



The Joystick

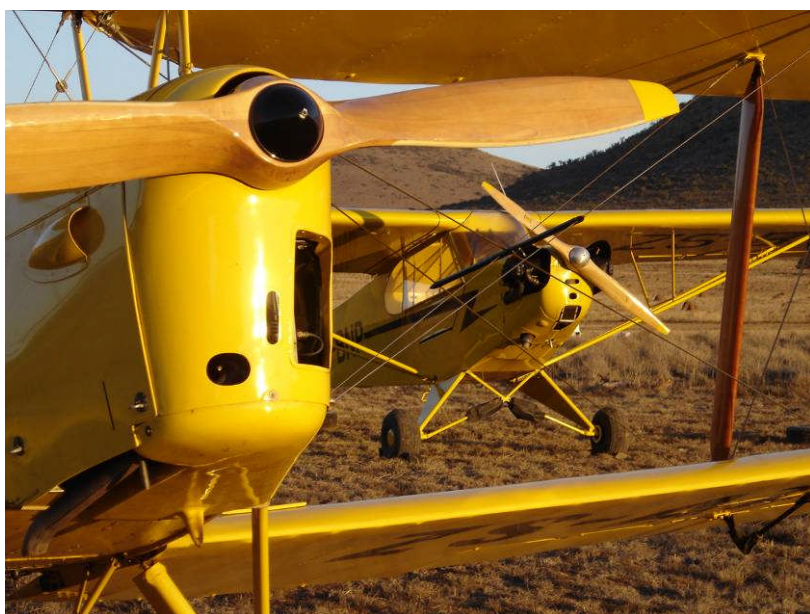
NEWSLETTER of the SOUTH AFRICAN POWER FLYING ASSOCIATION

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Two Classics!!



Picture by Dave Hartman – not to be reproduced without permission

The Tiger Moth is ZS-ATO "Fabulous Florence" owned by a group of 7, Dave Hartmann, Rob Krummeck, James Wardle, Mark Andersen, Niels Andersen, Chris Rance and Franco Beltrame.

They bought the Tiger while it was undergoing a total refurbishment and had her painted in the scheme of a Tiger that was based here in East London at 48 Air School during WW2. She has now been flying in East London for just over 4 years. She is also the flagship of the vintage squadron the 'Great African Time Machine Flying Company.'

The J3 Cub is ZS-BNP owned by Rob Krummeck, Mark Andersen and Niels Andersen. They have owned it for some 6 years or so.

LETTER FROM THE CHAIRMAN

In the last newsletter of 2005 I reported that we are still waiting for news regarding the costs that ATNS, CAA and the SAWS wanted to levy on General Aviation. Since that date we have had a significant amount of good news.

ATNS has published a Gazette with the new tariffs for light aircraft which zero rates aircraft under 5 000 kgs except in the Johannesburg TMA and at Johannesburg International. This new fee structure will come into effect on 3 May 2006. A great deal of credit for this concession must go to SAPFA member Paul van Telling. He has spent an enormous amount of personal time and expense on this issue. He attended a large number of meetings in Johannesburg requiring him to fly there from his base in Cape Town. Thanks Paul. GA owes you.

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



Chairman's letter - Continued from page 1

The SA Weather Services have also seen the light after a number of protests from GA. The new fees have been published in Gazette 28651 of 2006. These regulations exempt aircraft under 2 000 kgs from all charges and aircraft up to 5 000 kgs on VFR flights. The Gazette was published in March. This is great news for General Aviation and is partly due to the correspondence SAPFA had with the Minister.

The new ACSA fees have also been published. These fees show only an inflationary increase. Once again a more realistic approach by the Regulator.

CAA announced on their website that they would be increasing their fees in May last year. To date there have been no increases. This is probably in response to Aero Club asking them to explain why they need additional fees when they have a cash surplus in excess of R80 million. To date Aero Club has not received a reply. We trust that the appointment of the new CEO of CAA will result in that organisation becoming more transparent and efficient.

The National Precision Flying Championships have been held in Ladysmith as have the National Rally Flying Championships. For the first time these two events have been combined as a cost reduction measure. The event was highly successful despite some adverse weather. More about that elsewhere in this newsletter.

The organisation of the 2006 Air Race is well on its way. Entry forms are available on the SAPFA web site as is an on-line entry form. Entries will be limited again this year so enter early to avoid disappointment. Thanks to Chris Briers we have some exiting sponsors. This will ensure the Race is a good one. A number of practice races will be held in various locations. Even if you are not going to enter the big one you should try one of the club events. They are good fun and there is always a braai afterwards where you can discuss our common passion with fellow aviators.

It appears as if CAA wants to finalise Part 61 this year (at last). Certain sections have been published for comment and SAPFA has forwarded its comments to CAA for discussion at CARCom. The process is likely to be a long one as there are some significant changes that need to be made. SAPFA will continue to make comments on your behalf.

Fly Safely

Chris Booysen
Chairman



Avgas Shortage

There is currently a nationwide shortage of Avgas.

Reports are coming in regularly of airfields running out or starting to ration fuel for important flights only.

What is of great concern is the deafening silence from the fuel companies. Apart a short email from Shell to its suppliers we have seen no official statement from any of the fuel companies or the South African Petroleum Industry Association. (SAPIA)

There are a number of rumours going around but little information of substance. From what we can understand there have been problems at SAPREF in Durban after the upgrade of the Avgas plant. SAPREF is a joint venture between BP and Shell. It appears as if Shell "borrowed" Avgas from Engen to cover the shortage they had as a result of their problems pending an imported shipment of fuel. This ship has been delayed and will only be arriving in mid April. It appears as if there is a significant lack of planning on behalf of the fuel companies. Maybe it is time to start lobbying CAA to approve STCs to allow the use of car fuel in aircraft.

SAPFA has contacted both the Minister of Minerals and Energy and SAPIA for an explanation. SAPIA has not commented as they "have not been mandated to by their members"



Aero Club of SA Silver Wings

Aero Club Silver Wings were awarded to Paul van Tellingen at the Annual Awards Dinners. His Silver Wings were awarded for a significant contribution to Sport Aviation in South Africa. The citation for his award read as follows:

Paul commenced his flying career in the SAAF (44 Squadron) and is rated on Harvards, Impalas and Dakotas. He served as the Flight Safety Officer of that unit. After giving aviation a break for a while Paul joined the Cape Aero Club in Cape Town in 1995 to regain his CPL and IF ratings. Paul immediately involved himself in Club activities, and has played a valuable role in guiding the Cape Aero Club with his extensive knowledge of the practical and legal aspects of aviation. During all of his involvement in aviation he has been making a contribution for the benefit of others.

Paul served for an extended time involved in Safety activities at the Club, and coordinating with the other Cape Clubs, and also chaired the Safety Committee and dealt very efficiently with a number of delicate safety incidents.

Paul contributes to aviation in many ways, contributing both financially and of his time, to the organizations he is involved with, often without other

members of the organisation being aware of it. In 2001, Paul was deeply involved with the Action Group against the Peak Approach Charges promulgated for Cape Town, then threatening the viability of GA. Through his efforts an innovative solution was found to address those issues.

With the introduction of the new ATNS tariff structure in April, Paul has once again, without hesitation, taken the lead in doing something really constructive in neutralizing the threat to General Aviation. It is hard to comprehend the amount of time, personal money and energy Paul has invested in dealing with this matter by arriving at a solution that is acceptable to all parties. He is willing to contribute substantially despite the risk of neglecting his own business that needs his attention.

Without Paul, General Aviation would be a more divided body at the mercy of practices and costs more appropriate to the airline industry which would be to the detriment of GA. Paul does this without seeking any personal glory, power or compensation.

For his achievements and enthusiasm, we proudly award Paul van Tellingen with the Aero Club of South Africa's Silver Wings

“Preserving Free Flight”

The world wide trend is for General Aviation to be under pressure from all sides. South Africa is no exception.

What is most concerning is that there is still a great deal of apathy amongst pilots. Very few are members of any representative body and a large number of the pilots that are members only join for some direct benefit. The majority of SAPFA members only pay their subs so they can enter in the Air Race or some other competition.

Your organisation needs your membership. Numbers do count. The strength of SAPFA and Aero Club will depend on your support. Regard your subscriptions to these bodies as an insurance policy that will allow you to continue to enjoy your passion. Don't let SA go their way of the rest of Africa.



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

www.sapfa.org.za/committee.php or can be obtained by emailing mail@sapfa.org.za or phoning Chris Booysen at (041) 391 4400 (W) or (041) 391 4304 (F)

Note:

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



South African National Precision & Rally Flying Championships Ladysmith 22nd - 25th March 2006

Story by Adrian Pilling

Ladysmith has been a bit neglected in recent years by the flying community and this year a perfect opportunity presented itself to rectify the situation. Ladysmith was chosen as the host airfield for this prestigious event, and what's more it was a combined event featuring several disciplines, namely Precision Flying, Rally Flying and Virtual Flying.

The Sunday before the event (19th March), the teams started arriving and put their time to good use practicing in the unfamiliar terrain. Most of the teams arrived the following day and checked into the airport motel. Suddenly, the place was a buzz with excitement as old acquaintances were renewed and friendships made. The locals were out in force supporting the teams and a great camaraderie was developing amongst the flyers and their supporters.



International Judge Jacques Jacobs watching Jan Hanekom landing short

Much training was being done with the odd avoiding action being taken, in order to skirt the ever present thunderstorms that completely flooded valleys and swelled rivers well beyond what they looked like on the map, representing a serious challenge to the crews navigating ability.

Tuesday night was the official briefing for the National Precision Flying Championships. The locals put on a great braai with typical stunning hospitality and much fun was had by all. Most of the pilots retired early as the serious competition started the next day.

Wednesday 22nd March

The day dawned grey and murky. Immediately the organizers factored in a one hour delay. The wind was gusting up to 20 knots which was a big shock to the pilots (who had been training in relative calm) and it was decided, after much discussion about the bad weather, that the best thing to do was to complete the flight planning for Navigation Test #01. This was duly completed in the hangar and several hours later the crews emerged having completed this exercise.

The competition committee, ever worried about the weather, then decided to run the landing competition immediately, in order to get this aspect "in the bag" as soon as possible. Well this turned out to be a really fun event with pilots battling to make the "Bingo Line" as the wind was pumping down the runway and gusting wildly. The glide approaches without flap were particularly challenging. However several pilots managed to get "bingos" and

after several hours we all came back to the hangar for a briefing.

The weather was still threatening so rest of the day was dedicated to the flight planning section for Navigation Test #02 and this was duly done, again in the hangar. This proved to be the correct decision as at least now we had the basis for a competition result.

The provisional results were posted on the board and the landing results were:

First Place Adrian Pilling (17 penalties), Second Place Jan Hanekom (23 penalties), Third Place Ron Stirk (57 penalties), Fourth Place Frank Eckard (66 penalties), Fifth Place Mary de Klerk (118 penalties), with the rest of the field scoring higher penalties as a direct result of the very unstable weather.

The flight Planning results were also posted with most people scoring between 0 and 10 penalties. Some however were caught out by the strong theoretical computer wind added by the competition committee.

Thursday 23rd March

The day dawned bleak and grey. The organizers were really concerned about the weather and decided to investigate the route themselves. Eventually after a check flight by the competition director to ascertain the weather conditions, the route was declared a "go".

Navigation Test #01 was flown with the pilots departing at 10 minute intervals. The route took the crews up into the mountains and with the strong rains in the area many of the rivers were unrecognizable. The mountain tops were in and out of the clouds and all round it was most challenging for the pilots. The route lasted over an hour and a quarter and most of the pilots incurred big penalties due to bad weather and unfamiliar terrain. Many pilots had to take avoiding actions, but making it through. Jan Hanekom having particularly difficulty on one leg as the weather closed in and the cloud base dropped alarmingly.

The provisional results for the first flight and the previous day's theory (adjusted) were posted almost immediately and they were:

Jan Hanekom	276
Adrian Pilling	280
Barry de Groot	485
Ron Stirk	762
Mary de Klerk	763
Frank Eckard	851
Walter Walle	1460
Hans Schwebel	1593
Wayne Bond	1808
Ernie Alexander	1808
Quentin Taylor	2954

A quick lunch was had by all, organized by the local Wimpy and then back into the planes for Navigation Test #02.

This Test was flown more to the North West of Ladysmith and offered some spectacular scenery including the well known Van Reenen's Pass. The weather had lifted somewhat but was still not ideal, with the odd cloud belt drifting in front of crews. Mary had to divert on one leg as the cloud obscured her track.

This route lasted just over an hour and the competitors for the most part did better than earlier. Again the competition committee was really on top of things and the provisional results were posted within minutes of the last pilot returning. The results, including the previous day's landings were:

Jan Hanekom	354
Adrian Pilling	368
Hans Schwebel	898
Barry de Groot	929
Frank Eckard	981
Ron Stirk	1002
Mary de Klerk	1022
Ernie Alexander	1261
Walter Walle	1470
Wayne Bond	2063
Quentin Taylor	2356
Larry vd Merwe	2164

(a new competitor flying in the sportsman class for the first time).

When the crews returned the Competition Director had decided to cancel TP6 and secret check 9 on route #01. The provisional results reflected this. A protest had been received. As this would require the convening of a Jury to rule on the protest the final results would be delayed until such time as the protest had been dealt with.



2006 SA National Precision Flying Champion – Jan Hanekom

A full briefing was held at 18:30 for all the crews. This served as a roll call for the following days National Rally Flying Championships. All the activity and the fun had by local newcomer Larry van der Merwe gave some more locals the courage to enter. This boosted the number of entries in the Sportsman class. The Virtual Flyers also took part in the Rally event.

Friday 25th March

The day dawned with mixed weather, clearing slightly but completely flyable. The first crew received papers at 10h15 and were airborne at 10h30. The flight was approximately two hours. This two crew competition introduced new tricks to the mix as the competitors had to follow a railway line on one of the legs. This curved track proving challenging as there were three photos cunningly placed along the railway line.

The returning planes were then treated to a spot landing penalty that was added to the total penalties. After shutting down, the crews had only 5 minutes to complete their paperwork and then hand the completed sheets to the organizers. Then the

debriefing followed and finally the provisional results were posted on the notice board. It should be noted that the virtual flyers had the same route, the same photos and the same timing as the “Real Crews”, most impressive. At the end of the day the results were:-

Open Class

Barry de Groot & Mary de Klerk	286
Jan Hanekom & Henk Koster	440
Ernie Alexander & Mike Ehrman	506
Hans Schwebel & Ron Stirk	606
Frank Eckard & Quentin Taylor	756
Walter Walle & Dale Joseph	948
Wayne Bond & Greg Wooding	2624

Sportsman Class

Cornel Block & N/A	1906
Larry vd Merwe & Larry vd Merwe	2680

Virtual Aviators

Smittie Smith & Hein	2588
Johan & Mike	2627
Rassie Erasmus (no navigator)	2798

Much fun was had by all and finally after a pub supper the crews retired for the night.

Saturday 26th March

The crews woke late and knew that there would be a delay. The cloud was low and it had rained all night. After a briefing it was decided to run the event even though it was raining. The first planes would take off at 11h00.



Participants in the National Flying Championships

The route was a testing one with some people missing checkpoints due to low cloud. In order to avoid the weather the organizers removed three legs from the track and still there were weather problems. At the end of the route the crews knew that their landings would count and after the same routine as yesterday the provisional results were posted. The sportsman class counted only day 2 for the final awards.

Newcomers and local entrants Paolo and Shane found that it is difficult for the organisers to score their efforts if the GPS logger is under the seat. They must have hit some turbulence after the 3rd checkpoint as the logger did not record anything after that.

The results for the day were:-

Open Class

Frank Eckard & Quentin Taylor	394
Hans Schwebel & Ron Stirk	688
Barry de Groot & Mary de Klerk	1034
Jan Hanekom & Henk Koster	1686
Wayne Bond & Greg Wooding	1984
Walter Walle & Dale Joseph	2066
Ernie Alexander & Mike Ehrman	2522

Sportsman Class

Mike Richmond & Jeff Richmond	562
Chris Linakis & Blaine Carstens	869
Cornel Block & Tony Martyn	2877
Larry vd Merwe & Larry vd Merwe	3197
Wichardt Olivier & Francois du Toit	3575
Paolo Cerrai & Shane Sinclair	3898

Virtual Class

Johan van Wyk & Mike Robertson	821
Rassie Erasmus (no navigator)	1222
Merwe (Smittie) Smith & Hein Strydom	2016

The crews and families had a great afternoon letting their hair down and generally relaxing. The hangar was prepared and turned into a great banqueting hall for the final prize giving event.

The final results for both competitions were as

follows:-

National Precision Flying Championships

1 st Place	Jan Hanekom	630
2 nd Place	Adrian Pilling	648
3 rd Place	Barry de Groot	1414
4 th Place	Ron Stirk	1764
5 th Place	Mary de Klerk	1785
6 th Place	Frank Eckard	1832
7 th Place	Hans Schwebel	2491
8 th Place	Walter Walle	2930
9 th Place	Ernie Alexander	3069
10 th Place	Wayne Bond	3853
11 th Place	Quentin Taylor	5355
Landing Champion	Adrian Pilling.	
2 nd Place Landings	Jan Hanekom	
3 rd Place Landings	Ron Stirk	
Observation Trophy	Jan Hanekom	

National Rally Flying Championships

Virtual Aviators

1 st Place	John van Wyk & Mike Robertson	3619
2 nd Place	Rassie Erasmus	3849
3 rd Place	Smittie Smith & Hein Strydom	4606

Sportsman Class

1 st Place	Mike Richmond & Jeff Richmond	562
2 nd Place	Chris Linakis & Blaine Carstens	869
3 rd Place	Cornel Blok & Tony Martyn	2877
4 th Place	Larry vd Merwe (Snr and Jnr)	3197
5 th Place	Wichardt Olivier & Francois Du Toit	3575
6 th Place	Paolo Cerrai & Shane Sinclair	3898

Open Class

1 st Place	Frank Eckard & Quentin Taylor	1150
2 nd Place	Hans Schwebel & Ron Stirk	1294
3 rd Place	Barry de Groot & Mary de Klerk	1320
4 th Place	Jan Hanekom & Henk Koster	2126
5 th Place	Walter Walle & Dale Joseph	3014
6 th Place	Ernie Alexander & Mike Ehrman	3028
7 th Place	Wayne Bond & Greg Wooding	4608

Observation Trophy: Frank Eckard & Quentin Taylor



SA National Rally Flying champions Frank Eckard and Quentin Taylor with Mayor Dudu Mazibuko

A fine prize giving was held in the hangar and the guest of honour was her worship the Mayor of Ladysmith, Dudu Mazibuko accompanied by a senior advisor to the Premier's Office. Several crews received their provincial colours and Henk Koster has officially qualified as a member of the team to the World Championships in France this year. After a great evening the crews sang Shosholozza and then got into the party spirit with a

great braai with the locals.

It was a great weeks flying with much fun and flying had by all. It goes without saying that this event could not have happened without the huge input from the Ladysmith Flying Club and their very friendly members. Although we are scared of leaving anybody out the following must be mentioned: - John Trollip President and in charge of Fuel. Larry vd Merwe is the immediate past President, in charge of all the arrangements, Cornell and Leonie Block for organizing the food, Vaughan for keeping the bar stocked and to all the others who ran around and made an airfield our home. Also to the guys that vacated the hangar to make space for the competing aircraft. One only had to look on with amazement as Walter Walle directed the aircraft into the hangar at night.

In addition the following need to be thanked for their huge help. Mr David Perelson for being the Chief Judge and full time performer. Chris Booysen for being the Competition Director and full time performer, Denise Booysen for being Competition Secretary and full time performer, Dickie Swanepoel for being chief of the jury and full time performer, Jacques Jacobs for being chief marshal and full time performer. Wives and friends for going the extra mile. Well done to you all and thanks for making the championships special.

Till Next Year.



Ladysmith Hangar – before and after the arrival of the pilots. 12 aircraft into one hangar

SAPFA Events 2006

<u>DATE</u>	<u>VENUE</u>	<u>EVENT</u>	<u>CONTACT</u>
8 April 2006	Brits	Mini Air Race	Hans Schwebel – 082-656 3005
29 April 2006	New Tempe	Mini Air Race	Walter Walle – 083-296 6460
13 May 2006	Port Elizabeth	Mini Air Race	Glen Meyburgh – 082-800 9292
25-27 May 2006	Klerksdorp	President's Trophy Air Race	Kassie Kasselmann – 083-265 7331
2-4 June 2006	Barberton	Bush Pilot's Fly-in	CC Pocock – 082-490 5721
10 June 2006	Brits	Air Rally	Hans Schwebel – 082-656 4005
26-27 August 2006	TBA	South African Landing Championships	Hans Schwebel – 082-656 3005
23 September 2006	Port Elizabeth	Precision Flying	Glen Meyburgh – 082-800 9292
11 November 2006	Stellenbosch	Mini Air Race	Paul van Tellinghen – 083-292 3265
25 November 2006	New Tempe	Air Rally	Walter Walle – 083-296 6460
10 February 2007	Rand Airfield	Rand Challenge	Frank Eckard – 083-269 1516
24 February 2007	Stellenbosch	Fun Rally event	Paul van Tellinghen – 083-292 3265
24 March 2007	Cato Ridge	Air Rally	Barry de Groot – 083-659 4575

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).

2006 President's Trophy Air Race

MARSH



The 2006 President's Trophy Air Race promises to be one to remember. Kassie Kasselmann and his team are doing a superb job in making sure that the race is slickly run with no hitches.

Chris Bries has also arranged some exciting sponsorships for the event. Main sponsor for the event is Marsh Limited. Marsh is part of the global Marsh & McLennan Group of companies and is the world's leading risk and insurance services firm. Marsh has nearly 30,000 employees and annual revenues exceeding \$5 billion and is the first international sponsor of the Air Race. Other sponsors include Alexander Forbes, Air BP and Naturelink Aviation.

Kassie and his team have arranged a number of give aways and prizes for lucky draws. He has also come up with a few innovative ideas to keep the race interesting.

As in prior years the number of entries will be limited for safety reasons. It is not feasible to increase the number of participants above 100. The entries will be cut off at 100 with and additional 5 being allowed at the discretion of the organiser. At the time of going to press 50 entries have already been received. Don't delay – enter now to avoid disappointment.

Supplementary rules have been published for the event. The main rules, the supplementary rules, list of entries accepted and other Air Race information, can be found on the SAPFA web site at <http://www.sapfa.org.za>

Some of the more important points in the rules are:

1 All modified type certified aircraft and all non-type certified aircraft will be subject to a test flight in order to determine their handicap. Handicaps

for type certified aircraft will be published by the end of April 2006 on the SAPFA website. Entrants flying type certified aircraft not satisfied with the handicap supplied then they may, within 7 days of publication or by indicating the fact on their entry form, apply to have their aircraft test flown.

2 The Race organizers will supply each entrant with a set of charts with a scale of 1:500 000 and a set of charts with a scale of 1:250 000. These will be provided on registration at the Race. Kassie is sure this will be a relief to the navigators who spend an enormous amount of time trying to get the correct charts for the event.

3 The dress code for the prize giving banquet has always been formal, viz dress suit, dark lounge suit, National colours or Air Race winner's jackets. This dress code will be enforced this year.

4 There will be no handicap speed below 100 knots.

5 The minimum age for an entrant is 17 years of age.

6 The attendance at briefings is compulsory. A roll call will be held and those not attending will not be allowed to race. This event has a fantastic safety record. The organizers will not allow this to be spoiled by someone who has not attended a briefing.

As has been the case for the past few years the Association of Virtual Aviation (AVA) will be running a parallel race on MS Flight Simulator. This race will be run on specially developed scenery and the same route and charts as the main race. AVA would welcome any aviation enthusiast that would like to enter the virtual race. Those that are interested can contact Johan van Wyk at jvw@telkomsa.net Johan is the Virtual Competition coordinator. All you need is a computer with FS2004 and the Aeroworx mesh. You will also need to be at Klerksdorp for the event. Johan will provide assistance if you need it.

See you there!!!



Situasie Bewustheid

“Standaarde met hul oorsprong in die verlede is gebaseer op ondergemiddelde prestasie en behoort as sulks vermy te word.” – Erwin Rommel

Die ongelukstatistiek van die afgelope maande het die veiligheid van die algemene lugvaart sektor weer in die kollig geplaas. Die vraag “Wat het dan verander?” noop ‘n vinnige besoek aan die Burgerlugvaart Owerheid webtuiste waar daar met verligting die gewaarwording intree dat daar nie noodwendig ‘n tendens verandering is nie. Die verligting is egter van korte duur met die besef dat enige sterfte of ongeluk een te veel is. Ons kode van optrede as vlieeniers roep ons tot verantwoording om deurentyds standarde te verhoog.

Wanneer daar egter na die langtermyn statistiek wereldwyd gekyk word is dit baie duidelik dat daar ‘n draaipunt in die sewentigerjare plaasgevind het ten opsigte van die aantal ongelukke per passasiersmyl. Die menslike faktor programme wat as gevolg van die UA DC8 ongeluk in Portland (1978) ontstaan het was seker die grooste enkele bydraende faktor wat ‘n afname in die ongelukstatistiek tot gevolg gehad het. Hierdie ommeswaai was grotendeels tot die komersieele burgerlugvaart beperk en vir die ligte vliegtuie kontingent was die patroon onveranderd.

Is die tyd nie nou miskien ryp dat ons van ons groot broers se voorbeeld kan gebruik maak om die negatiewe persepsies wat Jan Publiek het, aan die kaak te stel nie?

Alhoewel wetgewing handelsvlieeniers noodsaak om opleiding in CRM en menslike faktore te ontvang, en daar ook nou gepoog word om nuwe privaat vlieeniers blootstelling te gee, word die voortgesette opleiding van bestaande privaat vlieeniers in hierdie vakgebied grotendeels aan hulle eie diskresie oorgelaat. Gevolglik bly die leemte tot ‘n groot mate ongevol. In ‘n poging om hierdie tekortkoming aan te spreek is dit moontlik van pas om ‘n enkele element in vandeemaand se

uitgawe te bespreek naamlik “Situasie Bewustheid”.

Hoe sou ons “Situasie Bewustheid” definieer? Kortom die vermoee om ‘n akurate beeld in jou geestesoog op te bou van die kort termyn verlede en hede wat jou in staat sou te stel om ‘n positiewe uitkoms vir die toekoms te bewerkstellig. Dit is duidelik uit die bogenoemde omskrywing dat hierdie vermoee nie tot die vliegkuns beperk is nie maar daadwerklik sy oorsprong in die “lewenskunde” het.

P.A.Craig in sy hantering van die onderwerp skryf dat daar vyf moontlike fases is waarin vlieeniers hulself moontlik kan bevind ten opsigte van situasie bewustheid. Hy som soos volg op :

1. Die Vet, Dom en Gelukkige fase
2. Gewaarwording/Ontdekking van Situasie Bewustheid.
3. Handhawing van Situasie Bewustheid.
4. Gewaarwording van die verlies van Situasie Bewustheid.
5. Herwinning van Situasie Bewustheid

Die Vet, Dom en Gelukkige fase.

Vlieeniers in hierdie fase kan bes opgesom word as die wat beskerm was van die regte opleiding blootstelling, gemaklik selfvoldaan is, uit voeling met hul sintuie is en hulself in verslegtende toestande laat begewe sonder dat hulle enige verset teen die afwaartse spiraal oorweeg. Baie brandstof verwante ongelukke vind hul oorsprong in hierdie sindroom.

Gewaarwording/Ontdekking van Situasie bewustheid.

Hoe dikwels vind ons onself op eindnadering en iets voel “verkeerd”. Wanneer ons gehoor gee aan die “stemmetjie” word ons heel dikwels beloon met die ontdekking van een of ander versuimde aksie. Wat ons in werklikheid hoor is ons onderbewuste wat met ons “praat”. ‘n Onderbewuste wat sy insette grotendeels van ons sintuie verkry. Indien ons die vermoee aktief ontwikkel om nie net na onderbewuste te luister nie, maar wel ook na die “rou data” wat die

onderbewuste voorsien van inligting, is ons goed op pad om gewaarwording van situasie bewustheid te verkry.



Handhawing van situasie bewustheid.

Die handhawing van situasie bewustheid is 'n aaneenlopende proses gegewe die dinamiese natuur van vlieg. Om deurentyd "voor die vliegtuig te bly" moet die vlieënier leer om afwagting aan die dag te lê en om gebeurlikheid beplanning te ontwikkel. In die lugruim is baie min besluite staties van aard maar eerder dinamies waar 'n sogenaamde "domino" effek aan meeste besluite gekoppel is. 'n Aktiewe bewustheidsin is ook heel dikwels die sleutel om die begin van 'n sogenaamde "ongeluksketting" te bespeur en dan die nodige stappe te neem om die ketting te breek voor die ongeluk gebeur.

Sleutels in die handhawing van Situasië Bewustheid :

1. Wees ten alle tye betrokke. Moenie afleidings toelaat nie.
2. Handhaaf roetine items in die normale roetine struktuur. Kontrolelyste is daar vir 'n rede.
3. Projekteer jou aksies vooruit. Bly voor die vliegtuig. Doen dinge waar moontlik is voordat dit op die nippertjie te laat is.
4. Hou kritiese hulpmiddele gedurig in ag en bewaar hulle. Waar byvoorbeeld die monitering van brandstof inhoud agterwee bly is situasie bewustheid die slagoffer.
5. Vermoë aksies wat jouself "in die voet

skiet". Gebrek aan beplanning is 'n goeie voorbeeld hiervan.

6. Ken prioriteite aan kritiese aksies toe. Wees versigtig vir "papegaai" tipe toepassings van kontrolelyste.
7. Ken jou vliegtuig en sy stelsels sodat jy die inligting wat sintuie verskaf reg kan intrepeteer.
8. Ontwikkel 'n metodiek om afleidings te verwerk soos byvoorbeeld wanneer 'n kontrolelys onderbreek word dit te hervat een item voor die laaste bevestigde item.
9. Vermoë om te gemaklik te raak.
10. Toets deurentyd aannames.
11. Wees ten alle tye bereid om pro-aktief op te tree.

Gewaarwording van die verlies van Situasië Bewustheid.

Al ooit gevoel jy sou 'n gegewe situasie anders hanteer het met die voordeel van nabetragting? Implisiet in hierdie vraag is die erkenning dat ons beter sou kon doen indien ons hulpmiddele tot ons beskikking het om vroeë waarskuwing te gee waar 'n situasie 'n negatiewe wending neem. Die tydvak tussen 'n verlies aan situasie bewustheid en 'n ongeluk is dikwels baie kort van aard wat die ontwikkeling van 'n "rooi lig" kontrolelys 'n prioriteit maak.

Voorbeelde van sleutels in die bespeuring van die verlies van situasie bewustheid:

1. Met goeie voorbereiding en beplanning sal minimale afwykings van die norm dadelik sigbaar wees. Onvermoë om doelwitte te handhaaf is 'n aanduiding.
2. Verander gedurig fokus van die Makro beeld na die Mikro beeld en terug. Moet nooit fikseer op individuele aspekte nie. Stagnasie is 'n gevaarteken.
3. Hou jou gedagtes by die vliegtuig. Waar self evaluasie 'n afwyking van hierdie beginsel bespeur, is 'n verlies van situasie bewustheid naby.
4. Onvermoë om voor die vliegtuig te bly.
5. Afwykings van reels en limitasies.
6. Waar 'n individu onder abnormale druk verkeer moet die verlies van bewustheid

verwag word.

7. Bevestig alle inligting mits tyd dit toelaat.
8. Wees versigtig waar die milieu snel verander soos bv gedurende a transisie fase gedurende 'n nadering.
9. Lang periodes van min aktiwiteit (lae situasie vereiste) is 'n lokval.
10. Genoegsame tegniese kennis om 'n abnormale situasie te herken en die regte probleem-oplossing prosedures te loods.
11. Leer om jou eie ongemak of onsekerheid die nodige erkenning te gee. Dubbelsinnige situasies is 'n gevaarteken.
12. Maak die probleem oplossing van sekere situasies deel van opleiding sodat situasie bewustheid nie verlore gaan met die vermeerderde werklading van algemene probleem hantering nie.
13. Wanneer situasies dogmaties dieselfde patroon volg is iets moontlik verkeerd.
14. Vlieg die vlug sover moontlik in jou verbeelding voor die vlug. Dit sal die belading van jou besluitnemings denkvermoeë verlig en sodoende probleem-oplossing fasiliteer.

Herwinning van Situasië Bewustheid.

Waar daar 'n ernstige verlies van situasie bewustheid is word dit gewoonlik opgevolg deur slegte besluite, slegte keuses en dan gewoonlik 'n insident of 'n ongeluk. Baie selde is 'n ongeluk die gevolg van een geïsoleerde faktor maar eerder die kulminasie van 'n ketting van gebeure.

Waar daar 'n daadwerklike poging aangewend was om die bewustheid van al die faktore wat aanleiding gee tot 'n verlies van situasie bewustheid vroegtydig te herken, kan die sogenaamde ongeluks-ketting betyds gebreek word of algeheel vermy word.

Standaard metodiek om situasie bewustheid te herwin nadat 'n verlies geïdentifiseer is, sou begin deur so spoedig as moontlik die ontwikkelende situasie te stabiliseer deur na 'n "bekende" posisie of situasie terug te beweeg.

Stappe in die herwinningsproses:

1. Isoleer die mees ernstige bedreiging en draai (klim) weg daarvan.
2. Stabiliseer die vliegtuig

3. Koop tyd
4. Verkry alle moontlike inligting.
5. Leer van die ervaring – loods 'n ondersoek.

Ter opsomming kan gese word dat ons vermoee om pro-aktief op te tree in teenstelling met reaktiewe optrede sal grotendeels bepaal of ons voor of agter die vliegtuig is. Hierdie vermoee kom slegs met 'n gedissiplineerde doelgerigte poging of om vertrouwd te bly met die beginsels van situasie bewustheid. Soos met meeste vliegveiligheids aangeleenthede kom dit neer op 'n houding uitgangspunt.

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Article by Paul van Tellingen



Avcom – influencing aviation?

The aviation discussion forum Avcom has taken the South African aviation scene by storm. Started in October 2003 by aviation enthusiasts Roger Thomas and Chris Booysen and based on the Aeropages forum "piloted" by Julian Grey this forum now has almost 1 500 signed up members and probably an equal amount of unregistered readers. There have been over 100 000 posts on the forum.

It is common knowledge that the forum is read by CAA and the parastatals. Probably because the posts are unedited and reflect what pilots and aviation enthusiasts really think and feel about the matters that affect them. The forum is supported by people from all branches of aviation from virtual to airline pilots, parachutists to homebuilders.

Why not pay Avcom a visit and see for yourself www.avcom.co.za

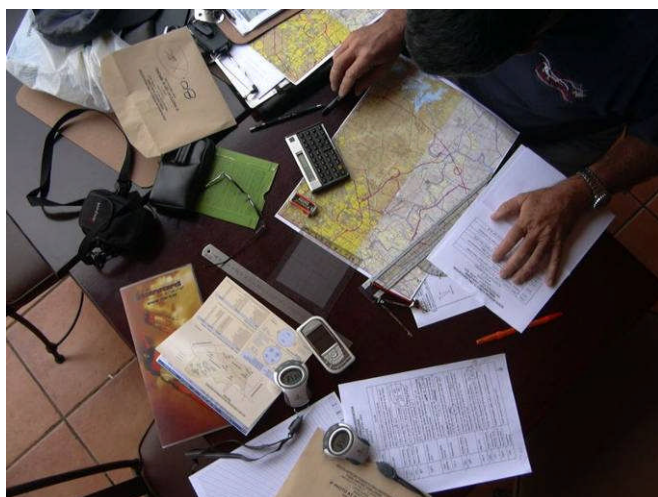


RAND AIRPORT CHALLENGE



The second Rand Airport Challenge was hosted by SAPFA at Rand Airport in Saturday 1 April 2006. The event was sponsored by AFOS, KARCHER, AviMap, Safeline Brake Pads and Cheetah Tech. This event is primarily a fun event but does test the skills of the crew.

First was the Flight Planning where competitors sit down to work out the route from a cryptic clue sheet. After plotting the route the crews set off on the navigation exercise. A total of 21 teams took off and fortunately all 21 teams also arrived back at Rand airport.



Plotting at the Rand Challenge

All along the route the teams had to observe and answer questions. The course took entrants from Rand to a spot landing at Vereeniging Airport, where Quentin Taylor observed some spectacular arrivals. Then down to the Vaal Dam to find out how many sluice gates were open. As the crews flew past the Lethaba Power Station they had to count the cooling towers. At first glance there are 5 cooling towers but as you fly further along the route a sixth one comes into view. This was not done deliberately by the organisers. It just happened that way.

The flights were recorded using the Air Observer GPS Logging System, locally designed and manufactured by Tilt-Tech. While the Air Observer software is very clever and easy to use some of the teams did such "creative flying" that it caused challenges for the software and some manual adjustments had to be made.

A large number of prizes were up for grabs, the most interesting one was a prize of R3 000 for 4th place – "because the 4th guy always gets nothing".

By all reports a great time was had by all. The main results are as follows.

1st Place - Mike Cathro & Alan Stewart won a KARCHER high pressure washer

2nd Place - Marc Gregson & Robert Hallam won an AviMap Voucher

3rd Place - Robert Gobac & Tarryn Adendorf won an AviMap Voucher

4th Place - Hubi von Moltke & Gerald Ackhurst won the R3,000.00 (they were also the sponsors of the prize)

The two R1,000.00 prizes for CP3 and CP5 were both won by Marc Gregson & Roland Hallam of Panorama with a penalty of 5 seconds at CP3 and 2 seconds at CP5.

The lucky draw, KARCHER high pressure washer, was won by Lindi van Dyk & John Danks of Superior Pilot Services.



Lindi and John with sponsor Blaine Carstens and organisers Frank Eckard and Chris Linakis in the background

AFOS won the team prize, KARCHER vacuum cleaner, with an entry of 4 aircraft.

Full results are available on the SAPFA web site

For those who have been challenged, don't wait until next year for your next competition. Have a look at our calendar at <http://www.sapfa.org.za/calendar.php>. The next rally will be at Outshoorn and then at Brits on the 10th June.

Thanks must go to the sponsors, Anton Kruger the manager of Rand Airport for supporting the event, to Ricardo Afonso, the Chief ATC at Rand, who welcomed the competitors on the radio, and the organising team of Frank Eckard, Chris Linakis, Quentin Taylor, Ernie Alexander and Mike Ehrman.

