



# The Joystick

NEWSLETTER of the SOUTH AFRICAN POWER FLYING ASSOCIATION

VOLUME 5

ISSUE 3

JULY 2000

## LETTER FROM THE CHAIRMAN

For the past five years, I have been involved on the organizing side of the President's air race. This year, for the first time I had the privilege to take part.

What an exhilarating experience! From the moment you changed to Tempe's temporary frequency and heard Tommie's all too familiar voice issuing landing instructions, to the end of the final speech at the prize giving function competitor and organizer adrenalin levels were at maximum.

For 4 days Tempe airfield was transformed into a carnival, with tents, sponsor's flags and banners flying, planes being fueled, scrutinized, test flown and polished and fitted with their race numbers and sponsor stickers (Coca Cola must now be thought to be the single biggest owner of light aircraft in the country). The aroma from the various foods stalls tantalizing taste buds and the ever-present voice of Brian Emmenis informing everyone of the goings on. In the pub, it was race fever with the word "handicap" being the main topic of discussion. (It would be interesting to know who dispensed the most liters, the fuel pumps or the pub).

Every aircraft on the apron, be it the little C 150 or the Duke, according to the handicap committee, had an equal chance of winning, and go for it we did. My congratulations to those few who passed me on route (98% I believe) you did great. Did you have a better handicap?

My thanks and congratulations to the competitors for the sportsman like manner in which you competed. To the race organizers - Lukas and his team, for a well-organized event. To the Bloemfontein Flying club for their wonderful hospitality.

I would also like to thank our sponsors for making this event possible. I am of the opinion that the Presidents Air Race, being an "Extreme Sport" attracts the attention of virtually all aviators and aviation enthusiasts as well as most of the general public, as such it should prove to be an ideal tool to promote business. I trust that the mileage your company gained through your participation was worth your investment and that we can depend on your continued support.

I am pleased to advise that during our last committee meeting it was decided that the 2001 race be re-awarded to the Bloemfontein Flying Club. Handicapping still appears to be a problem with competitors, past, present and potential. This matter is under discussion and is being addressed, (unfortunately, because of my result I dare say no more) your input however (the 98%) will be appreciated. See details in this issue.

Please join me in wishing our National Precision Flying team luck in the coming World Championships in Sweden during the first week in August. Good luck chaps, kick butt and bring back the medals, you deserve to. Please send your good luck wishes and words of encouragement to [mail@sapfa.org.za](mailto:mail@sapfa.org.za). They need and deserve them.

Three Greens and Safe Landings

DICKY SWANEPOEL CHAIRMAN



**SAPFA**

P.O. Box 1993, Halfway House, 1685



## **EVENTS 2000**

26 February 2000	Bloemfontein	Inter Provincial Precision Flying Championships
11 March 2000	Port Elizabeth	Inter Provincial Precision Flying Championships
24 March 2000	Brits	Training for 14 <sup>th</sup> WPFC, Sweden
25 March 2000	Brits	Inter Provincial Precision Flying championships
8,9 April 2000	Warmbad	Training for 14 <sup>th</sup> WPFC, Sweden
15 April 2000	Vanderbijlpark	Inter Provincial Precision Flying Championships
27-30 April 2000	Klerksdorp	EAA Airweek 2000
12-14 May 2000	Swellendam	Rally, Fly-in
12-14 May 2000	Ladybrand	Beginners Rally Training camp
19 May 2000	Cato Ridge	Training for 14 <sup>th</sup> PWFC, Sweden
20 May 2000	Cato Ridge	Inter Provincial Precision Flying Championships
7-10 June	Zimbabwe	Zim Sun Rally
<b>15 – 18 June 2000</b>	<b>Bloemfontein</b>	<b>Presidents Trophy Air Race</b>
<b>29 June – 1 July 2000</b>	<b>Brits</b>	<b>S. A. Precision Flying Championships</b>
8 July 2000	Vaaldam	Training for 14 <sup>th</sup> WPFC, Sweden
<b>21 July – 6 August 2000</b>	<b>Vasteras, Sweden</b>	<b>14<sup>th</sup> World Precision Flying Championships</b>
26 August 2000	Cato Ridge	Inter Provincial Rally Flying Championships
2 September 2000	Port Elizabeth	Inter Provincial Rally Flying Championships
23 September 2000	Vanderbijlpark	Inter Provincial Rally Flying Championships
7 October 2000	Gaberone	Kalahari Air Rally
21 October 2000	Bloemfontein	Inter Provincial Rally Flying Championships
4 November 2000	Stellenbosch	Inter Provincial Rally Flying Championships
18 November 2000	Brits	Inter Provincial Rally Flying Championships
<b>15-18 December 2000</b>	<b>Port Elizabeth</b>	<b>S.A. Rally Flying Championships</b>
June 2001	Andalucia, Spain	2 <sup>nd</sup> World Air Games
2002	Croatia	World Precision Flying Championships

**GAUTENG INTER PROVINCIAL  
PRECISION FLYING CHAMPIONSHIPS  
VANDERBIJLPARK 15\04\2000**

The unpredictable weather we have had the past four months again played its part in the Gauteng interprovincials but in the end some kind of a result was possible.

Barry arrived from Natal Friday-afternoon, Walter and Frikkie from Bloemfontein Saturday-morning, Nigel and his wife battled all the way from Grand Central in heavy mist and a bit later Hans and Ron from Brits landed with only minutes to spare before the papers were handed out. Unfortunately Jan Hanekom and Mauritz had to turn back after trying to get through rain and thunderstorms, we really missed their presence.

Everything went well until about 14h00 when a hailstorm accompanied Walter on his take-off roll and Frikkie and Barry missed their time slot. We postponed their take-off time by one hour and Frikkie took off in light rain only to return a few minutes later with technical problems. Barry could not fly because the Jabiru has a wooden prop and it was still raining. For them the competition was over.

The other pilots returned with reports of rain on certain legs of the route but did very well as the results can testify. We unfortunately had a draw between Adrian and Nigel, but after consulting the rules Adrian was placed first because he had the lowest score on navigation. In the end everybody enjoyed the well-organized competition and interesting route by Dicky Swanepoel and I would like to thank him for that.

Four marshals from Brits also braved the weather to help the local guys and they did a very good job-thank you all.

The hospitality of Dicky and Marinda, Tony and Lynn and Willem Brits were highly appreciated by everybody present.

Sunday-morning clear skies as we left our friends only to battle the weather ten minutes later.

**Overall Results:**

1.	JKN	A.Pilling	52
2.	JKN	N Hopkins	52
3.	CNZ	H. Schwebel	177
4.	CNZ	R. Stirk	468
5.	CUX	W. Walle	571

Story by: Deon vd Berg.

**YAESU  
VXA-100**

**VHF COM**

- Rugged
- Compact
- 760 Channel
- 50 memories
- Programmed SA Airfields
- Nav Option



**MICROAIR™ 760  
VHF TRANSCEIVER**



4W, 57mm mount, 760 channels, 25 memories

**COMPOSITE TECHNOLOGIES**  
[www.aeropages.co.za/composite.html](http://www.aeropages.co.za/composite.html)    [afriair@cis.co.za](mailto:afriair@cis.co.za)  
**Tel: (011) 805-1491    Fax: (011) 805-5745**

TAKE THIS ADVERT WITH TO GET YOUR DISCOUNT

**Cape Town International gets new ILS**

In a first for Africa, a Category III instrument landing system (ILS) has been commissioned. The system has been calibrated and certified to standards set by the ICAO (International Civil Aviation Authority) to allow automatic landings in marginal visibility.

The certified ILS has been installed is on the northerly runway, Runway 01, which is used for bad weather landings specially in winter.

The certification by ASENCA, a French flight calibrator authority, has been confirmed by the CAA and has been installed by Tellumat.

This is the first Category III certification for an ILS in Africa. As a safety enhancement this means that that aircraft can now be cleared down to 16M above ground level. Category III has further classifications depending on aircraft type, airborne equipment and aircrew qualifications.

In effect it means that aircraft meeting these specifications can now do "autoland" operations at Cape Town in marginal visibility.

**The GPS Story.**

Although most of us use GPS in our Aircraft, we tend to forget how it all works and in the light of exiting new developments, let's recap a bit.

A ground based Global Positioning System (GPS) calculates the time it takes for signals from at least 3 satellites to reach a particular receiver. The GPS multiplies the time interval to each satellite, by the speed of light, to get the distance. The GPS then calculates its location by triangulation. Speed and direction can then be calculated by looking at the rate of change, etc.

GPS was developed by the US Department of Defence for military purposes and is referred to as the Navstar GPS. The first satellite was launched in February 1978 but GPS only became accessible to civilians in '94 after being used with great success in the gulf war. Each satellite has solar power panels, atomic clocks, communication and computing equipment. The transmitting power is only 50Watts and the complete constellation has 24 satellites orbiting ( one orbit every 12 hrs) in such a way that 5-8 satellites are always visible from any point on the earth.

GPS provides two levels of service, one encrypted and used by the military only and Standard Positioning service (SPS) used by civilians. This gave us an accuracy about 100 meters horizontally and about 150 meters vertically.

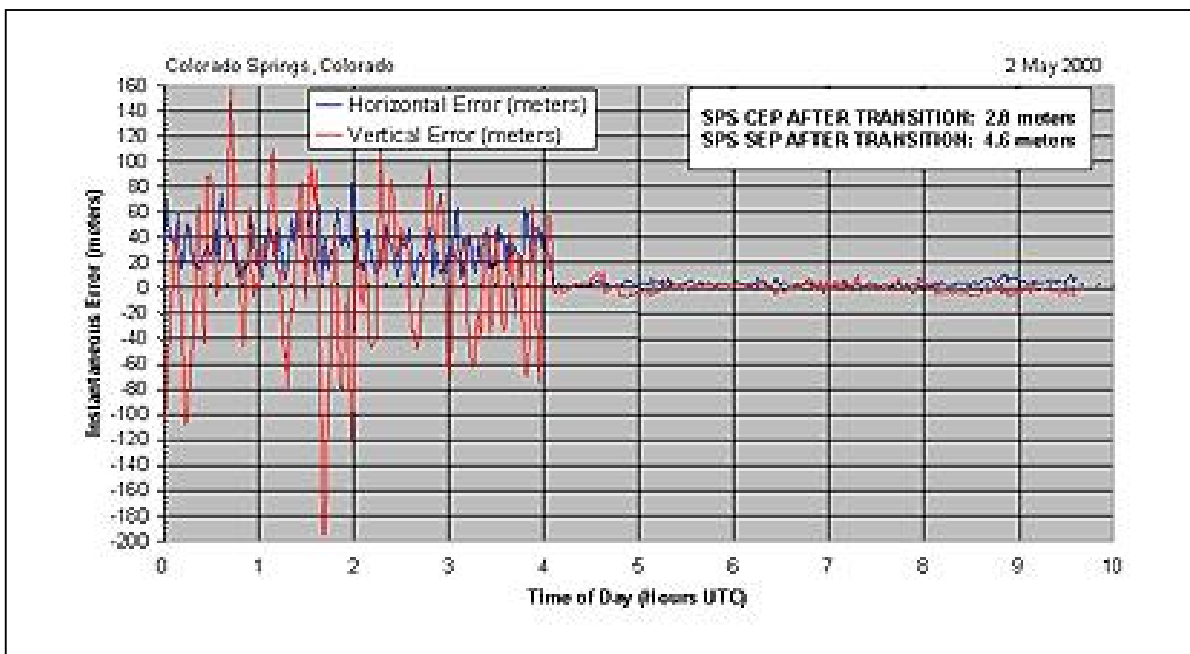
Now there has been rumours for some time now that the so called Selective Availability will be "Switched Off" in order to make your good old GPS more accurate.

This day finally arrived with Pres. Clinton's speech on the 1<sup>st</sup> of May 2000.

This has caused a dramatic improvement on civilian GPS accuracy. The attached graph clearly shows the change at switch off. More details and interesting facts can be seen on the site: <http://www.igeb.gov/>

The bottom line is that your GPS is now much more accurate, especially with altitude measurements. It is now supposed to be accurate to within a radius 5 meters. Check it out.

Story by: Jan Hanekom.



This is a plot of GPS navigational errors through the SA transition prepared by Rob Conley of Overlook Systems for [U.S. Space Command](http://www.spacecommand.com/) in Colorado Springs, Colorado. It indicates a circular error of only 2.8 meters and a spherical error of 4.6 meters. The data was measured using a Trimble SV6 receiver.

**BEGINNERS RALLY AND PRECISION TRAINING CAMP**

**LADYBRAND, 12<sup>th</sup> - 14<sup>th</sup> May 2000**

Well, the week-end has come and gone - with great success thanks to wonderful weather and all of you who supported it.

A very special thank you to Deon van den Berg for making a special trip on Friday morning 12<sup>th</sup> May to ensure that the computer was set up correctly. Also sincere thanks to Pieter Grobler who ran the system for the first time.

Without Ron Stirk, Hans Schwebel, Nellis Nel and Walter Walle, this event would have been a flop! Thank you for your support and for the help regarding the lecture, and for flying with the beginners.

**OPEN CLASS**

1 <sup>st</sup>	Nellis Nel	122 Penalties
2 <sup>nd</sup>	Ron Stirk	157 Penalties
3 <sup>rd</sup>	Walter Walle	266 Penalties
4 <sup>th</sup>	Hans Schwebel	325 Penalties

WALTER WALLE WAS THE Bull on the landings with 0 penalties.

The beginners participated in two sections:

**NOVICE CLASS**

1 <sup>st</sup>	Andre du Toit	1993 Penalties
2 <sup>nd</sup>	James Lidderd	3940 Penalties

**BEGINNERS SPORTSMEN**

1 <sup>st</sup>	Ben Behm	1147 Penalties
2 <sup>nd</sup>	Dana Bensch	3830 Penalties

Well done guys. Special thanks to Rob, Alwyn and Ian Stevens who flew as observers.

I was a little disappointed that we did not have more beginners, but thank you again to the Beginners / Novices. Hope to see you Brits at the National Championships, entering in the Sportsmen's Class now that you know how the whole thing works.

Brits will give you the opportunity to improve your performance until you feel confident to enter the open class.

Happy Landings

NORMAN DIXIE

**THE KZN PROVINCIAL PRECISION CHAMPIONSHIPS.**

**Cato Ridge, 21 May, 2000**

So I hadn't done it for a hell of a long time, but in a moment of weakness, I agreed to do it again. You would think that, at my age, I would know better! The 1st time I went to a Championship was in the Argentine back in 19whatsit and I hadn't set a course for some time even then. Anyway, I said I would do it so I was kind of stuck.

I had to go and buy maps and borrow protractors etc, but eventually I sat down and worked out a couple of routes. With the aid of Trevor Holroyd we flew the two courses in a push-pull and I took the photos from the back seat while XXX navigated, which seemed to be OK. So I then had to drive the route to check the navigation.

Some of it was good, but some was not, so many of the photos had to be thrown out. Some of it I was unable to check at first go due to running out of daylight, so I had to drive those areas again. All of which I am telling you competitors so that you know how much effort goes into the event long before you get round to arriving at the start. But it is a pleasure, so don't feel bad about it!

I was somewhat out of touch with the state of today's computer programs and carefully worked out the GPS location of all the check points, only to find out that this was quite unnecessary. Given the location of the start, course and distance is all the computer needs to know to work out everything else -- which it does in about ten minutes flat. Ah well, we live and learn -- and marvel at the things that Deon van den Berg and Jan Hanekom can do in a few minutes -- printed and all! I also learnt that you can use GPS to find your way around on the ground as this was the only way I could direct one of the marshal's to his check point. So one of my calculations of lat and long had some use after all.

Friday saw a cold front whip through the country so quite a few guys were unable to get through to Cato Ridge which was a shame. It reduced the numbers from thirteen to nine but did nothing to reduce the competitive spirit that was building up. The practice course was towards the hills around Greytown and these were misted over for much of the morning. But quite a few people were able to do the route, to their advantage.

But Saturday was a different kettle of fish. Not a cloud in the sky and vis unlimited! No one can say that we in KZN do not know how to look after our visitors. Perhaps because I was newly back at the game, a few of the locals were fooled by a slightly different location for the start, but things were soon under way. The course took everyone south towards Richmond and then north again towards the Umgeni valley. Spectacular scenery by any standards -- but no time to dwell on its beauty, though a few competitors did remark on it. We are very lucky to live in this part of the

world and, yes, the Valley of a Thousand Hills is most beautiful. Bad luck, you oucs from up there.

No one got lost in the Lion Park or downed in the Valley and all seemed to get around the track (although I must say that the guys from the far north did rock up from a funny direction). Well done to you all. The funny thing was that I had complaints about the vast quantity of ground clues available! Some people prefer flying from nothing to nothing, but you can bet that when they get to Sweden they will have hundreds of navigation features for every mile they fly.

Well, finally the sun set in the west, the beer came out from the behind the bar and our computer whizzes finished their work. After a couple of drinks to boost the morale and (for some) to drown the sorrows, the results were published and they went like this:

4 <sup>th</sup>	Mary De Klerk	255 points
3 <sup>rd</sup>	Jan Hanekom	242 points
2 <sup>nd</sup>	Hans Schwebel	238 points
1 <sup>st</sup>	Barry de Groot.	209 points

So we had to give his cup back to him! **Again!** And now the team is putting in some more practice before going to Sweden where we are sure they will do well.

To the non-team members and those who came a long way to enter -- thanks for the support. It gave our ~~Springboks~~ Proteas some good hard work to do and showed them to be right up there. Good luck in the World Champs you guys. We know you will do well. And to the marshals and back-room boys, thanks for the help. We cannot do without you.

As for me, I am going back to my computer to see if I can make it do simple sums, let alone GPS locations.

See you.

Mike Hartley

**2000 IMPERIAL BANK  
PRESIDENT'S TROPHY AIR RACE**

A very succesfull event was hosted by Lucas Wiese, the Competition Director and the Bloemfontein Flying Club – Well done to everyone involved. Sixty aircraft entered the race and the after two days of hard racing the results were interesting. The Jabiru that came 1<sup>st</sup> overall, had the same race number as last year's winner, number 36. Any offers for that number? The full results are available on our web site. See you at next year's race to be held in Tempe from 14-17 June 2001.

TEMPE – BLOEMFONTEIN

**FINAL RESULTS**

15 – 18 JUNE 2000

TOTAL DISTANCE: 650.80 NAUTICAL MILES (A "-" indicates time gained)

POS	RACE NO	REG.	AIRCRAFT	HP	H/CAP (KTS)	GAIN/LOSS	SPEED (KTS)	PILOT NAVIGATOR	PROVINCE CLUB
1	36	ZU-JOS	JABIRU Z164	80	102.90	00:12.11-	106.31	STEFAN PIENAAR WERNER VAN GRUTING	O.F.S. BLOEM CLUB
2	46	ZS-NXE	PIPER PA28RT201T	200	149.70	00:04.11-	152.14	DANA BENSCH D BENSCH	TVL JLPC
3	27	ZU-BMZ	JABIRU Z164	80	102.90	00:03.32-	103.87	BARRY DE GROOT MIKE CATHRO	NATAL PM.BURG F.C
4	1	ZS-KHX	PIPER PA34-200T	200	171.50	00:02.46-	173.61	ROBERT C MYBURGH ROBERT L MYBURGH	TVL NONE
5	13	ZS-HEO	BEECH E55	285	198.20	00:01.17-	199.49	SIAS DELPORT PIETER BURGER	CAPE VAALHARTS F.C.
6	42	ZS-HME	BEECH C33A	285	170.70	00:00.11-	170.84	ROLAND POTTIE WYNDHAM FERREIRA	O.F.S. BLOEM CLUB
7	14	ZS-KAE	BEECH V35B	285	172.20	00:00.24	171.90	BENNIE DU PLESSIS CATHERINE DUNBAR	CAPE STELLENBOSCH
8	32	ZS-LTP	PIPER PA32R-301T	300	168.00	00:00.28	167.66	HA SCHEEPERS J SCHEEPERS	N/TVL LOUIS TRICHARDT
9	40	ZS-JTU	PIPER PA28-235	250	139.30	00:00.28	139.06	DRIES BRIERS CHRIS BRIERS	N/TVL LOUIS TRICHARDT
10	8	ZS-PTC	BEECH E55	300	200.60	00:00.37	199.97	JOHAN WASSERMAN BUZZ BEZUIDENHOUT	TVL NONE
11	20	ZS-ETL	CESSNA C172H	145	108.00	00:00.41	107.79	JOHAN LOUBSCHER MARIUS EKSTEEN	O.F.S. BLOEM CLUB
12	58	ZU-BSG	SAAB SAFIR	200	122.00	00:00.43	121.72	C SCHOEMAN BOB VERWEY	TVL KRUGERSDORP
13	35	ZS-NVJ	PIAGGIO 166S	320	162.00	00:00.46	161.49	HANS MARX TOM MARX	N/TVL RUSTENBURG F.C.
14	53	ZU-APZ	LANCAIR 320	160	187.00	00:00.49	186.27	DIETER BOCK RENIER MOOLMAN	TVL KRUGERSDORP
15	29	ZS-LPY	CESSNA U206C	300	142.00	00:00.49	141.58	DAVID FORSTER ERROL FORSTER	O.F.S. BLOEM CLUB
16	31	ZS-PTB	BEECH E55	285	198.90	00:01.25	197.48	JN COETZER KEN HUER	O.F.S. BLOEM CLUB
17	16	ZS-NBE	PIPER PA28RT201T	200	150.70	00:01.26	149.86	ERIC WALKER ANDRE TRUTER	CAPE UPINGTON F.C.
18	49	ZS-EFK	PIPER PA28-235	235	138.00	00:02.03	137.01	MJ GRIESEL JT FERREIRA	O.F.S. NONE
19	51	ZS-FOH	PIPER PA28-140	150	117.40	00:02.13	116.62	WJ EDELING WIM KOTZE	O.F.S. BLOEM CLUB
20	17	ZS-FSR	BEECH A36	285	170.00	00:02.22	168.26	HS WENTZEL AH STOFBERG	TVL KLERKSDORP F.C.

**Note: The full results are available on the SAPFA web site.**

**PTAR 2000 Awards**

J.L.P.C. TROPHY

RACE # 46 ZS-NXE CREW: DANIEL BENSCH -  
TO THE FIRST JOHANNESBURG LIGHT PLANE CLUB  
PILOT HOME

KASSIE KASSELMAN TROPHY

RACE # 46 ZS-NXE CREW: DANIEL BENSCH - DANA  
BENSCH TO THE FIRST FATHER & SON

JOHN SAYERS TROPHY

RACE # 46 ZS-NXE CREW: DANIEL BENSCH - DANA  
BENSCH TO THE CREW OF THE FIRST TURBOCHARGED  
AIRCRAFT HOME

PLACO TROPHY

RACE # 46 ZS-NXE CREW: DANIEL BENSCH - DANA  
BENSCH TO THE PILOT OF THE FIRST PIPER HOME

HOOFSTAD PERS TROPHY

RACE # 46 ZS-NXE CREW: DANIEL BENSCH - DANA  
BENSCH TO THE FIRST TRANSVAAL PILOT HOME

AIR CHARTER TROPHY

RACE # 46 ZS-NXE CREW: DANIEL BENSCH - DANA  
BENSCH TO THE SECOND PILOT HOME

BADIAN BOSCH MEMORIAL TROPHY

RACE # 44 ZS-MOR CREW: CHRIS BOOYSEN -  
ROGER THOMAS TO THE FIRST PORT ELIZABETH  
PILOT HOME

BLOEMFONTEIN FLYING CLUB TROPHY

RACE # 14 ZS-KAE CREW: BENNIE DU PLESSIS -  
CATHERINE DUNBAR TEAM WITH LESS THAN 1000  
HOURS

THE "SKILPAD" TROPHY

RACE # 53 ZU-APZ CREW: DIETER BOCK - RENIER  
MOOLMAN TO THE LAST KRUGERSDORP PILOT HOME

CHRIS SWART KRUGERSDORP TROPHY

RACE # 53 ZU-APZ CREW: DIETER BOCK - RENIER  
MOOLMAN TO THE FIRST KRUGERSDORP PILOT HOME

A.T.N.S. TROPHY

RACE # 41 ZS-MZL CREW: AMORE NEL - NELLIS  
NEL TO THE YOUNGEST COMPETITOR  
REASON: ONLY 15 YEARS OLD

C.A.A. TROPHY

RACE # 7 ZS-OHM CREW: MW CLOETE - ANDRE  
MIDDEL FOR PROFESSIONALISM

STAYER'S TROPHY

RACE # 5 ZS-NCY CREW: SJG STADLANDER - MM  
STADLANDER TO THE CREW CONTINUING AND  
FINISHING UNDER EXCEPTIONAL CONDITIONS

WESTLINE AVIATION TROPHY

RACE # 66 ZS-OCS CREW: RAY GLEIMIUS - BEVIN  
VAN BRONKHORST  
TO THE WINNER OF THE SMALL AIRCRAFT CATEGORY

**Awards Cont.**

PRELLER GERMISHUYS TROPHY

RACE # 66 ZS-OCS CREW: RAY GLEIMIUS - BEVIN  
VAN BRONKHORST HANDICAPPING COMMITTEE AWARD

CARLETONVILLE TROPHY

RACE # 13 ZS-HEO CREW: SIAS DELPORT - PIETER  
BURGER TO THE PILOT OF THE FIRST BARON HOME

BEECHCRAFT TROPHY

RACE # 13 ZS-HEO CREW: SIAS DELPORT - PIETER  
BURGER TO THE PILOT OF THE FIRST BEECHCRAFT  
HOME

STELLALANDER TROPHY

RACE # 13 ZS-HEO CREW: SIAS DELPORT - PIETER  
BURGER TO THE FIRST CAPE PILOT HOME

VINCENT MACLEAN TROPHY

RACE # 27 ZU-BMZ CREW: BARRY DE GROOT - MIKE  
CATHRO TO THE THIRD PILOT HOME

DOLPH KRUGER TROPHY

RACE # 27 ZU-BMZ CREW: BARRY DE GROOT - MIKE  
CATHRO TO THE FIRST HOMEBUILT AIRCRAFT HOME

NATAL MERCURY TROPHY

RACE # 27 ZU-BMZ CREW: BARRY DE GROOT - MIKE  
CATHRO TO THE FIRST NATAL PILOT HOME

WAKEFIELD TROPHY

RACE # 24 ZS-FDZ CREW: CHRISTA GREYVENSTEIN -  
JOHAN VAN DEN BERGH  
TO THE FIRST WOMAN PILOT HOME

VICKERS TROPHY

RACE # 34 ZS-FLV CREW: NORMAN DIXIE - ANTON  
VAN LANGELAAR TO THE COMPETITOR GIVING THE MOST  
MERITORIOUS PERFORMANCE

NATAL ADVERTISER TROPHY

RACE # 8 ZS-PTC CREW: JOHAN WASSERMAN - BUZZ  
BEZUIDENHOUT TO THE COMPETITOR COVERING THE  
COURSE IN THE FASTEST TIME

PHOENIX VOLKSWAGEN TROPHY

RACE # 36 ZU-JOS CREW: STEFAN PIENAAR -  
WERNER VAN GRUTING TO THE FIRST O.F.S. PILOT  
HOME

GATSBY TROPHY

RACE # 36 ZU-JOS CREW: STEFAN PIENAAR -  
WERNER VAN GRUTING  
BEST HANDICAP PERFORMANCE ON FIRST DAY

PRESIDENT'S TROPHY

RACE # 36 ZU-JOS CREW: STEFAN PIENAAR -  
WERNER VAN GRUTING JABIRU Z164  
TO THE PILOT GAINING THE MOST TIME ON HANDICAP  
H/CAP: 102.90 ACTUAL SPEED: 106.31

**2000 Imperial bank President's Trophy Air Race**



**2001 President's Trophy Air Race**

Next year's Air Race will be held at Tempe, 14-17 June. Although we have had a lot of positive feedback this year, there are still many complaints about the Handicap System.

We invite you to come up with ideas of how to introduce something that will REALLY work for everyone. So if you think you know how or have any ideas, please e-mail it to [sapfa@worldonline.co.za](mailto:sapfa@worldonline.co.za) or fax it to 012-666 7443.

**Kalahari Air Rally – Gaborone – 7 October 2000**

Come and join in the fun – last year's event was a huge success. Contact Deon Joubert at: [Fly.Skye@info.bw](mailto:Fly.Skye@info.bw)

**2000 Precision Flying National Championships**

**Story by Adrian Pilling**

Well before you know what has happened another year has passed and it's time for the National Precision Flying Championships again. This year it was held in Brits. That incredible small town that is the home of some of the friendliest people in the country, and is the heart of the Precision Flying community in South Africa.

I think that the economy has taken its toll on flying competitions as the field was fairly small, just as it was last year. Still the organizers did a great job of getting together 15 open class competitors and 3 sportsmans class competitors. The competition was to be used as a selection process for the team to the World Air Games in Spain in 2001.

The pilots started arriving from their various provinces during the previous week, with the bulk arriving the week of the competition. Wednesday was designated as the official practice day and most of the competitors took advantage of the official practice route. That evening after a short briefing and a great meal the group decided on an early night and went to bed.

**Competition Day 1 (Thursday 29<sup>th</sup> June )**

The usual ice blue winters day dawned. Breakfast was served at the club and the first crews started flight planning at 8am sharp. The navigation route was most interesting with an away start. The competitors having to climb out over the hill behind the airfield and fly to the west in order to approach the start point which was a road junction.

The route comprised the usual tricky tracks. We flew to the south, around seven turning points (excluding the start and finish). Along the way we had to find eight photographs, thirteen ground markers and negotiate three secret check points.

When the crews returned they were

efficiently debriefed by Dale de Klerk, Deon Van den Berg and Dave Perelson. Peter Grobler's ground marshals expertly had all the aircraft refueled and readied for the landings to be flown later.

After lunch landings 1 and 2 were flown on runway 20. This caught the pilots by surprise as everyone had practised on runway 02.

After a brief interlude the results were announced for the day. First place Nigel Hopkins, followed by Barry De Groot, Jan Hanekom, Mary De Klerk, Ron Stirk, Frank Eckard, Hans Schwebel and Adrian Pilling (I had succeeded in missing a turning point – the first time in 16 years – this costing me first place for the day).

The results of the landings were also announced. First place Hans Schwebel, followed by Adrian Pilling, Frank Rehl and Mary De Klerk.

After a great meal, sponsored by Deon and Brenda Van Den Berg we all retired to bed.

**Competition Day 2.** A typical winters day dawned. A great breakfast was laid on at the club as per usual and the competition got underway at 8am sharp. The route today started off towards the east and then moved in an anticlockwise direction over Hartbeespoort Dam and around Brits. The route comprised eight photographs, seven turning points, eleven ground markers as well as three secret check points.

Returning crews were again treated to fantastic ground support and efficient debriefing. After lunch the second set of landings were held, this time on runway 02. Turbulent wind conditions making for some interesting landings.

Later the results were announced for the day. First Place Nigel Hopkins, followed by Ron Stirk, Hans Schwebel, Barry De Groot, Jan Hanekom, Andre Koen, Adrian Pilling, Mary De Klerk.

The landing results for the day were withheld so that the combined results could be announced at the prize giving.

**Competition Day 3.** This was always going to be a tough day. Dale had planned a route that was full of very sharp turns and relatively short legs. This made map marking very difficult. The route comprised seven turning points, twelve ground markers and four secret checkpoints.

Later the results for the day were as follows. First Place Nigel Hopkins, followed by Adrian Pilling, Barry De Groot, Jan Hanekom, Hans Schwebel, Ron Stirk, Mary De Klerk and Frank Eckard.

After some readjustments to the scores on day two's results, due to a distance error, it was off to the Mayor's offices for a very formal and special closing function.

A great evening with many fun and formal speeches followed. Uli Gerth was a great MC. At the end of the meal the presentations were made and the results announced as follows:

<b>Open Class:</b>	1 <sup>st</sup>	Nigel Hopkins
	2 <sup>nd</sup>	Barry De Groot
	3 <sup>rd</sup>	Jan Hanekom
	4 <sup>th</sup>	Hans Schwebel
	5 <sup>th</sup>	Mary De Klerk
	6 <sup>th</sup>	Adrian Pilling
	7 <sup>th</sup>	Ron Stirk
	8 <sup>th</sup>	Frank Eckard
	9 <sup>th</sup>	Andre' Koen
	10 <sup>th</sup>	Mauritz Du Plessis
	11 <sup>th</sup>	Walter Walle
	12 <sup>th</sup>	Henk Koster
	13 <sup>th</sup>	Frank Rehl
	14 <sup>th</sup>	Frikkie Lubbe
	15 <sup>th</sup>	Norman Dixie

Landing Results:	1 <sup>st</sup>	Hans Schwebel & Nigel Hopkins (joint winners)
	2 <sup>nd</sup>	Adrian Pilling
	3 <sup>rd</sup>	Frank Rehl

Navigation Trophy	Nigel Hopkins
Observation Trophy	Nigel Hopkins
Private Pilot Trophy	Barry De Groot

<b>Sportsmans Class:</b>	1 <sup>st</sup>	Ted McKerchar
	2 <sup>nd</sup>	Peter van der Velden
	3 <sup>rd</sup>	Stephan Pienaar

Landing Results:	1 <sup>st</sup>	Ted McKerchar
	2 <sup>nd</sup>	Stephan Pienaar
	3 <sup>rd</sup>	Peter van der Velden

**National Team Announced.**

During the dinner the National Team to Spain, for the World Air Games in 2001, was announced:

Pilots:	Nigel Hopkins, Adrian Pilling, Barry De Groot, Hans Schwebel, Jan Hanekom.
Reserves:	Mary De Klerk, Ron Stirk
Judges:	Dicky Swanepoel
Judge Observer	Frikkie Lubbe.

Congratulations to you all. We wish you all the best for Spain and hope that you will bring back the medals.

Special thanks must go to: The Mayor, the Brits Council, Tannie Truia and Oom Nick for the catering at the club. Imperial Bank, ABSA Bank, Alamo car hire for their great sponsorship. Renier Moolman (Flight Planning Marshal), Deon Van Den Berg (Competition Director), Dale De Klerk (Route Planner), Dave Perelson (Jury), Dicky Swanepoel (Jury), Peter Grobler (Chief Marshal), all the wives, girlfriends and of course the marshalls without which this competition would never have taken place. Well done to Brits for a great time and to everyone involved.

Come on you guys, get involved and join the sport.



From left to Right: 5<sup>th</sup> Overall: Mary de Klerk, 4<sup>th</sup> Overall: Hans Schwebel, 3<sup>rd</sup> Overall: Jan Hanekom, 2<sup>nd</sup> Overall: Barry de Groot and the 2000 National Champion, Nigel Hopkins.



This is what you get if you miss a mine! Meet "Rotorhead" Adrian Pilling



Good Luck to our Precision Flying Team leaving for Sweden and the 14<sup>th</sup> Precision Flying World Championships



The National Team selected for the 2001 World Air Games to be held in Cordoba, Spain. From left to right: R. Stirk, Mary de Klerk, H. Schwebel, A. Pilling & N Hopkins. Front: B de Groot & Jan Hanekom.



Frikkie Lubbe, The only competitor from the Northern Cape, has achieved his Provincial Colours – Mooi Man!

**SAPFA  
COMMITTEE MEMBERS 2000**

<b>NAME</b>	<b>ADDRESS</b>	<b>TEL NO' s</b>
DICKY SWANEPOEL Chairman <a href="mailto:swanpools@cyberserv.co.za">swanpools@cyberserv.co.za</a>	PO Box 1572 VANDERBIJLPARK 1900	H 016-9871257 W 016-9813117 F 016-9330495 C 083-6280527
JAN HANEKOM Vice Chairman <a href="mailto:tilttech@global.co.za">tilttech@global.co.za</a>	PO Box 869 WIERDAPARK 0149	H 012-6667344 W 012-6667342 F 012-6667343 C 083-2796572
HANS SCHWEBEL  <a href="mailto:brgranhs@global.co.za">brgranhs@global.co.za</a>	PO Box 3234 BRITS 0250	H 012-2502658  F 012-2502779 C 082-6563005
RON STIRK  <a href="mailto:melron@smartnet.co.za">melron@smartnet.co.za</a>	PO Box 2492 BRITS 7380	H 012-2502213 W 012-2523116 F 012-2524696 C 082-4450373
WALTER WALLE	PO Box 29686 DANHOF, B-FONTEIN 9300	H 051-4442479 W 051-4324322 F 051-4324582 C 082-8015000
BARRY DE GROOT  <a href="mailto:spec.mould@eastcoast.co.za">spec.mould@eastcoast.co.za</a>	PO Box 2487 New Germany 3620	H 031-7622053 W 031-7016201 F 031-7016201 C 083-6594575
MARY de KLERK  <a href="mailto:mary@cartad-dbn.co.za">mary@cartad-dbn.co.za</a>	PO Box 576 WESTVILLE 3630	H 031-2662085 W 031-2668368 F 031-2670144 C 082-4420985
CHRIS BOOYSEN Treasurer <a href="mailto:chris.booyesen@za.pwcglobal.com">chris.booyesen@za.pwcglobal.com</a>	PO Box 27013 GREENACRES 6057	H 041-5813040 W 041-3730064 C 082-3270063
DAVE PERELSON  <a href="mailto:jdi@iafrica.com">jdi@iafrica.com</a>	PO Box 12071 MOFFAT PLACE 6002	H 041-3745065 W 041-5852135 F 041-5862780 C 082-7722961
JAMES CRAVEN  <a href="mailto:james.craven@za.hsbcib.com">james.craven@za.hsbcib.com</a>	70 Newlands Ave NEWLANDS 7700	H 021-6719943 W 021-4056526 F 021-4182631 C 082-8018811
DON MACINTYRE  <a href="mailto:dmacintyre@slj.wcape.gov.za">dmacintyre@slj.wcape.gov.za</a>	26 Kylemore Road UNIVERSITY ESTATE 7925	H 021-4476265 W 021-6854070 F 021-6891351

**SAPFA ON LINE**

The web site is running well with over 1200 visits recorded to date. You will find information on the Air Race, Calendar of events, Competition results, contact persons, links to other sites, etc. on the site.

**PLEASE VISIT:**

<http://home.worldonline.co.za/~sapfa/index.htm>

**JOYSTICK BY E-MAIL**

IN ORDER TO PROVIDE A BETTER SERVICE TO ALL OUR MEMBERS, WE WOULD LIKE TO SEND YOUR **JOYSTICK** NEWSLETTER TO YOU BY E-MAIL.

THIS WAY YOU WILL GET IT MUCH QUICKER. IF YOU ARE INTERESTED, PLEASE SEND AN E-MAIL MESSAGE TO [sapfa@worldonline.co.za](mailto:sapfa@worldonline.co.za) AND TYPE "**JOYSTICK SUBSCRIBE**" IN AT SUBJECT. ALSO TYPE IN YOUR **FULL NAME AND SAPFA MEMBERSHIP NUMBER** IN THE MESSAGE BLOCK.

YOU WILL THEN GET YOUR NEWSLETTER BY E-MAIL AND NOT "SNAIL MAIL". THIS WILL ALSO HELP US TO REDUCE PRINTING AND MAILING COSTS. AT THIS STAGE WE HAVE HAD A RESPONSE FROM ABOUT 30 PEOPLE – PLEASE GUYS, I AM SURE WE CAN DO BETTER AND SUPPORT THIS.

**Flying is not  
dangerous**

**Crashing is!**