



# The Joystick

NEWSLETTER of the SOUTH AFRICAN POWER FLYING ASSOCIATION

VOLUME 10

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MARCH 2005

## LETTER FROM THE CHAIRMAN

I am sure that 2005 will see a resurgence in light aviation. Despite over-regulation, a Civil Aviation Authority that seems unable to respond to the requirements of general aviation and continued increases in costs from state and monopolistic organisations the planned activity for this year shows a massive increase over 2004.

An example of this is that we have already received a number of entries for the President's Trophy Air Race. This is amazing as entries for this event are traditionally received a week or two before the start.

SAPFA has also embarked on an exercise to disseminate more information between like minded pilots and flying clubs on fly-in events. We are all involved in aviation because we love flying.

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*Picture by Jana Meyer*

ZU-AJL is a Kitfox owned by Witbank pilot, Wollie Wolmarans. The picture was taken by Jana Meyer, the Assistant Editor of the Witbank News. The aircraft was parked under the tower of the Witbank airfield.

Jana is a qualified skydiver but unfortunately had an accident in 1990 which prevents her from jumping. Jana is a true example of an aviation junkie as you will find her at the airfield or some aviation event every weekend. Jana has done some hours in a glider and is currently busy with her MPL.



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<http://www.sapfa.org.za>



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We must therefore make sure that we put the fun back into flying.

I have been talking to a number of pilots from all over the country. The general consensus seems to be that we need more fun flying events. While the airshow circuit is growing dramatically and is getting a great deal of general public support I get the feeling that general aviation pilots are getting a bit bored and want to get back into their own aircraft and fly.

SAPFA has set as its objectives for this year to hold some successful competition flying events, some serious and some fun. We also need to get Flying Clubs to communicate their events so that there is more participation. Lastly we need to ensure that we continue to monitor the ever changing regulatory environment that we fly in. SAPFA will continue to object to and comment on any regulation changes that are proposed. We will use the power and influence of Aero Club to assist us in this regard. The year has just started and we have already seen a number of accidents, some probably avoidable. Remember *"Flying is not inherently dangerous, but to an even greater extent than the sea, it is terribly unforgiving of carelessness, incapacity, or neglect"*

Chris Booysen  
Chairman



### **President's Trophy Air Race 2005**

As previously advised the President's Trophy Air Race 2005 (PTAR) will be held in Tempe on the weekend of 26 to 28 May 2005. The host of the event is the Bloemfontein Flying Club. The Competition Director is Kassie Kasselmann who has organised a number of races in the past.

Imperial Bank has stepped in again as the main sponsor with a generous amount of money. This will make the life of the organisers much easier as they will now be able to make sure that the event is a pleasure for all participants.

A record attendance is expected this year and entries are already coming in. A number of these entries are from pilots that have never flown the race before. This is especially pleasing as new blood in an event is always good. I would suggest that you enter early, especially if you want to choose your lucky race number.

As in every year handicaps will be a topic of discussion. SAPFA has strengthened the handicapping committee by appointing Frank Eckard to the committee with Chester Chandler, Ann White and Dirk de Vos. Frank has been

communicating with race organisers in the UK and the US to see if they have any ideas or procedures that will make our handicaps fair on all the competitors.

SAPFA now has 20 loggers at its disposal. This will assist with setting handicaps and monitoring flights of competitors. In 2004 the loggers assisted the handicapping committee to identify an aircraft that could have used a GPS.

SAPFA will re-instate all the trophies except those awarded for achievements for a flying club. Those trophies will be handed to the clubs for awarding at their own awards functions.

This year penalties will be imposed on crews that are responsible for dangerous flying as well as for infringements of the rules.

Block bookings have been made at various hotels and B&B's. These are listed elsewhere in this newsletter. Please quote the reference in order to qualify for the special rates.

Entry forms are available on the SAPFA web site or from Chris Booysen. His contact details are elsewhere in this newsletter.

**SEE YOU THERE.**



# SAPFA EVENTS 2005

<u>DATE</u>	<u>VENUE</u>	<u>EVENT</u>	<u>CONTACT</u>
2 April 2005	Rand Airport	Rally	Nigel Hopkins - 083 226 5854 hopkins2@mweb.co.za or
16 April 2005	Tempe	Practice Air Race	Walter Walle – 082 801 5000 erichwalter@internext.co.za
16 April 2005	Linder Auditorium	Mike Melville	Terry Hertz – 083 296 6460
23 April 2005	Port Elizabeth	Club Air Race	Chris Booysen - 082 442 7667 chris@algoafc.co.za
28/29 April 2005	Brits	SA National Precision Flying Champs	Dicky Swanepoel – 083 628 0527 swanpools@cyberserv.co.za
26-28 May 2005	Tempe	President's Trophy Air Race	Kassie Kasselmann - 082 404 1642 midbroker@connix.co.za
25 June 2005	Tempe	Air Race and fun day	Jack Onderstall - 082 770 5505 jack@cp.bftn.co.za
17-18 June 2005	Rustenburg	SA Rally Flying Champs	Dale de Klerk - 082 556 3592 venusdale@intekom.co.za
24-26 June 2005	Tzaneen	Tzaneen Fly-in with fun flying events	Dicky Maritz – 083 449 4011 <a href="mailto:d.j.m@mweb.co.za">d.j.m@mweb.co.za</a>
?? July 2005 (TBA)	Phalaborwa	Fly-in with rally	Dicky Swanepoel – 083 628 0527 swanpools@cyberserv.co.za
6 August 2005	Heidelberg	Fly-in	Arrie de Klerk - 082 651 6996 aranco@worldonline.co.za
28 August 2005	Cato Ridge	Rally Competition	Barry de Groot - 083 659 4575 barry@specializedmouldings.co.za
17 September 2005	Swartkops	SAAF Ass Diamond Jubilee Treasure Hunt	Arrie de Klerk - 082 651 6996 aranco@worldonline.co.za
24 September 2005	Port Elizabeth	Precision Competition	Glen Meyburgh – 082 800 9292 glen@imagio.co.za
1-2 October 2005	Wonderboom	SA Landing Champs	Dale de Klerk - 082 556 3592 venusdale@intekom.co.za

The SAPFA events can be found at [www.sapfa.org.za/calendar.php](http://www.sapfa.org.za/calendar.php) - This site will be updated on a regular basis.

## 2005 President's Trophy Air Race Accommodation and Other Information

### Holiday Inn, Garden Court

- Tel: 051-444 1253
- R498 per room
- Breakfast @R50
- Reference when booking: ZS-001

### City Lodge

- Tel: 051-444 2974
- R380 per room
- Breakfast@R42 (Continental) and R52 (Full)
- Reference when booking: ZS-001

### Villa Favourita

- Tel: 051-444 4010
- R300 per room
- Breakfast@R45
- Reference when booking: ZS-003

### College Lodge

- Tel: 051-444 3804
- Single R295
- Double R195 p/p
- Breakfast@R50
- Reference when booking: President Air Race

Competitors are responsible for making their own accommodation reservations and arranging for payment thereof. You are welcome to make arrangements at other hotels and B&B's should you so wish. Official transport and notices will probably be placed at the two main hotels. This will be covered at the main briefing.

Competitors must make arrangements to arrive at or before 12:00 midday at Tempe on registration day.

All aircraft must refuel immediately and be available for test flying, if required by the handicap committee. As in past years all home-built and non type certified aircraft will be test flown.

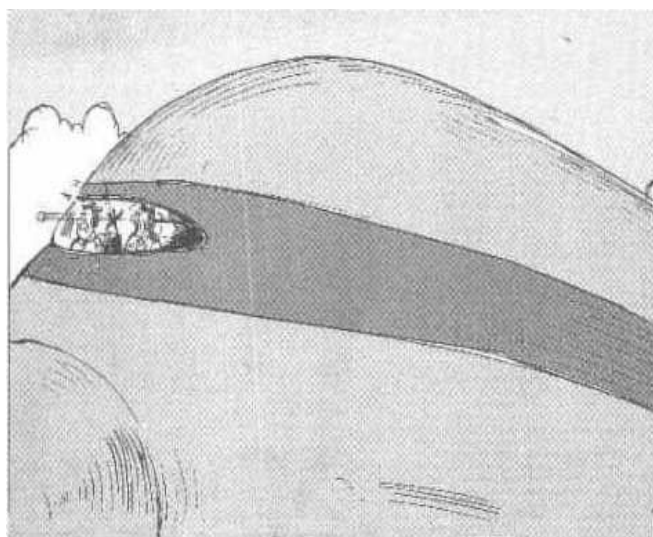
Local Tempe aircraft must be removed from their hangars and be parked on the apron so as to be inspected by the scrutineers and handicapping committee. They may not be returned to their hangars. Failure to comply may result in disqualification.

Please submit your entry forms as soon as possible. Make use of the discounted entry fee for early entry.



## Calling all Flying Clubs

Please let us have your contact details and a copy of your newsletters. We would like to publicise your events and distribute your news.



*I knew it was not a good idea to include an 18 hole golf course*

Note:

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

## AVIATION PERSONALITIES

### Ann White

In 1969, the Aero Club experimented on diversifying and regional committees were formed. Anne White acted as secretary to the Natal Region from 1969 to 1975 when the idea was stopped. The Natal region was the most successful as they not only had representation from the flying clubs, but also parachuting, model aircraft, EAA etc. The Committee held quarterly meetings at different venues and when away from Durban the power flying side also did instruction and flight tests where there were no Grade 2 instructors. Ann also arranged fly/drive away's for the meetings where the family and club members could also participate - one at St. Lucia for the opening of their airstrip where the participants did flipping for the local community.

Another was at Midmar Dam where a parachute drop and a display by model aircraft were arranged, so that the public were once again involved.

Ann learnt to fly at Virginia airport in 1964 with her husband. Both served on the Flying and Executive committees of the Durban Wings Club for many years. Ann also went on to do a CPL

and Instructors and Instrument Ratings. Ann was a member of the Aero club power flying committee for two years in 1972/3 and served on the Executive Committee of Aero Club in 1973.

Ann was awarded Aero Club Gold Wings in 1973 for her services to flying, especially in the Natal region.



Ann participated in the annual flying competitions while she was a private pilot as, in those days they were only open to private pilots.

She won a number of trophies in the Women's Aviation Association competitions and was also awarded the de Havilland trophy. The WAA trophies are in the archives of Aero Club as the organization was disbanded.

In 1968 Ann was volunteered to assist the handicapping committee at the finish of the Air Race in Durban. The next year the start was in Durban again and Ann once again came along to help. In those days,

calculations of times were done on a graph, times were by pigeon clocks and not very accurate. Ann started completing the calculation chart of the air race from 1971 and this was when there was more interest in the race as positions were given for all aircraft not just the first few. Ann still has copies of all the charts from 1971. Ann also attended some of the handicap deliberations to give advice from the figures she had accumulated. In 1978 she was appointed as a handicapper of the race, a position she has held since then.

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. Ann was awarded the Paul Tissandier Diploma in 1984.



Contact details for all committee members is available on the SAPFA website

[www.sapfa.org.za/administration/committee-members](http://www.sapfa.org.za/administration/committee-members) or can be obtained by emailing [mail@sapfa.org.za](mailto:mail@sapfa.org.za) or phoning Chris Booysen at (041) 391 4400 (W) or (041) 581 3040 (H)



## The South African Landing Championships

SAPFA is excited to launch the first South African Landing Championships. This event will be held at the Xtreme Air & Track on 1 and 2 October 2005.

The event will comprise four landings in different configurations. Penalties will be applied based on the distance from a zero area which is 2m wide. Penalties for landing short are higher than landing past the zero line. Additional penalties will be added for abnormal landings and other infringements. A full list of the penalties can be found in the official rules.

After the four landings the South African Landing Champion will be crowned and be awarded a cash prize. Provincial colours will also be awarded to top finishers. This is an opportunity for competitors to demonstrate or increase their skills. A forced landing will be simple after practicing for this event!!!

The four landings comprise the following:

1. A Normal Landing
  - A free style landing where the use of power, spoilers, flaps or sideslip is at the discretion of the pilot
2. A Forced Landing
  - Abeam the zero line, at 1000 to 1200 ft AGL the engine is throttled back to idle power. Power shall not be used thereafter. Flaps, spoilers and sideslip may be used at the discretion of the pilot.
3. A Forced Landing without Flaps
  - Abeam the zero line, at 1000 to 1200 ft AGL flying with flaps or spoilers fully retracted, the engine is throttled back to idle power. Power, spoilers and flaps shall not be used thereafter. Sideslip may be used at the discretion of the pilot.
4. A Normal Landing over an Obstacle
  - The competitor will make a landing after passing a marked obstacle 2 meters high, placed 50 meters before the touchdown line. Use of power, spoilers, flaps or sideslip is at the discretion of the pilot. Approaches in connection with the obstacle landing, where the wheels are lower than the obstacle before passing over it, are not permitted (creeping).

The rules are available on the SAPFA website or from your local SAPFA representative. They show the detailed requirements and penalties. Entry forms will be available soon.

## Please Read Those Notams!!

A while ago ATNS included a questionnaire in the Notams requesting information on flying near TMAs and the fitment of transponders. Predictably pilots that normally fly professionally read the Notam and responded by completing the form. Most pilots ignored it

ATNS has concluded from the response that most aircraft that fly in or near TMAs are fitted with transponders. They now want to go ahead with making use of transponders in and near TMAs compulsory.

Aero Club has persuaded ATNS to send out the questionnaire a second time. Please complete the form and submit it this time. Let ATNS know how many aircraft are out there without transponders so that the proper consideration can be given to the actual situation rather than a perceived one.



**"Affirmative - 07Papa is declaring an emergency at this time"**

Rick Wagner - April 1996

There I was, 5000 msl 4000 agl, with my wife beside me in our 1954 Piper Tri-Pacer; I was full power and pitched for a standard climb and was going down.

Prior to reaching 7000 when I was suppose to contact Center I called and told them I was having some problems. "TriPacer Zero Seven Papa is 25 miles off of Park Rapids at 5000 and cannot maintain altitude, we're turning back."

Center responded "07P are you declaring an emergency?" I thought for a moment - was I really going to say it? Was I? It was only one week after getting my instrument rating, my first real IMC cross country and my wifes first IFR experience and things were not going well.

Just then a severe engine vibration started and I immediately pulled power and dropped the nose. I thought the engine would rip off the front of the airplane if I hadn't. "Zero Seven Papa has severe engine vibration, we're iced up badly and cannot maintain altitude, I've pulled the power and have lost the airspeed indicator - we're turning back to Park Rapids." Again Center responded "Roger 07P, understand you're turning back to Park Rapids, are you declaring an emergency?"

What I wanted to say was "what more does it take!" We were iced up bad, real bad. I fought to look away from the panel to see what was 1/2 of an inch of clear ice glued to the front half of the wing struts. I looked at the pitot tubes to see what looked like a 1 inch ball of ice on the front of the tube. It didn't look too good. I keyed the mike and said the words that I had feared to say, "Affirmative. Zero Seven Papa is declaring an emergency at this time."

I could go into a long drawn out dissertation of what events led up to this point, but I won't. The 125 mile flight from the Blaine Airport in Minnesota northwest to Park Rapids was uneventful as we flew through and on top of a cloud deck of about 5000 msl and landed Park Rapids.

The wife and I had dinner with relatives and were returning home with a 6 PM departure. Cloud bases then were 1200 feet and the only significant issue was that at 4000msl I asked my wife, Gail, to look for icing on the struts and tires. She replied that she didn't see anything. I checked out my window and saw nothing that would indicate any icing conditions. 2 minutes later however...

As we climbed out of 4500 it was becoming obvious that we were nearing the tops of the clouds. An occasional whisper of lighter skies encouraged me that we'd soon be on top and I'd be able to relax a little as I was nervous as hell. The air was bumpy and I was working up a sweat.

I knew my experience level. As an IFR pilot I was as green as you could get with my instrument ticket being all of a week old. Something wasn't right though. Airspeed 90, pitched for a climb and the vertical indicator not moving, maybe even showing a little less than level.

"Scan, scan, scan. What's wrong?" I asked myself. "Why

aren't we climbing? Damn, must be ice. Need to get out of the clouds, need to get just a little higher."

I released just a small amount of back pressure from the yoke and then pulled back to a best rate of climb pitch. Almost out! Just whispers of cloud above us. Almost out. The altimeter started to drop and the vertical indicator slumped to about 700fpm decent. Oh Shit! The airspeed still read 90! That can't be! I increased pitch, it should have dropped. This aint good. Damn ice.

By this time Gail had become nervous as I was talking out loud about getting on top and having picked up that it was the weight of ice that was keeping us from climbing.

I dropped the nose by reducing the back pressure on the yoke. I cranked in a couple of turns of down trim to reduce the pitch angle and started my call to Minneapolis Center.

"Zero Seven Papa you are cleared direct to Park Rapids, altitude your discretion weather at Park Rapids...blah blah blah.. " Like I cared about the winds and temperature at the airport.

OK, how do I get back to PR? I was scared. I knew I was scared, They knew I was scared, Gail knew I was scared, I was scared. I was also starting to loose it. Overload, confusion, fear, lost; but, I knew the only one who could help me was me, and all the stuff I was supposed to have learned in IFR training.

The plane was heavy, real heavy. After several attempts to bring the power back up I must have thrown the ice off the other side of the prop and it would now spin up smoothly. Full power. Now to get back to a pitch altitude that would give me enough airspeed to stay flying and reduce my rate of descent.

As the airspeed was still frozen at 90. I used "feel" and the attitude indicator to find the best pitch. At 300fpm descent I could stay just above what felt like an impending stall and was the best compromise available. I knew I had to turn around but to what heading? I'd become completely disoriented as to assigned headings, so I couldn't remember a course reversal number to work with.

Center radioed they had put an airliner in a hold overhead as they would loose radio contact with me as I descended. They asked for periodic updates to my condition. A call from the airline pilot came next saying he was overhead and would stay with me.

For a short period of time, I felt lost; panic was starting to set in and I started to think we wouldn't make it. "Fly the plane, fly the plane," I kept hearing this voice in my head. Actually it was many voices, the voices of all the instructors and other pilots I'd flown with who over the years had said a thousand times "fly the plane!". So I did. I requested the airliner ask center for a heading to fly back to PR, since I was disorientated and had made several turns off course since things went bad. I was below radar and they couldn't help me in any way but to advise what heading to fly if I was still on the outbound course.

I'm not sure if it was the turbulence or the situation but it seemed harder to control the airplane. It may have been the weight increase but I was struggling with trying to stay level.

My wife bumped my shoulder to get my attention and asked very seriously "Are we going to be all right?" I didn't know. I told her that I thought so but to be honest, I didn't know. She responded, "Your lips are saying you think so; but, your knees are saying were screwed." She was right. My legs were shaking and I had not realized it before.

Then the airline radioed that Minneapolis had requested "say souls onboard". That was a real turning point for me. I responded with "relay Minneapolis that 07P has two very scared souls on board." What else could I say? It was the purest truth I'd ever spoken.

I think this was a real turning point in my mental condition. I knew then that not many people get asked that question and have the opportunity to talk about it later, I knew I had to fly better than I had ever flown before. I had to think better and faster than before, and I had to get it right or we were going to die.

I started the turn inbound but nearly lost it as the left wing dropped and control input was not responding. I thought a spin was starting as the DG began a quick turn. I dropped the nose and reduced power for a period of time I thought would be adequate and then pulled the nose back level and added power again. The attitude Indicator came slowly back to normal and I pitched and powered back again to best rate of "descent" as it were. A glance at the compass reminded me that I had again forgotten the heading to fly so I just took a breath and decided to reset the VFR GPS I had with us. It was originally set for Blaine and under normal circumstances would have been my reference for heading but I wasn't thinking as clearly as I normally was when I was just out shooting approaches.

Frequently I told the airline captain what was going on. It felt good to have someone to talk to who would understand what I was saying and possibly what I was going through.

The GPS gave me a heading number but when I made a very shallow turn to that heading on the dg it became obvious that the dg had precessed when in the spin/turn. I turned mostly with rudder and very shallow to a GPS course that agreed with the GPS heading. Slowly we kept descending.

Scared, sweating, and angry with myself for putting my wife helplessly into this situation, I sat there balancing the pitch with the "feel" of the airplane hoping that our altitude would hold out to get us back to the runway. Now all I could do was wait.

It seemed like 2 hours to me before we hit the bottom of the clouds. We broke out of the clouds at 1100 feet agl but was still unable to maintain altitude. Airspeed now read zero. Not that it mattered; I wasn't going to believe it no matter what it said at this point.

I'm an experienced skydiver and my wife has made 1 tandem jump. I thought about how stupid it was to ride this 40 year old fuel tank into the trees or swamp below when, if we had had chutes, we could have just jumped and saved our lives.

The windshield and side windows were now iced over and we could only see directly left, right or behind, and nothing forward. I'd landed once before using the GPS to align to the

runway so I thought I could do it again. That gave me some confidence, and I needed all that I could get. There wasn't anywhere else to go. No roads or fields, just trees and swamp. Our decent rate was down to about 200 fpm or less now and getting better every minute. Visibility was only just over a mile.

Center relayed through the airliner a request for what approach I wanted. Funny, we were about 400 agl without a VOR signal, 8 miles from the airport, and I thought it was just funny. "07P is 400 agl and has no forward visibility due to ice on the windshield. We're going to align to the runway with GPS and hope we don't hit anything."

They replied with "07P climb to 2600 as soon as possible to minimum altitude, if able." - Right.

Things started getting better. 1 mile out I was able to climb some. The ice was coming off a little at a time and a 3-inch hole had started to defrost near the bottom center of the windshield. The GPS did its job, again, and we soon were dropping down to runway. The GPS showed a 100-knot ground speed over the threshold and I still had power at 100%.

When only a couple of feet off the ground I pulled power back, just a little and pulled back on the yoke enough to maintain flight. Wrong, the plane stalled and hit the runway like a ton of bricks. I had had my wife put her coat over her face and fold her arms to protect her head. I didn't think I would be able to control the overweight skinny legged milk stool at that speed, but I was wrong about that, too.

We stopped. On the runway and in one piece. Large sheets of ice were falling off the wings and crashing into small pieces and scattered down the runway. I turned around to see the fire trucks and police cars waiting with all there lights on. We made it.

I thanked the pilots of the holding airliner, and I meant it. I don't know if they were trying to be calming or assuring but they were, and I thank them. The Center controller was cool and professional, I needed that and I thank them also. And I thank my wife who, after helping to bust the ice off the airplane, got back in to it and flew back with me when I really needed someone to fly with. "Un-forecasted imbedded freezing rain" said the FAA about month later during a telephone follow-up with them. I'm OK with that, and I learned a lot from that one.

P.S. The weather briefing did not include any advisories for ice. In case you were wondering.

Written by Rick Wagner so that his experiences can be shared with other pilots, who might learn something from the article

