issue) on the Wild Coast. Both the Fly Baby and Termite gave very respectable block speeds, much to the dismay of a certain Aeronca Chief pilot (me!) who thought that he could outrun these homebuilts.

Len Cormac's Jodel F9 has been on the ground for some time undergoing some major refinements to the engine and cowlings set-up. Len is concurrently building an F12 and also giving local members a lot of help with welding and machining, so all in all, he is kept pretty busy.

Don Harvey has put aside the Skybolt fuselage structure and is busy churning out wings. Keep count, Don!

Eddie Trump has been seen driving around his garden in a high powered Teenie Two without wings and it should not be long before it is ready to transport to the airfield.

Ian Parker is forging steadily ahead with his Taylor Monoplane and we expect to see it in the air by the end of the year. Dave Hocking is a little way behind with his own Mono but he has the wings completed and the fuselage structure is coming on well.

Mel Barker and "Mac" Mc Donald have recently started their projects (a Jodel F12 and a KR-1 respectively) and are enthusiastically making sawdust fly in all directions.

The Crutchley special has the motor on the mount and the engine cowlings completed. Manufacture of drum brakes and telescopic oleos is keeping me occupied at the moment. Roll out is scheduled for November.

Details of our chapter activities, can be obtained by writing to:

The Chairman,  
21 Charles Boniface Road  
Bisley  
P'Maritzburg 3201.

## CHAPTER 514, WEST RAND

SEPTEMBER '75 — our first anniversary. A year of growth! Growth not only in the sense of membership but particularly from the point of view of the good fellowship which members have enjoyed and will continue to share in the years ahead. While our Chapter is still comparatively small, it has never-the-less contributed to the growth of the EAA in our country. The high light of which was our participation in Air Africa International '75. The EAA exhibit was mounted and manned by Chapter members and drew much public interest,

particularly from Pretoria residents — undoubtedly leading to the formation of a Chapter in that area.

Growth too, in the number of projects undertaken by members, whether homebuilts or restorations. The Chapter is proud of the high standard of workmanship which members continually strive to attain and in particular — Ted Phelps (his restoration of a Tiger Moth has to be seen to be believed) and Ron Crause. No doubt about it Ron, those years of model building experience are paying dividends in the manner in which you are undertaking the construction of your Acroduster Too. The Chapter is confident that our Vice-Chairman's Acroduster Too will be the finest example of its type flying in the Republic!

Scotty Stewart's BD-4 is progressing favourably and should be ready for final assembly in the not too distant future (watch out Doc. Bergamasco, you will have to share your airspace with a 'Flying Scot'. Guthrie Head is busy hatching a KR-2 or is it a Kr-1? Guthrie's project is probably the most advanced of the group of our members building Ken Rand's design. Keep it up fellas — we could well have a squadron on our hands!

Under the leadership of Roger Raad, the syndicate — formerly known as Project 514, has, with the guidance of Murray Cohoe, made progress in finalising the planning required for the modification of the Piper Colt, which, while it will resemble a Colt, will be registered under another name. The purchase of materials is under way and further construction and repairs will be undertaken shortly.

Congratulations to Graham Hill on his appointment as Chairman of our Chapter. We wish you all success in your term of office Graham and feel sure that you and your Committee are planning many interesting meetings and events for the months that lie ahead. Graham takes over from former Chairman 'Buck' Jones who, after having been actively associated with the administrative side of the EAA, is taking time off to construct his own aircraft and to assist in the 'syndicate' project.

A warm welcome is extended to anyone who is interested in any aspect of sport flying, to attend our monthly meetings, and which are held on the second Wednesday of each month at the White Horse Inn Hotel, Fountainsbleau. For further information, please phone our Vice-Chairman — Ronnie Crause at either 344-351, his business number, or at home — 46-4046.

## CHAPTER 558, PRETORIA

(Continued on Page 17)



The 'Spitfire' has received tremendous publicity and has highlighted the home-built fraternity in a somewhat borrowed halo. The fact remains that although bugged with minor problems, the Spit is in good shape and we are certainly hoping to see it with us at the next convention. Let us hope that this will set the trend for our own "Confederate Airforce" in years to come. Any candidates for an ex-SAAF Harvard?

The restoration of Vintage and Classic aircraft has been given a strong boost and some truly excellent examples were on show at Welkom. We know of several more which will be on the next show, including a circa 1934 Bellanca. We are in need of more sponsored trophies and awards for the wide range of achievements continuously coming to light and members are asked to bear this in mind.

In conclusion, we should stress that the production of this magazine has never been a simple matter. We receive more criticism than help and the help always comes from the small handful of die-hards. If you would like to see regular issues and interesting news, get up off your butt and send us photographs, comments and a note or two — even a post-card will do.

(continued from Page 9 )

The anticipated arrival of the Spitfire from the Reef had aroused much excitement among the crowd. Imagine then, the disappointment when the announcement was made that due to various technical problems the flight of this legendary wartime aircraft had to be 'scrubbed'.

The public's disappointment was shortlived as there was much to attract their attention among the aircraft in attendance and in particular — the VW powered Fourniers and Turbulents. The dismay of some Free Staters at seeing a VW powered aircraft for the first time turned to sighs of relief once the aircraft were flying and it was realised that the venerable Beetle engine was equally reliable in the air as it was on the ground.

Notable among the homebuilt aircraft were our Hon. President's Pitts Special, Doc. Bergamasco's BD4, Hoekie Baldwin's and Bruce Vivian's magnificent Turbulents. Followers of the vintage and veteran scene were treated to a variety of beautifully restored aircraft which will undoubtedly encourage the more dedicated enthusiast to renew his search for that 'rare bird' still awaiting restoration.

THE EAA OF SOUTHERN AFRICA'S newest Chapter was inaugurated on February 18, '76 at a well attended meeting held at the Didacta Building in Pretoria. Mr. E.C. 'Woody' Woods — President of the EAA of S.A., presided over the meeting as the Master of Ceremonies. Brig. James Gilliland, Chairman of the Aero Club of South Africa gave the inaugural address and in outlining the various activities of Aero Club, drew attention to the close relationship which existed between Aero Club and the EAA of S.A.

Prof. B.W. Skews of the University of the Witwatersrand and Col. P. Mc Gregor of the S.A.A.F. both gave very interesting talks on their particular subjects. Col. Mc Gregor — who is supervising the S.A.A.F. museum project, received sympathetic support from the meeting when he called for assistance in the search for items of interest for the museum.

The tea break gave persons the opportunity to meet each other and discuss sport flying activities and their own 'homebuilt' projects. The second half of the evening's programme was allocated to the screening of two EAA films and

which high lighted the growing interest being taken by the average man in the construction of his own aircraft and the good fellowship which exists among members of the world-wide EAA movement.

Whether you are a resident of or a visitor to Pretoria, do avail yourself of the opportunity to attend our monthly meeting which is held on the third Wednesday of each month at the Didacta Building. Further information on our activities can be obtained by phoning our Vice-Chairman — Mr. Ray Davey at 37-522, business hours.



The adjacent Flamingo Pan — long the home of water fowl and local yachtsmen, played host to a metal feathered visitor in the form of a Lake Buccaneer which, flown by pilot Richard Huggett, carried out a touch-and-go landing for the benefit of visitors who were lucky enough to be in the vicinity of the Pan. Richard later landed his amphibian at the airport and parked the Lake Buccaneer close to the public area where it drew much attention.

The success of the '75 Convention has led the EAA Executive Committee to take the decision to once again stage the 1976 Convention at the same venue over the coming Easter week-end. The annual General Meeting of the Association will also be held. Invitations to attend the Convention will shortly be posted to all members and supporters of the EAA in Southern Africa. Please endeavour to attend as the '76 Convention promises to be even bigger and better both in the number of aircraft expected to attend and the organisation of the function. See you there!



Of course, you too can

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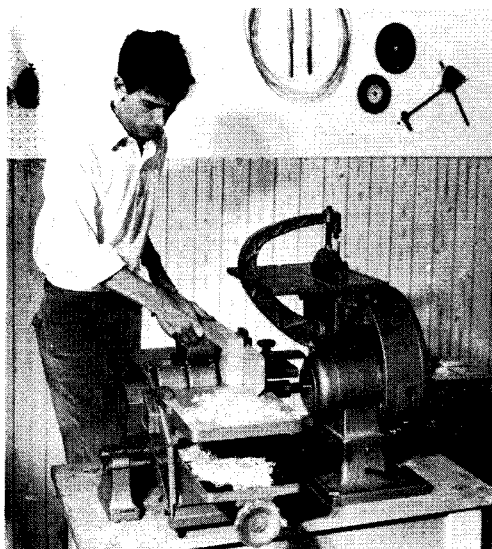
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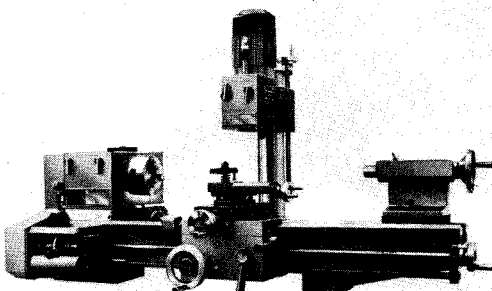
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**Aero Club & the EAA.**

(continued from Page 10)

At present, a number of moves are taking place with regard to Aviation Education and Amateur-Built Aircraft in South Africa, and whilst the E.A.A. has received a great deal of support in these efforts on its own behalf, this support will undoubtedly be increased with the assistance and knowledge of the Aero-Club of South Africa.

One thing that the E.A.A., in conjunction with Aero-Club, must do now is to arrange for the inspection of Amateur built aircraft through the Aero-Club sub-committee. It will be noted that the "General Provisions" provide for the inspection of amateur built aircraft by "Approved Persons". The Commissioner of Civil Aviation is prepared to delegate authority to the Aero-Club Sub-committee to control all aspects of the inspection of amateur built aircraft by these "Approved Persons". Firstly, we need the suitably qualified persons who are prepared to carry out inspections, and secondly, we need to set up the necessary organisation to control this.

For many years now the Gliding Sub-committee has controlled all aspects of construction of gliders, as well as the licensing of the gliders through D.C.A., and the control of and issue of licences to Glider Pilots.

Similarly, the Parachuting sub-committee controls the issue of licences for parachutists.

We now have the opportunity to do something to assist the homebuilding movement in a big way. All we need are the people.

### CONCLUSION.

The money paid to Aero-Club, either by Ordinary Members, or by members affiliated through their various flying clubs, is only one aspect of the relationships between Aero-Club and the E.A.A. Aero-Club can do something for us, but it can only do this through our own activities, through our setting up a stronger Experimental Aircraft Association, and through every member of the Association taking a greater interest in all the various aspects of flying. Aero-Club provides the door — the opportunity for members to make approaches to the various authorities to assist with many of the long-term projects and propositions of interest to the home builder.



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## SALE & SWOP

Here is a section for anyone wishing to buy, sell or swop something. **Classified** advertising rates are 10c per word — a minimum of 10 words. Payment and advertising copy must be received at least a month prior to publication. **Display** advertising in this section is also available. Two centimetres to eight centimetres; minimum frequency — four consecutive issues. For display rates and all advertising information, contact: The Advertising Manager, Homebuilt Magazine, P.O. Box 62062, MARSHALLTOWN, 2107.

The EAA of S.A. does not necessarily guarantee or endorse any product or service offered through our advertising.

Members' attention is particularly drawn to built and partially built Aircraft. They should satisfy themselves that the machine has been cleared to D.C.A. standards of airworthiness and that the materials which have been used are of approved aircraft specification.



**THORP T-18** — Complete set of Blue Prints plus building manual and folder of T-18 news letters. Several back copies of Sport Aviation available. R150 takes the lot. E.M. Perry, Box 85, HENLEY ON KLIP 1962 or phone 6163.

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