



The Joystick

NEWSLETTER of the SOUTH AFRICAN POWER FLYING ASSOCIATION

VOLUME 10

ISSUE 3

OCTOBER 2005



Picture by Julian Whitelaw – not to be reproduced without permission
See page 2

LETTER FROM THE CHAIRMAN

I was hoping that by the stage this newsletter was published we would have some news regarding the additional burden being placed on GA by ATNS, CAA and the SAWS but unfortunately progress has been slow on all fronts. More about this elsewhere in the newsletter.

One thing that SAPFA can be proud of this year is that our efforts, in conjunction with AWAC in Cape Town have already resulted in substantial savings in ATNS fees for GA. The fees were reduced marginally in all areas and GA VFR flights have been totally exempted from Area charges. Flights passing through en-route TMAs now do not pay a TMA fee for entering that airspace. These concessions by ATNS have reduced the cost of a flight significantly.

Continued on page 3



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



Cover – Cessna 170B – ZU-VAL



*Picture and text by Julian Whitelaw
Not to be reproduced without express permission*

This 4 seater Cessna 170B is owned by Karl and Val Jensen who live in Johannesburg. Karl recently retired after a 36-year career from South African Airways at the compulsory retirement age of 60 where he was a Senior Captain on Boeing 747-400 airliners. Val has a large paint company, The Paint Place in Randburg which sells Dulux and other fine decorating paints and finishes at the best prices in Africa.

The aeroplane was manufactured in Wichita, Kansas in 1955 and delivered to its original owner at St Inez, California. St Inez is inland from the coast where salt air corrosion is non-existent. The next owner was Bob Watson who bought the aircraft with commission he made from selling a Boeing 727 to the Burkino Fasso (formerly Upper Volta) government and named the Cessna "Oagadugu". This has now been changed to *Pixie Plane* by Karl who bought the well preserved aircraft in March 1998. The Cessna was originally registered in the USA as N3416D. There are only nine Cessna 170's in South Africa on a register of some 7000 aircraft.

The aeroplane has always been hangared and never having lived near the sea, it has been possible to maintain the original paint and polished metal finish, albeit with plenty of elbow grease. ZU-VAL takes about 30 man hours to polish to concours condition and this task is carried out about twice per annum. When ZU-VAL is seen, you can recognise her owner by his balding pate (nothing to do with the Cessna though!) and his over developed biceps from the polish jobs.

Karl and Val regularly use this wonderful little aeroplane to fly to the many game lodges and other fly-in retreats in Southern Africa and just for the pleasure of flying. They also share the aeroplane with their friends and family and Karl often flies "Young Eagles", an international project that introduces young people to their first aviation experience.

ZU-VAL is a very efficient little aeroplane and performs exceptionally well on a relatively small engine. The registration ZU- indicates that the aircraft is registered in South Africa in the LS-1 (Vintage Aircraft) category. This means that certain maintenance work can be carried out by the owner. It thus does not qualify for a state issued "Certificate of Airworthiness" and may not be flown for any commercial purpose. The aeroplane is flown with a "Permit to Fly" which is issued by the Civil Aviation Authority. Although Karl carries out most of the straight forward maintenance work, the aeroplane is subjected to a professional inspection annually or at least once every 100 flying hours.

The photographer, Julian Whitelaw, is an airline pilot employed by SAA rated on the B373 and B747.

Aircraft specifications:

Engine:

Continental O-300 six cylinder petrol engine that develops 145 hp at sea level

Fuel Consumption:

26-28 litres of Avgas per hour.
The engine can run on normal motor car fuel if necessary

Fuel Capacity:

128 litres

Cruising Speed:

105 knots or 180 Km/hour

Safe Range non-stop:

800 Km

Maximum Mass:

998 Kg (2200lbs)

Value:

1955 - US\$ 5,375 Present resale value US\$50 - \$55,000 (It is not for sale)



IMPERIAL BANK

President's Trophy Air Race Medals

Participant medals for the Air Race were posted/delivered to all Air Race participants.

If you have not received your medal then please contact SAPFA so that we can rectify the matter by getting your medal to you.



*Chairman's letter - Continued
from page 1*

Another major issue facing general aviation is the cost of aviation fuel. It appears as if the fuel companies are using their monopolistic position and the lack of price control over aviation fuel to enhance their profits. One only has to look at the differing prices at different airfields to see that the fuel companies basically charge what they want with no feeling for the users. Fuel prices can be higher at airfields very near the refinery than ones hundreds of kilometres away. The delivery costs must be a major factor in the total cost of aviation fuel but this is not reflected in the price. It is also strange that where an airfield is serviced by more than one fuel company the fuel prices go up by the same amount on the same day. It would be interesting to do the necessary research and supply the information to the Competition Tribunal.

After a very busy first half of the year the SAPFA committee has been less active in the second half. The landing competition due to be held in conjunction with the Air & Track event at Wonderboom was cancelled when the main event was scrapped. The SAPFA committee felt that the landing competition, as a stand alone event, would not be a successful as it could be.

We have held two competitions

in various regions. The committee has identified the Western Cape as an area where competition flying has died out. We are therefore looking to arrange a competition in the Western Cape early next year. While the events being organised are competitive we always make sure that the standards are such that a relative novice can enter and have some fun flying. A major part of these events is the getting together of aviation enthusiasts and the "war" stories that are discussed after the event.

Our offer to flying clubs to assist in generating flying activity has not resulted in any response. We are always available to assist your club, if required. The use of technology has simplified the process of arranging flying competitions.

Fly Safely

Chris Booysen
Chairman



Contact details for all committee members is available on the SAPFA website www.sapfa.org.za or can be obtained by emailing mail@sapfa.org.za or phoning Chris Booysen at (041) 391 4400 (W) or (041) 391 4304 (F)

AVIATOR'S PARADISE

An airpark for general aviation is being developed just north of Hartbeespoort dam. The airpark is developed specifically with the aviation family in mind where pilots, spouses, children and just plain enthusiasts will be welcome.

A clubhouse, to be completed by the end of January, will have ample ablution facilities with showers for visitors wanting to camp. The kitchen will be able to provide breakfast, snacks and light meals. A separate room will have DSTV, TV games and toys especially to entertain the kids while adults are enjoying a drink or a snack. Pool table, Big screen TV, and a swimming pool around the back.

Ten T-hangers are under construction and will be ready for rent or for sale by the end October. A large hangar is already available for micro-lights or any other aircraft. Situated approximately 3 nm west of HBV. The length of the tar runway is 750 meters with a 25 meter over and under shoot. The coordinates are S25:41:64 E27:46:95 with an altitude of approximately 3 775 feet. Application has been made to CAA for registration. This should be finalized within the next few months.

Once all the facilities regarding flying have been completed, the possibility of turning it into a residential airpark exists.

For further information contact Dale 082 556 3592 or Piet 082 778 6528.

Picture on page 5

Is Vliegtuig Gevaarlik?

Geen vliegtuig is gevaarlik nie en so ook nie vinnige Duitse padvoertuie nie. Vuurwapens ook nie - ek het my jaggewere al vir 'n dag lank uit die kluis gehad en hulle fyn dopgehou: Nie een van hulle het iemand gaan wond of doodmaak nie.

Ons het Buccaneers en Mirages vir jare lank teen 600 Knope gevlieg tussen 30'-50' bo die grond en ook dit was nie gevaarlik nie, so ook nie my Seneca II, Cherokee 6 of Tomahawk nie, of Boet se Lear 35, of Jamie se Chieftain en al die ander heerlike vliegtuie nie. My lae-hoogte kunsvlugte in formasie met die Silwervalke, of solo kunsvlug-vertonings met Harvards, Impalas, F86 Sabres, Mirage III's en Buccaneers was ook nie gevaarlik nie. En die Windlass Trike wat ek gaan vlieg het, net om 'n mening te vorm oor hierdie snaakse vliegtuig met sy BAIE(!) lae vlerklading, is inherent totaal veilig. Terloops, watter heerlike nuwe ervaring was dit nie om sonder 'n stertvlak jou vlugbaan te verander deur die vliegtuig se hele vlerk te manipuleer nie!

Wat wel gevaarlik is, en my verskriklik bang maak, is nalatige tegnisi en nalatige, kompulsiewe demonstratiewe, alkoholversterkte jagters en padgebruikers, nalatige babelas vlieëniers- of hy nou in 'n mikro-vliegtuig sit, of in 'n Boeing 747, of in sy Pitts inklim om 'n kunsvlugvertoning by 'n lugskou te gee of die toeskouer wat ná die lugskou in sy 182 klim en sy pelle huis to vlieg, en wat nie glo in die eerste, basiese beginsel van veiligheid nie, nl. SELF-DISCIPLINE.

As vryskut-spesialis ondersoek ek vlieg-"ongelukke" al die afgelope 24 jaar en gee advies daarvoor aan die hoogste howe hier en internasionaal. In al hierdie tyd het ek nog nooit 'n enkele "ongeluk" gesien nie: elke insident was die oorsaak van 'n persoon se nalatige optrede, of nalatige versuim om 'n vereiste optrede uit te voer. By meeste gevalle was iemand suiwer roekeloos, wat beteken dat hy van beter geweet het.

Daar is gevalle waar die individu nie van beter geweet het nie, en dan moet die redes daarvoor ondersoek word. Die antwoord is telkens dieselfde: Hy is nie reg opgelei nie. Niemand het hom ooit geleer dat sy vliegtuig in sekere turbulensie wel veilig kan vlieg nie en toe hy daar beland weet hy nie hoe nie. Niemand het hom geleer dat jy vir jou eie lewe moet omgee nie, of vir die vlieënier s'n op wie se Continental enjin jy die vervaardiger se wringspanning op die spruitstukke se

boute erg oorskry het, of die duplikaat inspeksie net uitteken sonder om die werk na te gaan waar die ander tegnisi die hoogteroer se beheerkabels verkeerd-om gekoppel het...

Niemand het hom geleer dat jy vir iemand anders se lewe omgee, en nie die gehuurde Cherokee met so 'n flou brandstofmengsel vlieg (net om 'n paar gelling Avgas te spaar) dat die warm enjin die molekulêre struktuur van die olie afbreek wat die koolstof daarin laat neerslaan en die olie-verkoeler verstop wat veroorsaak dat die verbyvloei klep oopmaak wat veroorsaak dat die olie nou totaal oorverhit en viskositeit en smering verloor en die suierstange aan die krukas vasbrand net die slag as Jan bietjie wyd oor Valsbaai draai nie...

Niemand het hom geleer dat jy nie 124,8 met onsinnige babbelry oorheers sodat die trike-ouens wat byberg wil opstyg nie die 172 kan hoor wat op lang eindnadering vir 'n wind-aflanding op dieselfde aanloopbaan sit nie...

Niemand het hom geleer dat op roete jy weet-waar-jy-is-kaartlees moet doen, en nie met sterre in die oë laag deurburg se kring vlieg en die 402 net-net mis die oomblik as sy klappe begin inkom nie...

Mikrovliegtuig IS INHERENT BAIE VEILIG as hy nie tydens vlug 'n vlerk verloor nie, as ons hulle met lewensonderhoudende GEHALTEVERSEKERING onderhou en vlieg. So ook is 'n Boeing 747 wat nie op 37 000' 'n barstende dekompressie ervaar nie. Nie per ongeluk nie, daarvan kan jy seker wees!

Ons kan mos lekker vliegtuie lekker vlieg en dit geniet sonder dat ons ons selfdisipline hoef te vergeet en die grense van redelikheid te oorskry, of om dié grense deurentyd te toets? Of kan ons nie meer nie?

Praat ek as mede-gebruiker nog vriendelik maar beslis met die ou (al is daardie ou ekself!) wat die algemeen-aanvaarde norme van onderhoud, en bestuur, en hand-op-die-stuurstang ken, maar dit al amper as 'n lewenstyl ignoreer? Dalk moet ons bietjie, of hoe?

Andries Marais



SAPFA Events 2005

<u>DATE</u>	<u>VENUE</u>	<u>EVENT</u>	<u>CONTACT</u>
14-16 October 2005	Volksrust	Fly-in	Engela Kemp 017-736 4206
14-16 October 2005	Springbok	Fly-in	Johan Nortje http://www.namaquaflyin.rsa.nu
25 October 2005	Grand Central	Aero Club AGM	Neil de Lange - (011) 805 0366 neil@aeroclub.org.za
5 November 2005	Rand Airport	SAPFA AGM	Chris Booysen - (041) 391 4400 mail@sapfa.org.za
5 November 2005	Rand Airport	Annual Awards Dinner	Neil de Lange - (011) 805 0366 neil@aeroclub.org.za
12-13 November 2005	Orient	Aero Club/AP Fly-in	Neil de Lange - (011) 805 0366 neil@eroclub.org.za
19-20 November 2005	Welkom	Air Carnival	Brian Emmenis - 082-776 4604 capital@icon.co.za

The SAPFA events can be found at www.sapfa.org.za/calendar.php - This site is updated on a regular basis and includes all events (including Air Shows).



Aerial view of the new Airpark near the Hartebeespoort Dam – see page 3

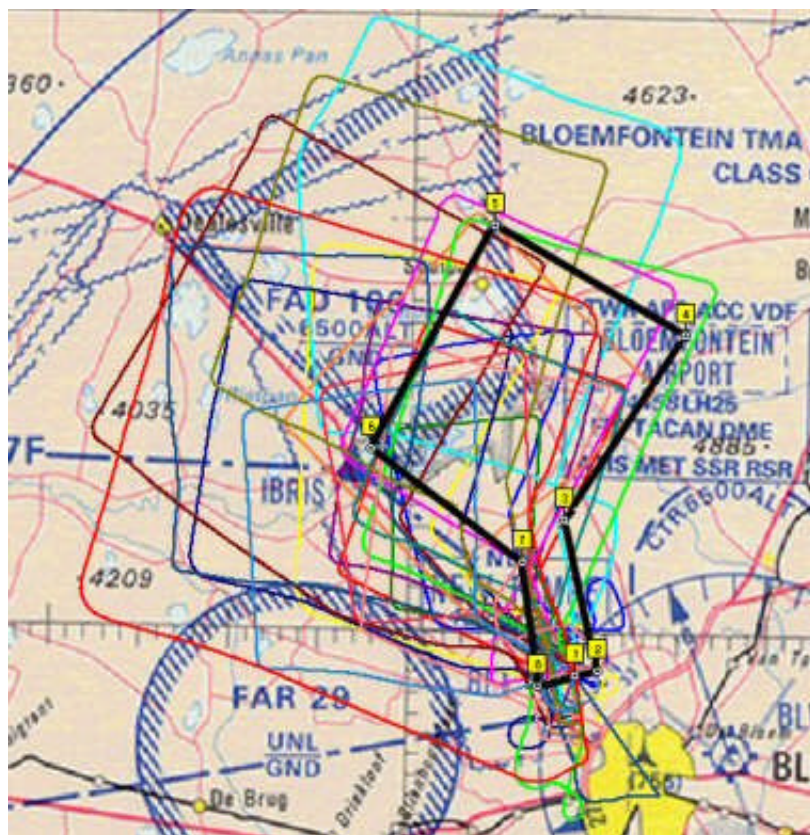
PILOTS ARE SUCH INDIVIDUALS

I salute those pilots who put there individualistic spirit aside and manage to perfect formation flying. Judging by the attached picture none of these pilots would qualify for the formation teams. These are the some of the tracks of the Logger Handicap Test for the 2005 PTAR.

My test pilots were given specific instructions to brief the pilots. The route was supposed to be: take off on runway 10 then 90 degrees left, and after setting up the aircraft a 30 degree turn to the right onto heading 040. You will note some interesting deviations from these simple instructions, including a few pilots who managed to fly right through de Brug (not shown).

Nevertheless I am happy to report that I was able to get some good handicap speeds from these variable tracks due to some careful analysis and clever software.

Frank Eckard



Sample of logger tracks used for determining handicaps

Representation Issues

Transponders

There has been no advance on the issue of compulsory fitment of transponders.

Lanseria TMA

The Lanseria TMA has been redesigned by ATNS. The new TMA dimensions will be processed through the proper approval channels this time.

SAWS Fees

A letter has been written to the Minister who has acknowledged receipt. SAWS have called a meeting to explain their fee structure.

ATNS Tariffs

Progress has been made in the issue of fees for General Aviation. All parties have agreed a structure that is favourable to GA but this structure still has to be agreed to by the airline industry. We remain hopeful on this issue.

CAA Fees

CAA normally increases its fees in May. Despite a warning on the CAA website that fees will be increased soon there has been no announcement on the issue. Possibly CAA has realised that it cannot increase its fees in line with a budget done years ago when inflation was high. This especially when CAA has substantial surpluses at current fee levels.



Cato Ridge Rally Flying Competition **September 2005**

Story by Adrian Pilling.

Barry de Groot and Mary de Klerk, along with their helping team and the crew at the Cato Ridge airfield had been clearly working around the clock in order to bring a competition to the flying fraternity, of a suitable international standard. This they achieved magnificently.



Winners of Virtual Rally - Johan van Wyk and Mike Robertson with organiser, Mary de Klerk

Friday night the crews assembled for a welcome supper and briefing on the course. Maps were prepared and crews familiarized themselves with the new rules and requirements. An interesting aspect of the competition was that the Virtual Flying Association had computerized the scenery for the route and were preparing to compete on a virtual basis the next morning. An early night was had by all.

Saturday Morning

The day dawned hot and sunny. The crews attended the morning briefing and synchronized their watches. The weather was extremely hot and a most unwelcome change for the crews that flew in from Gauteng who had just come out of a reasonably cold winter. The crews were sweating in more ways than one as they sat in the sweltering heat and prepared themselves for the envelope to arrive that signalled the start to the competition.

One by one, at five minute intervals, the crews were handed their envelopes and after the required 15 minute interval, launched themselves into the air to begin the competition.

The navigators worked feverishly to plot the new tricky curved and railway line routes. These they handed to the pilots who had to fly the course accurate to the second, all the time plotting photographs and ground markers, a high work load indeed, and in sweltering heat.

The route took the crews out over the Valley of the Thousand Hills and down to near La Mercy before turning inland towards Pietermaritzburg and then back to Cato Ridge. The organizers were cunning in the selection of their turning points and set the course to world standards. This was a great baptism of fire for the SA Team members who are to partake in the World Championships in France in 2006.



Organising team

The course made cunning use of contours and rivers. The roads and towns were not easy to navigate on and the crews really

had to change their approach, especially those from Gauteng who are too used to their own patch around Brits.

To be honest the performance of the majority of crews was extremely poor. The sportsman's class did well considering their inexperience. The open class however were shocked to find that they had missed turning points, got lost over difficult terrain, forgot to switch on their GPS loggers (part of the scoring system) etc.



Winners *Quentin Taylor and Frank Eckard with Mary de Klerk*

Quite incredibly Adrian and Francois who were competing had an anxious moment when, due to a vapour lock, the engine stopped on leg 11. They managed to execute a perfect forced landing into a farmer's field and walked away, no damage at all. As a result they incurred maximum penalties for the balance of the competition. All in all, way far too many penalties were incurred by all the competitors at a competition that was not too difficult even though it was set to a high standard.

On their return to Cato Ridge after flying the rally the landing of all teams was recorded and the scores added to their penalties to calculate the final positions.

The crews had an opportunity to fly the course again using the virtual course prepared by Andre and his hard working crews who had painstakingly recreated the route. Well done Andre and team, you helped us sort out our problems, please keep up the good work.

Our hosts once again did us proud by providing a fantastic braai to accompany the prizegiving:

Final results:

OPEN

1st Place Frank Eckard & Quentin Taylor
2nd Place Adrian Pilling & Francois Du Toit
3rd Place Hans Schwebel & Ron Stirk

SPORTSMAN

1st Place Warren Neupen & Steve Erasmus
2nd Place Robert Naismith & Ashley Gill

VIRTUAL

1st Place Johan van Wyk & Mike Robertson
2nd Place Rassie Erasmus & Buks Hugo

A fantastic time was had by all. A big wake up call for the crews indeed. Well done to Barry, Mary and the crew at Cato Ridge. Till Next time...



Francois du Toit and Adrian Pilling receiving the Cato "Forced Landing" Trophy from Wayne Bond (Centre)

Note:

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

EC Precision Flying Championships.

By Roger Thomas

I was quite indecisive and very non committal about entering the Eastern Cape Provincial Precisions competition. After having achieved some taste of success in normal rally flying with my team member Tracy Simms, it was pretty intimidating thinking that I now had to do the navigating, time keeping and picture spotting and all simultaneously too!

What if I got lost? That was by far the greatest fear – then all would know for certain that I was the ‘handicap’ in the Simms/Thomas rally team. Also in a precision competition, being a solo event, there would be no one to blame or share the blame with. Scary!



Johan Gous, Ray Limberik and Ronnie Zucher setting up the landing box

Add to this mix the fact that the likes of the real Springbok manne like Hans Schwebel, Ron Stirk, Mauritz du Plessis and Barry de Groot would be competing in the same competition at the same level as you. That is enough to frighten anyone off.

I delayed my entry, at least until I could attend a tutorial session along with Thinus Maritz, AJ van Rensburg, and a rival team on the rallying front, of Johnny Ferreira and Anthony Bailes. The tutorial session led by Dave Perelson re-introduced us to the whiz wheel and other aspects relating to the theory of precision flying. It was clear that, other than Anthony, who flies commercially, all of us had not touched a whiz wheel since our PPL theory. By

golly – that thing is actually darn useful – and it doesn’t require batteries.



Ron Stirk lining up for a “Bingo”

With theory lecture done and a little more confidence, I decided to give it a go. What is the worst that can happen? I could end up having some fun at worst (and maybe get laughed at too by your mates – but hey, I have learned to laugh along with them). With a field of 16 competitors I might not even come last.

The trip out to Uitenhage was pretty uneventful, other than the butterflies in my stomach wanted to fly their own way to FAUH. I think the worst of it, was the fact that my take off time was pretty late in the morning, so the nerves really had time to fester themselves. Luckily Ursula Schwebel was on hand and she had some little calming pills to take care of the little suckers that had now grown to full maturity in my intestines. Who knew that some of the aforementioned manne also required tummy settling pills?



East Cape Precision Champion Barry de Groot with Denise Booysen

Finally, it was time to do my bit. The theory section went pretty much as I expected and for a first timer, I was happy with my 16 out of the maximum 350 penalty points.

The one thing I did learn was that there is more than sufficient time between the theory and the actual flight to prepare your map. I had enough time to really study the map in detail and to try and almost visualize the flight.

One aspect that I slipped up on, was relying too heavily on local knowledge. I believe that being a local can sometimes be a handicap. My slip up was that I looked at the start point and thought to myself – ahh, I know where that is – I have flown past that railway junction a million times – all without really confirming the location as you would normally if you had no local knowledge. Needless to say I started at the wrong point about 2 miles to the East of the actual start. After the start I thought to myself – Wow this wind is strong, as I confirmed that I was way East of where I should have been.

This faux pas was responsible for me incurring quite a number of time penalties for the first 2 legs as I struggled to get back on time. But for me, my main aim for the day was not so much being on time, as it was not to get lost. I accepted that I was not going to win a precision my first time out! ;-) I believe there are some school fees to be paid in partaking in these events and thus also did not concentrate too much on photo identification.

On to the spot landings. Okay so now I had to remember the order in which they had to be performed. First is a normal approach, second was to be a glide approach closing the throttle at 1000ft on the downwind leg abeam the landing grid, the third a glide and no use of flaps, and lastly over the 2m obstacle. I resorted to writing N, G, GF, O on my left hand thumb so I would not forget the correct order.

I was pretty happy with my spot landing performance until the last one. I still want to object to the marshal who dropped the obstacle as he

thought I was going to hit it! Bloody chicken! I was far from hitting it! ;-) Ah well I still had loads of fun, and quite honestly I do not think the 400 penalties incurred on that one landing were going to make a huge difference to me coming third last in the competition!

I think I talk on behalf of all the competitors when we would like to thank Dave Perelson, Glen Meyburgh for the great competition – it really was loads of fun. Also to the marshals of the day Chris Booysen, Jacques Jacobs, Francois Knoetze, Marna Kruger, Alison Leitch, Denise Booysen and Ursula Schwebel, for standing in the sun and wind so that we could have the fun day. Also to Glynis Truter who drove a barrel of the good stuff (Avgas) to FAUH to assist with refueling. Many thanks also goes to the residents of the Uitenhage airfield for allowing us to use the airfield for the day and giving us right of way, not to mention the tasty refreshments they had for us on sale. Lastly, thank you to the out of towners for taking the time to come to Port Elizabeth and contribute to the spirit of the competition – we really enjoyed having you visit us.

If you have never taken part in a precision or rally and thinking about it – go for it. From the little experience I have gained – if you approach it with the attitude of going to have some fun – I can guarantee you that you will!

Final results (top 10 positions):

Pos	Reg	Pilot	Flite/theory Penalties	Landing Penalties	Total Penalties
1	AFP	B de Groot	192	86	278
2	JNI	H Schwebel	240	38	278
3	JNI	R Stirk	290	58	348
4	GXW	R Phillips	986	159	1 145
5	GWX	A van Vliet	1 134	134	1 277
6	MXS	R Crews	1148	357	1 505
7	KSF	M du Plessis	1 282	390	1 672
8	MAD	A Bailes	1 597	154	1 751
9	MBP	A j v Vuuren	1 279	502	1 781
10	KEO	T Simms	1 478	542	2 020



IMPORTANT NOTICE

NOTICE IS HEREBY GIVEN THAT THE **SAPFA AGM** (ANNUAL GENERAL MEETING)
WILL BE HELD AS FOLLOWS

Date: 5 November 2005 Time: 15h00

Venue: EAA Auditorium - RAND AIRPORT

PROXY FORM

Please complete and fax or e-mail to any SAPFA committee member if you cannot attend the AGM.
We need this to make up a quorum.

PROXY

South African Power Flying Association – Annual General Meeting 5 November 2005

I, hereby grant my proxy

To or failing him to the Chairman of the meeting,
For the sole purpose of to obtain a quorum for the AGM.

Date: Signature:

NOMINATION FORM

**Please make nominations for any member that would like to serve on the committee.
The existing committee members that are available to serve another term have been
nominated. Their names are set out below.**

2005 committee members nominated:		New Nominations
Chris Booysen (Chairman)		
Ron Stirk (Vice-chairman)		
Barry de Groot		
Dale de Klerk		
Frank Eckard		
Glen Meyburgh		
Jack Onderstal		
Hans Schwebel		
Robin Spencer-Scarr		
Dicky Swanepoel		
Walter Walle		

PLEASE fax back to 041-391 4304 or e-mail to: mail@sapfa.org.za before **30 October 2005**

AERO CLUB AGM – 25/10/2005

NOTICE TO MEMBERS

NOTICE IS HEREBY GIVEN that the 64th Annual General Meeting of members of the Aero Club of South Africa will be held at 6:30pm on Tuesday 25th October 2005 at Grand Central Airport, Midrand, for the following purposes:

1. To verify and sign the minutes of the 63rd Annual General Meeting held on the 19th October 2004.
2. To consider the Annual Financial Statements for the year ended 31st March 2005, together with the reports of the Auditors and the Directors.
3. To receive the Chairman's report
4. To receive the reports submitted by the Chairmen of the various Member Associations.
4. To appoint Auditors for the ensuing year.
6. To elect the Honorary President of the Aero Club of South Africa by ballot, in terms of Paragraph 2.1.1. of the Articles of Association.
7. To elect to the President's Council by ballot any community leader or personality who has promoted the aims of the Aero Club of South Africa in terms of Paragraph 2.1.1. of the Articles of Association.
8. To elect a maximum of Four Members to serve on The Board in terms of Paragraph 5.8. of the Articles of Association.
9. To elect any duly proposed individual person or persons as Honorary members.
10. To transact such other business as may be transacted at an Annual General Meeting.
- 10.1 To elect the Chair person.
- 10.2 To elect the Vice Chair.
- 10.3 To elect the Treasurer.

An Ordinary Member is entitled to appoint another Ordinary Member as his proxy to attend, speak and vote in his stead except that a proxy may not vote on the election referred to in 6 and 10 above. Proxy forms appointing a proxy must be filed with the Chairman or Secretary before the meeting begins. The vote of an Ordinary Member whose subscription is in arrears will not be taken into account.

BY ORDER OF THE BOARD

HALFWAY HOUSE

August 16th, 2005

PROXY

THE AERO CLUB OF SOUTH AFRICA

ANNUAL GENERAL MEETING

TUESDAY OCTOBER 25th, 2005

GRAND CENTRAL AIRPORT, MIDRAND

I, _____ Member number _____, HEREBY GRANT MY PROXY

TO _____ Member number _____,
OR FAILING HIM TO THE

CHAIRMAN OF THE MEETING, TO VOTE AS DIRECTED BY ME OR AS HE CHOOSES ON ANY ISSUE REQUIRING A VOTE AT THIS MEETING.

DATE

NAME

SIGNATURE