

## MINIMUM REQUIREMENTS FOR ACCESS GOODS ONLY LIFTS (HOISTS) INSTALLED PRIOR TO 1 DECEMBER 2010

Under instruction from the Department of Labour, the following list of minimum requirements were compiled for 'hoists' which were installed under Chapter 17 Driven Machinery Regulations prior to 30 November 2010 ...

### Machinery Spaces

- Machinery shall be kept in safe lockable spaces or cabinets.
- Safe accesses, free of any storage or rubbish shall be provided to the machinery spaces.
- Ladders to these spaces shall be permanently installed



and shall provide safe access well into these machinery spaces.

- The working areas of the machinery spaces above the shafts shall have full floor covering.
- The clear heights of the working spaces shall not be less than 1.5 meters.
- The lighting in the machinery spaces shall be 300 Lux and the accesses to these spaces 150 Lux.

- There shall be 220 Volt socket outlets in the machinery spaces.
- Record book and certificate holders shall be provided in the machinery spaces.

### Machinery

- Rotating elements shall be guarded or painted caution yellow if they pose a low risk such as smooth flywheels.
- Slack rope devices shall be installed on positive drive (drum or hydraulic) units.
- Governors and safeties shall be installed on units with less than three ropes.
- Safeties shall, where possible be installed under the cars and not on top of the crown beams.
- Sheaves for the suspension ropes shall be 40 times the diameter of the suspension ropes.
- When more than one suspension rope is used, there shall be automatic tensioning devices - compression springs.

### Controls

- There shall be lockable main switches at the accesses to the machinery spaces.
- There shall be well kept, up to date durable and legible wiring diagrams.
- Controllers shall have two

contactors for the main motors ... *mains + up* or *mains + down*.

- Two independent contacts



of the motor contactors shall be in series with the brake coil.

- Three phase installations shall be protected with reverse phase protections.
- All units shall be equipped with top and bottom final limit switches.
- Where shaft inspections or repairs require a person to ride on top of the car, inspection controls shall be installed on top of the car.
- The cars shall be provided with overload devices and signals.
- There shall be no controls inside the cars.
- Push-pull emergency stop switches shall be installed on top of the car, on each landing and in the pit.
- The landing door locks shall have two contacts in circuit - one to prove the door is closed and one to prove the lock is made.

### QUOTE

I CAN'T GIVE YOU A SURE-FIRE FORMULA FOR SUCCESS, BUT I CAN GIVE YOU A FORMULA FOR FAILURE ... 'TRYING TO PLEASE ALL THE PEOPLE ALL THE TIME' ... IT HAS NEVER WORKED FOR ANYBODY.

HERBERT B SWOPE PH.D

(1882 - 1958)

### Educom

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- The car doors shall have gate switches which shall be tamper free and out of reach of the users.

- 220V light and socket outlet circuits shall be protected with earth leakage devices.

#### Shaft enclosures

- The shafts shall be enclosed to a height of 2.5 meters in all areas accessible to persons. The enclosures shall have sufficient strengths – they shall withstand 300 N forces).

- When the cars are travelling at speeds exceeding 0.25 meters per second, the shaft enclosure shall be imperforate.

- Shaft lights shall be installed with intensity of 100 Lux anywhere in the shafts.

- The landing doors shall be equipped with electro-mechanical locking devices. Two contacts shall be used in the control circuits.

- Triangle dislocking devices

shall be provided for all landing doors. Boxes with triangle locks to protect other types of dislocking devices will also be acceptable.

- When the cars are travelling at speeds exceeding 0.25 m/s, the landing doors shall be imperforate.

- When the landing doors are imperforate, there shall be indications that the cars have stopped on a landing – vision panels or indication lights.

- On each landing there shall be a durable notice which indicates the maximum allowable load and forbidding persons from riding in the car.

- In the pits without the necessary refuge space (500mm x 600mm x 1 000mm) shall be properly designed bumping poles to land the cars on when entering the pit.

- Car to landing sill clearances shall not exceed 35mm.

#### Cars

- The cars shall be equipped with gates, scanners or “load shift bars” and it shall not be possible to move the cars unless these devices are closed.

- The car roofs shall cover the full car size (floor areas of the cars).

- The car roof shall have sufficient strength to carry the weight of two persons (1 000N each) anywhere on the roof.

- Inside the car there shall be a durable notice which indicates the maximum allowable load and forbidding persons from riding in the car.

- There shall be in the cars electric lights of at least 100 Lux.

- Positive drive units shall have buffers on top of the cars which shall not make contact before the final limits open.

- Positive drive units with limited head rooms (not spaces

#### QUOTE

YOU CAN TURN PAINFUL SITUATIONS AROUND THROUGH LAUGHTER. IF YOU CAN THEREFORE FIND HUMOUR IN ANYTHING ... EVEN POVERTY, YOU CAN SURVIVE IT.

BILL COSBY

#### QUOTE

IN DEALING WITH PEOPLE, YOU MAY NEVER KNOW THE WHOLE TRUTH, BUT FUNNY ENOUGH, SOME STORIES ARE DEFINITELY BETTER THAN OTHERS.

AARON SHEPARD

## LIASA JUNE GENERAL MEETING REPORT-BACK

35 Members attended this meeting at Jeppe Quondam on 13th June, where protracted discussions took place, focusing on industry happenings.

Regrettably there was not one application received at ECSA for this month's RLI registration. Bear in mind that the scheduled June TUT inspector's course was cancelled due to insufficient candidates. Golden opportunities are slipping through the Industry's fingers.

The Meeting was most perturbed that in spite of formal notice to DoL of the 12th's LIRC and 13th LIASA meetings, DoL representation was conspicuous by their absence, and they are supposed to be taking the leadership with the new SANAS accreditation!

As prime movers, DoL are likewise responsible for the new framework of accreditation and certification to perform inspections under the new regulations, as meeting the SANAS accreditation requirements is not finite. We understand that DoL will still issue you with the requisite approval to practice for the ensuing year ... **yes, once accredited you need to renew annually ... at your expense!**

At the recent DoL Select Advisory Committee meeting, a proposed 'tool-list' was passed in principle, which will form part of your SANAS accreditation requirement. We will publish this list in the next Educom, which may surprise you with the additional require-

ments. The Meeting further discussed the proposed SANAS assessment requirements of ...

- *Commercial/ legal compliance*
- *Systems, records & tools compliance*
- *Practical competency*
- *Assessors & process ...*

**Having met all the above SANAS requirements, you will then finally need to confirm your ability to fully inspect any type of lift and escalator by proposed on-site tests with the assessors appointed to accredit you ... so we wait to see WHO these assessors are going to be.** The Laws of psychometry require that any assessment be carried out by an equal or superior qualified person.

## LIASA RLI MEMBER PROFILES

*Everard Clarence Thompson* is one of the Lift Industry's most senior members who gives so freely of his time, serving *ex gratia* on all the major works committees, these include ...

- **DoL Select Advisory committee on Lift Regulations**
- **Lift Technical Standards Committee SABS**
- **Member of the new SANAS Lift Inspector Accreditation**
- **Member of the MERCETA Registration committee for Lift Technicians**
- **Chairman of ILASA (Independent Lift Assoc RSA)**
- **Exec Member LEASA (Lift Eng Association of SA)**
- **Exec Member of LIASA (Lift**

### *Inspectors Assoc. of SA*

- **Member ECSA Lift Inspector Registration committee**

Clarence has been married to Lenora for 34 years. They are blessed with two sons, a daughter and four grandchildren. After matriculating at Witbank Technical High School, Clarence continued his studies at Unisa and Wits University in business management.

He worked for Schindler for 10 years before deciding to start his own lift service provider company in 1983, which became Super Lift Services in 1985. SLS now allows him annual overseas visits to seminars, product releases and a little golf.

Not well known is the fact that Clarence played rugby for the old Eastern Transvaal and Defense Force.

Being an avid naturalist does not preclude Clarence from pursuing his hobby of hunting on his own little game lodge ... that is when not playing golf. Clarence has certainly made his mark in the Lift Industry and a worthy mentor to be looked up to by aspirant young lift engineers.

### **Clarence Thompson Registered Lift Inspector**



## NEXT LIFT INSPECTORS REGULATIONS' COURSE

Lerato Tshabalala e-mailed us the following course dates ...

- **01 to 05 October 2012**  
*Exam date ... 20 October 2012*
- **05 to 09 November 2012**  
*Exam date ... 24 November 2012*

Please advertise these dates to all aspirant RLI students that you are aware of. They must then contact Lerato as soon as possible to book their place. Lerato did not advise the latest fees. Kindly contact her directly on ...

### *Student Assistant; Mechanical Engineering*

- **Telephone - +27 12 382 4730**
- **Telefax - +27 12 382 5602**
- **E-Mail - [tshabalal@tut.ac.za](mailto:tshabalal@tut.ac.za)**
- **Website - [www.tut.ac.za](http://www.tut.ac.za)**

Mr Du Toit has been scheduled to give the courses, but TUT requires a minimum of 15 students per course, failing which the courses will be cancelled. So it is up to the aspirant lift inspectors in the industry to register now.

### **QUOTE**

IF YOU DON'T EVEN KNOW WHERE YOU ARE GOING, YOU WILL PROBABLY WIND UP SOMEWHERE ELSE ... NOT NEARLY WHERE YOU ACTUALLY WANTED TO BE ...

**YOGI BERRA**

## ANNEXURE 'A' vs ANNEX 'B' INSPECTIONS

Believe it or not, after all the communications over the past few years, our own member RLI's are still only carrying out annexure 'B' inspections on major upgrades, no Annex 'A'!

We have over the past month or two again been confronted by drive and control upgrades in Gauteng with only annexure B's evident in the motor

rooms. On inquiry it was stated that an annexure 'A' was *deemed unnecessary* because (for example) ... "*the original machine was retained.*"

We are all aware of the continuum shift lately from AC two-speed and Thyristor drives to AC V3F with frequency converters. Even retaining the original machine, inclusive of

the main motor, constitutes a major upgrade which requires **both annexure A and B comprehensive reports.**

We await formal advice on the above reports before taking the requisite corrective action against the RLI's involved. **Be forewarned!**



*Note the lousy wiring and encoder (tacho) for the closed-loop safety circuit conversion from 2-speed to V3F*

# NATIONAL SURVEY on the SUPPLIERS of ELEVATORS & ESCALATORS

In the latest June issue of *PMR.africa*, the national survey results have been published, where the suppliers were rated through client perception on the following 12 attributes:

1. *Ability/flexibility to accommodate changes*
2. *Black Economic Empowerment (Bee)*
3. *Competitive pricing*
4. *Maintenance*
5. *Quality of goods*
6. *Range of products on offer*
7. *Reliability*
8. *Reputation of the supplier*
9. *Responsiveness*
10. *Social Responsibility initiatives (SRI)*
11. *Technical expertise*
12. *Timeous delivery/completion of installations*

## How was the Survey Conducted?

**Universe:** Hotels, shopping centres, office blocks, apartment blocks, airports, government buildings, urban development projects in South Africa.

**Timing:** Interviews were conducted between November 2011 and February 2012.

**Sample:** A random national sample of 135 project managers representing the above target population were approached.

**Methodology:** Interviews were carried out utilizing semi-structured questionnaires. Back-checks were conducted at all stages of the field-work, data capture and analysis stages.

**Business Intelligence Research Report:** A detailed business intelligence report providing competitive insight of strategic value was drawn up and is readily available from PMR at a nominal R15 500. This report includes comparative tables and graphs, verbatim comments as well as demographic details.

**Mean Score Ratings:** these results are as follows ...

- *Otis Proprietary Limited* 4.15
- *Melco Elevator (SA)* 4.05
- *Schindler Lifts (SA)* 3.82
- *Kone Elevators (SA)* 3.45
- *ThyssenKrupp Lifts (SA)* 3.44

## Purpose & Background of the PMR.africa Awards

The purpose of the awards is firstly to create a global and unique mark-

ting tool for each company so rated and results published. Secondly to enhance service excellence in the various industries as well as set a benchmark for each particular industry. This creates an opportunity for companies and institutions where-by teams or divisions can be recognized for their hard work in order to share the award with ordinary personnel and staff members. The rating results point to them doing a great job within a winning company. The sky then becomes the limit where current objectives are pushed to a higher level to become the best of the best.

## What do the above Ratings & Awards represent?

The following adjective synonyms come to the fore ...

- *Competitiveness !*
- *Effectiveness !*
- *Excellence !*
- *Leadership !*
- *Resilience !*

Together as an admixture they most certainly indicate the level of customer service excellence and satisfaction, which in turn indicate the attitude of that company towards their customers.

## LIFT COMPANY PROFILES

The above PMR ratings exemplify service quality excellence, but do not appear to address the actual profiles per sé. Do they (for example) rate the fact that the major multi-nationals operate in all or most of the Africa SADEC countries, and that this includes operational coverage in most of these sub-Saharan countries?

We are sure that these companies utilize environmental, health and safety policies to set the highest standards for the protection of their lift and escalator users. Our concern is at what level these fabulous policies are effectively carried out at

shop-floor level? Their code of ethics must of necessity also enter the equation.

Training is our greatest concern since the first budget that gets cut is always **training**. Are these companies improving the skills of their field staff in line with new technology, regulations and standards? What percentage of turnover is utilized for the training budget? Does this approach the minimum ideal of 5%? Importantly, the courses and certification must be MERSETA accredited to obtain the requisite recognition. A further bone of contention is whether the service routes are covered by dedicated quali-

fied artisans as opposed to Category 3 operatives?

A social responsibility operational requirement is ...

- Registration in terms of Chapter 3 of the Construction Industry Development Board Act No. 38 of 2000 )
- Compliance with the Code of Good Practice under Sect.9(1) of the Broad Based Economic Empowerment Act No.53 of 2003 (BBBEE), with the level of contribution being the deciding factor.

Is it not time that those core value notice so avidly displayed in the executive level passage become a way of life for

## SANS EXPLAINED - COUNTERWEIGHT PROTECTION IN THE WELL

By Willem du Toit

I recently heard the story that the protection of the area underneath the counterweight in the pit is EITHER a screen OR a chevron. It will be a sad day if our choices get so easy. WHY? Because nobody will go to the expense of a screen.

The requirements are explained in easy terminology in **SANS 1545-1 section: 5.6** and apply to lifts installed after 1 May 1994.

### Protection in the Well

The traveling area of the counterweight or balancing weight shall be guarded with a rigid screen extending from a position not more than 0.3 m above the lift pit floor to a position at least 2.5 m.

The width shall be at least that of the counterweight plus 0.1m on each side.

**A chevron is not even mentioned, but it is “good lift engineering practice” to use with compensating ropes or chains.**

What did the old “C” regulations before 1994 say about this? I like to refer back to the “C”, because in the older days when we were not so intelligent, things were more clearly spelled out to us.

### C.128. (7)

*“Counterweight guide rails shall be enclosed by bratticing from a point 300 mm above the floor of the hatch*

*way to appoint at least 2 100 mm above the floor of the hatchway, except where compensating chains or ropes attached to the counterweight precludes the use of such bratticing.”*

**This regulation, C.128 (7) shall apply to lifts installed before 1 January 1978 and lifts installed after that date, shall comply with the following regulation C.178 (10).**

### C.128. (10)

*“Counterweight guide rails shall be enclosed by bratticing from a point 300 mm above the floor of the hatchway to appoint at least 2 100 mm above the floor of the hatchway, except where compensating chains or ropes attached to the counterweight precludes the use of such bratticing, in which case a warning sign determined by an inspector shall be installed.”*

In those days the inspectors decided that the warning sign ... shall be a chevron.

**A chevron is just a warning and does not lend protection. Protection shall always take preference. Perhaps we can draw a parallel with AIDS - all the warnings in the world are useless without the proper protection!!**

Educom



## ASTROLOGY vs ASTRONOMY

There is a general resurgence of interest in **astrology** as opposed to **astronomy** and a new perception of its status.

The interest shown and the theories discussed by eminent scientists, astronomers and engineers such as Dr Percy Seymour, suggests that astrology and astronomy may now well work hand in hand again, as they did originally before the birth of Christ.

The time has come for scientists throughout the world, many of whom are practical engineers, to work out new formulae to establish astrology on a more scientific footing, and even to recognize it as a science in its own right.

*‘Astrology for the Age of Aquarius’* By Dr Seymour is a preliminary exploration of the implications of this new age where it is perceived as a primer for those scientists and engineers new to these sciences of the stars. It sets the stage to understand modern astrology in context; the mechanics of the zodiac and the working of age-old horoscopes whence astronomical, astrological and historical terms need to be defined. anew. This is only the beginning! It is after all the perceptive minds of engineers who can readily relate distance and size to draw workable conclusions.

## TRIVIA

**HOW MANY LANGUAGES ARE REPRESENTED IN OUR NATIONAL ANTHEM ?**

**WHAT IS ‘SOLSTICE’ ?**

**WHAT IS ‘VERNAL EQUINOX’ ?**

(ANSWERS ON PAGE 6)

## SERVICE EXCELLENCE and ADDING VALUE

**SELF-ANALYSIS IS NOTHING MORE SIMPLER THAN ASKING YOURSELF IF YOU HAVE A PENCHANT FOR CUSTOMER SERVICE EXCELLENCE AND WHAT VALUE YOU HAVE ADDED LATELY WITHOUT COST TO THE VERY CUSTOMERS WHO VERIFY YOUR EXISTENCE.**

*“It is only by standing on the shoulders of giants, that I have been enabled to see further”*

Sir Isaac Newton

*“What lies behind us and what lies before us are tiny matters compared to what lies within us ... the ability to strive for excellence in everything that we do”*

Walt Emerson

## THIN ROPE TECHNOLOGY & CERTIFICATION

"I forward you this e-mail with information on thin rope technology and what it entails. I trust that you are able to present this in the Educom.

I have stated over and over at the LIASA meetings that KONE is the only company in South Africa at the moment that complies with having an official exemption letter for our GMX2 '*thin rope*' product.

The question that needs to be asked:

- How do inspectors at the moment get it right by giving Annexures A and B for elevators with thin rope technology (ropes less than 8mm each) knowing only KONE has this official DOL exemption? By definition of thin rope technology, belts are also included.
- The Regulations state that all main suspension ropes need to be inspected at intervals of every six months. From information I received from other companies, they now have a problem to do this especially with belt driven units if there is no electronic device fitted to actually monitor the ropes/belts continuously.
- With the Gen 2 for example ... There was a European instruction from their inspectorate that the earlier models that did not have the "pulse" unit for rope checking, be fitted with a retrofit unit to make this possible. Otis now have this kit available for their very first models that were installed in the RSA without it, but what does the RSA regulations say about the rope inspection reading issue?
- Another multi-national competitor with thin rope technology has no device for either their belt or bare thin rope products. They do however claim to have an off-site unit which they require to take from unit to unit to get it right.

What it all comes down to is that if the regulations contradicts the product, then one has to follow the basic process of good practice and get the required exemption (directive) for that particular product which will then apply to the product and not the site specifically.

One very good example of such an elevator that is openly visible is situated at the OR Tambo Airport where two scenic units are installed in open sight (Above International arrivals) with the stated *thin rope technology*. What's more is the fact that these units were new units installed in a new shaft but with only an approximate 300mm pit (But that is something else for another issue and not for the purpose of this report).

As already mentioned, I have raised this at previous LIASA meetings but no one seems to take cognisance of the issue. When raising this with DOL, the reply was that if we know about these units then we have to report them to DOL. I (in my personal capacity as a registered lift inspector) have informed them of the units I know of but alas, with no feedback ever received on the matter.

So what I am asking every RLI through this Educom article, is for awareness. I am not making statements against any competitor company, but rather draw your attention to the actual problem of compliance in the RSA with '*thin rope technology*'. Secondly, what method does any lift company use for meeting the OHSAct required rope reading reports in these cases of thin rope technology.

The broader picture here is where new *technology* versus the OHSAct *regulations*.

**PS!** KONE was not the first "big 5" company in South Africa to introduce thin rope technology, but we assure you that we followed the

correct process with DOL in getting the legal documentation to utilise this new technological product where it has a specific need.

*(Above is an extract from KONE international notification received from Europe regarding Gen 2)*

From what I can determine, is the fact that some companies have actually gone so far as to put a maintenance method in place whereby these '*thin*' ropes will have to be replaced after the lift runs a predefined amount of runs/trips. This will obviously have to be monitored by in-built controller trip counters".

*Hennie Hudson - Registered Lift Inspector*



### HOW MANY LANGUAGES ARE REPRESENTED IN OUR NATIONAL ANTHEM ...

*ANSWRE - FIVE (5)*

*(AFRIKAANS, ENGLISH, SOTHO, ZULU & XOSA)*

### WHAT IS 'SOLSTICE' ...

*WE JUST EXPERIENCED WINTER SOLSTICE ON 21ST JUNE WITH THE LONGEST NIGHT AND SHORTEST DAY.*

*ON 21ST DECEMBER WE WILL EXPERIENCE THE SUMMER SOLSTICE WITH THE LONGEST DAY AND SHORTEST NIGHT*

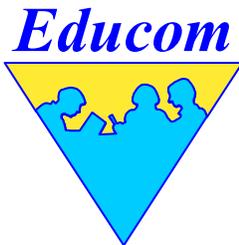
### WHAT IS 'VERNAL EQUINOX' ...

*IS MID SPRING 21ST SEPTEMBER AND MID AUTUMN 21ST MARCH WHEN THE DAYS AND NIGHTS ARE EQUAL IN LENGTH OF TIME*

LLASA came into being as a result of the inspection requirements for lifts and escalators passing from previously empowered Government Department of Labour inspectors to newly ECSA registered inspectors in 1994. With these inspectors spread geographically around the country, they needed representation on the main Lift Industry technical committees in Gauteng as well as a feedback mechanism to keep them abreast of happenings. LLASA was therefore established early in 1994. The first 15 members currently recorded are as follows ...

- |                                    |                                       |                                    |
|------------------------------------|---------------------------------------|------------------------------------|
| 1. <b>Steve le Roux (deceased)</b> | 6. <b>Schalk v/d Merwe (deceased)</b> | 11. <b>Tim O'Connor</b>            |
| 2. <b>Theo Kleinhans</b>           | 7. <b>Buddie Ceronie (retired)</b>    | 12. <b>Graham Mould</b>            |
| 3. <b>Billy Clifton</b>            | 8. <b>Jannie Francis (deceased)</b>   | 13. <b>Laurie Square (retired)</b> |
| 4. <b>Ben Peyper (resigned)</b>    | 9. <b>Jan van Wyk (retired)</b>       | 14. <b>Terrance Delaney</b>        |
| 5. <b>Willem du Toit</b>           | 10. <b>Gerhard Runhaar</b>            | 15. <b>Peter Senn (retired)</b>    |

To qualify for ECSA (Engineering Council) recognition as an Article 21 Association, formal Articles of Association were required, along with a formalized membership structure. These were drawn up by founder members Dr Theo Kleinhans and Steve le Roux. Steve was elected as Chairman of the National Executive Committee in Gauteng, with Theo as Executive Secretary-Treasurer; Mike Russell as Regional Chairman Western Cape and Graham Mould as Regional Chairman Eastern Cape. Natal and the Free State were vacant at that time. The current LLASA membership stands at 172 paid-up members, thanks to the sterling work of Secretary Bonnie Peden.



After protracted assessments, ECSA eventually recognized LLASA in November 1997. A major corrective action was for the association's name to be changed from ILLASA to LLASA, as the 'Independent' was seen as limiting membership. The Articles of Association were upgraded in June 2005, resulting in the need for a more formalized and professional technical journal which metamorphosized out of the original EDUCOM.

To better serve its members, LLASA has registered several training courses with ECSA, since these require prior ECSA recognition in order to count for the regular CPD training requirements. A further major determinant is the proposed LLASA National Conference due in September at the Sba-Mani conference centre in Alberton, with very user-friendly access and accommodation on site.

LLASA membership cards are issued annually in April, when all subscriptions are due with ECSA and LLASA, inclusive of the relevant CPD advice forms, remembering that proof has to be retained in case called on to present to ECSA. Membership of LLASA ensures an ECSA subscription rebate almost equal to the LLASA subscription, as a motivator to engender or retain LLASA membership.

Having remained practically unchanged since the inception of our first edition of Educom in January 2003, this latest publication upgrade brings LIASA more in line with the Engineering Professions Act CPD requirements. ***This means that Educom will be a decade old in January 2013.***

Remember that submitting articles of interest for publication, forms part of your CPD point accumulation requirements, so any submissions of technical merit will be sincerely appreciated. The major complaint from our members is that they are too busy ... ***aren't we all?*** Being so overtly busy as you claim will be of little consequence if you lose your registration?

**The Editor**

#### **EDUCOM COMMUNICATIONS**

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**Please forward us your newsworthy articles and photos for dissemination to all our colleagues around the RSA. Articles contributed to Educom are evaluated by ECSA as CPD, assisting you to achieve your minimum 5 points per year, averaged out over 5-year rolling periods. Remember that ...**

**« Ignorance of FACT is no excuse for any stated non-compliance »**