



The Joystick

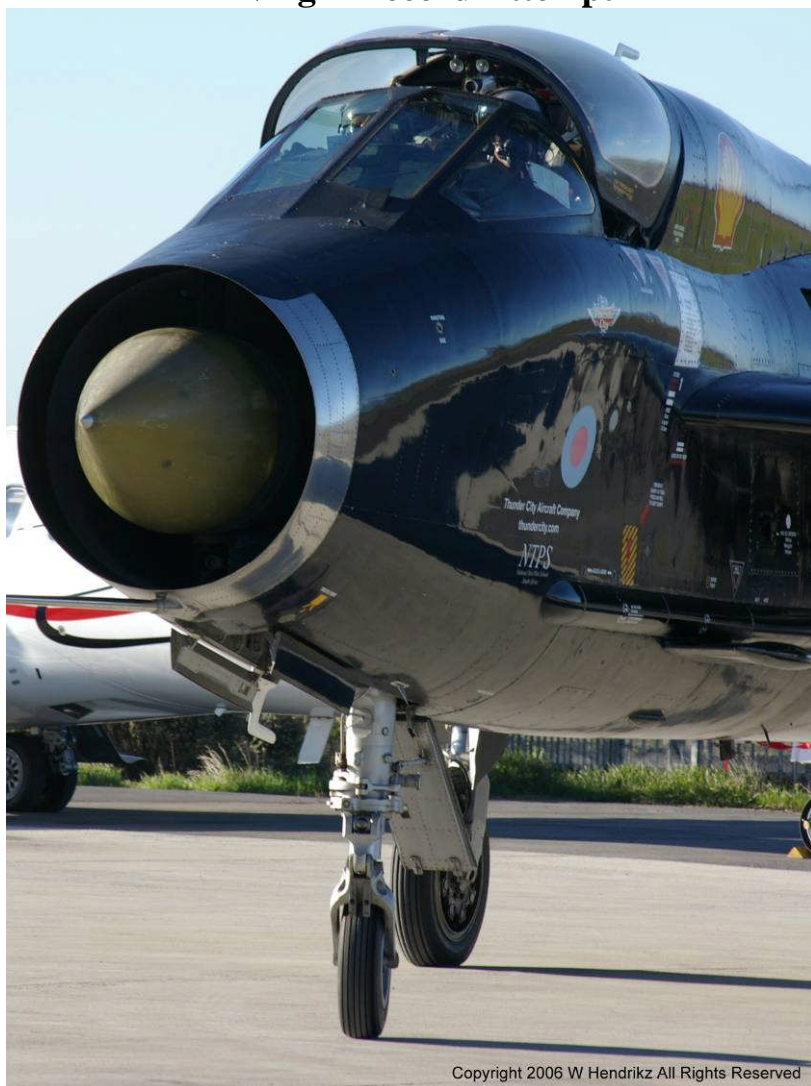
NEWSLETTER of the SOUTH AFRICAN POWER FLYING ASSOCIATION

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A Virgin Record Attempt



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Lightning T5 ZU-BBD. See page 2 for article on the record attempt

LETTER FROM THE CHAIRMAN

The first six months of 2006 have not been good for General Aviation. There has been a spate of accidents involving light aircraft. A large number of these accidents have resulted in fatalities.

Every time there is an accident there is an opportunity for pilots to learn from that accident and ensure that it is not repeated. To do this we need accurate and speedy accident investigation coupled with immediate factual reporting with detailed and expert analysis. This we do not have. CAA does not have the ability to provide this to GA pilots and training institutions. It was interesting to note that in an article in a recent edition of one of the flying magazines it was noted that CAA could be held legally liable if they are not carrying out the functions they are required to perform.

Continued on page 2



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



Chairman's letter - Continued from page 1

We have lost two of our members this year. Ds Hercules Boshoff was involved in an accident in his Bonanza earlier in the year. Sean Hughes lost his life in a car accident just prior to the Air Race. Our condolences have been passed to the families of these members.

The 2006 President's Trophy Air Race has come and gone. Congratulations to the Bensch father and son team on their win. Also to the Marx brothers on the close second. I sympathise with them for having to endure the emotional roller coaster ride of crossing the finishing line first and then moving down a place when the result came out.

This year, we had generous cash sponsorship from Marsh and Alexander Forbes. In addition Air BP and Naturelink also gave assistance in kind. This meant that competitors benefited with a generous amount of handouts and free fuel after the day one flight. Our thanks to Kassie Kasselmann for a "competitors event". Also to the Klerksdorp Pilots Association for all their assistance.

Once again handicaps were an issue. Due to problems with the logger flights we did not comply with the published rules and I would like to apologise for that. This is the first time that we have attempted to test fly such a large portion of the entrants. The lessons learned will be carried forward to 2007. In my view handicapping is an art and not a science if we want to get the right answer.

The SAPFA committee will be meeting later this year to finalise the rules for the 2007 race. If you have any formal proposals for changes to the rules then please make sure I get them by 30 September at the latest, in writing. When the committee decides on the rules we will take into account the response to the questionnaire sent to all participants. We had a great response and have a good idea of you, our members, want.

Apart from the fuelling issue, which got a general thumbs down, the only area which scored below average is handicapping. Only 49% of the respondents thought that the handicaps were reasonably accurate while 70% felt their own handicap was not correct. 81% of respondents felt that handicaps should be determined by a test flight while only 30% thought we should use type certified handicaps.

Fly Safely

Chris Booysen
Chairman



Speed & Altitude Records

The headline for the Sunday Argus on 25 June 2006 read "*Branson still a jet fighter speed record Virgin*" This after Sir Richard Branson and Thunder City made a further attempt on the South African Time to Climb to 9 000 meters record for a jet in the 12 000 to 16 000kg weight category as part of his launch of the Virgin Mobile brand.

Time to climb records are measured from a standing start to various heights. The record set by Dave Stock at Ysterplaat on 3 December 2005 for a climb to 9 000 meters is 1 minute and 48 seconds.

This attempt was again piloted by Dave Stock with Richard Branson as passenger. They missed the record by two seconds.

The FAI has for years maintained the official list of speed and altitude records. A review of the FAI listings shows that there are very few records for South Africa and the records that do exist are all held by foreigners. To counteract this SAPFA is encouraging members to make a few record attempts and get some South African names on the list. SAPFA is maintaining a list of South African records in accordance with the FAI rules.

Preferably these record attempts should be in the category "Speed over a recognised

Course” as, in this case, the records set will be recognised as world records as well.

The first record attempts were held last year at Overberg and Ysterplaat where a Lightning from Thunder City set the SA records for a climb to 6 000 meters and 9 000 meters from a standing start in the category 12 000 to 16 000kg jet powered aircraft.

The next record attempt was for a piston engine aircraft between 3 000kg and 6 000kg for a flight from Johannesburg to Durban. This record attempt was flown by Glen Dell in a Hawker Sea Fury – ZU-SEA as part of the publicity for the Durban Wings Airshow. Glen was airborne at Rand airport on Friday 7 July 2006 and after heading west to give a bit of room to get a good flying start he crossed overhead en route to Virginia. He passed overhead Virginia 52 minutes and 57 seconds later. The average speed for the route was 551 kilometres per hour or 297 knots. The distance between the two airfields is 485.8 kilometres or 262.3 nautical miles. No adjustment is made for the additional distance flown as a result of any indirect routing.



Glen Dell with Celeste and the Hawker Sea Fury ZU-SEA

The record attempt requires ratification by SAPFA and Aero Club to ensure the strict rules have been complied with and once the loggers have been downloaded and analysed.

Note:

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

Speed and Altitude records give you the opportunity to get your name in history. There are very few official South African records so any record attempt will probably result in the recognition of a South African record. We have to start somewhere. While at first glance the rules and paperwork make it appear daunting it is very simple to make a record attempt.

Let's see how easy it is. You are flying from Rand to Port Elizabeth in your Cessna C210. You contact us and we will tell you that there is currently no record for propeller engine aircraft between 1 000 and 1 750 kg. You arrange for us to check your aircraft weight at Rand before take-off and we give you a GPS logger to take with you for the flight. We will also give you the paperwork to complete. When you get to Port Elizabeth we will get the logger from you and check the paperwork. After downloading the logger we will submit your claim to Aero Club and the FAI and soon you will be the holder of the World Record for a flight between Johannesburg and Port Elizabeth in the C-1c class of piston engine aircraft. I am sure not for long as there will soon be someone who is convinced his Bonanza can do the flight in a shorter time and will be hot on your heels to break the record. There is a checklist on our website at - www.sapfa.org.za/records/records_rules.php

As mentioned above, we must start somewhere. While it might sound a bit Mickey Mouse to claim a world record for a simple flight between two cities we need to get the record attempts off the ground.

Imagine how good that certificate will look on the wall of your office.



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

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

2006 President's Trophy Air Race

MARSH



"The Most Prestigious Aviation Event in South Africa" and "The Largest Air Race in the World". These are some of the words used to describe the President's Trophy Air Race. The 2006 Race did not disappoint.

This year showed a record entry of 110 aircraft, the largest ever. In fact this number will probably not be exceeded without a change to the format of the race as there is a limit of the number of aircraft that can safely land on an airfield over the short period of time as is required on day 2 of the Race.



Competition Director Kassie Kasselmann at the Thursday evening briefing

Organised by Kassie Kasselmann and the Klerksdorp Pilots Association (KPA) and well supported by sponsors Marsh, Alexander Forbes, Air BP and Naturelink the 2006 race was one to remember. Apart from a small hitch with the supply of fuel due to the bowser breaking down on route to the airfield, the organisation was slick and went off without any major snags.

On arrival it was obvious that a lot of effort had gone into the planning of the event. The airfield was immaculate with numbered parking for each aircraft. This new innovation was given the thumbs up by all participants except a few with race numbers above 90. These guys were parked very far from the action. There were also two large marquee tents, a red and white striped one for general socialising and a separate white one which was used to house the registration area and for the pilot briefings. It is indeed a pleasure for the pilots to be able to listen to briefings without having the distraction of the noise of supporters and spectators enjoying themselves.



The fuel queue

The format for the 2006 was unchanged and the program comprised of an arrival day and two race days. This year the arrivals were compacted as there was fog over most of the Guateng area resulting in late departures for Klerksdorp combined with a sterling effort of all pilots attempting to arrive before the cut-off at 12:00.

Those that missed this arrival action were the winners of the 2005 Air Race, Andre Koen and Errol Janse van Rensburg. They arrived a few days early to get in some practice. They were determined to defend their title. This feat has previously only been achieved by two pilots, Mike van Ginkel (1969 and 1972) and Robbie Schwartz (1984 and 1988).

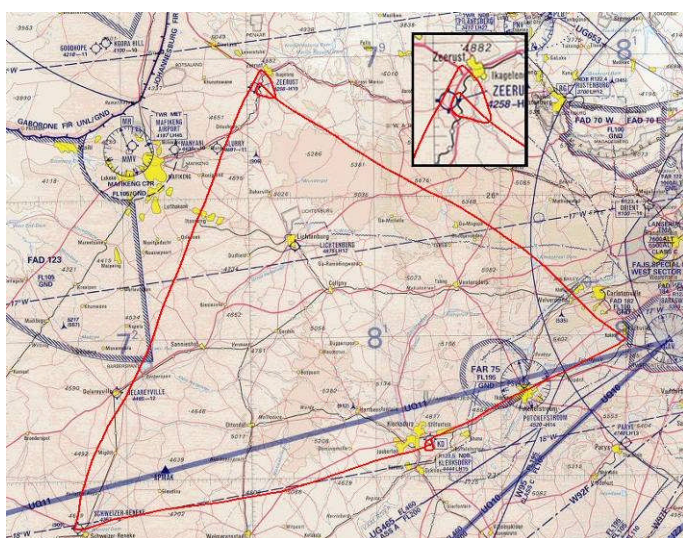
The first briefing was held on Thursday evening in

the white tent. On this occasion Chris Booysen handed out 10 Year Badges to Walter Waller and Johnny Mayer (Snr) and also congratulated Jannie Visser on his 21st Air Race. The safety briefing was done by Graeme Conlyn. An improvement that organisers should consider for the future is to give the participants a written briefing to take away with them. This would result in a shorter briefing giving the crews more time to prepare their maps.



Johnny Mayer accepts his 10 Year Badge from SAPFA Chairman Chris Booysen

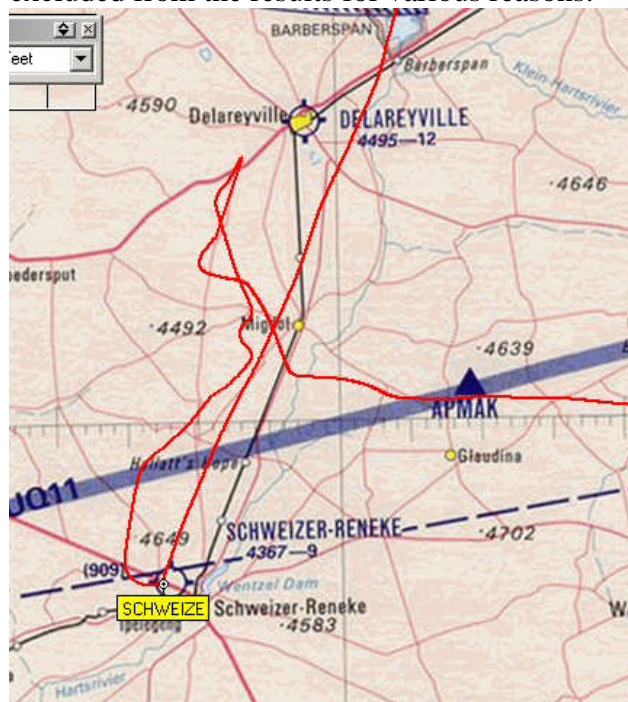
The route for Day 1 was from Klerksdorp to Schweizer-Reneke, Zeerust, Fochville and back to Klerksdorp a distance of 319 nautical miles. While the navigation was not too difficult flying conditions were with a quartering North-Westerly wind all around the course.



Inaccurate flying after Schweizer and doubling back to pass Zeerust cost Race 26 at least 7 minutes

As is normal the fastest aircraft left first and the slowest last resulting in the field spreading along the route. The take offs were every 30 seconds with the TV chopper buzzing up and down the side of the runway to ensure adequate footage for the TV broadcast on Supersport, as well as for a DVD that would be sold to competitors.

The day was not without incident as Race 103, the Samba of Hubi von Moltke and Gerald Ackhurst started overheating so they decided to a precautionary landing. Race 108, the Turbo Arrow of Mike Mayers and Werner Swart did a forced landing with a problem with a fuel indicator pipe. There were other tales of woe after day one. In total there were 7 aircraft excluded from the results for various reasons.



Race 15 finds Schweize-Reneke - eventually

One of the hard luck stories was that of the experienced Myburgh father and son team in Race 15. They were marked as not observed at Schweizer-Reneke but their logger track shows clearly that they passed overhead, albeit after an extended cross country that would have meant that they had little chance of ending anywhere in the top half of the results. (Ed – maybe the marshals had gone home)

The largest time gain for Day 1 was achieved by

John Sayers and Cilliers Manser in the Harvard. They were closely followed by the Albatross of the Marx brothers and the Arrow IV of Dana and Daniel Bensch. What is interesting is that all these competitors were on the waiting list and only got into the race as a result of withdrawals of other competitors.

While a full analysis of the logger tracks has not yet been done it appears as if the shortest distance on Day 1 was flown by Race 69, the Jabiru of Sias Truter and Louis Terblanche.

A strict application of the rules saw a number of time penalties being handed out by the competition management which were ratified by the jury. One crew was excluded due to dangerous flying. This is a good sign as competitors need to know that unsafe flying and breaches of rules will be severely dealt with. This also changes a trend that crept in over the past couple of years.

The route for day two was a bow tie course to Kroonstad, then to Parys, back over Klerksdorp on the way to Lindberg Lodge, Lichtenberg and home to Klerksdorp. The distance was 327 nautical miles making the total distance for both days of the event just over 651 nautical miles.

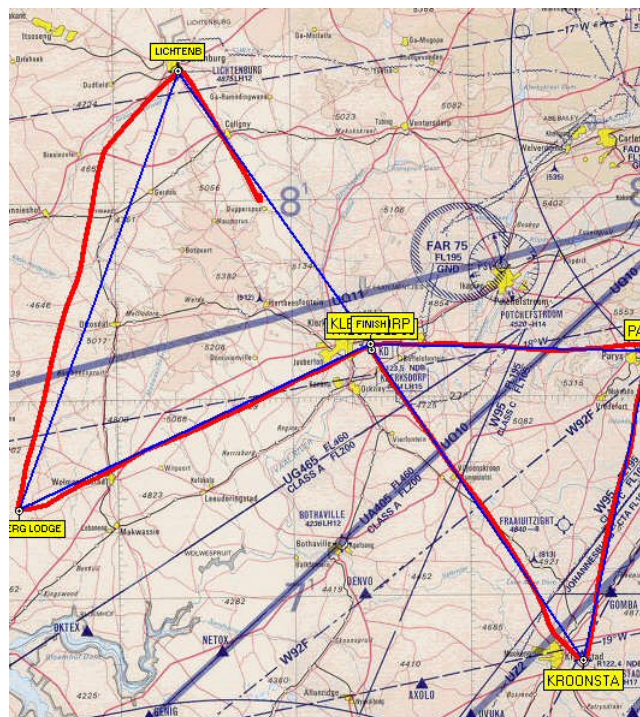


Official opening Kassie Kasselman (Race Director), Cliff Lotter (Chairman KPA) and Executive Mayor China Dodovu

It is always difficult to explain to a newcomer how the start times of day two are determined. The best way to explain it is that the competition director decides on a finishing time for the end of Day 2. The scorers then calculate the start time of each aircraft

using their handicap speed that will result in the aircraft finishing at the designated time. As it is a two day race the calculated is adjusted by the time gained or lost on day one so that aircraft that lost time on day one will start later than their designated time and aircraft that gained time will start earlier than their designated start time.

Day 2 was not without its share of drama. Johan la Grange and his daughter did a precautionary landing in their Jabiru as the fuel warning light was on. This turned out to be a false alarm but the aircraft tyre was punctured which put an end to their race. Race 97 also withdrew after aborting their take off.



The logger track of the Harvard tells a story

The main news for the day was the forced landing of potential winner Race 110, the Harvard of John Sayers and Cilliers Manser due to a fuel problem. This happened on the last leg of the race.

Oblivious to all this drama were the members of the Association of Virtual Aviators (AVA) who were flying the equivalent air race in a hanger on the airfield. AVA and SAPFA have developed close links with AVA competing

alongside SAPFA members at the Air Race and at Rally Flying Championships. AVA members have also developed scenery to help the Protea Flying team get some virtual practice in France prior to the World championships later this month.

Logger tracks show that the Day 2 route was a more difficult navigation exercise especially the leg between Lindberg Lodge and Lichtenberg. Almost all the aircraft strayed to the left of the direct routing from the Lodge to Lichtenberg. The turning point was fairly easy to find so most aircraft made the correction close to Lichtenberg and passed over the turning point and the marshals. Most entrants thought the Lodge would be difficult to find but this was not the case.



Flight line

The finish was spectacular with 94 aircraft finishing within 40 minutes. The circuit was large and spread out over the Vaal River, approximately 7 miles away. A challenging cross wind made some of the landings a little more spectacular than the pilots would have liked.

First over the line was Race 25, the Albatross of Ivan and Martin Marx, followed after a couple of minutes by Race 94, Carl and Albert Basson, a Jabiru. 30 seconds later Race 100 a C210 with Eugene Swart and Steyn Fourie as crew.

Unfortunately these crews were not aware that Race 46, the Piper of Dana and Daniel Bensch had taken off late due to an electrical problem. In

terms of the rules the scorers had to take account of this delay and this resulted in the Bensch team being placed first. Credit must go to Daniel to have navigated under such conditions.

There has been some discussion among entrants as to the rule that allows a competitor to take off late. Some feel that it adds to the excitement to only know the final winner at the banquet while others feel that, as far as possible, the first over the line should be declared the winner. The SAPFA committee will probably debate this issue at their meeting later this year when the rules for 2007 are finalised.

The prize giving banquet was held at the Klerksdorp Recreational Centre and was filled with competitors, sponsors, officials, supporters and press. The popularity of this race is making it difficult to find venues that can accommodate the aircraft and the functions.

The Presidents Trophy was awarded to the Bensch Team with the Air Charter Trophy for the second team going to the Marx brothers. The Vincent McLean Trophy for 3rd place was awarded to Team Basson. Winners of the AVA section were Rassie Erasmus and Buks Hugo.



Dana and Daniel Bensch having received the Presidents Trophy from Nick Vine of Marsh

Full results and a list of the trophies awarded can be found on the SAPFA website.



Buying or Selling an Aircraft?

Tips provided by Wynand Louw

A.)Buying!!

Do:

- Always assume everybody is negotiable.
- Insist on a pre-purchase inspection.
- Do pay a deposit if you really want the aeroplane but can not go and look at it right away.
- Do your homework on what it's worth.
- Do try to find an owner that must sell. Those that don't want to sell are a bit more difficult to negotiate with.
- Do keep in regular touch with the owner.
- Do try to arrange your finance before the time.
- Do expect a "no" on some of your requests, then decide how you want to deal with it.
- Do agree on things that the owner must fix/pay for before the time and keep to them.
- Negotiate, negotiate, negotiate and re-negotiate!!!!

Don't:

- Don't try to BS the owner, most can smell it a mile away!!
- Don't expect the owner to hold the aeroplane for you, till you eventually get there.
- Don't ask if he will accept Rxxx, because if he agrees, will you pay the money right away?
- Don't ask what is the lowest amount he will accept, then when you get it, you don't do anything. What did you expect? Him to lower the price by R200 000?
- Don't expect the owner to pay for all sorts of silly things after the sale.
- Don't listen to every Tom, Dick and Harry. Do your own homework and make up your own mind, it's your money.
- Don't buy to impress anybody, buy the right machine for your purposes!
- Don't be arrogant. Negotiate in such a way

that you can still go back to the seller at a later stage again.

- Be careful of instructors telling you what aircraft to buy! I have had too many ask me for commission and I have had too many give the buyer the wrong info!
- Don't waste the seller's time and be honest!

B.)Selling!!

Do:

- Do advertise your aircraft properly and do a very well laid out ad, and use pictures.
- Make sure all your info is correct.
- Do expect it to go for a pre-purchase.
- Do your homework on what it's really worth and study the market.
- Be prepared to accept offers.
- Do show the price and say if it's VAT included or excluded. If you don't, the law states that it will be taken as VAT included.

Don't:

- Accept offers over the phone from people that have not even had a look at it.
- Don't give the lowest price you will accept, you leave yourself wide open.
- Don't be arrogant.
- Don't make unrealistic demands.
- Don't expect it to sell overnight.

I must confess that I have broken these rules from time to time, and vow never to do so again.....till next time!!

Most important of all, remember you make your money (or make a good investment) the day you buy, not the day you sell!

About the author:

Wynand is a well known aviation personality that has vast experience in buying and selling aircraft both in South Africa and the US. Wynand currently specialises in the import and sale of Alouette II helicopters.



SAPFA Events 2006

<u>DATE</u>	<u>VENUE</u>	<u>EVENT</u>	<u>CONTACT</u>
8-9 July 2006	Virginia	Durban Wings Air Show	Mike Hartley – 082-292 2108
29 July 2006	Hippo Pools	Fly-In	Ryan Atkinson – 015-793 2088
12 August 2006	New Tempe	Air Show	Kassie Kasselmann – 082-404 1642
25-27 August 2006	Vredendal	Fly-In	Jannie Kroese – 083-426 1216
01-03-September	Rustenburg	EAA Sun 'n Fun	Richard Nicholson - 082 490 6227
08-09 Sept 2006	Vereeniging	Vaal River Air Carnival	Sarie - 083 449 3378
16-17 Sept 2006	Orient	Aero Club Annual Fly-in	Brian van der Merwe vandermb@molapo.co.za
17 Sept 2006	Krugersdorp	SA Flyer Fly-In	S A Flyer magazine
14 October 2006	Port Elizabeth	Precision Flying	Glen Meyburgh - 082 800 9292
21 October 2006	Aviators Paradise	Fun Rally Event	Dale de Klerk - 082 556 3592
24 October 2006	Johannesburg	Aero Club AGM	Neil de Lange - 086 1018018
28-October	Port Elizabeth	Air Show	Stu Davidson - stu@stu.co.za
TBA	Bloemfontein	South African Landing Championships	Hans Schwebel – 082-656 3005
4 November 2006	Johannesburg	Aero Club of South Africa Annual Awards Function	Neil de Lange - 086 101 8018
11 November 2006	Stellenbosch	Mini Air Race	Paul van Tellingén – 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 Tellingén – 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)

World Championships France 2006

The South African Protea Team will be competing in the World Precision and Rally Flying Championships in Troyes, France from 21 to 30 July 2006. The team members are well experienced with only one team member, Francois du Toit being awarded his National Colours for the first time.

The team will be departing on 15 July so that they can experience the local conditions and practice in the same area that the competition will be held. Spare them a thought re-fuelling their aircraft at €1.64 per litre (approx R15 per litre).



Some of the SA Protea Flying Team members at the Blood River Monument

With no sponsors team training has been limited. Despite this the standard of flying at the training camp held recently at Dundee, KZN was at a high level and the team should be able to win a medal or two.

Team Members are: Ernie Alexander, Barry de Groot, Mary de Klerk, Francois du Toit (Rally only), Frank Eckard, Jan Hanekom, Henk Koster (Rally only), Hans Schwebel, Ron Strik and Quentin Taylor (Rally only).

The will be accompanied by officials Chris Booysen (Manager), Dicky Swanepoel (Coach and International Judge) and Jacques Jacobs (International Judge).



Aircraft Owners – Update your Address with CAA – no charge

In an attempt to update their record the Civil Aviation Authority has issued an AIC (18.14) in terms of which aircraft owners will be exempt from the fee normally charged to update the Certificate of Registration of an aircraft. The normal fee for this “service” is R340. The exemption expires on 10 September 2005. Our reading of the AIC is that the exemption from paying the fee only relates to the correction of the address. If other items such as the registered owner have changed then the fee for the change of ownership will be applicable.

According to the AIC a form with the information will be posted to all aircraft owners. A bit silly if the main purpose is to allow you to correct your address with them. This form (Form CA 47-31) will show all information as per the aircraft register. Incorrect information can be amended and the form returned to CAA. The form can also be downloaded from the CAA website.

For those that are more computer literate Avdex has automated part of the procedure on their website. Go to www.avdex.co.za, register as a user (if you have not already done that) and then search for your aircraft details using the registration number. This will open a screen with the registered information of your aircraft. If there is any information that is incorrect then click the words “Please send” highlighted in blue. Clicking this will open your mail program and create a standard email to Avdex. Avdex will send you a Form CA 47-31 to your email address with the registered information. All you need to do is to correct the information and send it to CAA.

SAPFA supports the effort by CAA to improve its records and therefore encourages members to make use of this concession by them.

