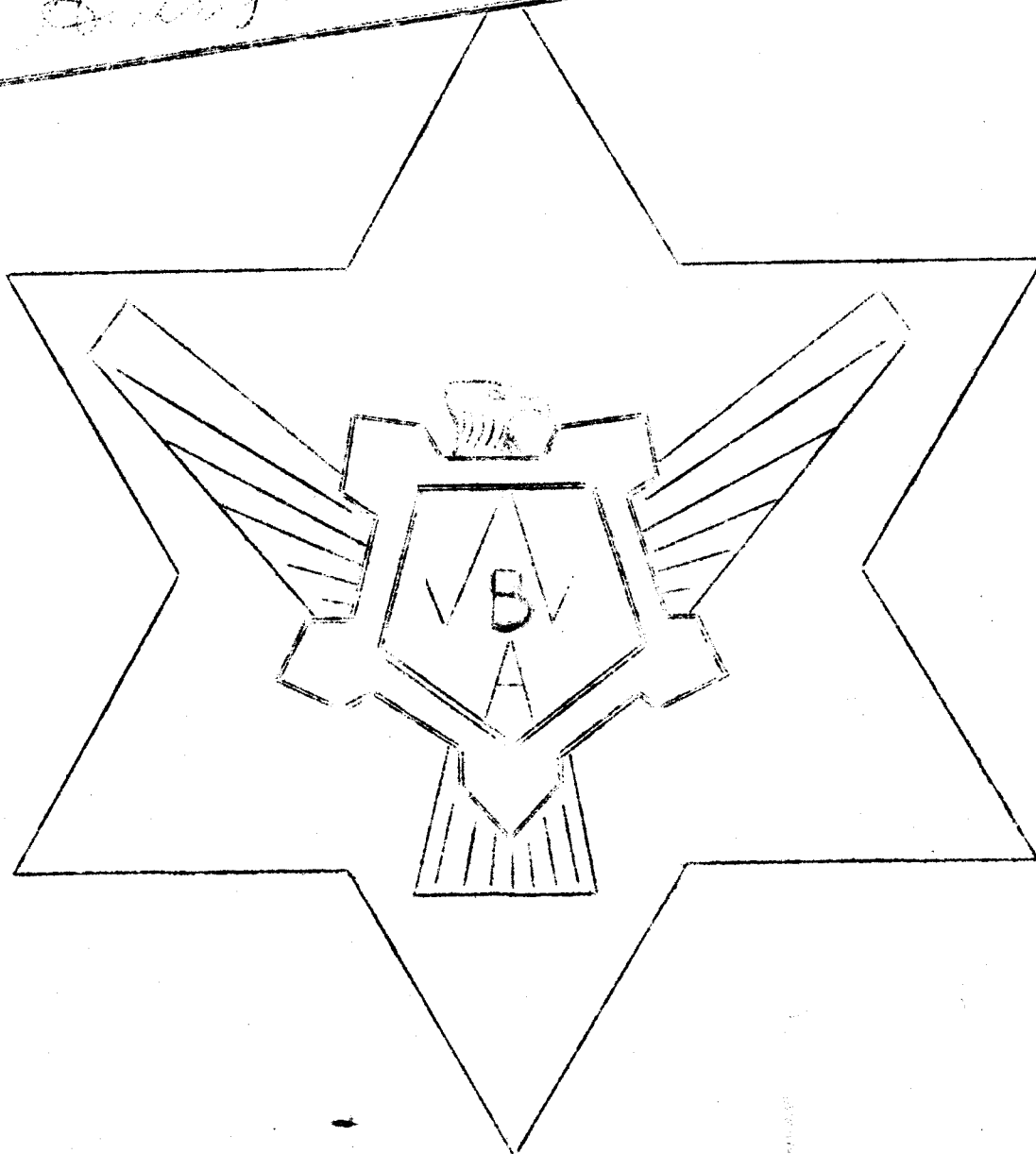


Nov. 1968

#3

Wright Brothers' News

Wright Brothers' News



IAN C. LEWIS *

Chairman and Founder of the Aircraft Builders Association

It is with sincere regret that we record the tragic loss of Ian, in an aircraft accident at Umzinto on 12th July, 1968. We extend our sincere condolences to Geanne and John and Ian's family and friends.

As Founder and Chairman of the Aircraft Builders Association, Ian was a pillar of strength and inspiration to many of our present Home-Builders. Everyone who knew him will agree that he was a generous and kind hearted man who had everyones problems at heart and would do his utmost to solve them.

His passing has left a void in the Association which, I am sure, will take a long time to fill with a man of Ian Lewis' calibre. Let us hope that in the years to come Ians foresight towards the Ultra Light Aircraft Builders, his aims and his ambitions will be filled to the hilt.

Signed,

Editor.

No. 3 November, 1968.

As a lot of you know, I started Aircraft Builders Supplies after Ian's tragic death and was hoping for somebody to step forward to run the Aircraft Builders Association. As, up till now nobody has stepped forward to fill the breach and to carry on Ian's good work in this field. I am endeavouring to get out this Newsletter so that everybody, who is interested will be able to see that something is happening. Enclosed in this Newsletter you will find a tear-out slip asking for nominations for the post of Chairman and Vice-Chairman and Secretary/Treasurer. I am also not sure what Ian had in mind but I think, if we had 3 Committee members elected, this would form a nucleus of a Committee for the Aircraft Builders Association. With regard to the Secretary/Treasurer of the Aircraft Builders Association. We have been fortunate in acquiring the services of Alan Gould of Pietermaritzburg, who has offered his help on a temporary basis until January, when we can hold our Annual General Meeting. Alan has taken over Owen Pilcher's activities as Secretary/Treasurer due to Owen being tied up with his factory move to P.M.B. Should anyone wish to contact Alan regarding Aircraft Builders Association matters, you will find him at Stalbridge in P.M.B. or Box 171 P.M.B. (you know sleepy hollow).

JOANIES MECHANIE

Alan Gould and about 6 or 7 others in Natal have started on laying the foundations for Calvin Parker's Joanies Mechanic. This aircraft apparently came out of Popular Mechanics, but a word of warning here... I have spoken to various chaps building this aircraft and Pickie Bontenbach, whom a lot of you know, or have heard about, are most distressed about the lack of planning in these plans. They have been through the plans and they just don't tie up at all, also we are not quite sure whether this Aircraft is approved either in the States or in the U.K. So before you get too involved with Joanie, I suggest to these chaps that they go into it a little more thoroughly before it costs them a lot of money.

Due to the Christmas rush in the shopfitting world your Editor has come to a grinding halt with the construction of his Cvjetkovic CA 65 retractable.

Also starting to get down to building one of these very fast shapely looking aircraft, is a new member Ken Bond, of Kempton Park, to whom we wish the very best of luck on this project.

On the grapevine we here that the Van Rensburg brothers are all doing very well, especially Toy, up in Clocolan.

Judging by the enquiries I have had for Undercarriage, Engines, Wing Spars and for the Fly Baby builders who are scattered over the length and breadth of the country. We estimate that there should be quite a few of these little aircraft flying in the near future. I am certainly put over the Fly Baby theme. Don Sillis and Hookie Baldwin down in Port Elizabeth seem to have engine parts scattered all over the garage floor and it looks like these two boys will soon be up - up - and away...

We have not heard anything from Dr. Von Molke up in Kuruman since I sent him a couple of Spars and judging by the silence we anticipate that he is just plain busy, we hope he doesn't rust a scalpal on the engine block by mistake.

In our next Newsletter which will be in, say, two months time. I think we will allocate a page to the chaps who are building with their names and addresses and their projects which are underway so that all interested parties in a particular type of aircraft could possibly exchange letters and advice between themselves. I think this would be a wonderful idea and help to alleviate any snags which arise.

JULY 1969 FLY IN

During July 1969, The Durban Wings Club puts on the Durban Winter Air Pageant. This is as most of you know the Premier Event of the South African flying calendar of the year. I have organised that the A-B-A. has a section of the field set aside for it to have a display to demonstrate Homebuilds and bits and pieces that members are making. I think it will be an extremely good chance to have a "Fly In". Lots of the members building at the moment should be finished their projects by then. I know your Editor will be finished the CA 65. The Rooi Valk, Hailand Reed tells me, should also be finished. Various Fly Babies should be flying and if we could have a get together at that time I think it will be a tremendous boost and advertisement for the A-B-A. It will also give us a chance to get together once again in Durban. I am sorry about this but this is where the Durban Wings Club have their Air Pageant.

I have written to the E.A.A. and advised them of this event and asked them for posters, back issues of Sport Aviation and any literature or suggestions which would go to make this a meeting to remember.

Apart from ground exhibitions the Wings Club Committee have asked us if we would be prepared to hold Aerial exhibitions with these Homebuilds of ours. Sometime later on, nearer the time we can set up an accommodation Bureau here in Durban and I am sure we will be able to sort out all the homebuilders and their families with accommodation.

1966 ROCKFORD FLY IN FILM

Now let of you know I've bought a colour film of the 1966 Rockford Fly In which he paid £75.00. Some of you will probably say "Oh no not again" but we would like to see this film go around the country for Silver Collections etc., to try and get back some of the A-B-A. funds that were spent on this film. It is a beautiful film and if any of you can organize with different clubs to have it shown at meetings this will be gratefully appreciated. Please let us know if you can organize something along these lines and we can arrange for you to have the film sent to you.

AERO CLUB OF SOUTH AFRICA.

Your Editor was supposed to have gone up to the Annual General Meeting of the Aero Club of South Africa a couple of weeks back but unfortunately this was cancelled at the last moment. Once again I apologise to David van Bensburg who was waiting patiently for my arrival at Rand Airport.

The new date set for my address to the Aero Club of South Africa is their symposium on the 16th November. I am endeavouring to keep the Aero Club informed of the activities and progress of the A-B-A- so that like Parac'uteing and Gliding it can become affiliated as a sport and thereby have a section allocated to its activities in the Aero Club monthly magazine, also we would be represented at the Department of Civil Aviation by the Aero Clubs resident representative. I feel that only good can come of this and it will also keep the Aero Club informed of our activities and what the A-B-A. are doing for the homebuilding industry in the Republic.

DIVISION OF CIVIL AVIATION

Those members who are actually in the throes or contemplating building aircraft are strongly recommended to thoroughly read the provisions regarding the registration, construction, operating and maintenance of Ultra-Light Aircraft of the Division of Civil Aviation. This pamphlet J15/2/8 will give you all the required details. Although these provisions are being changed at the moment the existing conditions are in force until such time as the new ones come out and everybody must conform to these regulations if they wish to get their aircraft off the ground.

RHODESIAN ULTRA LIGHT ASSOCIATION - R.U.L.A.

This Association is being formed at the moment for the Rhodesian Ultra-Light Builders, who will become affiliated as a chapter of the A-B-A. Your Editor has been writing to about 8 of these chaps and 2 of them Brendon Conway, Private Bag 1, Selous, Rhodesia and John Battershill, 34 Ashbarton Avenue, Chadcombe, Salisbury, Rhodesia, Phone 55441. They have taken up the challenge and are trying to put R.U.L.A. over. Brendon, I am sure that all the boys down here including myself will stand by you,

give you as much assistance as possible - Best of Luck. Anyone interested in joining E.U.L.A. in Rhodesia should contact Brendon who will be only too happy to hear from you.

would like to congratulate Ken Theuma of Concession in Rhodesia, who is building a Fly Baby, BUT I believe he is building it on a farm, totally by hand without any electrical equipment at all. Boy I would not like to try it. CONGRATULATIONS.

SOUTH AFRICAS BOOI WALK

I am sure that by now everybody has heard about the "Beed Booi Walk" the South African designed Aerobatic Biplane. Dr. Maitland Beed is building at the University of Natal. At the moment this project is coming on very well but unfortunately they are nearing the end of their funds. If you know anyone with a couple of Rand, or rather a couple of Thousand Rand to spare for this ambitious aircraft, I am sure Dr. Beed would be only too happy to receive these donations. I believe they need in the region of R8,000.00 to complete the plane.

VISITORS

We have had a number of our members visiting Durban recently. The first was Brian Jones and his wife from Johannesburg. Brian, though actually not a member of the A-B-A. has ordered a number of instruments through Ian for his Aeronca Chief. Next year in about April or May, he hopes to fly this little Aeronca all the way back to England. His wife is not as ambitious as Brian and told us that she will make the trip back by ship and meet Brian on his arrival. Brian estimates that the trip will take him just under a month. This way he can take it easy and not push it too much. We hope that Brian will let us know how the trip goes and we will then include his letter in a Newsletter next year. Good Luck Brian.

Another visitor to Durban, this time from Lichtenburg was John Milner, his wife and their two children. John and I spent a happy Saturday afternoon discussing Homebuilds, Flying and parts. We also managed to fit in a short flip over Durban. John is building a Fly Baby.

Gary Webb, son of Ernest Webb of Tafalehashi, in case you have never heard of it Tafalehashi is in the Transkei about 40 miles from Umtata, visited us with his friend Dave Cox. Gary is helping his father build their Fly Baby and both the boys were in Durban to do some flying. Gary actually came down to start his official flying as he has spent many hours flying as a passenger. He ordered a number of parts and materials for the Fly Baby. Both the boys seemed to enjoy their stay here to the hilt. They both did a fair amount of flying at Virginia despite the weather which was not very kind to them.

A number of other chaps have enquired about homebuilds and we hope the enquiries continue and also that all these chaps make a start soon so that the skies may soon be filled with a new breed of Magnificent Men in their Flying Machines.

AIRCRAFT BUILDERS SUPPLIES

have been trying over the last few months to tie up a lot of the "Supply Lines" for us. After all it is quite easy to spend £10,000.00 on your materials if you have that sort of lolly available. Unfortunately not of us have not, so take advantage of "Aircraft Builders Supplies."

One of the things that is happening is that we are trying to copy the American materials called Plastathene, or Poly-Dope or Poly-Spray which is a dope type Polyurathane which is applied over Dacron or Lincoln cloth to give a rock like finish. At the moment there is nothing like this, apart from the Buffalo general Polyurathane finishes, which is very good for the interior but I am not so sure about the exterior. The material we are endeavouring to get manufactured here will of course be much cheaper than trying to import it from the States.

I have at last contacted Fred Rosenham in the States regarding him making us wheels, all different sizes and he is highly enthusiastic. Wheels run out at about £110.00 a pair including the brakes and the hydraulic brake cylinders. They are beautiful wheels and I believe he has been making them for something like 30 years.

With regard to wooden propellers, Ray Fegy of the States, says that unfortunately owing to pressure of work over there he can not supply the South African Homebuilder with propellers but has given me all the information in the world regarding the making of this rather vital item. Sometime in the new year I hope to be able to put some of this into practice and make up a prototype for D.C.A.'s approval. We will let you know what is happening about this later on. If anyone wants propellers then just write and we will see if we can twist his arm to send us a couple.

If anyone has a project which they wish to abandon and no longer carry on with or any spares, bits and pieces that may be useful to someone else, and you may even be able to get a few Rand for it, please advise us here in Durban and we will include it in our next Newsletter where you may find a buyer. Or if you are looking for an odd part (and some parts are rather odd) somebody might have one. You never know your luck so do write and let us know what it is you need.

The following is a general list of spares and accessories most of which have to come from the States. This takes 6 to 8 weeks but you will find that you will be able to buy these things far cheaper than from the commercial firms. So browse through it and do not hesitate to write to me, Gus Edwards E.A.A. 44307 Phone: Day 335937
485 Umgeni Road, Durban. 333276
Night 839378.

I will be only too pleased to help you with your problems and if I don't know I am sure I will be able to put you onto someone who will.

LATEST PRICE LIST

ified Aircraft Spar Spruce, imported from the U.S.A.

$\frac{3}{4}$ " x 6" x 16'0"	.....	B13.50 each
$\frac{3}{4}$ " x 6" x 13'0"	.....	B11.00 "
1" x 6" x 14'0"	.....	B14.00 "
$\frac{1}{2}$ " x 6" x 6'0"	.....	B3.50 "

ected Spruce Capstrip up to 8' long

$\frac{1}{2}$ " x $\frac{1}{2}$"	.....	.09c'	$\frac{3}{4}$ " x $\frac{3}{4}$"	.....	.18c'
$\frac{1}{2}$ " x $\frac{3}{8}$"	.....	.10c'	$\frac{3}{4}$ " x $\frac{7}{8}$"	.....	.19c'
$\frac{1}{2}$ " x $\frac{1}{2}$"	.....	.11c'	$\frac{3}{4}$ " x 1"	.....	.19c'
$\frac{3}{8}$ " x $\frac{3}{8}$"	.....	.13c'	$\frac{3}{4}$ " x $1\frac{1}{8}$"	.....	.20c'
$\frac{3}{8}$ " x $\frac{1}{2}$"	.....	.14c'	$\frac{3}{4}$ " x $1\frac{1}{4}$"	.....	.21c'
$\frac{3}{8}$ " x $\frac{5}{8}$"	.....	.15c'	$\frac{7}{8}$ " x $\frac{7}{8}$"	.....	.21c'
$\frac{1}{2}$ " x $\frac{1}{2}$"	.....	.15c'	$\frac{7}{8}$ " x 1"	.....	.22c'
$\frac{1}{2}$ " x $\frac{5}{8}$"	.....	.16c'	$\frac{7}{8}$ " x $1\frac{1}{8}$"	.....	.24c'
$\frac{1}{2}$ " x $\frac{3}{4}$"	.....	.16c'	$\frac{7}{8}$ " x $1\frac{1}{2}$"	.....	.27c'
$\frac{1}{2}$ " x $\frac{7}{8}$"	.....	.17c'	$\frac{7}{8}$ " x $1\frac{3}{4}$"	.....	.30c'
$\frac{1}{2}$ " x 1"	.....	.18c'	1" x 1"	.....	.22c'
$\frac{5}{8}$ " x $\frac{5}{8}$"	.....	.17c'	1" x $1\frac{1}{4}$"	.....	.27c'
$\frac{5}{8}$ " x $\frac{3}{4}$"	.....	.18c'	1" x $1\frac{1}{2}$"	.....	.31c'
$\frac{5}{8}$ " x $\frac{7}{8}$"	.....	.18c'	1" x 2"	.....	.40c'
$\frac{5}{8}$ " x 1"	.....	.19c'	$1\frac{3}{4}$ " x $2\frac{3}{4}$"	.....	.80c'

other sizes by request.

Imported Finnish Birch Plywood 50" x 50" Aircraft.

	<u>Size</u>	<u>G.L.1</u>	<u>G.L.11</u>	<u>Per sheet</u>	
In Stock	(1 m.m.	B3.00	B2.50	"	"
	(1.2 m.m.	B3.25	B2.75	"	"
	(1.5 m.m.	B3.75	B3.25	"	"
	(2.0 m.m.	B4.50	B4.00	"	"
Here in Late January	(2.5 m.m.	B5.25	B4.50	"	"
	(3.0 m.m.	B5.75	B5.00	"	"

Mallo Glatex 8 Polyurethane Finishes

1 pint tins with separate catalyst hardener	Clear	Rl.60
	Colours	Rl.70

Escophen Resorcinal Adhesive

2 lb Tin BS 240 W Resin	B1.20
6 oz Tin EX1 hardener .....	.35

Nails

$\frac{1}{2}$ " & $\frac{3}{8}$ "	x 19 Gauge brass Gimp pins per 2 oz pack	.....	.30
$\frac{5}{8}$ "	x 16 gauge " " " " " "	.....	.87

Danlop Tyres and Tubes

Nylon Construction	{ 500 x 5	Tyre	13.20
		Tube	4.65
	{ 600 x 6	Tyre	13.45
		Tube	3.30
	{ 800 x 4	Tyre	18.95
		Tube	4.95

Other sizes and prices on request.

Perspex $\frac{1}{8}$ " Clear or Tinted

6' x 4' sheet	16.64
cut per sq ft87

<u>Aircraft Plugs</u>	+	3.50 ea
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CAM 18 F.A.A. Maintenance Manuals	4.00
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CAM 107 F.A.A. Power Plant Manuals	5.00
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Harness and Seat Belts

Ex Canadian Airforce Safety Harness per set	12.00	
" " " " " " "	17.00	new
Seat Belts - lap type - adjustable 50" length	8.00	ea
Shoulder harness to match above	10.00	ea

<u>Rosenham Wheels</u>	brake shoes, master cylinders and bolt-on axles	110.00 pair
		Plus shipping

<u>Arbo-Seal</u>	non hardening plasticised polythene joint sealing compound for sealing windscreens etc in $\frac{3}{8}$ " Diameter strips05 ft
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Prices available Ex Falconar Canada
delivery approx 2 months.

1. Lycoming O-290-D2, 135 hp (converted from O-290-G4 overhauled zero time since conversion with starter ring gear, -D typepan, 2 mags, shielded harness & plugs, carburator, and fuel pump in returnable crate R803.00
2. Lycoming O-360-A1A - disassembled, partially cleaned, case & other parts, will need some parts R328.50
3. Lycoming O-290-G4 - with one mag, unconverted exceptionally clean, crated (very few left) R328.50
4. Fairchild Ranger (175 hp., 6 cyl) -with carburator and oil tank but no starter or generator R109.50
5. Fairchild Ranger (200 hp, 6 cyl.) - complete engine section, firewall forward including mount, oil tank, starter, generator, baffles, cowls, etc R328.50
6. D.M. Gipsy Major 1C (305 lbs., 130 hp) - complete with mags, carb, prop hub, cunc filter & controls assy., plugs, harness etc., superb condition R328.50
7. Lycoming O-320 (150 hp) - complete with mags and carburator - will be available completely overhauled in about one month R876.00
8. 2 Continental A65 engines - with mags & carburator - reconditioned with log books - some very low time .. R478.50
9. Continental C85 - 12E engine - mags, carburator, starter & generator - reconditioned - with log book R698.50
10. Franklin 65 hp - in good running order, with prop, mags & carb. & log books R365.00
11. McCulloch O-100 - overhauled & rebuilt as new - with mag, shielded harness, plugs, mount harness, crankcase drains, roller bearings, fuel pump 72 hp., model O-100-1 several available R328.00
- 90 hp model O-100-3 new-3 type cylinders, pistons and rings R482.00
Plenty of McCulloch engine parts and propellers
12. Converted VW engine - 10 hours since major overhaul, rear mag - 36 hp - in top condition R238.00

Shipping and crating is not allowed for.

Metal Props R88.00 approx
Quote type of engine, length of prop and pitch when ordering.

Dacron 2 oz 62" wide on order - should land at R1.50 yd

<u>by Axles.</u>	2 only on order	B15.00 ea
	3" elevator tube .....	.60 ea
<u>Butyrate Dope</u>	Tautening	B6.30 gal
Other aircraft paints and enamels on request		
<u>Control Cable</u>	on order. Be here in December - 2000 lbs	.12c ft
<u>Press sleeves $\frac{1}{8}$"</u>	.....	.15 ea
<u>100-4 Cable Thimbles</u>	.....	.05 ea
<u>Heimer C.P. Fuel Primers</u>	.....	B5.50 ea
<u>Tip lights</u>	Red & Green - Grimes	B13.00 pr
<u>Light</u>	.....	B4.50 ea
<u>Cocks</u>	On - off	B3.50 ea
<u>Alum Sheets</u>	$\frac{1}{8}$ " hard .022" x 6' x 3'	B3.00 sheet
<u>ments</u>		
Sensitive Altimeters $3\frac{1}{8}$ " Diameter from		B40.00
Recording Tachometers $3\frac{1}{8}$ " Diameter Clockwise or C/C ...		B25.00
Military Tachometer $3\frac{1}{8}$ " Surplus		B12.00
Oil Temp Gauge $2\frac{1}{4}$ " 100° - 250° F		B15.00
Oil Pressure Gauge $2\frac{1}{4}$ " 0-120 lbs		B14.00
I.C.A.N. Altimeters 0-20,000' No subscale		B10.00
Oil Pressure Gauge. Kollsman $2\frac{1}{4}$ " New Surplus		B10.00
A.S.I. 0-200 M.P.H. & K.P.H. $3\frac{1}{8}$ " Diameter		B20.00
Cylinder Head temp $3\frac{1}{8}$ " Diameter		B25.00
G - Meters 3 needle $3\frac{1}{8}$ " Diameter and $2\frac{1}{4}$ " Diameter		B15.00
G - Meters 3 needle $2\frac{1}{4}$ " Diameter		B19.00
Compasses from		B20.00
D.I. Surplus O/H from		B25.00
Turn & Bank from		B15.00
Venturi kits from vacuum gauges from		B20.00
V.S.I from		B20.00
Outside Air Temperature Gauges from		B15.00
Bullet-nose prop spinner kit from		B25.00

Instruments (cont)

Ignition switches A.A.F. type A 7	\$6.00 ea
Ignition Switches Bendix with starter. Key type	\$16.00 ea
Electric Fuel Gauge. Tank unit and dash gauge	\$17.50 ea
Quick-drain fuel valves	\$1.75 ea
Plastic Inspection rings 4 $\frac{1}{2}$ " O.D. ....	.15 ea
Plastic drain grommets .....	.05 ea
Turnbuckles 4" - 3" and 3" - 5" eyes both ends	\$1.35 ea
Aluminium Commercial extrusions prices on request	

Plans and Brochures - Falconar Aircraft

Single Seaters.

			<u>Brochure</u>	<u>Plans</u>
Jodel D 9	80 - 100 mph	V.W. Engine	\$2.00	\$36.00
Jurco Tempeste	110 - 150 mph	65-125 H.P.	\$2.50	\$52.50
Turbulent	75 - 85 mph	V.W. Engine	\$2.00	\$37.50
F9	80 - 95 mph	V.W. Engine	\$1.50	\$29.50
F 10	105 - 130 mph	40 - 100 H.P.	\$1.50	\$26.50
Ganagobie	50 - 100 mph	40 - 72 H.P.	\$2.00	\$26.50
Baby Great Lakes	118 mph	V.W. or Continental		
		85	\$2.00	\$37.50
Euton Minor	75 mph	30 - 65 H.P.	\$2.00	\$27.50
Mignet	No details	40 - 70 - 85 H.P.	\$2.00	\$37.50

Two Seater

Jodel D 11	90 - 120 mph	65 - 90 H.P.	\$2.00	\$49.00
Jurco Siracca	125 - 150 mph	85 - 150 H.P.	\$2.00	\$75.00
Piel Emeraude	100 - 130 mph	65 - 125 H.P.	\$2.00	\$45.00
F11	80 - 120 mph	65 - 100 H.P.	\$1.50	\$30.00
F 12	115 - 160 mph	100 - 140 H.P.	\$1.50	\$34.00
A.V.F. - S1A	115 mph	95 - 150 H.P.	\$2.00	\$30.00
Great Lakes Trainer	115 mph	125 - 135 H.P.	\$2.00	\$112.50
Euton Major	100 mph	65 - 85 H.P.	\$2.00	\$42.50
Minicob Hawk		65 - 85 H.P.	\$1.00	\$30.00

Soil Planes

Fanval A.V. 361	Glide Motion	35 - 1 100	\$2.00	\$24.00
Eriegleb P.G.-120	" "	34 - 1 100	\$2.00	\$121.00
Slingsby Swallow	" "	36 - 1	\$2.00	Kits only

Amphibian

Coal	115 mph	100 - 150 H.P.	\$2.00	\$75.00
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Conversion plans for V.W. 1200 cc & 1500 cc	R5.00 ea
" " " Corvair	R10.00 ea
" " " Lycoming 0 290	R2.00 ea

Prices for any other material can be given on request.

From bitter experience we can only supply on the basis of Cash With Order. No C.O.D. Goods are all F.O.B. Durban or if posted, plus postage.

This pricelist supercedes all other pricelists and is subject to change without further notice.

Members and anyone else who may want to contact the A-B-A. representative in their areas the following list of names and address will help you.

Tony Wills,
22 Bromhead Road,
Pietermaritzburg.

Ron Sillis,
6 Nottingham Street,
Sydenham,
Port Elizabeth

David van Rensburg,
9 Ham Street,
Tritpoortjie,
Roodepoort.

Gus Edwards,
485 Umgeni Road,
Durban.

As the next issue of the Newsletter will not go to press before next year I would like to take this opportunity of wishing all the Home-builders and their families as well as the prospective builders a MERRY CHRISTMAS and a HAPPY HOMEBUILDING NEW YEAR.

APPLICATION FOR FULL MEMBERSHIP

NAME

ADDRESS

.....

Building a/NOT YET STARTED

Return to Allan Gould
Box 171,
Pietermaritzburg.

Gus Edwards,
485 Ungeni Road,
DURBAN.

With your remittance.

PLEASE SEND IN YOUR NOMINATIONS

CHAIRMAN

VICE-CHAIRMAN

SECRETARY/TREASURER

3 COMMITTEE MEMBERS

.....

.....

.....

SIGNATURE.

Return to Gus Edwards,
485 Ungeni Road,
DURBAN.