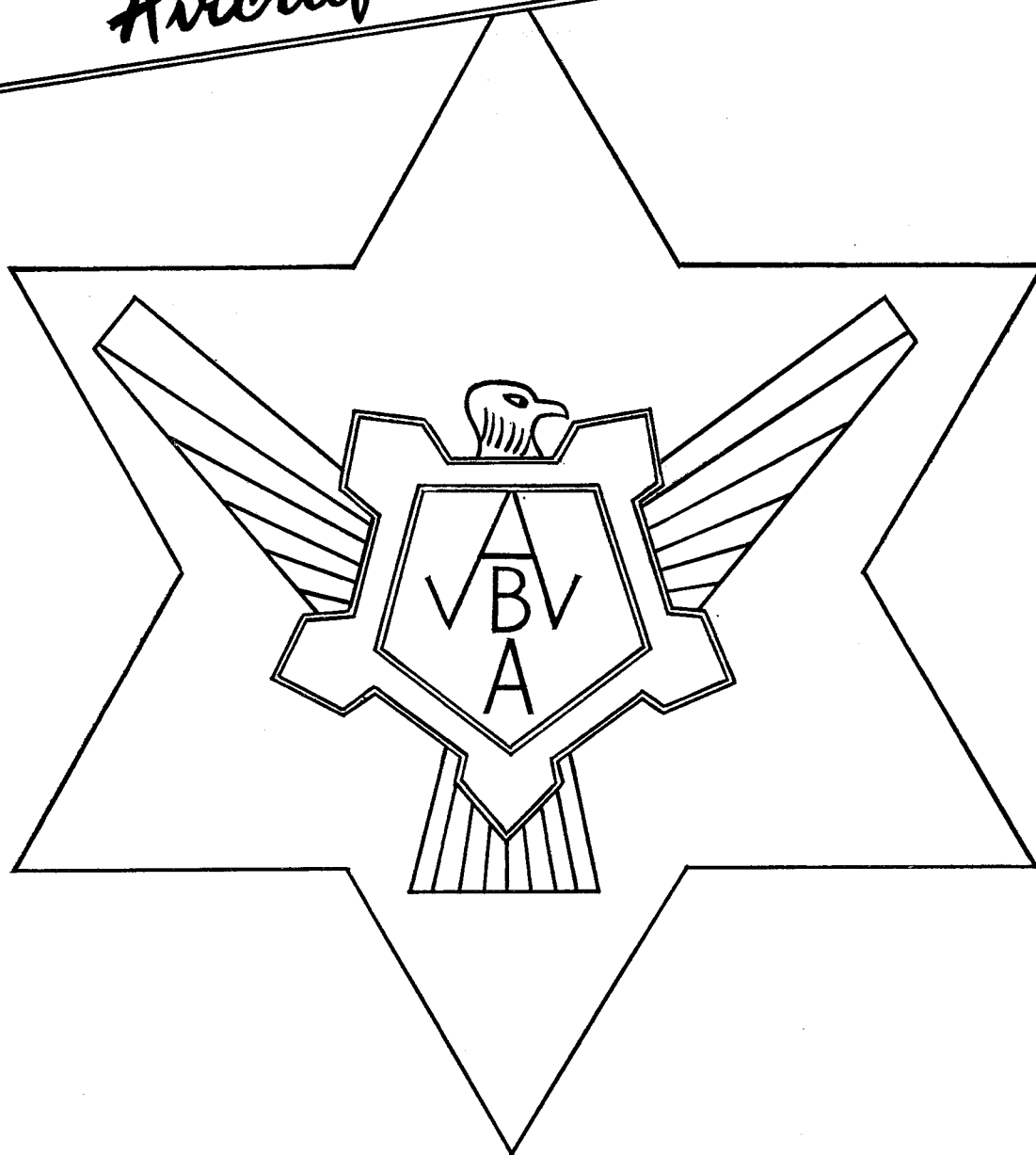


MAY 1970

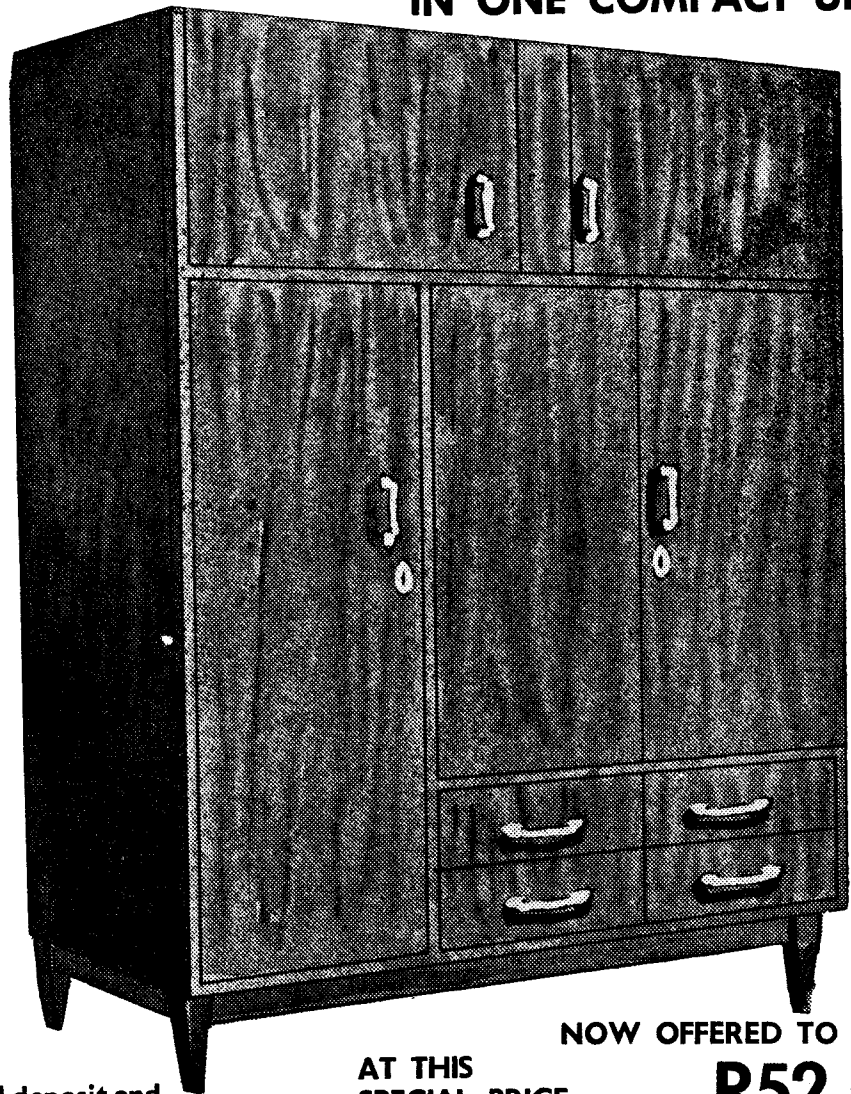
#5

Vliegtuigbouwers se Nuus

Aircraft Builders' News



MAHOGANY "LORE" HOLD-ALL
CUPBOARD UNIT
STORAGE SPACE FOR THE WHOLE FAMILY
IN ONE COMPACT UNIT



A small deposit and

75c
WEEKLY

•
GENEROUS
TRADE-INS
GIVEN

N.W. 1438

NOW OFFERED TO YOU
AT THIS
SPECIAL PRICE **R52.50**

Smalridges

199 CHURCH ST., MARITZBURG, TEL. 42471

can die
enigging

Official Newsletter of the
Aircraft Builders Association

No 5 MAY, 1970

Let me apologise for the long delay in getting out this "News" to members of our Association. I am not going to offer any excuses except I have been overworked and just plain B. tired.

The last pageant in Durban and incidentally the last "News" last year. The A.B.A./V.B.V. has been slowly gaining strength in numbers as well as prestige. Now as the only recognised homebuilding Association in the country and on Aero Club of South Africa we at last have that all important recognition. Those who have been most helpful in sorting out our small problems within the regulations that apply to us.

Let me recap on what has been happening over the long months of silence.

JULY 1969 Fly-in DURBAN.

The fly-in which was held in conjunction with the Durban Winter Pageant was successful and those members who travelled long distances thoroughly enjoyed themselves.

On the Sunday evening we had a braai at Gus Edwards' home and you will never forget what was talked about, - that's right, - how did you guess??? - aeroplanes. Never-the-less everybody managed to consume large quantities of food and meat while discussing their pet subject.

At the A.G.M. held on the Sunday morning a new committee was elected as follows:-

Gus Edwards	-	Chairman	485 Umgeni Road, Durban.
Arthur Southam		Vice Chairman	15 Ankertill Avenue Fynnlands, Durban.
Murray Cohoe		Transvaal Representative,	Box 416 Bryanston, Transvaal.
Brendan Conway		Rhodesian Representative,	
Toy van Benschburg		O.F.S. Representative	Box 188, Cloocolan, O.F.S.
Don Sillis		Eastern Cape Representative,	5 Nottingham Street, P.E.
Tony Wills		Natal Representative,	22 Brorhead Road Pietermaritzburg
Ann Edwards		Secretary/Treasurer,	485 Umgeni Road, Durban.

Mr. Allan Gould delivered his report as the Sec/Treasurer and tendered his resignation at the same time. This was indeed unfortunate but as Allan explained his business commitments precluded him from taking on further work.

His report confirmed that the A.B.A. had 120 paid up members
R150.00 held in the Trust Bank
R2.00 Petty Cash.

There were no disbursements and the A.B.A. did not accrue any liabilities during his term of office.

agreed unanimously that subs would be raised forthwith from R2.00 per
R4.00 per annum.

The increase would cover the 75c affiliation fee payable to Aero Club per

Keith Acton of the Port Elizabeth chapter suggested that two awards or
trophies be awarded each year at the July Fly-in:-

"Ian Lewis Memorial Trophy" to be awarded to the best all round homebuilt
be completed and Flying during the current year.

"Ken Iarkin Shield" to be presented for the best article submitted and
printed in the A.B.A. News for the current year.

Major Alec Quinn, our popular D.C.A. inspector at Virginia has kindly
subject to his being available at the 1970 July Convention to judge
series for "The Ian Lewis Trophy" Major Quinn is, as you all know one of
most authorities on wooden aircraft in this country).

It was also suggested that the A.B.A. bring out a "Homebuilt Aircraft Data
" similar to one brought out years ago by Aero Club. This was agreed to
members present and as of the time of writing your Chairman has this well
way and once all the questionnaires sent out to designers and suppliers of
overseas have been returned printing can commence. So far replies from
has been very good and there should be lots and lots of photographs.

The use and availability of radios was discussed at length and both John
and John Buchan undertook to investigate various sources of supply.
Unfortunately as at the time of writing neither have made any progress.

On the question of radios D.C.A. have made comment on my reference to radios
last "News" and I quote.

- 1.. Page 6 of the latest issue of your magazine A.B.A. News has reference.
- 2.. Although your statement regarding the mandatory installation of radio
equipment is correct for Ultra Light aircraft already registered, it
must however be pointed out that regulation. F2(1)(x)(a) of the A.N.R.
1963, as amended, requires all newly registered aircraft to have two
way radio communication equipment installed." Unquote

For those new members who did not receive the last "News" Page 6 states.
"A lot of chaps have asked if they are obliged to install radios in
their homebuilt. Well it seems the answer is, NO. BUT, if you are going
to your flying from a controlled field like Rand-Virginia-Grand Central etc
must have it to communicate with F.I.C. On the other hand if you do your
flying from the middle of the Karroo you don't need it unless you intend going
Port Elizabeth, Durban or any other big centre, you must phone the F.I.C.
concerned and notify them of your intentions. While in the area you must phone
control and tell them every time you take off, of your intention. In other
words, F.I.C. wants to know about any non-radio aircraft in their area"

get back to the pageant- Pikkie had his old but always popular "Turbulent" play and Carel van der Merwe of the Durban A.B.A. was proudly showing off excellent workmanship of his "Luton Beta". Gus had the C.A. 65 Cjetkovic up legs complete with engine and instruments installed. James King and Peter had a hairy three days keeping sticky fingers and inquisitive visitors to the bay. Everybody seemed intent on trampling our exhibits into the dirt. I propose a 6' Electrified fence around all our hard work.

In the afternoon Murray and Gus attended the AeroClub meeting where it was that Murray should represent all homebuilders even though he was elected Transvaal Representative. So if any homebuilder whether he be an A.B.B. or has any queries concerning D.C.A. or Aero Club please contact Murray, Box 416 Bryanston, Transvaal, or yours truly Gus Edwards, 485 Ugeni Durban. Do not pester D.C.A. officials direct as they get tired of answering the old questions every day. The Department are understaffed and the officials overworked and underpaid so chaps give them a break and let us answer queries.

For those interested there is a Super 8, 8 m.m. film taken of the Pageant available to any A.B.A. member upon payment of a R10.00 deposit. This is sure we get it back in one piece, and will be returned once we have the back safely.

JOHANNESBURG A.B.A.

Upon his return to the Golden City Murray founded the Johannesburg A.B.A. Magwaneth and after a very successful inaugural meeting where about 45 members attended elected the following committee.

Murray Cohoe Box 416 Bryanston Phone 8347487
John de Bruin 3 Ferdinand Road, Edenvale Phone 9752651
Keith Ross Box 232 Heidelberg
Barry Walker c/o Norton Abrasives Phone 532365

If anybody does not know of this chapter formation please phone one of the Johannesburg A.B.A. Committee members.

ENEMY NO. 1

Is the chap (plus his family sometimes) who has nothing to do and decides too frequently to visit that very interesting chap around the corner who building his own aircraft.

This he feels is a fabulous way of spending an otherwise uninteresting afternoon where he can yak about something he generally knows nothing about.

This is the sort of complaint I have had from an endless number of very hard working homebuilders who estimate that half their working time is spent playing host to visitors and explaining why an airplane flies.

One homebuilder maintains he has found the answer to the pest. He has a piece of plywood fastened to a hunk of wood with a few million staples and asks the visitor to pull them all out if he has got nothing to do. Can you imagine how fast the chap decides he has to visit a sick relative further afield.

Honestly chaps if you want to see a homebuilder, see him by all means but
it short and don't waste his time. He will, I assure you, appreciate it.

JODEL OR JURCO BUILDERS

For those of you building the above types there is a Jodel Newsletter
published by the following at an annual subscription of \$3.00

Marion Thornsberry,
135 Timberlane Drive,
San Antonio,
Texas, U.S.A.

Contains discussions and ideas of construction and flying. Builders
exchanged and issued approx every two months.

SUBSCRIPTIONS

Up till now we have been sending issues of the "News " and supplying
materials to everybody whether they belong to the A.B.A. or not.

As the postage costs money and the good guys (Thats the guy who pays his
subs) have to subsidise the bad guy (Thats the chap who doesn't pay his subs
takes as much as he can get) The A.B.A. will in future only send the
"News" to the good guys. Aircraft Builders Supplies will in future jack up the
price of materials proportionately but give the good guy a 10% discount.
A new price list which supercedes all others will be found at the end of this
issue.

By the "Good guy" we mean the chap who has paid this subs to the A.B.A.
Secretary and has been issued with a current membership card. Membership
cards are only issued once the subs have been paid to Ann, our Secretary and
not if paid to any other individual of the Association.

HOMEBUILTS FLYING.

Although we have not heard from Toy van Rensburg from Clocolan O.F.S.
there are persistent rumours that Toy has not only finished his C.A. 61
biplane but already has over 100 hrs on the machine.

Yours truly flew up with Ian Lewis almost two years ago now to have a
look at Toy's beautiful workmanship, and beautiful it was, not a thing or
drop of glue out of place. We trust that Toy is now reaping the joy he
derives from his enthusiasm and endeavours.

Last weekend I flew to Port Elizabeth and saw Ron Sillis' Termite which is
just about ready for covering and Hoekies finished and flying pretty little
Red and White Termite.

Everything about Hoekies is spot-on, fabulously upholstered interior and
real professional Dacron and Aerothane paint job. A real little joy to behold.
It flies as good as it looks I would say its a real winner.

Ron's looks as if it will end up just as nice, and competition will be
seen for that Floating Trophy. What with Toy's 61, Ron and Hoekies Termites
and the Rooivalk, which should be flying well before the July Fly-in

from our flying Dr. von Moltke who would just about be in the air with his Fly Baby up in Kuruman.

A.B.A./V.B.B. Colours Competition

As the A.B.A./V.B.B. has no colours it has been decided to hold a competition with a R5.00 prize to the winner.

At the front of this News Letter is the A.B.A./V.B.V. Emblem which you colour in with Juniors crayons or coloured pencils and return (Just in time) to 485 Umgeni Road, Durban.

Please keep the number of colours to three as it would not be fair to have more. This will only take five minutes of your time so dig out the pencils now and let's have a good entry. You may submit as many entries as you like, the more the merrier. To keep things tidy let's finish in by the end of June for Judging at the July Flyin, 12th, 13th

PROPS.

Ron Sillis has intimated that he is prepared to make V.W. propellers at R55.00 each. I have seen the one he made for his own Termite and it is very nice with fibre glass tips and leading edge. If you wish to know more about them please contact Ron Sillis direct - 6 Nottingham Street, Port Elizabeth.

Reubelt and Allan Alchin both of the P.E. chapter are hard at work on their gliders and like most of us doing a fine job in very confined quarters. Allan has his in a small garage and is seriously thinking of knocking the back wall out while Rolt has his in his flat.

Andan Conway in Rhodesia has his fuselage and tail feathers all made and is very busy assembling all the completed bits and pieces that make up the wing of his Jodel.

We have heard that John Battershill has finished his Taylor Titch and is pushing up the hours, after a successful test period.

Tony Wills in P.M.B. has just about finished his Fly Baby and is ready to fly. Tony is very decided on not estimating a flying date. Wise Man.

John Buchan is another steadily plodding through his Jodel. John hopes to finish before he goes overseas in October.

Clive Dennison (AMF-S14) and Owen Pilcher (Termite) have got down to work on their projects after a long lay off.

Edwards' C.A. 65 Cjetkovic has just about come to a halt over the last six months due to the same problems that dried up News Letters. I must make a concerted effort to finish the wing fuel tanks and canopy which is all that remains to finish the project apart from paint.

TIP

Small tip I picked up in P.E. As you all know, thin plywood up to 1/8" always pulls hollow or dishes between supports after glueing. This can be filled with a mixture of Micro Ballbons and fibre glass and then sanded smooth prior to covering with Dacron. The Micro Ballbons are in the form of a reddish powder and a large handful has no weight at all. This is available in 18 lb bags from Union Carbide S.A. Ltd. Durban - Johannesburg - or Capetown and costs R23.40 per bag. I would be able to supply small quantities upon request at R1.25

DONATION.

A very generous donation of R20.00 was made to the A.B.A. by the Durban Flying Club for the small part we played at the last Winter Pageant. Thank you Flying Club.

RESIPROSITY

It is your Chairmans intention of applying to various Aero Club Affiliated Clubs throughout the Republic asking them to extend resiprosity to our paid up A.B.A. members. If this is successful then A.B.A. members at other centres than their own will be able to drop in to the local club on presentation of a current years membership card have a cup of cha something to eat etc. This does not mean of course that a Durban based member will be aboe to use the ~~Durban~~ Durban Wings Club facilities or a P.E. based A.B.A. member will be able to use the P.E. Flying Club premises about this later once the arrangements have been made.

THIRD PARTY LIABILITY INSURANCE ULTRA LIGHT AIRCRAFT.

As all builders know or should know a R20,000 3rd Party cover is necessary before you fly your watsit.

"Aviation Insurance Brokers" have been kind enough to supply us with a list of premium estimates which I will duplicate here for those of you who will be interested in the future.

	<u>R20,000</u>	<u>R50,000</u>
Pupil Pilots	R30.00	R45.00
100 - 500 hours	R30.00	R45.00
over 500 hours	R25.00	R35.00
Com Licenced Pilots	R25.00	R35.00

These premiums are in respect of "One named pilot" only and an instructor in the case of Pupil pilots. If more than one pilot, probably an extra R10.00 annually.

For further particulars or cover contact Mr. R.W. Satchliffe,
75 Salisbury House,
Smith Street,
DURBAN
Phone 316998 Durban.

Anteliffe has given the following notes on Ultra Light Insurance which
ers who are facing this problem in the future should find interesting:-

Loading by Rolls Royce Ltd.

Landing incidents can result in engine damage which can go deeper than is
ent at first sight. Safety demands expert attention in all such cases.

Rolls-Royce service engineer explains:-

Typically Shock-loaded engines

From time to time aircraft do come to untimely and unpremeditated stops
to circumstances not always entirely within the pilot's control. If this
fortunate event occurs and if the propeller strikes anything substantially
solid than air, then the engine has been, technically, subjected to shock
loading.

It is difficult to try to be specific, in the space of this article,
at the damage which an engine may have sustained as a result of shock
loading, but we set out below a broad basis upon which engineers might think
making an assessment of individual accidents.

The external evidence of damage to the power unit can be divided into
parts:-

Propeller damage

(a) If the blades of the propeller are bent forwards it is an indication
the engine was under power at the moment of impact and there is therefore
high element of risk that internal parts of the engine have suffered damage.

(b) If the blades of the propeller are bent backwards this generally
creates little or no power at the moment of impact. There is, nevertheless,
probability that damage could have been sustained by load-bearing cast
components such as the engine mounting brackets, or indeed, the internal
wing support webs of the crankcase.

(c) If the blades have been broken, not only is there the risk of damage
to the impact loads, but also the out of balance forces due to continued
propeller rotation are almost certain to cause further damage.

Internal Cracking

One or more of the load-bearing cast components of the engine may be
cracked as a result of the impact. This refers particularly to the engine
mounting brackets.

Crankshaft Propeller Flange

Some may consider that a crankshaft run-out check is all that is required
to determine whether an engine has or has not, suffered internal damage due
to shock loading.

It is certain however, that the chain of events in a shock load do not
stop short at the propeller flange. The stresses may be transmitted right
through the rotating masses of the engine back to the accessory gear train.
Any one of the items in this chain may have sustained damage as a result of
the shock loading dependent upon their relative positions at the moment of
impact.

This is why the British Air Registration Board and other airworthiness authorities do not rely upon such tests as crankshaft run-out to establish whether the engine should be removed and stripped. Propeller flange run-out beyond the limits quoted in engine manuals is positive indication of engine damage, but cases are on record where the run-out was below stated limits and yet internal damage was subsequently discovered.

The ground engineer will establish to the best of his ability the conditions of flight, engine power settings, and so on, at the time of test, and his decision on whether the engine should be removed and a complete shock-load examination will be final. He will bear in mind that if a subsequent failure proves his original decision to have been wrong, innocent parties may be injured. "If in doubt, take it out".

1970 CONVENTION AND FLY-IN PIETERMARITZBURG
11th, 12th and 13th JULY

It has been decided by the committee to hold this years Fly-in in Sleepy - Sorry I mean Pietermaritzburg the Capital of Natal for the following good reasons:-

Oribi Airport is large and we will not be hampered by extreme air-traffic such as at Virginia.

Visitors will be able to park caravans or pitch a tent at the airport or at the nearby caravan park.

We can enjoy the facilities of the Pietermaritzburg Aero Club over the weekend.

For those who require Hotel accommodation rates are cheaper and more available than in Durban. John Buchan is also arranging rooms and bunking-in facilities at the doctors residence at Greys.

P.M.B. is one of our largest chapters so I am presuming there will be no shortage of transport for visiting A.B.A.ers to inspect all projects at present under construction.

The itinerary will run some thing like this:- but final details will be left to your hosts, the P.M.B. A.B.A.ers.

Thursday 11th July General arrival of members and installation in whatever form of digs they prefer. General welcoming of A.B.A.ers which should take up much of the day.

Friday Evening Visiting the various projects under construction in the P.M.B. area.

Saturday Discussion session by Prof Maitland Reed on problems of the Homebuilder

Talk by a D.C.A. official on policies laid down by D.C.A.

We anticipate a talk by Steve Crutchley a Qualified structural engineer on metal working and its problems

Inspection by Major Alec Quinn and presentation of the Ian Lewis Floating Trophy for the best all round homebuilt flying by then

Presentation of the Ken Larkin Floating Trophy for the best article published in the "News"

A.G.M. and election of New Committee.

Various films to be shown on Aircraft

Braai vleis and Beer

Impromptu discussions and general departure of Members for home.

All chapters and members are urged to submit exhibits and photographs which they feel will be of interest to the other members, and with ladies support we should have a real grand time. All exhibits to be laid down and those not swiped will be returned to the owners after the function.

At the back of this News is a tear-off slip which I would like you to fill in and return to Tony Wills, 22 Bromhead Road, Pietermaritzburg, Natal.

On receipt of this Tony will make your accommodation arrangements:- caravan, tent or bunking-in if possible.

WEDNESHIP OF THE AIR

Short Story by Arno Baroni

Spotless clean Sky! No Clouds! Warm sun in the cockpit of the Lockheed 109. It is war in 1941, the biggest and the bloodiest war the memory of man.

Werner Moelders, squadron Leader of the fighting JG 51 is flying his patrol, high over the northern part of France. Beautiful sight, no doubt at all it seems. Moelders enjoys his flight very much. Almost waste time! Smoothly up and down, smoothly as his engine, the powerful Benz - DB 605 with 1500 hp runs.

Far on the horizon he could see the English channel. Time to Dream!

But all of a sudden, he was wide awake. That craft must be a Spitfire who is flying there so lonely. Lonely like him

But Moelders was in the better position. The Spitfire hadn't seen him. He enjoyed his flight too, like him. There is no difference.... the colours on the wings of each aircraft.

Moelders gained speed and climbed till the sun was behind him.

The Spitfire in his Spitfire, a happy flyer, went up and down, the Rolls Merlin with 1565 hp running smoothly and heading back to England.

Moelders checked his guns and the distance between him and the Spitfire too early to fire!

Slowly closer and closer to the Spitfire, whose pilot was so terribly alert

Moelders pushed the handle off the Trigger of his guns - 400 yards - 300 yards - good heavens, does the Spitfire sleep, he must have thought Werner Moelders - 250 yards and now: Fire!

But - not a sign of a shot.

man, what's happened!??

pulled the trigger right down, again and again - no shot, nothing!

When the tommy woke up! He saw the Messerschmidt dangerous close behind
too late, thought the English pilot and made ready to bale out,
his last hour had come. But - but - but why does this jerry not fire

started a terrible hunting, left wing, right wing, rolling - why does
not shoot???

Moelders couldn't, as much as he wanted to.

And the tommy understood.

Stoppage of the guns!

Now it's my turn, thought the English pilot.

and down, rolling, looping, Immelmann-turn, left wing, right wing
on.

Moelders understood!

When the englaender comes behind me, then - then

the englaender did

In the mirror, Moelders saw the spitfire, saw his guns. He ducked
between his shoulders, but - no shot!

Turning, up again, steep turn, stalling and the tommy always nicely
arrans back.

Doesn't this guy shoot.

Tommy, could of but didn't.

It was a funny moment, when the Spit came side by side with the
Me 109. Both pilots looked at each other. Moelders could not
understand the situation, but when he saw the gun-fire from the Spit just
in the blue sky, he knew what was going on. Tired he raised his left
hand friendly to the English man: Thank you my friend, thank you...

The English pilot too, lifted his right arm, waving to the Jerry:
Old boy, go safely home ... and showed with his right hand
the direction of England and for Moelders the direction back to Germany.

He turned away.

Clear blue sky, no clouds. Comradeship in the air.

Thank you Arno for the article I hope we will receive other articles.

DUCKHAM OIL'S PUBLICATION "QUEST"

Understand that all A.B.A. ers are now receiving their copies of
which is sent out free of charge to over 100,000 enthusiasts
in South Africa and to over 4,000,000 throughout the world.

problems in trying to get out regular News Letters I am
 with "Quest" to include a page on the A.B.A. news. If
 will certainly solve a hell of a lot of problems as
 magazine comes out every six weeks or so.
 will start receiving their copies of "Quest" as
 by headquarters to Duckham.

INSTRUCTIONS FOR THE 1970/1971 A.B.A. National Committee

will find a list of the members of the National Committee as
 the moment and the tear off slip at the back is intended as
 for those A.B.A. ers who cannot attend the A.G.M. which of
 held at our convention. These postal votes should be returned
 Road, Durban before the convention and where members wish to
 committee members other than those already serving must please
 their candidate is willing to serve on the National Committee
 coming year.

forget that the National Committee has nothing to do with individual
 committees.

OF SUPPLIES AVAILABLE FROM AIRCRAFT BUILDERS SUPPLIES.

PRICE LIST

ALL PRICES ARE LESS 10% TO PAID UP A.B.A. MEMBERS

FINNISH BIRCH AIRCRAFT PLYWOOD

<u>Size</u>	<u>GL 1</u>	<u>GL 11</u>	
1 mm	R3.00	R2.50	50" sq sheets
1.2 mm	3.25	2.75	" "
1.5 mm	3.75	3.25	" "
2.0 mm	4.50	4.00	" "
2.5 mm	5.25	4.50	" "
3.0 mm	5.75	5.00	" "

The 1.5 mm and 2.0 mm are temporarily out of stock but will be here
 by June, 1970.

CERTIFIED AIRCRAFT SPAR SPRUCE FROM THE U.S.A.

14'0" x 6" x 1"	R20.40 per board
14'0" x 6" x 1 1/4"	R24.40 per board

BRASS GIMP PINS (NAILS)

1/4" x 16 gg	15c per oz
1/4" x 19 gg	30c per oz

DUNLOP TYRES AND TUBES

500 x 5	..... Tyre	R17.50
	..... Tube	6.20
600 x 6	..... Tyre	R17.90
	..... Tube	4.25
800 x 4	..... Tyre	R25.30
	..... Tube	6.60

All these tyres are imported and of nylon construction.

SAFETY HARNESS

Ex Canadian Airforce type S/H	.....	R13.50
" " " " " "	.....	R19.00
Seat belts, lap type 50" length in colours	....	R13.50 ea
Shoulder harnesses to match seat belts.	.....	R16.25 ea

ROSENHAM WHEELS

500 x 5 - 600 x 6 - 700 x 4

Complete with brake shoes and master cylinders	.....	R122.00 pr
Bolt on axles	.....	R 23.00 pr

PROPELLORS

Hoffman props ex West Germany,
V.W. type lands in Durban at R135.00 nett
Prices for larger props on application state type of
engine etc or fill in questionnaire.

$\frac{1}{8}$ " Control Cable	.....	.15c per ft
$\frac{1}{8}$ " Nico press sleeves (Cadmium plated)	.	.18c each
$\frac{1}{8}$ " Thimbles	.....	6c each
Lunkenheimer Fuel Primers	.....	R6.00 each
Wing tip lights. Red and Green. Grines	R14.50	pair
Tail light white	.....	R5.00 each
Fuel cocks ON-Off	.....	R4.00 each

ENGINE

We still have available the 145 H.P. Continental which needs
an overhaul, six pots pistons and rings as well as a crank-
shaft grind. This is complete for R300.00 or nearest offer.
Samer has also agreed to sell parts piecemeal such as the
carburettor, rings, case, valves, springs, starter, generator

INSTRUMENTS

be imported either new or overhauled at very competitive prices. If you require any instruments, gauges, switches or meters etc., let me know and I will give you an immediate answer.

MOONEY MARK 21

FOR SALE

Although the A.B.A./V.B.V. news is primarily for the homebuilders Pat Clarence has asked us to advertise the above aircraft for sale at \$10,900 and with a \$250.00 kickback to the successful seller. These are the details

Terms to the buyer

ZS-EKD Blue and White

King 90 channel VHF

ADF

VOR

EGT

1300 hours total time on the 2000 hr motor which leaves 700 hours plus 400 hrs on two extensions.

Reason for selling is that Pat has bought a Six seater Beech

DONT FORGET \$250.00 to the seller;*-*****

COVERING MATERIALS

<u>MACRON</u>	1.8oz	62" wide	.....	\$2.15 yd
	2.7oz	50" wide	.....	\$2.05 yd
	2.7oz	66" wide	.....	\$2.71 yd
	3.7oz	67" wide	.....	\$2.95 yd

and sewing thread	300 yd reel	.....	\$2.80 yd
Machine sewing thread	800 yd reel	.....	\$2.95 yd

<u>Macron Tape</u>	50 yds x 2"	.....	\$5.00
	50 yds x 3"	.....	\$7.50
	50 yds x 6"	.....	\$14.25

$\frac{3}{4}$ " Plain plastic drain grommets	3c each
$\frac{3}{4}$ " Sea plane drain grommets	5c each
$4\frac{1}{2}$ " Plastic Inspection rings	20c each
Fab-Tac adhesive for dacron or linen	R1.50 pint
or	R9.50 gallon

AEROTHANE - POLYUREATHANE PAINT FINISH

Sold in 1 litre cans (catalyst included)

Clear, silver, white and any colour will
be mixed by us at the same price upon request R3.33

Aerothane thinners for R1.40 per $\frac{1}{2}$ gallon
washing brushes and equipment etc

ENGINES EX CANADA

Ranger 180HP. zero time complete	R750.00 nett
Lycoming 108HP. 350 hrs left no starter ring gear or carb	R950.00 "
Tiger Moth Gypsy Major	R450.00 "
Armstrong Siddley Cheetah 250 HP. Radials Surplus New	R500.00 "
Rolls Royce Merlin VI2 Surplus new	R1500.00 "
Wright R2600-20 in sealed metal drum	R300.00 "
Continental A65 serviced with mags and carb	R550.00 "
" " zero S.M.O.H.	R1230.00 "
" C85-12F	R950.00 "
Converted V.W. engines 1200 cc - 1600 cc	R600-R900 "
Lycoming O-235-C1 115 H.P.	R960.00
Continental A75 - 75 HP. Zero S.M.O.H.	R865.00
Ranger 200 H.P. 600 S.M.O.H.	R420.00

Plus a long list of other motors

These prices do not include crating, shipping charges
or clearing this end.

EMERAUDE CP 301 FOR SALE

This ship was built in Durban in 1961 and will have to be rebuilt. We have stripped the wings but all the fusilage, elevators, ailerons and flaps are all complete, with fittings, cowlings, sliding canopy, Fuel tank, undercart, wing tip and landing lights. In fact everything is there except the engine instruments, pedals and prop. Your editor intended rebuilding the wing, recover the fusilage, elevators etc fit a new motor and instruments but on second thoughts decided that I relly have not enough time and to do this after finishing the Cvjetkovic would take too long and take up too much of my time. Included in the plans is the mod to take a 140 H.P. engine.

This Emeraude can be seen at 485 Ungeni Road, Durban and can be bought for the fantastic low sum of R250.00 and this includes the plans which are a brand new set.*!!!

Plans for Jodel F12, Turbulent and Emeraude are in stock

Brochures on Falconars list of aircraft are also available at R2.00 each..

Cut along dotted line.

Accommodation Slip

Mr. Tony Wills,
22 Bromhead Road,
PIETERMARITZBURG. Natal.

Please arrange the following accomodation for me and my family

- a. HOTEL _____ Adults _____ Children _____
b. Caravan Park Ariving . _____ Departing _____
c. Tent Site I will bring my own tent
d. I just require somewhere to doss down I have/have not my own
stretcher/sleeping bag.

Name: _____

Address: _____

Telephone No _____

I enclose R _____ deposit.

POSTAL VOTE NOMINATION FOR THE A.B.A./V.B.V. NATIONAL COMMITTEE.

CHAIRMAN: _____

VICE-CHAIRMAN: _____

SECRETARY/TREASURER: _____

NATAL REPRESENTATIVE: _____

TRANSVAAL REPRESENTATIVE: _____

O.F.S. REPRESENTATIVE: _____

CAPE REPRESENTATIVE: _____

RHODESIAN REPRESENTATIVE: _____

Please forward your postal vote to the Secretary at 485 Ungeni Road
DURBAN.

NIPPER RADIO MODEL 20/A

PRICE LIST

TYPE TRANSPORT TYPE APPROVAL FOR S.A. REGISTERED AIRCRAFT REF: J29/6/6

Nipper Radio Model 20/A, 20 Channels fitted complete with wiring harness with NATO sockets for microphone	R436.68
M.B.K. Headset complete with Boom Microphone.	R 32.25
Press to talk switch.	R 2.30
Aerial.	R 13.64
Aerial Feeder Cable with 2 BNC plugs.	R 3.38

R489.25

EXTRAS FOR SELF CONTAINED POWER SUPPLY

Battery of D.K. 3,000 cells Nickel Cadmium Rechargeable Accumulator.	R 37.95
Nickel/Cadmium Accumulator Charger.	R 37.23

Extra Crystals anywhere within the band 118 to 124 MHZ.	R 4.95
Loudspeaker with amplifier box, 3w. output	
Loudspeaker Inter-connection cables and grills.	R 33.00
Phone/Loudspeaker Switch.	R 1.98
Battery State Meter & Switch.	R 12.50

LIST OF FREQUENCIES FITTED

Chan No.	MHZ.	Chan No.	MHZ.	Chan No.	MHZ.
1.	121.5	9.	120.2	17.	122.9
2.	118.1	10.	122.0	18.	123.2
3.	118.3	11.	122.1	19.	123.5
4.	118.7	12.	122.3	20.	123.6
5.	118.9	13.	122.4	21A	Optional
6.	119.1	14.	122.6	22B	Optional
7.	119.7	15.	122.7	23C	Optional
8.	119.8	16.	122.8	24D	Optional