



# The Joystick

NEWSLETTER of the SOUTH AFRICAN POWER FLYING ASSOCIATION

VOLUME 12

ISSUE 2

DECEMBER 2007

## LETTER FROM THE CHAIRMAN

The end of another year is fast approaching.

From an aviation point of view for the General Aviation enthusiast it was one with a number of highs and lows.

As has been expected there has been increased pressure on us from the SACAA, especially in the area of NTCA. There has also been a significant fee increase in landing fees from ACSA. Added to that was the recent termination of the services of the CEO of the SACA, Mr Zakes Myeza. Through the Aero Club we had developed a good relationship with him and were seeing some very positive movement in the working relationship between us and the SACAA.

*Continued on page 2*

## *Happy Christmas and a Prosperous New Year*



P.O. Box 27 013, Greenacres, 6057  
<http://www.sapfa.org.za>



*Chairman's letter - from page 1*

On the positive side Zakes has been replaced by an old friend, Colin Jordaan. Colin has a professional background with SAA as a pilot and General Manager but has his roots in SAPFA. Colin was a committee member of SAPFA for a number of years and has also gained his South African Flying Colours in rally and precision flying. We look forward to a good working relationship with him.

We have also been involved in an initiative to open communication with senior management of ACSA in order for us to resolve the fee issues. Aero Club is also assisting in the NTCA issue and we look forward to the development of a policy by the SACAA in the near future.

2008 will be a challenging year for GA and SAPFA. The new CARS come into effect which will have a great effect on us, mainly Part 24 and 61. We also need to ensure that the NTCA issue is resolved to the satisfaction of all parties. We have a World Championship to attend and we will have to carry out new responsibilities placed on us by the SACAA.

All that remains is for me to wish you a very Happy Christmas and may 2008 bring you more than you wish for.

Fly safely

Chris Booysen



**SA Flying Precision and Rally Flying Nationals**  
**Parys Airfield 10<sup>th</sup>-13<sup>th</sup> October 2007**

*Story by Adrian Pilling*

As in the past few years the format of the competition was to combine the Precision and the Rally competitions into one event. The scene was set for a battle royal at the pretty and very efficient town of Parys.

The flying club had laid on a treat for all the pilots and crews. The club and the kitchen were open the whole week and the locals ran around to serve us. It was just great fun to meet country folk who were as enthusiastic as us.

A cold front and shocking weather had set in for several days prior to the beginning of the competition and this had the effect of grounding the teams with most only being able to arrive the day before the competition was due to start. Not much practice was done. The one exception was Mauritz who was up from Cape Town on business and managed to start practicing from Sunday. On the Tuesday night the organizers held a quick briefing session and asked the crews to assemble in the club house at 8am the next morning.

**Wednesday – Precision Competition Day 01:**

The day dawned bright but a little windy. The organizers were relieved that the weather was good enough to run the navigation competition as well as the landing competition. The briefing was held and within 90 minutes the first pilot was into flight planning. A few administration hiccups affected some pilots but by and large things ran smoothly.

The route was challenging indeed with the bulk of the navigation out over the flat farm lands. The recent rain falls had transformed the area and the features on the ground were no longer the same as the photographs that the pilots had to find. The Parys flying club had put out many ground markers and the pilots had to “up their game” in order to find them. The wind picked up during the morning and it was a challenge for some of the pilots to keep accurate times.

By lunch time all the pilots had returned and the debriefings run. The provisional results were announced (very efficient indeed) and the decision was made to run the landing competition immediately as the weather forecast for the next day was iffy. A warning was announced of wind sheer at the end of runway 06. It was at this time that Barry de Groot landed from Durban. He had

been battling bad weather all the way and had been grounded for the previous two days, due to the cold front.

The crews taxied out in their correct order and the landings were run. The order of the landings was the free style landing first followed by the barrier landing (a full stop). Then another set of two landings, the glide and the glide without flaps – a tricky feat to say the least. Penalties are awarded for each meter long or short of the stripe.

The landing competition was a joy to behold with some pilots doing extremely well in the variable wind conditions. Unfortunately some pilots added hugely to their penalty score with some of their landings. Those pilots who had done well in the navigation section managed to strengthen their lead during this exercise.

The wind was picking up again and so the pilots busied themselves with tying down the aircraft whilst the organizers worked very hard indeed to get the results out. Within the hour the results were announced. These showed that Adrian was in the lead, followed by Jan Hanekom and Henk Koster.

Barry de Groot unfortunately got the maximum for the day due to his late arrival. The landings were tricky with Ernie Alexander having a tough session.

After much chewing of the fat, the crews and organizers then left for a local restaurant and before long all had dissipated to their various lodges in order to get some sleep. The briefing the next day was at 8am with breakfast at the club from 7am. By the way the Parys Club make a fantastic breakfast.

#### **Thursday – Precision Competition Day 02:**

The day dawned a little grey and windy. The forecast was not great for the major towns but was probably just ok for Parys. The decision was taken to delay the start by one hour. It was just as well that we had flown the landings the day before.

After again changing the start times, the first pilot

was into flight planning at 09:30am and the competition was on. The route took us over some interesting terrain with some hilly areas thrown in to sharpen our observation skills. The route was well planned with no surprises and lots of sneaky ground markers and photographs to identify.

By mid-afternoon all the pilots had returned and again the provisional results were made available. This very efficient performance was a tribute to the organizers. The results for the day showed Mark Gregson in the lead closely followed by Adrian with Mary de Klerk in third.

After much chatting and checking to guess the final positions the teams retired for the night.

#### **Friday – Rally Competition Day 01:**

The briefing was held at 8am and with the weather being stable enough the decision was made to start sooner rather than later. With the first take off at 09:15 the crews (pilot and navigator) busied themselves to get ready for the competition. The first envelope was handed to the navigator of the first team off and within 15 minutes they were airborne.

The route was challenging with tricky plots to keep the navigator busy as well as difficult turn points so that the pilot had to be extra careful. All in all it was a great route with most of the crews having a good day. One funny incident was when brand new navigator Arddy Moolman (who has never done this before) did not understand what one of the items in the clue sheet meant (the letters “FP” standing for Finish point and not Parys Field) and as a result plotted the first 4 points from the airfield instead of the finish point. A simple mistake, due to lack of experience with Rally Flying. The resultant incorrect track meant that Arddy Moolman and Adrian Pilling were unable to catch up their times or identify the ground markers and photos on the track.

Henk Koster had to attend a family funeral and was unable to fly thus incurring maximum penalties for him and Jan Hanekom.

Again the debriefing was very efficient and with a short period of time the provisional results were announced. In top spot were veteran team of Barry de Groot and Mary de Klerk followed by the team of Hans Schwebel and Ron Stirk and Free Staters, Walter Walle and Dale Joseph.

Much joking about the FP point and gnashing of teeth was had by those who knew they could have done better. After much fun the crews retired for the night. Tomorrow would be make or break for some of them.

**Saturday – Rally Competition Day**  
**02**

The day dawned windy and cloudy. The organizers decided to delay the start and were concerned about low cloud over one of the legs. After a hearty breakfast the green light was given and the teams climbed into their airplanes and headed for the hills, and hills there were aplenty. The last part of the competition was in the hills around Parys which form part of the site where a meteorite hit the earth millions of years ago. This proved really challenging for the crews with many pilots experiencing difficulty in this area. Especially as the organizers had sneakily made part of the track follow the river. A very sneaky trick indeed and just to separate the men from the boys....and they did it twice. This caught out many crews and with the photos taken along the river banks, this led to many penalties. A really cunning idea that might pop up in the next worlds. One funny incident occurred when Barry De Groot forgot his glasses and had to run back from the threshold to get them... exhausting indeed.

Back on the ground the usual efficient debriefing occurred and within a short time the provisional results were posted. Then it was quickly tie down the planes and get ready for the final awards and the dinner at Wynn’s magnificent farm house on the outskirts of Parys.

Results for day 2 were a complete turnaround with Adrian and Arddy in first position, Hans and Ron in second and Ernie Alexander and Mike Ehrman in third.

**Final Awards Dinner**

The final dinner was a very posh affair in the dining room of Wynn’s palatial farm house. We were keen to get the proceedings underway as we were all keen to see the England vs France rugby match. A huge thunder storm nearly wrecked all our plans with part of the electrical supply being knocked out.

After a sumptuous meal the big moment had arrived.

The awards were announced and the results were:

**Precision Results**

Posn	Reg	Pilot	Day 1	Day 2	Landings	Grand Total
1	IFM	A Pilling	247	337	34	618
2	EWD	M Gregson	1009	305	250	1564
3	IWD	H Schwebel	891	662	55	1608
4	CVA	J Hanekom	710	879	119	1708
5	IFM	M De Klerk	928	643	119	1690
6	EGZ	T Simms	1153	966	243	2362
7	CNZ	E Walle	1044	1907	252	3203
8	DNO	H Koster	672	2625	317	3614
9	EGZ	M Du Plessis	1555	4021	89	5665
10	AFP	B De Groot	4690	1064	1200	6954
11	AHM	E Alexander	2491	4690	418	7599

The awards went to:-

- 1<sup>st</sup> Place                                 Adrian Pilling
- 2<sup>nd</sup> Place                                 Mark Gregson
- 3<sup>rd</sup> Place                                 Hans Schwebel
- Navigation Trophy                     Adrian Pilling
- Observation Trophy                   Jan Hanekom
- Landing Trophy                         Adrian Pilling
- Winning Province                     North West Province
- Winning Club                            Brits Flying Club

A short break ensued whereby everybody was able to charge

their glasses and then it was onto the Rally results.

**Rally Results**

Posn	Reg	Pilot Navigator	Day 1	Day 2	Grand Total
1	CNZ	H Schwebel R Stirk	926	536	1462
2	AFP	B De Groot M De Klerk	678	1184	1862
3	CNZ	E Walle D Joseph	1927	1266	3193
4	AHM	E Alexander M Ehrman	2372	940	3312
5	EWD	R Hallam M Gregson	2378	1326	3704
6	IFM	A Pilling A Moolman	4660	364	5024
7	CMJ	S Kotze J Van Eeden	3794	1814	5608
8	DNO	J Hanekom H Koster	5000	1258	6258

The awards went to:-

- 1<sup>st</sup> Place                      Hans Schwebel and Ron Stirk
- 2<sup>nd</sup> Place                     Barry De Groot and Mary De Klerk
- 3<sup>rd</sup> Place                      E Walle and D Joseph
- Navigation Trophy        Hans Schwebel and Ron Stirk
- Winning Province         North West Province
- Winning Club                Brits Flying Club
- Sportsmans Class 1<sup>st</sup> Place    S Kotze & J Van Eeden

Provincial colours were awarded to Dale Joseph and Tracy Simms and Mark Gregson. It was great to see that young Mr Mark Gregson, who came second in the recent World Microlite Flying Championships, did extremely well in coming second in the Precision and fifth in the Rally.

A special thanks must go to Frank Eckard for all his electronic organizing and for setting the routes. To Dicky Swanepoel who as competition director handled the event perfectly. To Wynn for organizing a super event and for getting the Parys Flying Club to put on such a flawless performance for us all. And to the Chief Marshall Jacques and all the marshalls who as usual made the event possible. A great evening was had by all. We even enjoyed the rugby, in spite of the storm.



**Obituary**

It was with great sadness that we learned of the death of Ann White in the latter part of this year.

Ann is one of the longest serving SAPFA members and one who has been involved for the duration of her membership.

As early as in 1969 Ann was involved on the Natal regional committee as secretary. She also served on the committees of the Power Flying section of Aero Club and on the Executive of Aero Club. She has been involved in the handicapping of the President's Trophy Air Race since 1968, almost forty years.

Ann was awarded the Amelia Earhart Memorial Scholarship in 1971 by the International Organisation of Women Pilots - the Ninety-nines. This enabled her to get an open rating on singles and a conversion to Cessna 310/320 series. She was awarded Aero Club Gold Wings in 1973 and the FAI Paul Tissandier Diploma in 1984

Our condolences to family and friends.



**Colours and Records**

**Provincial colours** have been awarded to Dale Joseph, Marc Gregson, Martin Deysel and Tracy Simms.

**World Record**

Flight – Kimberley to Johannesburg  
George Brink

**Note:**

The opinions expressed in this magazine are not necessarily those of SAPFA or its committee.

**NATIONAL SPOT LANDING  
CHAMPIONSHIPS**

**HOSTED BY THE BLOEMFONTEIN  
FLYING CLUB**

*Story by Johan Naude*

A cosy fire was crackling in the fireplace, while the organizers of the National Spot Landing Championships discussed the final preparations for the event in the clubhouse of the Bloemfontein Flying Club. The go/no-go depended on two issues. One, will there be enough participants to make it a worthwhile exercise, and two, what will the weather be like.

At that stage we received 14 possible entries, but the weather forecast painted a gloomy picture of snow on the mountains of the Eastern Cape, and a light south-easterly that would bring the cold front to Bloemfontein on late Friday afternoon. But, we decided to push through.

As I was packing to leave my office on the Friday afternoon, I looked out my lovely panoramic window on the ninth floor of the office building. What I saw was black clouds rolling in, and the tree tops were swaying back and forth in the gusty wind. I saw people down in the street clutching their thick wool jackets, and I thought to myself that the competition was never going to happen.



*Dit was koud*

I thought about the guys flying down to Bloem in this poor weather. Do they know what is waiting here for them? And I thought about Walter Walle and his helpers painting the runway markings in this sub-zero temperature. Things didn't look good at all, so I called the weather office. The sky would be clear by 10:00 but the maximum temperature would be only 11°C. A 6 knot breeze from the south would be blowing right in the face of the pilots on runway one-niner.



*Local member Martin Deysel earning his provincial colours*

And they were right! When I drew back my bedroom curtains early Saturday morning, I realized that it was going to be great weather for flying. I grabbed my cameras and stuff, and off I went to Tempe Airfield just outside Bloemfontein, where old familiar faces were basking in the sun.

I was greeted by Ron Stirk, current world champion, Mary de Klerk, Barry de Groot, Jan Hanekom, Schalk Kotzé and Hans Schwebel from Brits. Local club members Cobus van der Colf, Martin Deysel and Jack Onderstall were eager to give the experts a run for their money. Two participants, Gordon van Wyk and Radies Rademeyer arrived from the gliding club in a motor glider from the opposite side of the airfield. Unfortunately Jack Onderstall had to withdraw due to alternator problems on his Kitfox.

So after the pilots briefing, there were ten participants that were eager to get going. First out was Barry de Groot. From the start it was clear that these guys had put in lots of practice. Mary de Klerk

rode the Cessna 152 as if it was a bicycle. Hans Schwebel seems to be looking at the box through a magnifying glass, as he almost hit “bingo” with every landing!

Local first timer, Martin Deysel did quite well with his Samba XL to finish in fourth place, before the reigning world champion. Ron didn't have a good day behind the stick, finishing in sixth position.

All kinds of confusion broke loose when the two glider pilots in the same aircraft swapped control during flight, and nobody on the ground knew who was in command at what time. The judges had to rely on radio comms and video replays to determine their individual scores.



*An event always includes good company*

According to Walter Walle, there were four bingo hits during the day. We saw excellent flying skills displayed throughout the day.

To round off the event, Jack Onderstall gave us a display in his self built Glassair that earned him the trophy of best home built aircraft in 2005. Zooming past at almost 450km/hour at 20' above the runway, and then shooting up at an unbelievable angle really made all the slow flyers envious.

Then it was decision time. The judges went ‘in-camera’ or is it ‘under cover’ for almost an hour, while everybody else watched on the big screen how the Free State Cheetahs demolished the WP guys on home turf only a few kilos away.



*Top three finishers. (left to right) Mary de Klerk, Hans Schwebel and Barry de Groot*

And then, in typical Free State style, the day was ended with a braai at the clubhouse. A beautiful trophy was handed to Hans Schwebel. It was a very chilly but fun filled day. On behalf of the Bloemfontein Flying Club, I want to thank all the participants who braved the cold to come and be part of this event.

Official results:

1. Hans Schwebel
2. Mary de Klerk 80
3. Barry de Groot 82
4. Martin Deysel 152
5. Jan Hanekom 170
6. Ron Stirk 206
7. Schalk Kotze 255
8. Pieter Rademeyer 272
9. Gordon van Wyk 549
10. Cobus van der Colf 845

DVD copies of the event can be ordered by e-mail from:  
[johan.naude@mangaung.co.za](mailto:johan.naude@mangaung.co.za)



## REPRESENTATION

SAPFA Committee members, especially Paul van Tellingén, have spent a great deal of time this year on the representation of General Aviation in a number of forums. A number of these initiatives are done in conjunction with other representative bodies such as AOPA and CAASA. We are thankful for the assistance and support we get from these bodies.

Paul recently attended a high level meeting with the CEO and senior management of ACSA. Under discussion is the passenger tax charged to GA, especially at airports where GA do not use terminal facilities but facilities rented from ACSA by tenants. This meeting has opened some doors and the subject will be tackled in 2008.

NTCA has been in the news recently with builders and owners having a huge problem with obtaining build numbers and registering Non Type Certified Aircraft. High level discussions have been held with the CAA and a policy will be formulated by a working group consisting of CAA officials and NTCA owners. Latest news is that it appears as if the issue with RV kit built aircraft has now been resolved and build numbers will be issued in the new year.

SACAA has made a further concession with regard to the Language Proficiency Rating. Pilots who have held a PPL and IF rating for at least two years will be given a Level 4 and Level 5 Rating respectively. This means that they will not have to subject themselves to a test for a number of years. Other pilots will have to comply with the language requirement by March 2008. SAPFA feel that this has not gone far enough and will continue to negotiate with CAA on this issue. Time is running out as CAA have to publish a difference in the AIP before 5 March.

SAWS services have introduced a R15 fee for phoning for a forecast. They believe that there is adequate information on the internet to make a call unnecessary. SAPFA objects against this fee as there are additional forecasting tools available to SAWS forecasters not available on the net. In addition it has come to our attention that some forecasters do not

have the ability to provide additional information and merely read the TAF to pilots. In addition the safety issue has not been taken into account by SAWS. This is obviously not acceptable.

Other issues under the microscope are Part 61, Part 24 of the CARS, the PPL exam system and the compulsory fitment of transponders.



## South African and World Records

Only one record was set in the second half of the year. George Brink set the record in the C1-b class of aircraft (piston engine) for the flight from Kimberley to Johannesburg. This record has been recognised and ratified by the FAI.



*ZU-RVF refuelling at Kimberley*

On 13 July George refuelled his Van's RV-4 affectionately known as the Meercat at the Kimberley Airport. He flew a route from Kimberley to Panorama, where the timing was stopped, and then on to Rand Airfield. The average speed for the flight was 341.177 km per hour and set the record for that flight.

Any SAPFA member wanting to attempt a record flight should contact Frank Eckard. Frank is the SAPFA committee member responsible for the monitoring of record attempts.

