



# The Joystick

NEWSLETTER of the SOUTH AFRICAN POWER FLYING ASSOCIATION

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JUNE 2005

## LETTER FROM THE CHAIRMAN

In the last Joystick I was talking about the resurgence in General Aviation. Hardly was the newsletter published when we had the ATNS tariff disaster. While GA is still buoyant I am sure that this will slowly dwindle away as people reduce their recreational and sport flying due to the constantly increasing costs which are totally out of proportion with the usage of the services.

SAPFA have joined the Cape Town based Aviation Watch Action Committee in our actions against the parastatals. We have to get sanity in the charging of fees to GA if we want it to survive. If we do not succeed with ATNS then I am sure we will see ACSA, SAWS and CAA following closely behind with large fee increases. See elsewhere in this newsletter as to where we are with each issue. *Continued on page 2*



*Picture by Mark Mansfield*

At the time this picture was taken of ZS-MIG it was owned by Eddie Kaizan. The picture was taken by Mark Mansfield as part of a photo shoot for an article in the SA Flyer. Mark used a Cannon EOS 10D with a 28-300mm Cannon L Series IS Lens. The pilot for the photo shoot was Mike Catto and the passenger John Miller.

ZS-MIG is a Cessna 425 with two PT6A-112 engines. Unfortunately it has been exported and lost to general aviation in South Africa.



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



*Continued from page 1*

Some silly changes in airspace combined with more GA aircraft flying without flight plans to avoid ATNS charges it is getting a bit dangerous out there. It is essential to keep a good look out while flying. We do not want to have any accidents even though the blame will be squarely on the shoulders of CAA and ATNS. We need to use the official CAHRS reporting system to bring the dangerous situations to the attention of the authorities. Please complete a CAHRS form if you become aware of any situation that can be regarded as dangerous. Hopefully there will be a reaction.

For SAPFA it has been a very busy few months since the last newsletter. We have been active on the parastatal issue as we believe it is essential for the benefit of all our members. There is no point in being involved in organising events for members when our very survival is in the balance. Despite all the time spent on this issue we have also organised a National Precision Flying Championships, the annual Air Race and a National Rally Flying Championships. All of these events were a success. Entries in the two National competitions were low but we had 100 starters for the Air Race. We were aiming at this figure as it is the centenary of FAI this year. All our flying competitions are held under the auspices of FAI.

A few issues have come out of this year's Air Race. The first issue is that we must have a stable set of handicaps so that changes from day one handicaps are minimal. It is not good for any competitor to have the handicaps changed on two occasions during the race. My personal view is that the handicap system is trying to satisfy everyone and in the process we are satisfying less of the competitors. See also the article on handicaps elsewhere in this magazine. The second issue is that there is a demand for some more regional air races during the year. With the small committee that we have it is impossible for the SAPFA committee to organise all these events. We will therefore be approaching certain of the flying clubs around the country to host an event before the next Air Race next year. The big issue is obviously sponsorship as running a race is expensive. The regional events will only be one day events to keep the costs down.

In years gone by GA was very strong due to a strong structure of flying clubs. With some notable exceptions flying clubs have closed down or are largely not functional. It is in the interest of GA for the clubs to be stronger so if SAPFA can help in any way then please contact any of the committee members and we will assist wherever we can. We are also advertising club events. This has resulted in additional

participation at some of these events. We are also prepared to provide space on our website for any club that would like to advertise their facilities, events and functions.

Fly safely

Chris Booysen  
Chairman



## President's Trophy Air Race Medals

Participant medals for the Air Race will be posted to all Air Race participants. The address that will be used is the address supplied to us on the entry form. Should you require any other address to be used then please let Chris Booysen know as soon as possible.



**IMPERIAL BANK**

In terms of the SAPFA Colours and Awards policy, the top three teams in the Air Race are also awarded Provincial Flying Colours.

The Colours Certificates have been posted to the relevant persons.



# SAPFA Events 2005

<u>DATE</u>	<u>VENUE</u>	<u>EVENT</u>	<u>CONTACT</u>
2 July 2005	Tempe	Air Race and fun day	Jack Onderstall - 082 770 5505 <a href="mailto:jmo@iafrica.com">jmo@iafrica.com</a>
30/31 July 2005	Springs	50 <sup>th</sup> Anniversary Fly-in	Terry Hertz - 083 463 1692 <a href="mailto:hennisa@mweb.co.za">hennisa@mweb.co.za</a>
6 August 2005	Heidelberg	Fly-in	Arrie de Klerk - 082 651 6996 <a href="mailto:aranco@worldonline.co.za">aranco@worldonline.co.za</a>
27 August 2005	Cato Ridge	Rally Competition	Barry de Groot - 083 659 4575 <a href="mailto:barry@specializedmouldings.co.za">barry@specializedmouldings.co.za</a>
17 September 2005	Swartkops	SAAF Ass Diamond Jubilee Treasure Hunt	Arrie de Klerk - 082 651 6996 <a href="mailto:aranco@worldonline.co.za">aranco@worldonline.co.za</a>
24 September 2005	Port Elizabeth	Precision Competition	Glen Meyburgh – 082 800 9292 <a href="mailto:glen@imagio.co.za">glen@imagio.co.za</a>
1-2 October 2005	Wonderboom	SA Landing Champs	Dale de Klerk - 082 556 3592 <a href="mailto:venusdale@intekom.co.za">venusdale@intekom.co.za</a>
14-16 October 2005	Volkstrust	Fly-in	Engela Kemp 017-736 4206
14-16 October 2005	Springbok	Fly-in	Johan Nortje <a href="http://www.namaquafllyin.rsa.nu">http://www.namaquafllyin.rsa.nu</a>
25 October 2005	Johannesburg Aero Club	AGM	Neil de Lange - (011) 805 0366 <a href="mailto:neil@aeroclub.org.za">neil@aeroclub.org.za</a>
5 November 2005	Johannesburg	Annual Awards Dinner	Neil de Lange - (011) 805 0366 <a href="mailto:neil@aeroclub.org.za">neil@aeroclub.org.za</a>
12-13 November 2005	Orient	Aero Club/AP Fly-in	Neil de Lange – (011)805 0366 <a href="mailto:neil@eroclub.org.za">neil@eroclub.org.za</a>
25-27 May 2006	Klerksdorp	President's Trophy Air Race	Kassie Kasselmann – 083 265 7331 <a href="mailto:race@sapfa.org.za">race@sapfa.org.za</a>

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

## 2005 Wings 'n Tracks National Precision Flying Championships

The 2005 National Precision Flying Championships were held at Brits on 28 and 29 May 2005. The event was kindly sponsored by Wings 'n Tracks, the manufacturers of the well known Samba and Lambada aircraft.



*Competitors and officials*

The event attracted pilots from all over the country and comprised the precision flying of two routes, one on each day. Each flying route is preceded by a theoretical test using the whiz wheel. On the second day the landing part of the event was held which consisted of the four different landings viz. the normal approach, glide approach, flapless glide and the barrier landing.

The number of flying events organised annually has reduced and this was apparent as most of the competitors were penalised heavily for some silly mistakes. It is quite clear that there will have to be some serious practice before the 2006 World Championships.

After the route of day one was flown the current champion, Nigel Hopkins was in the lead, followed by Barry de Groot, Adrian Pilling, Jan Hanekom and Frank Eckard. Mary de Klerk would have been in 5<sup>th</sup> place but she was penalised 3000 points for leaving her logger behind.

The route for the second day was demanding with some difficult photographs to identify. This was the day for a simple calculation error by Nigel Hopkins in the theory section that cost him 350 penalty points (the maximum) and for Adrian Pilling (3000 points)

to have a logger failure.

The officials were quick with the scoring and it was announced as the landing section of the event commenced that the scores were very close and that the landings would definitely determine who the 2005 Champion would be. In fact Nigel and Barry were leading on 539 penalty points each.

After three landings it appeared as if Ron Stirk would win the landing competition followed by Barry. This would give Barry the overall title and Ron the landing trophy. It was not to be. Ron managed to have a large skip and Barry made the fatal error of leaving his flaps on for the final landing, which was the flapless landing. This resulted in 200 penalty points being awarded, pushing Barry down to 5<sup>th</sup> place overall.



*Sponsor Barbara Frieboese with the 2005 South African Precision Flying Champion – Nigel Hopkins.*

Final results were as follows:

Pos	Name	Points
1 <sup>st</sup>	Nigel Hopkins	583
2 <sup>nd</sup>	Jan Hanekom	635
3 <sup>rd</sup>	Hans Schwebel	670
4 <sup>th</sup>	Ron Stirk	760
5 <sup>th</sup>	Barry de Groot	772

Landing champion – Adrian Pilling

Full details and story on the SAPFA web site.



## **“NEW” GENERATION ELT**

Back in 1970 an aircraft full of US congressmen crashed. Despite a massive search the aircraft was never found. Since congressmen make the laws they decided that they should protect themselves by making the carrying of Emergency Locator Transmitters (ELT) mandatory. These transmitters automatically transmit a signal on 121.5 after an impact. In countries where ELTs are not compulsory (eg SA) they are not widely used as they are prone to false alarm, and in any case, give a very wide search area for the S&R people to look in.

Due to the problems of the 121.5 version a “new” ELT was developed using the later satellite technology. These ELTs have been around since 1999 but have not really become common in South Africa. There are also PLBs (Personal Locator Beacons) on the market. The main difference is that ELTs are activated by an impact and PLBs have to be switched on manually.

All the 406 MHz ELTs/PLBs are registered to an individual on a world wide database. When they are activated they send a coded signal which allows the owner and/or aircraft to be identified. In addition, the satellite coverage enables the position of an activated transmitter to be determined to within 2 kilometers. There are also beacons that include GPS

and can signal an exact position. Most 406 beacons will also transmit on the 121.5 and 243.0 frequencies.

With these advances there must be a reason why 406 MHz beacons are not fitted to all aircraft. As always it is the cost involved which will be weighed up against the benefits of spending the money.

The 406 beacons are expensive and will cost from \$1 700 with no GPS/NAV interface. To this can be added another \$1 600 for the GPS module. This is expensive when compared to \$200 for the old 121.5 version.

There are obviously differing opinions as to the necessity of an ELT or POB in an aircraft. ATC coverage of our country has been increased significantly, as has cell phone coverage. There are those that argue that there are other ways of alerting S&R and that it is not necessary to go to the expense of an ELT or PLB.

On the other hand there are those that feel that the crash site should be found as soon as possible, if not to provide emergency medical treatment then to provide closure to the friends and family of crash victims. There are too many instances of aircraft never being found after an accident in remote or forest areas.

Food for thought?



## **SAWS FEES**

The issue of fees from the S A Weather Services have raised their head again.

In December 2003 the Department of Environmental Affairs published a Gazette promulgating fees for weather services to be levied on aircraft owners. SAPFA objected to the Regulator who is responsible for these fees on the basis that they did not comply with the “User pay” philosophy of the Government, they were extremely discriminatory and that the Gazette contained errors. No response was received to our objection.

On 24 December 2004 the Dept issued a further Gazette making certain amendments to the charges. It appears as if they favour issuing Gazettes as close as possible to Christmas as they know there are not many people reading them at that time of the year.

Once again we have written to the Regulator requesting a response to our initial objection. At the time of writing we have had no response. SAPFA will therefore be writing a letter to the Minister requesting an explanation as to the incompetence of his officials.

We will keep you informed as to the progress of this matter



## Is the Air Race a Race for Beech Aircraft?

Anonymous contribution

An issue that arises on a regular basis at the Air Race is the perception that Beech aircraft tend to get a more favourable handicap than other manufacturers.

A simple analysis of the results of the Air Race over the past five years seems to indicate that the perception is correct. The results for the more common makes, Beech, Cessna and Piper were compared to determine what percentage of entrants of those types would end up in either the top 10 or in the top three positions.

Except for 2004, which was a Piper year, Beech has consistently out performed the other makes. For every one of the other four years there were more Beech aircraft in the top 3 positions and top ten positions. In 2004 Beech was second to Piper.

Over the period 2001 to 2005 there were 60 Beech aircraft that flew the race. Beech obtained 5 top 3 positions and 17 top 10 positions. Cessna also obtained 5 top 3 positions but only 12 top 10 positions. This is out of a total of 118 Cessna entrants. Piper had 2 top 3 and 9 top 10 out of 70 entrants. Put differently 28% of Beech entrants finished in the top 10 while the percentage for Piper and Cessna is 13% and 10% respectively.

From the above it can be seen that the perception held by Air Race competitors is based on fact and not merely speculation. The question that now needs to be answered is why Beech aircraft achieve better results than other makes.

Is it because:

Beech pilots are better than other pilots and can get more out of their aircraft.

Beech aircraft have more erratic performance than other makes and are therefore more difficult to handicap.

Beech pilots use GPS

Beech aircraft can produce a better speed if maintained, tuned and polished properly

There can not really be any reason for this anomaly so this is a matter that should be looked at when the handicaps are set.



## ATNS TARIFF STRUCTURE

As you are all probably aware ATNS introduced a new tariff structure to take effect on 1 April 2005. The new structure is extremely penalising to aircraft in the 1201 kg and above category but also to any aircraft based at ACSA airfields.

To demonstrate how unfair the structure is we can compare a flight from PE to Durban. On 24 June one could purchase a return ticket for that flight from our national carrier for R739. The same flight in an aircraft weighing 1700 kg (Yak 52, C210 etc) would cost R700. If one adds the ACSA landing fees on each side then the payment to ATNS and ACSA would be far more than the air fare. Surely everyone can see that this is wrong!!

The latest development on this issue has been a meeting between General Aviation and ATNS chaired by Ms Stander, the new CEO of ATNS. The meeting was very positive and there appears to be a will to resolve the problems. There are certain issues that are non-negotiable to SAPFA and its members and we will ensure that these issues are addressed in future negotiations. It does appear that GA and ATNS are so far apart that any concessions are unlikely to satisfy GA.

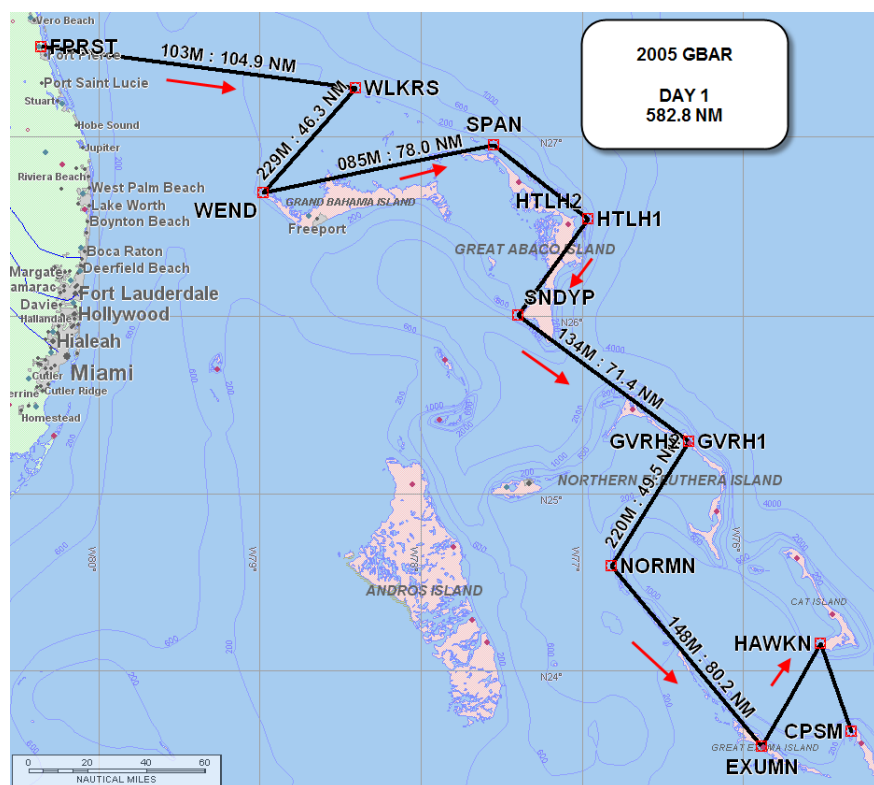




## The Grand Bahamas Air Race

Information supplied by Marvin Guthrie

Frank Eckard has been communicating with air race organisations overseas to see if there are any developments that can be applied to the President's Trophy Air Race. In this process he has made contact with Marvin Guthrie, the organiser of the Grand Bahamas Air Race (GBAR). This event was completed recently.



Grand Bahamas Air Race – Day 1 Course

According to Marvin GPS was allowed for the race. With the large amount of flying time over the sea this was probably a good idea.

What is interesting is the method of determining the handicaps for the race. Marvin said “We handicapped in two ways. On day 2 at the start the planes went up to 6,000 feet density altitude and did a 4 leg procedure on the honour system, then proceeded on with the race or landed and refuelled if desired. We also secretly chose three U shaped legs on day 1 (GVRH – NORMN, NORMN – EXUMN, EXUMN – HWKN) when there was a 1,000 altitude restriction and used the middle parts of those three legs to calculate a handicap. This worked since we allowed GPS’ and the tracks were very straight. Surprisingly I think the three leg procedure gave the most accurate results as the winds were very consistent.”

Air races in the US normally have legs of 200 to 250 miles. For the GBAR it was decided to make it more interesting with shorter legs and some steep turns. In addition there were certain altitude restrictions such as flying over a lighthouse or down a runway at 50 ft. What is interesting about the GBAR is that it was the first race where the South African designed and manufactured Air Observer GPS Logger was used to log the track and score the race.

The GBAR allows optional stops at various airfields which also makes it interesting for the participants.

According to Marvin Guthrie they prefer all aircraft to be test flown. This is the complete opposite to the policy of the women's Air Race Classic that is also run in America at this time of the year. This race is run over approximately 2 200 nautical miles.

Handicaps for the Air Race Classic are based purely on book speeds. “What this leads to is shopping around for a fast version of a plane which is then rented. Also if you win then they raise your handicap for the next year” says Marvin. “Denise a friend of mine has won three times. She strips her plane to the bone, takes out the insulation and claims to fly with only one change of clothes” Marvin continues.

*Continued on Page 8*



## 2005 Air Observer National Rally Flying Championships

After a number of venue and date changes the 2005 National Rally Flying Championships was eventually held at Brits on 17 and 18 June 2005.

The Brits Flying Club are excellent hosts and always make events held at their airfield a pleasure.

The main sponsor of the event was Air Observer, the manufacturer of the very successful logging system. This logger is used by most Inter-national flying teams and is now breaking into other fields like road rallying and rolling stock monitoring. It was also used at the recent National Microlight Championships.

Of interest this year was the participation of the Association of Virtual Aviation in the event. This was their first attempt at rally flying and I am sure that the experience they gained will assist them in developing their own events or enabling them to compete at SAPFA events.



*Barry de Groot and Mary de Klerk showing how the landing should be done*

2003 World and 2004 South African Champions Nigel Hopkins and Dale de Klerk were not able to take part in the competition due to other commitments so the event would turn out to be fiercely competitive between the other top teams.

Also participating after a year's absence was Adrian Pilling with a new navigator Francois du Toit. It was also pleasing to have some new entrants in the competition including the Warden team who flew in open class. I am sure it was a different experience for Glen when compared to flying the Mirage III. The other new teams of Lamond/Siebert and Linakis/Carstens entered in Sportsman's class which was held as a single day event on Saturday only.

*Continued from page 7*

The US Air Race also uses an honour system of handicaps. Participants fly a three leg procedure and then submit it to the handicap committee. The handicap committee can accept this flight or require another flight to be done before the race. This is an interesting method. Could we work on an honour system in South Africa? Probably not!!! There is regular evidence of crews flying with GPS in the PTAR which specifically precludes the use of GPS. If crews cannot be trusted to fly without a GPS then what is the chance of there being honesty in the submission of a record of a test flight.

There are some interesting concepts in what our US counterparts are doing. Maybe we can use some of their methods in our air race.



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)

**Congratulations** to Ron Stirk who won the landing section of the German Precision Flying Championships.

**Note:**

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



The event was run strictly in accordance with the 2005 FAI International rules and included the changes that were introduced including a curved track, tracks following features and sealed instructions.



Mike Ehrman, Francois du Toit and Ernie Alexander

The route and plot for day 1 was difficult with the aircraft routing south of Brits with a curved track along the FAJS TMA as marked on the map. There were 18 en-route photos and 8 turning point photos that had to be identified. On return there was a scored landing at Brits.

With the new innovations in the sport it is now possible to score a team on timing, photo recognition and landing within a few minutes. The small field also meant that the aircraft could be set off with 10 minute intervals in between. Teams received their final scores before the next aircraft landed.

The results after day one were close. Leading the pack were Jan Hanekom and Hugo Stark on 262 points. They were followed by Barry de Groot and Mary de Klerk on 282 points, Frank Eckard and Quentin Taylor on 314 points. In 4<sup>th</sup> position were Hans Schwebel

and Ron Stirk on 316 points despite Ron suffering from a serious bout of flu. They were followed by Adrian Pilling and newcomer Francois du Toit on 424 points. A single photo can cost as much as 50 points so the gap between 1<sup>st</sup> and 4<sup>th</sup> represented only one photograph. A very close result!

Day 2 started with a bit more tension between the front runners and the usual poor winter visibility. The clue sheet contained a sealed section that could only be opened during the flight and a section where the route followed a railway line. Day 1 leader, Jan Hanekom had also caught the flu and should really have stayed in bed.



Hugo Stark, Adrian Pilling, Jan Hanekom, Chris Booysen & Dave Perelson

There was a small panic amongst the organisers when it was realised that the final clue on the clue sheet was incorrect. ZS-MOR was launched quickly and was used as an airborne platform to broadcast the correction to the competitors in the air – no damage done.

Day 2 results were also very close with only 82 points between 1<sup>st</sup> and 4<sup>th</sup>. The “Flu” teams both suffered a large penalty for an incorrect identification of the photograph

at the start. Despite a protest the photo was included and the 100 penalty points they incurred had a dramatic effect on the results.

Final results were:

- 1<sup>st</sup> Barry de Groot & Mary de Klerk – 522
- 2<sup>nd</sup> Frank Eckard & Quentin Taylor – 558
- 3<sup>rd</sup> Hans Schwebel & Ron Stirk – 570
- 4<sup>th</sup> Jan Hanekom & Hugo Stark – 634
- 5<sup>th</sup> Adrian Pilling & Francois du Toit – 746
- 6<sup>th</sup> Ernie Alexander & Mike Ehrman – 1 786
- 7<sup>th</sup> Walter Walle & Dale Joseph – 2 860
- 8<sup>th</sup> Glen Warden & Dale Warden – 4 518



2005 Rally Flying Champions – Barry de Groot and Mary de Klerk.

Sportsman's Class was won by the team of Paul Lamond and Chris Siebert followed by Chris Linakis and Blaine Carstens. The virtual rally was won by Johan van Wyk with Harry Mole in second.



**IMPERIAL BANK**

### President's Trophy Air Race

2005 is the centenary year for the Federation Aeronautique Internationale (FAI). As part of the SAPFA affiliation to the FAI it was decided that we needed to organise at least one flying event where there were 100 participants. The success of the 2004 Race organised by Chris and Dries Briers that resulted in good TV coverage set the scene. Building on that was early and constant communication with the flying community through the internet and email. All this culminated in exactly 100 aircraft taking off on Day 1. Mission accomplished!!!!

The hosts for the event were the Bloemfontein Flying Club. Competition Director Kassie Kasselmann once again did a fantastic job. This opinion is based on emails from approximately 40 participants that responded to a questionnaire sent to participants after the race.

For the 3rd consecutive year the AVA also took part in the race using specially developed scenery to make the race more realistic for them.

As is the routine of the race Thursday was for registration, scrutineering and test flying. This is one area where organisation could be improved. A system of first come first served needs to be introduced as some competitors waited for long periods of time. Refuelling was handled very efficiently.

The briefing was handled by Graham Conlyn, the Safety Officer and included an ATNS and weather briefing. Charlie Marais gave a briefing on low flying. Chris Booysen also handed out special badges to 23 participants who had competed in 10 or more Air Races. A feature of the 2005 race was the large number of new competitors. There were 35 first time teams and approximately 50 percent of the pilots and navigators had never flown a race before.

As promised by Kassie the route for the first day

was a mountain race. A short leg to the Tierpoort Dam to get around the FABL CTR, then to Barkley East, direct to the station in Springfontein and back to Tempe. The distance was 327.95 nm.



*Aerial picture of start – picture courtesy Westline Aviation*

With North-Westerly winds of up to 45 knots at higher altitudes it was a very tactical race. An analysis of logger tracks show that the correct tactic was to start a steep climb at Tierpoort to just below cloud level at approximately 10 000ft and then a properly planned descent to B/East to the regulation 500 ft over the turning point. On the second leg to Springfontein some aircraft gained even more time by flying slightly off track and next to the mountains and making use of the updrafts on the windward side. Then it was necessary to get on to the deck as the last leg into Tempe was almost straight into the wind. The logger tracks show that this tactic allowed aircraft to make up time significantly making up for any navigation errors. In fact the aircraft flying the shortest distance on day 1 only finished 25th for the day.

Refuelling and parking was handled efficiently by the marshals that were organised this year by 2003 winner Ray Gleimius.

Top 3 positions for day1 were:

- 1st Andre Koen and Errol Janse van Rensburg
- 2nd Chris Briers and Jack Onderstall
- 3rd Dave Mandel and Rod Crichton

The route for Day 2 was a bow tie shape course from Tempe to Edenburg, Koffiefontein, back over Tempe to Bultfontein, Boshoff and back to

Tempe. The distance was 314.05 nm. Navigation was a bit easier except for the Koffiefontein-Tempe leg which caught out a few competitors.



3<sup>rd</sup> Place overall – Chris Briers and Jack Onderstall

Even though the legs were much shorter it was still essential to use the effect of the wind by climbing on the tailwind legs and keeping low on the legs into the wind. A comparison of the speeds achieved into and out of wind showed good gains for aircraft that utilised the conditions. In fact an aircraft flying at 100ft AGL all round the route would probably have ended somewhere in the middle of the field.



2<sup>nd</sup> Place overall – Kassie and Jean-Pierre Kasselmann

Because of the large number of aircraft the flight was exciting for participants and spectators. Almost all of the 96 aircraft finishing the race landed safely between in just less than one hour, a credit to the pilots, ATCs and organisers.

Top 3 positions for Day 2 (only) were:

- 1st Andre Koen and Errol Janse van Rensburg
- 2nd Warren Baynes and Lawrence Bettsworth
- 3rd Kassie and Jean-Pierre Kasselmann

Of interest was the unofficial entry of a turbine kit

built Compare 7SL flown by Andre Mojet and navigated by Herholdt Gauche. Their position in the race would have been 42 if they were included in the official results. This entry had the handicapping committee a bit confused.

The banquet went off well except the results were delayed. It has been the routine to give every team a full set of results. This year the pack was over 30 pages which took a long time to collate. Possibly in future years only the final results will be handed out with the full results being available on the SAPFA web site at a later stage.

Final results:

Pos	Reg	Aircraft	Gain	Pilot/Navigator
1	ZS-IEI	PA28-140	15:06	Andre Koen/ Errol (WC) j v Rensburg
2	ZS-CXP	Cessna 172	07:38	Kassie Kasselmann/ Jean-Pierre Kasselmann
3	ZS-PJK	Beech F33A	06:52	Chris Briers/ Jack Onderstall
4	ZS-RMA	Beech F33A	05:46	John Mayer (Jnr)/ Johnny Mayer
5	ZS-WZU	Lancair 320	05:37	Dave Mandel/ Rod Crichton
6	ZS-JCD	Cessna 210	05:02	Thys Joubert/ Henty Scheepers
7	ZS-NHR	Piaggio P166	04:21	Ivan Marx/ Martin Marx
8	ZS-DHP	Vans RV6	04:14	Andre Willemse/ Greg Smith
9	ZS-DVN	Beech E55	03:36	Koos Coetzer/ Sarel v d Walt
10	ZS-MEJ	Cessna T210	03:27	Petrus Burger/ Albie van Zyl



2005 Winners: Andre Koen and Errol Janse van Rensburg

Full results, pictures and a list of trophies awarded are available on the SAPFA web site.

Thanks to the sponsors, Imperial Bank and Kassie Kasselmann and his team for a great event.



## Representation Issues

### Compulsory fitment of transponders

In the last issue of the Joystick we indicated that CAA would be submitting a further questionnaire to pilots requesting information on transponders. This did not happen. Instead CAA issued an AIC indicating that they were going to make transponders compulsory under or near certain CTAs and TMAs. This would make transponders compulsory in areas where aircraft could fly legally without a radio and where there is no SSR coverage. SAPFA joined other organisations in protesting this proposal. We still await the formal CAA response.

ATNS has indicated that they regard transponders essential equipment so we will probably get no support from them on this issue.

### Lanseria TMA

It appears as there is disagreement on the part played by NASCOM in this issue. ATNS are under the impression that NASCOM approved the new TMA but a review of the minutes indicates no formal approval. CAA has promulgated the new TMA. This is a typical case where the requirements for GA and Airlines clash and CAA has taken the side of the airlines without any thought of the effect on the safety of GA aircraft.

The effective date of the TMA coming into effect has been postponed. The new TMA has resulted in an extremely dangerous situation for VFR traffic in the new corridor between Lanseria and Grand Central. ATNS agree that the situation needs to be addressed. They will be assisting GA in getting the Special Rules Area Working Group reconstituted. This should result in some sanity prevailing and a better solution being found for the area.

There is likely to be constant movement on these issues. SAPFA will be using the AWSA notification system to notify members of movement on these issues. If you have not done so yet – go to [www.awsa.co.za](http://www.awsa.co.za) and sign up so you are kept informed on the issues that affect your flying.

## National Squads and Provincial Colours

Provincial colours have been awarded to the following pilots:

### Air Racing

A Koen, Errol Janse van Rensburg, Kassie Kasselmann, Jean-Pierre Kasselmann, Chris Briers and Jack Onderstall.

### Rally Flying

Francois du Toit and Hugo Stark

### Squad for the 2006 World Rally Flying Championships



Back - L to R: C Booysen (Manager), R Stirk, H Schwebel, F Eckard, B de Groot, M de Klerk and F du Toit  
Front L to R: H Stark, J Hanekom, Q Taylor, A Pilling (Captain)  
Absent: N Hopkins and D de Klerk

### Squad for the 2006 World Precision Flying Championships



L to R: J Hanekom, E Alexander, R Stirk, A Pilling (Captain)  
N Hopkins, M de Klerk, B de Groot, H Schwebel and C Booysen (Manager)