



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



Brits Brekkie

Flying Legends Talkshow

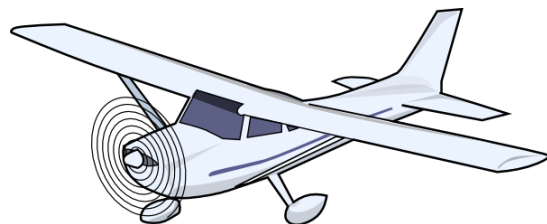
Oshkosh 2018

Safari Aloft

Namakau's Exodus

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Our cover this month was taken by John Austin-Williams at the Rand Airshow held on 19 August 2018.

The following information is from the Cows' [website](#).

The fourship Pitts Special team of Scully and Ellis Levin, Arnie Meneghelli and Sean Thackwray flies energetic precision formation aerobatics to perfection. It's this evergreen appeal, combined with precision flying that attracts the much needed sponsors. Tailifts has come on board as the team's latest sponsor, but in addition to promoting the company, they are using the partnership for a far more philanthropic purpose.

Tailifts managing director, Warwick van Breda, has a longstanding involvement with the CHOC Childhood Cancer Foundation, and he saw Flying Cows coming soon to SA's airshows. The CHOC Cows are well known for their fun antics, such as dressing up in cow suits and riding cycle races towing

icecream carts behind their bicycles. They prefer to raise awareness of the foundation by celebrating the joy in life, rather than the hardship of battling cancer. Similarly, the Pitts aerobatic team fly because of their passion for aviation and the joy they get from displaying the aircraft they love.

Painting the aircraft like Friesland cows combines this passion for flying with the lighthearted, quirky fun of the CHOC Cows. With over 40 years' experience, Tailifts is the largest manufacturer and service provider of commercial and passenger tail lifts used on both trucks and cars in South Africa. Tailifts has committed to at least a five year sponsorship, and going forward the fourship Pitts Specials will be known as the Cows.

More information about CHOC can be found on their [website](#).

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Safari Aloft

by Dr Frank Bonfils-Persson, Chapter 322 Johannesburg

On Tuesday, 12 June 2018, 12 aircraft and almost 30 people met at Pilanesberg International Airport to clear customs out of South Africa, and to fly to Gaborone's Seretse Khama International Airport to herald our arrival into Botswana. Some pilots had met each other previously on Essie's Air Safaris. Some were new friends that we were going to spend 18 days with, visiting/flying and enjoying each other's company. We had 3 Slings, 2 RV10s, 3 Cessna 182, Piper Meridian, Piper Arrow, Piper Super Cub, Rans S7 and a Robinson 44 helicopter. All were essentially private pilot licence holders and some of us had never flown across international borders.

I find Essie Esterhuysen, the man who arranges the whole trip for easily a year in advance at his own cost, to be one of the most humble people I have met. His only purpose is to empower you to share his passion for flying the African continent. He encourages you and, most importantly, empowers you to take the bold step of stepping outside your comfort zone and experience the power of flight. I flew 35 hours in my Piper Super Cub and travelled close to 7,000km.

On the first day we travelled from Pilanesberg via Gaborone's to land at Gweta, a small strip south-east of Maun. There we spent the nights on the pans, tucked into our sleeping bags and enjoying 'a billion stars'. The next day we flew via Maun to the lovely Nguma Lodge where we stayed for 2 nights. It was a beautiful 2-hour flight over the Okavango Delta, flying 100 feet above the ground, over treetops and viewing the game from the air... beautiful. We went deep into the Okavango Delta in a Makoro and simply enjoyed the beauty. Next we cleared customs out of Botswana via Shakawe and entered Namibia at Rundu. This brought back many memories for some of our older pilots who did border duty. From there we flew directly to Etosha Mokuti Lodge and spent 2 days there - absolutely stunning. We also went for game drives in Etosha Game Reserve.

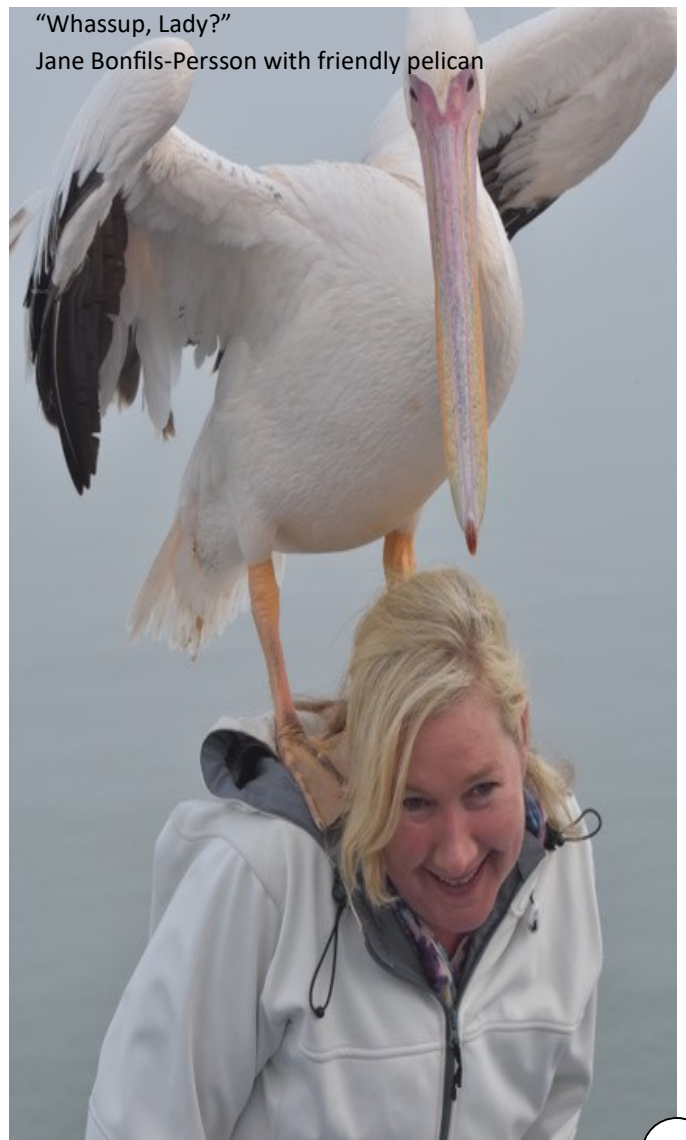
Next we flew from Etosha Mokuti Lodge to Ondangwa and fuelled up. Again, many memories from the border days. From here we flew to Epupa Falls situated in the top north-western corner of Namibia bordering onto Angola. We flew via Ruacana and observed the massive hydro-electric dam. Epupa Falls was wonderfully charming... campsites on the river, the roar of the falls, and hot! We did rafting, having lunch on the Angola side of the Kunene River. We visited the Himba people, the most photographed indigenous tribe in Namibia, and had the pleasure of interacting with these extraordinary, beautiful people.

The plan was to fly to Terrace Bay and spend the night there.



"Whassup, Lady?"

Jane Bonfils-Persson with friendly pelican





Unfortunately, we had not, it seems, acquired permission to land at Terrace Bay, as it is a restricted nature reserve and special permission is needed. So we diverted to Palmwag, and what a treat that was!

From there we flew all along the Skeleton Coast to Swakopmund and stayed there for 2 days. The Skeleton Coast is very peculiar in that you can have this rolling fog that sits just inside the sand line. This is as a result of the cold Atlantic Ocean. Visibility is virtually nil, so you do need to sit it out until you get the all-clear to land at Swakopmund.

We went to Walvis Bay and spent 4 hours on a catamaran, enjoying pelican birds sitting on your head and 300kg seals jumping onto your deck, and we were treated to an incredible seafood lunch. Next we climbed Dune 7, which was not my proudest moment. The sand just collapses around you and you simply can't make forward progress. Our Piper Meridian pilot, Johann, told us that he was based in Walvis Bay and part of their exercise was to pull a cannon to the top of Dune 7.



Next we got onto the quad bikes. What a treat! In next to no time we were doing 360° barrel rolls with impunity. There are great restaurants there.

Our next leg was to Rostock Ritz. Again via the Skeleton Coast and turning at Conception Bay - the most beautiful place I have ever experienced. The houses look like hobbits, made from massive inflatable balloons that were since gun-nited and the balloons thereafter deflated. The tranquillity, beauty and isolation of that area was good for the soul.

Thereafter we set off to Sossusvlei for 2 nights. This is a beautiful place, although I thought it a bit too commercial, but nonetheless stunning. Fantastic food and excellent game rides. We climbed the dune called 'Big Daddy', and coped better climbing Big D. Here there is also an almost enchanted fossilized forest/riverbed that is over 800 years old, trapped in the salt pan.



Next, we were off to Lüderitz, again via the Skeleton Coast. Diamonds were discovered here in the 19th century. Evidence of this old 'ghost town' still exists. We were taken on the grand tour and they explained how the diamond diggings were done back in those days.

From Lüderitz we flew to Fish River Lodge, landing on a small strip on top of a mountain. What a view! Wonderful hospitality. We took a 4x4 trip down to the Canyon Valley and had a refreshing swim.



After 2 days there, it was time for us to head home, clearing customs at Keetmanshoop and entering South Africa via Upington International Airport. We spent our last night at Augrabies Lodge. It was a fantastic evening, looking back and ruminating about the wonderful trip we had enjoyed and singing Essie's praises for a trip, again, well organised. The next day I headed back to Baragwanath.

I have 10 short videos if anyone is interested. Email me your cell phone on fpersson@oncology-sa.co.za and I will gladly WhatsApp them to you. Such a big trip, so many experiences. How does one start trying to tell people of your experiences? Again, a big thank you to Essie Esterhuysen for organising a flawless trip and bringing us all home safely.

Namakau's exodus from Africa

By Amos Malupenga

DID you ever think it was possible for anyone to fly a two-seater plane with a speed of an average motor vehicle from Lusaka to England, covering a distance of over 10,000 kilometres?

It sounds a far-fetched dream. But Isaac Livni of Lusaka last month managed to prove that this could not just be a dream when he flew his two-seater plane to the United Kingdom for 60 hours over a period of 14 days and gave it to his 31-year-old son Navav as a present. For him, it was not a dream but a challenge to fly a plane at 160 kilometres per hour to the United Kingdom.

And what was more? Before the plane was ready for departure to London on October 24, Isaac had stripped it to pieces and had been rebuilding it for the last one and half years. All this he was doing as a hobby and not as a profession. Even his son who is a banker has taken flying as a hobby. But who is Isaac Livni?

Isaac worked as managing director of Amiran Zambia for the last 13 years. Today, he is serving as Regional Business Development Manager for Balton CP Limited Group, of which Amiran Ltd is a member. He is still based in Lusaka.

Isaac, 56, is an Israeli national. He studied and trained as a mechanical engineer from the University of Beer-Sheva in Israel and has an MBA.

For those who might have no idea about Amiran Ltd, it is a company that was established 41 years ago and mainly deals in agricultural, telecommunications and special projects involved in construction and infrastructure. Amiran was the company behind the construction of Lusaka City Market formerly known as the Soweto Market.

Isaac, a father of three, left Israel for Africa in 1979 when he was still working with the same Balton Group. He started operations for the same group in Malawi and moved to South Africa after eight years. From there he came to Zambia as managing director of Amiran Ltd Zambia.

But how did he develop interest in aviation?
"The interest started when I was in Israel but improved while in Malawi," Isaac recalls. "I was dragged into aviation by my 11-year-old son by then, who started doing his flying after he joined the Luchenza Flying Club in Malawi. This was in 1984. My son was not allowed to go solo because he was too young."

"I joined the club and underwent training. After which I was given a licence as a private pilot. I have been flying since then."

In 1994 whilst in Zambia, Isaac came across a tender by government to sell one of the wild life Piper Cherokee 235 aircraft. He bought it although it was not in a running condition. He restored this aircraft which was the first one for him to restore.

Later on, Isaac did his restorations under the supervision of Louis Kunda who was at the time in charge of Zambia Airways maintenance department. Since he was a qualified aircraft mechanic, Kunda was doing the check ups on Isaac and certified the work he did on the aircraft.

"I flew this plane for four years and then sold it," says Isaac. "I got another aircraft - a CESSNA 210, which I still have. Later on I came across the Piper Cherokee 140 9J-RBC, a two-seater plane which at the time belonged to Mr Chris Blicnat who used to grow tropical fish and export it from Zambia."

"I bought the plane from him about two years ago. It was equally not in a flying condition so I started its restoration. It did not fly for ten years when I bought it. I stripped the plane and rebuilt it later. I did a new engine, new upholstery, painted it and changed radios. I literally put the aircraft together. After that I

started doing the test flight in April this year."

But it was during the time he had been rebuilding the plane that he mooted the idea to give it to his son who is based in London as a gift for having introduced him to aviation.

"I dedicated it to my son because he is the one who brought me into the flying business when he was 11 years old," says Isaac.

"Initially, my interest in restoration focused on old classical sports cars and not planes. I did several of them. So when I started flying, I was looking for an opportunity to restore an aircraft. And I came across that with this opportunity in 1994. Right now, I have a bigger aircraft awaiting restoration, it's a twin engine which I bought locally."

Last month, the plane which he named Namakau was ready to be delivered to London. And Isaac was faced with two options - to fly it there or to strip its wings and pack it plane into a container.

"The first option was preferred because it was going to be a challenge and cheaper. So we flew to London for 60 hours for a few days," Isaac says.

But how did the name Namakau come about?

"After restoration of the aircraft and since it was going to be out of Africa, I decided to give it a name and I was looking for an African name," Isaac explains. "I asked several Zambian friends to give it a name. After consultations, I picked the name Namakau, a Lozi name meaning hard-working woman. You know, when we are talking about aircrafts as pilots, we talk about them as females. We refer to a plane as a 'she' and that is why I had to look for a female's name. For a pilot, a plane is called by a female name because it is taken as a woman who is cherished."

"And I decided to call my trip to London 'Namakau's Exodus from Africa'. I was flying this plane out of Africa to give it a new life in London."

Isaac now narrates how he undertook the 60 hour flight over a period of two weeks to London covering the distance of 10,530 kilometers which

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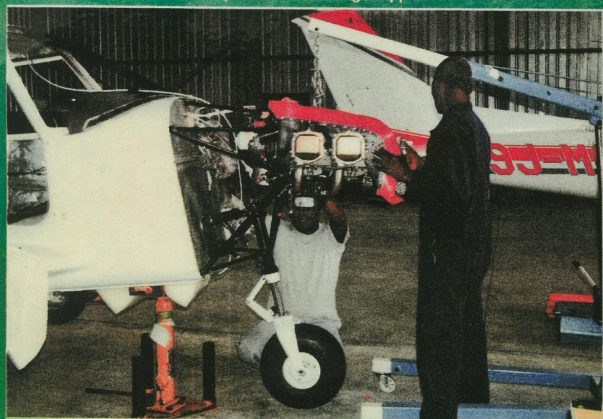




The plane before being stripped



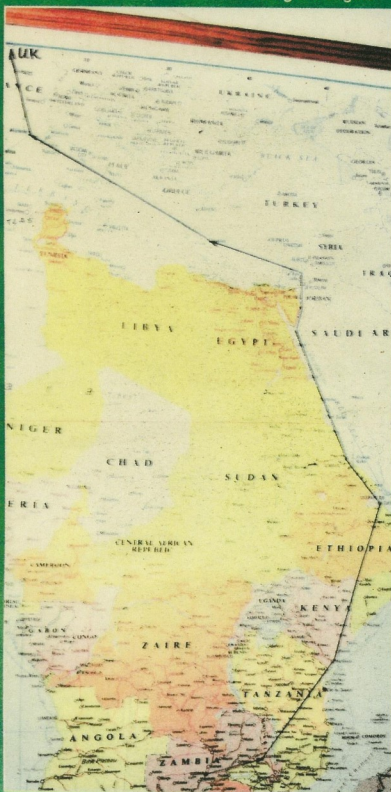
The plane being painted



Fitting the engine



With his assistant Night Masemwa after repairing the plane



The black line shows the route Levni took



With co-pilot Solomon Zelkin (r) at Lusaka International Airport

We had to do a lot of preparations before the journey started

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could be covered in 10 hours by bigger planes flying direct to London or from London to Lusaka.

"We had to do a lot of preparations before the journey started. This is a slow plane doing about 160 km per hour, like a motorcar. So in order to

pass the long distances, we had to build an additional fuel tank inside the aircraft. This extended our stay in the air.

"Normally, this plane can fly about six hours non-stop without an addition fuel tank. The innovation extended our stay in the air up to 14 hours non-stop. We did a lot of test flights. I flew 30

hours locally just to assure myself that the engine was okay and we could trust it to do a long flight to London.

"We also fitted the aircraft with additional backup systems for radios and navigation. This meant that if we lost the systems on the aircraft, we had an alternative system we could use to

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Levni handing over the plane keys to his son Navav in England

From page 13
pilot the aircraft.

"We also had to get the landing and overfly permits from the different civil aviation authorities. We started from Zambia, Malawi, Tanzania, Kenya, Ethiopia, Djibouti, Eritrea and Israel. It took me two weeks to obtain these permits otherwise I was not going to land or overfly these countries. In the way, I am also the patron of the association for the air traffic controllers in Zambia.

"And because I could not do such a long trip alone, I invited a friend of mine from Israel to join me and do the route together with me as a co-pilot. My friend Solomon Zelkin who is a commercial pilot came and joined me.

"Our trip started on the 24th of October 2004 from Lusaka International Airport. Leg number one was from Lusaka to Lilongwe in Malawi. We flew for four and half hours and we spent a night there while refuelling the aircraft and doing the paperwork for the next day.

"The next day we took off from Lilongwe to Mombasa in Kenya. The weather was very good. We landed in Mombasa after six and half hours of flying and we stayed for a night there.

"The next leg was a long route. We flew from Mombasa to Djibouti on October 26th. There was headwind which slowed us down a bit and it took us eleven and half hours to reach Djibouti. By the end of 10 hours of flying, we lost the alternator and we lost all the electric power to the radios. So the radios and the navigation lights and equipment were affected.

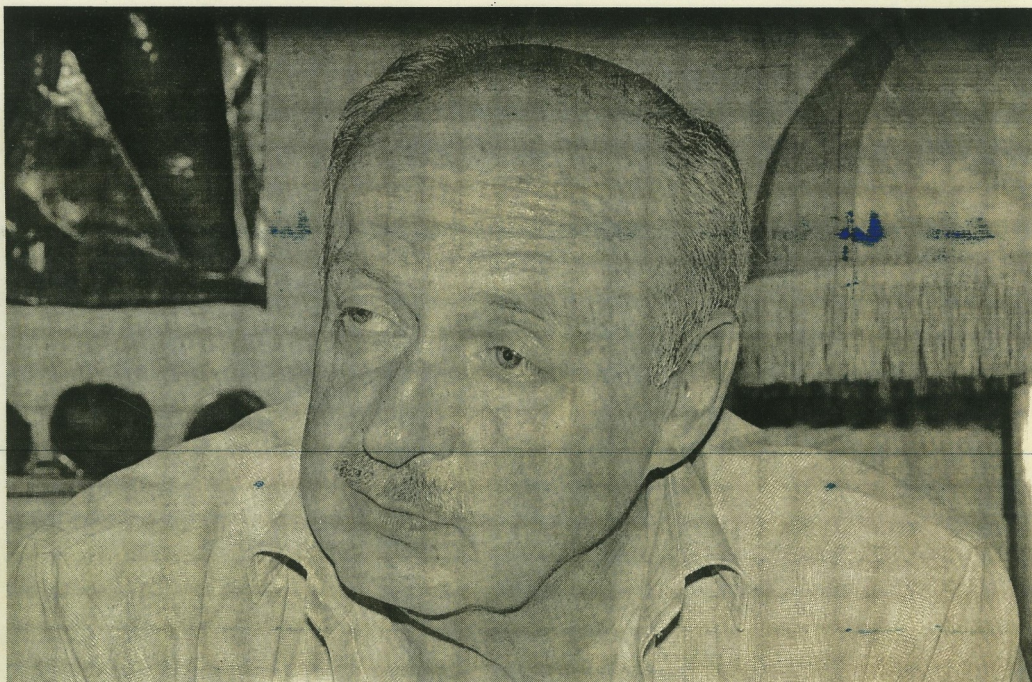
"But since we had an alternative system, I earlier told you about and a back up GPS, these supported us all the way to Djibouti and we landed at night. There were no lights on the plane so we had to use the runway lights to establish our height above the runway in order to do the landing. We landed safely.

"The loss of the power on the plane does not affect the engine. The engine does not

take power from the battery unlike the case in a motorcar. Normally, we dedicated a night-stop wherever we were to make a stopover but since in this case we had to repair the alternator, we took slightly longer and stayed two nights. We called upon the Djibouti Air Force for assistance but they did not have the spare parts. So we decided to carry on like that to the next leg which was Massawa in Eritrea. Massawa is a new airfield on the sea shore.

"We carried full fuel from Djibouti since we knew that we were not going to obtain aircraft fuel in Massawa. The reception was nice at Massawa Airport. They provided us with motorcar fuel as per our request. The manufacturer of the aircraft's engine allows this. Massawa airport is new and is not yet fully open.

"The following day we flew non-stop to Israel from Eritrea crossing the Red Sea, to a city called Eilat, South of Israel. This city borders with Jordan and Egypt. We flew for eight and half hours instead of eleven and half hours. We saved three hours in the air because the tail wind was good and it gave us



it could have been difficult to use the Central African route

My next challenge is to restore a twin engine aircraft

an excellent speed.

"We used the manual radio and the GPS all this time. We notified the Israeli authorities about our arrival. We had a satellite telephone which I prepared in case of an emergency landing. I hired the satellite phone from CC Systems here in Zambia. So we were on the satellite phone with the Israeli authorities all the time to inform them about our arrival because security in Israel is very tight and if they don't recognise you, they can send a combat aircraft to identify you and take appropriate action.

"We landed in Israel on Friday afternoon on the 29th of October after a long flight over water. It's a problem to fly over the Red Sea because you have to fly on international airways where you have Saudi Arabia on one side and Sudan and Egypt on the other. And it was going to be difficult if we had to have an emergency landing because of my Israeli passport.

"We rested a bit in Israel because I wanted to see my family there, my daughter and grandchildren. We also wanted to repair the alternator. So we were in Israel for three days. We repaired the alternator which was ready for the next leg, which was from Tel Aviv to the United Kingdom.

"We took off from Israel on November 2, 2004. We flew from Tel Aviv going to the Islands of Greece as the first stop. It took us eight and half hours to reach the Greek Island of Corfu. The weather was okay wherever we went.

Isaac explains that he took that route because it was easier for him as he had an Israeli passport otherwise it could have been difficult if he had taken the Central African route. He could not take the West African route because he was not familiar with the West African scenario.

"We spent a night at Nice and proceeded on November 5 to the North of France to Deauville before crossing the British Channel. That took us five and half hours. On the



on arrival in England

6th of November we crossed into Biggin Hill Airport in the UK. This took us one hour thirty minutes and we found people waiting for us. The flight appeared on the arrival chart. That's how we completed the mission."

Isaac explains that he took that route because it was easier for him as he had an Israeli passport otherwise it could have been difficult if he had taken the Central African route. He could not take the West African route because he was not familiar with the West African scenario.

"I know better the East African route and that is why we decided to use that although it was longer," he says.

Isaac said although he has heard that small planes had in the past flown from London to Cape Town in South Africa, this was a big achievement in the aviation industry.

"This is so because I challenged my technical ability to rebuild the plane and I also challenged my ability to fly, by flying across Africa into England," he says.

But his achievement could

have remained a pipedream if it had not been for the help of the watchman and many other people. Isaac says during the process of rebuilding Namakau, he trained a watchman by the name of Night Masemwa to be his assistant. The restoration work on Namakau took place during weekends and therefore it took one and half years to complete.

"Basically, the two of us did the work on the aircraft. I also used the hangar facility of Eastern Air. I thank very much Mr Zumla for that," he

says. "I also thank Mr Louis Kunda for his encouragement and support and all my friends who showed interest in my project and encouraged me. I also thank my family for being supportive and understanding during the long hours that I spent working on the aircraft.

Is there any more challenge for Isaac?

"After this achievement, my next challenge is to restore a twin engine aircraft and to take another flying adventure," says Isaac.

Brits Brekkie

by Paul Lastrucci - National President, EAA of SA

I met Capt. Karl on the Saturday morning at his shed at Fly Inn just before 08h00 and, along with Irene, we blasted off on Rwy 24 in his pristine Cessna 170 ZU-VAL into a crisp Highveld winter morning. Karl chatted to Waterkloof ATC in his friendly manner, requesting clearance to Pinedene and then onto outbound of the Waterkloof CTR and destination Brits Airfield. Irene, with a bird's eye view of the happenings below, shared the back seat with a radio-controlled P51 Mustang kit still in its box that Karl was donating to a fledgling little boy and his dad to also hopefully one day share this great privilege that we experience on days like this.

Flying over the southern metropolis of Tshwane with that trusty Lycoming O360 pulling us along effortlessly, the ATC requested Karl to call crossing the N14 at the Brakfontein interchange, keeping south of the Swartkops AFB toward Sunderland Ridge then abeam the Atteridgeville sprawl. Next was the Gerotek test track, where we ogled the mothballed facility where nuclear bombs were built, and shortly thereafter we passed over the Magaliesberg mountains east of Hartbeespoort Dam. In no time the Brits Airfield appeared amongst cultivated fields on the nose, and we joined no. 2 on the downwind behind Marie Reddy and Eugene Couzyn in Marie's Ikarus C42. Karl swiftly settled his classic taildragger on Rwy 02, where the friendly hospitality and scrumptious breakfast awaited us.

We arrived just after 08h30 and already the breakfast was in full swing. We were welcomed by Arjan Schaap and his host of members that were manning the breakfast station. They served a serious breakfast that filled a dinner plate, along with good coffee, to the assembled aviators in the clubhouse. Lots of friendly chatter amongst the folk being catered for by the hosts. Mark Mansfield, who is usually behind a fancy camera

taking amazing aviation photos, was making sure everyone was taken care of and was doing a splendid job coordinating the people and the breakfasts.

There was a great little Evans VP1 ZS-USC, owned by Mike van Niekerk, who has been tinkering on it for a few years now. He did a few circuits in the great weather and it was good to see one in the air again. Roel Jansen also showed us his trike with a BMW 1200cc motorcycle engine, which is such a neat installation. His pal, Mof, is was also building one in his hangar with a new generation Airhead BMW motor so there will shortly be two Bee Em trikes gracing the skies.

Although the Brits Flying club has hosted a number of EAA events over the years, we again would like to bring our EAA Sun n Fun to Brits in November 2018. We have always believed that hosting by a strong flying club is paramount to the overall success of the event. There is an enthusiastic bunch of hosts and flyers that makes for great camaraderie, as well as sharing of info and the flying experiences which the EAA promotes so vigorously.

Just after midday, we departed from Rwy 20 and headed on an uneventful reciprocal route back to Fly Inn in loose formation for a while with Wayne Giles and his lovely wife Janique in Wayne's beautiful Cessna 185 ZS-CPH which is also based at Fly Inn.

All in all, we counted 35 aircraft on the flightline at Brits, with the crews and pax having enjoyed a wonderful breakfast, great camaraderie and good ol' North West hospitality. Well done, Brits, it was a good one!



Weird & Wonderful...

This aircraft was not spotted at Brits, although it would not have been out of place in this kind of agricultural setting...

Do you know what this aircraft is? Check the answer in next month's edition of Contact!

EAA Chapter 322

August Meeting

by Kevin Marsden, photos by Stephen Theron - Chapter 322 Johannesburg

The EAA Chapter 322 monthly meeting was held on Wednesday 01 August, with Capt. Karl Jensen hosting the meeting in the place of the Chapter Chairman, Clive King, who was away on business.

The guest speaker, who kept the members glued to their seats for the better part of an hour, was the highly accomplished helicopter pilot, Slade Healey. He detailed the phenomenal experience of flying for an art project called African Waters 360°. The adventure covered 16,000 km through 12 African countries and focused on ecologically significant rivers and bodies of water, such as the Cubango River which floods the Okavango Delta... riveting stuff!



Karl Jensen



Slade Healey



Frank Bonfils-Persson



Paul Lastrucci



Bruce Harrison

Flying Legends Talkshow

by Kevin Marsden, photos by Stephen Theron, Chapter 322 Johannesburg



Flippie Vermeulen and Karl Jensen

The most recent Flying Legends Talkshow took place on Thursday, 16 August 2018. I was lucky to attend, as there was a heavy waiting list to hear the retired SAA airline captain and certainly the most experienced current pilot on radial aircraft, Flippie Vermeulen, regale the audience with the details of his recent trip through South America flying a classic Beech 18.

Flippie had been asked to fly a couple on an epic journey during which they planned to do as many hot-air balloon launches as possible, as a step towards their dream of doing a hot-air balloon ride in every country around the world!

The itinerary of the trip would take Flippie and the vintage radial twin aircraft through the Caribbean, Cuba, parts of Latin America, Panama and back to the USA.

The journey was not without its stresses and challenges, with clearances to land being a particular challenge at some of the more exotic stops along the way. Flippie praised his wife, Maryna, and the staff of his company, Springbok Classic Air, for making all the necessary arrangements, often having to correspond back and forth in Spanish.

I was particularly impressed with the focus on safety, with Capt. Flippie often turning back or taking an alternate route when the weather or timing did not permit the original course to be followed - it doesn't matter if you have 260 or 26,000-plus hours under your belt (as Flippie has). If it doesn't look good, it's always better to be on the ground, wishing you were up there, then the other way around!

The bar was ably manned by Gordon Dyne and his co-barman, Justin Gloy. The regular EAA Braaimasters were doing a roaring trade. A special thanks to Marie Reddy for organising the event and promoting it so well. I look forward to the next one taking place on 13 September 2018 with special guest, Lt. Col. Musa 'Midnight' Mbhokota, hosted by former EAA Chapter 322 Chairman, Capt. Karl Jensen. Book [Here](#).



Athol Franz

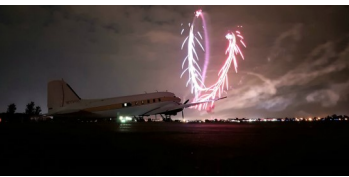


Oshkosh 2018

Photos submitted by Sean Cronin, Greg Clegg, Carl Visagie and Neil Bowden











Airmail

One of our stalwart EAA members, Nigel Musgrave, was the official Safety Officer at the recent Nylstroom Taildraggers event in July. The letter below was sent to RAASA to congratulate him on the exceptional work done there.

Well done, Nigel!

Good Day

The Nylstroom Tail Draggers Fly In was held over the weekend 13-15 July 2018. I attended the event in the capacity of Team Leader and was in charge of the very small ATC contingent, with Roanda Steyn accompanying me.

I would like to bring to your attention the following:

Roanda and I work at King Shaka International Airport and travelling to Nylstroom on commercial flights made it difficult to bring radio equipment with us. The Safety Officer for the event was Nigel Musgrave. Nigel was kind enough to assist in this regard by providing his own radio equipment and allowing us to use it. This significantly enhanced the safety of the event as his equipment is of excellent quality, and as it has 2 radios allowed us to monitor 124,8 as well as transmit on 120,2 the Fly In fq. Numerous aircraft were switched over to the correct fq, especially on Friday Afternoon. This would not have been possible without his additional radio. His long range antenna allowed crystal clear communication with aircraft at low level 30nm from Nylstroom.

Nigel was continually in total control of the safety aspects over the 2 days. He ensured that all issues of safety during the event were promptly attended to, and never allowed anyone to compromise the safety element. His manner was always professional and firm, with no room for uncertainty. Numerous pilots commented on his friendly yet no nonsense approach. I truly believe his presence greatly enhanced the safety aspect of this event. Despite numerous requests for some form of display, Nigel remained adamant that unauthorised flying of any kind would not be entertained or tolerated. It was a tribute to his standing in the aviation community that his decision was never contested and all flying remained above board.

Nigel was consistently moving around the airfield to supervise and assist where and when necessary and ensure that rules were being adhered to. Even so far as chasing members of the public from the runway edge when the urge for the best photo overcame their common sense.

It was an absolute pleasure to work alongside him, his professionalism and dedication to aviation safety is remarkable. We look forward working with him again at future events.

Yours Sincerely

Sean England

(ATCO3: Special Air Events Team)



For Sale #1

Chris Hicks is offering the longest continuously registered aircraft in South Africa for sale:

Aeronca 65 Chief, ZS-APY was imported into SA in May 1939, and has remained on the civil register since then. As it began its life as a club plane and went on to a school for some time, there must be hundreds of Log Books that have entries for APY. There have been many custodians of this sweet old lady of the sky, and now a new custodian is being sought.

The engine was majored about 150 hours ago by Comair at Virginia. Own a piece of sweet-flying history, and continue the traditions of gentle tail dragging pleasure.

Registered: 17 May 1939 (80 years old next May).

South Africa's longest continually registered aircraft and second oldest flying aircraft.

Owner since 23 March 1981 (37 years):
Tyre Kickers Syndicate.

Members of syndicate:

Chris Hicks - 75-year old pilot (failed medical).

Nigel Hicks - non-pilot.

Home field: Grass Roots, Cato Ridge, KZN.

Price: R280 000 (no VAT).

For pictures and more history, Google: ZS-APY.

ENGINE:

Continental A 65

Hours since last overhaul by Comair approximately 240 hours

AIRFRAME:

Approximately 5,700 hours

CATEGORY:

Non-Type Certified, since 2014

PREVIOUS MAINTAINANCE:

HISTORY:

Whilst Type Certified,
Comair and Aircraft Unlimited

Since 2014,

Dave Cormac, AME and AP

A new ATF is about to be carried
out by Dave Cormac

If you are interested, please contact

Chris Hicks on 083 659 4094

(please note, not available from 08-26 September 2018).



For Sale #2

Fanie Bezuidenhout is offering the following items for sale:

Batch 01

ASPEN AVIONICS

EFD500 SW- 1788 LEVEL C; ENDVO 160E; TSO-C113

EFD 1000

ETSE & TSO-C2d; C3c; CAc; C6d; C8d; C10b; C106

BENDIX KING Radio 88388

These are not new, but in 100% working order. I was going to use them in a NTC aircraft thus it does not have paperwork, but it can be certified by any instrument technician shop.

R30,000 ONO.

Batch 2

2 Lt fully converted engine with Pieter de Necker 55x33 Prop.

80 Hp

11 Hrs since new

USA manufactured

Aluminium flywheel and self-starter

Twin pick-up distributor with electronic twin coils

Free-flow stainless steel exhaust pipes

Cooling intake covers

MGL Avionics Eves panel, oil pressure & temp. Starter switch & key, and Hobbs meter.

Ready to install and fly.

R75,000 ONO.

Batch 3

Freshly certified McCauley propeller; 50 Hrs since new. TCP-910; PC3; S/NAHD 44011; MDL 1C 160; DTM7553; 53 x 75 Inch.

Ideal for Lycoming 0320 engine

R22,000 ONO.

Batch 4

Odds and ends as follows:

Cessna spinners; Spark plugs; 0320 carburettor; New vacuum pump; Landing lights; Brake callipers; Lycoming prop spacers; and lots more.

Please contact Fanie Bezuidenhout on 083 789 5507, or Email hsse@colvic.co.za

CONTACT! Is the official newsletter of EAA of SA. This edition was compiled by Kevin Marsden and edited with love and kisses by Trixie Heron. All material is gratefully received from Chapters, members and non-members alike. Remember that this is your newsletter, so please submit material as it happens to news@eaa.org.za to reach us by the last Wednesday of the month. Please remember... we want your news!