



The Joystick

NEWSLETTER of the SOUTH AFRICAN POWER FLYING ASSOCIATION

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Tiger Moth ZS-OOR



De Havilland DH-82 A – ZS-OOR

ZS-OOR is registered to JJ Coetzee and is Serial Number 711.

The Tiger Moth first flew on 26 October, 1931. The first 35 manufactured were designated the DH.60T. The next 50 aircraft were powered by a 130hp engine and were designated the DH.82A.

By the end of World War II, over 7,000 Tiger Moths had been built, a large number by the Morris Motor Company

LETTER FROM THE CHAIRMAN

After a great deal of two way discussion, some behind scenes negotiation and the opening of new channels of communication with CAA we are exceptionally pleased that the 12 Year Overhaul saga has now been put to rest. CAA has issued a revised AIC18.19 which effectively restores the exemption from the requirement to overhaul aircraft engines that have not reached TBO but have reached 12 years SMOH.

Once again this victory for General Aviation has emphasized how important it is to have effective representation through one of the recognised aviation organisations. It has also showed how important it is for the different representative organisations to work together when they have a common issue that needs to be resolved.

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



Chairman's letter - from page 1

The CAA have appointed Mary Stephens as Senior Manager: Client Services. In the short period that Mary has been in that position she had been communicating with pilots which has made a dramatic difference to the perception of CAA as a service based organisation. What is even more impressive is that Mary has agreed to respond to aviation questions in a public forum on Avcom. This is done in her official capacity as a CAA employee so her answers are not merely her opinion but are the official response of CAA. This must be a world first where a government organisation is prepared to open themselves to a public web based forum. Questions can be posed to Mary on the CAA section at www.avcom.co.za – this section of Avcom requires prior registration.

SAPFA has received tax exempt status but is required to register as a Public Benefit Organisation. At this stage our constitution (unchanged since 1988) does not comply with the requirements for registration. For this reason the committee has called a special general meeting to replace the constitution with an updated one. See elsewhere in this newsletter for more details.

May I take this opportunity to wish all members and their families a safe and festive Christmas. Enjoy the break and Fly or Drive Safely.

Chris Booysen



Constitution of SAPFA

SAPFA has been approved by the SA Revenue Services as a Public Benefit Organisation. As part of the approval we are required to register as a Non-Profit Organisation (NPO) in terms of Section 13 of the Non-Profit Organisations Act.

Section 12(2) of the NPO Act has specific requirements for the constitution of a NPO. These requirements are mainly to do with the utilisation of the funds of the organisation for its objectives only, the requirement of the transfer of funds on liquidation to a NPO with similar objectives and the governance of the NPO.

A review of the Constitution of SAPFA showed that we lacked a large number of the required clauses. In addition, because the constitution has not been amended since the inception of SAPFA in 1988 there are a number of clauses that are dated. For example the constitution still refers to the old provinces and to the Republic of South West Africa.

Because of the large number of changes it was felt that it would be more efficient to propose the acceptance of a new constitution in full rather than propose the amendment of approximately 20 to 30 clauses.

There are no major changes in the objectives of SAPFA, the requirement for regional representation on the committee, the election and powers of the committee or the requirement of good governance. The major changes are in the procedures for holding members meetings, quorums etc. Most of these requirements were non-existent in the current constitution.

A Special General Meeting will be held on 14 January 2007 to approve or reject the proposed new constitution. A notice of this meeting and proxy form is included in this newsletter.

Copies of the existing and new constitution can be found on the SAPFA website at www.sapfa.org.za/admin/constitution.php Alternatively you can email or phone a committee member to have the documents faxed to you.



Contact details for all committee members are available on the SAPFA website <http://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)

Annual Aero Club Awards Dinner

A number of SAPFA members were honoured at the Annual Awards Dinner held recently at Rand Airport. At this event the Aero Club makes awards to members in recognition of the contribution that they have made in the skies in International Flying Competitions. Aero Club also takes the opportunity to recognise other contributions made in other fields of aviation.

Protea colours were awarded to forty-five pilots in various disciplines including the twelve SAPFA members that represented South Africa at the World Rally and Precision Flying Championships held in Troyes, France in July 2006.

Ron Stirk received the Lewis Lang Trophy as Pilot of the year. Ron is the current World Landing Champion, a title he won in France this year.



Ron Stirk receiving the SA Eagle Trophy from Zakes Myeza, CEO of the SA CAA

Aero Club Gold Wings were awarded to SAPFA members Barry de Groot and Kassie Kasselman.

Barry has made a significant contribution to Sport and Recreational aviation in South Africa over the past twenty-six years. His contribution has not only been to power flying but also to the microlight and parachuting community. He has represented South Africa on 14 occasions and has been the recipient of the SA Eagle Trophy on two occasions.

Barry has also contributed to the administration of sport and recreational flying and has served on the committees of SAPFA, the Pietermaritzburg Flying Club and the Cato Flying Club in various capacities, including Chairman.

Kassie Kasselman has been actively involved in aviation since 1976. He has also left behind tangible evidence of his involvement.

His involvement includes organising air shows, developing new airfields, organising the annual Air Race (six times), competing in races and precision flying competitions and the drafting of the first air show manual and also the first air race rules.

Kassie has served on the committees of SAPFA and the Bloemfontein Flying Club. He has also acted as chairman of both these organisations.

An Honorary Diploma was awarded to Chris Booysen for his continuing involvement in general aviation that has made him a true champion of "Preservation of Free Flight"

It was also pleasing to see the awarding of Silver Wings to Andre Steyn and Johan van Wyk.

These two members of the Association of Virtual Aviation of SA have made huge contributions to their organisation and virtual aviation with the design of scenery. They are also at the forefront of arranging virtual pilots to compete alongside the members of SAPFA at the annual Air Race and rally flying competitions. They also supplied SAPFA with scenery of the terrain in Troyes, France to assist with orientation in the area.

Congratulations to all recipients!



Note:

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

SA Landing Championships

The first South African Landing Championships was held at New Tempe Airfield on Saturday, 9th December 2006.

The competition was run along the same lines as the landing section of the World Precision Flying Championships and comprised four different landings viz a normal landing, two glide approaches, one flapless and a normal landing with a two meter barrier 50 meters before the landing box.

A number of potential competitors and organisers could not make it to Tempe as the weather conditions along the coast from George to Durban were terrible, with low cloud and rain. Walter Walle had to give up his place as competitor to assist Hennie Stander and Jacques Jacobs with the organisation and scoring.



Aircraft lining up on the taxiway

The landings are scored using a sophisticated "Bingo Box" that has a series of tubes across the runway linked to a control box that registers the point that the wheels first touch. Visual scoring is also necessary to detect abnormal landings, bounces and other events requiring penalties.

Weather conditions were very difficult for the event. There was wind and also a great deal of turbulence with up and down drafts.

There were only fourteen entries including an unofficial entry of a gyro. Numbers were low as the event was not well advertised. It was probably

also held far too late into the year with most pilots thinking of Christmas holidays (or all the work that needed to be finished before the end of the year). There was an interesting selection of aircraft from a Bonanza to a Yak 52.

Competition was expected to be stiff with the current World Landing Champion, Ron Stirk expected to be the man to beat. There were five competitors that had been part of the Protea team that competed in France.



Lucas Wiese – ZS-KCI (Walter watching closely)

After the first landing (normal landing with the use of power, if needed) Ron knew he would not have it all his way. Ron scored 42 penalties and Hans Schwebel and Lucas Wiese performed good landings with 7 and 14 points respectively.



Cobus van der Colff - Short

The second landing is a glide approach with the use of flaps permitted. After the second landing newcomer Schalk Kotze gave notice that he would be a serious contender for the gold medal. His landing was only 2 meters after the landing box resulting in 4 penalties. This feat was equalled by Mary de Klerk. Hans and Lucas maintained their

positions as the top two pilots.

Then came the third landing, this time a glide approach with the use of flaps not permitted. With glide approaches the power is cut on downwind, abeam the threshold at 100ft. The use of power after that is not permitted (except of course for a go-around). Lucas missed the full landing box and incurred 150 penalty points. This put him out of medal contention. By this time the medal positions were becoming more obvious with Hans, Schalk, Mary and Ron all having good landings. Hans would have to have a bad final landing if someone was going to take the gold medal from him.

The final landing was the barrier landing. While the barrier does not interfere with a normal landing approach, it does psychologically. Frank Eckard and Jan Hanekom decided to show the participants how it should be done. Both hit the "Bingo" line and scored the only two zeros for the day. If only they had practised more! Once again the top contenders all had reasonable landings.

Gold went to Hans Schwebel, Silver to Schalk Kotze and Silver to Ron Stirk. Mary de Klerk in 4th position had the same score as Ron but a countdown starting with the more difficult landing gave Ron the medal.



Current World Champion – Ron Stirk in IWD

As usual the Free State hospitality was excellent and the prize-giving function was a fun affair. Apart from the medals the top five competitors were awarded Provincial Flying Colours for complying with the requirements laid down by SAPFA.

Full results

POS	PILOT	REG	AC	1	2	3	4	TOTAL
1	Hans Schwebel	IWD	C150	7	12	20	35	74
2	Schalk Kotze	CMJ	Jabiru	51	4	12	28	95
3	Ron Stirk	IWD	C150	42	80	6	21	149
4	Mary de Klerk	CVA	Classic 150	77	4	12	56	149
5	Jack Onderstall	BMI	Kitfox	35	24	80	42	181
6	Jan Hanekom	CVA	Classic 150	77	150	20	0	247
7	Lucas Wiese	KCI	A36	14	17	150	49	275
8	Frank Eckard	MOC	C172	148	150	40	0	338
9	Hugo Stark	CVA	Classic 150	39	80	150	70	339
10	Piet Smit	IWD	C150	90	36	150	98	374
11	Deon Loots	OIL	Jabiru	175	150	64	75	464
12	Johan le Grange	MTR	C210	200	100	200	105	605
13	Cobus vd Colf	BFJ	Yak	105	150	40	400	695
14	Philipus Smith	EGK	Magni Gyro	200	150	200	400	950

South African and World Records

On 8 December 2006 the Federation Aeronautique ratified the record flights of Terry Redman and Charles Laverty in a Lear 60 from Cape Town to Johannesburg and return. These are the first world records flown in South African airspace by South Africans. Up to now all world records in South African Airspace and recognised by the FAI have been held by foreigners.

To demonstrate how simple it is to make a record attempt, Ron Stirk and Hans Schwebel made the necessary arrangements for their flight from Brits to Tempe for the landing competition. Once the documentation has been checked then it will be sent to the FAI for ratification.

It is interesting to note that Jon Johanson holds a number of records in his RV-4 including the record for a flight from Cape Town to Oshkosh. It is a pity Chalkie Stobbard and team did not register their flight to Oshkosh. We might have had some more South African names in the record books.

SAPFA has only been promoting the setting of records since November 2005. The status of all record attempts so far is set out in the table below,

Current Status of Records

No	Record	Pilot	Achieved	SA status	World Status
SA001	Time to Climb – 6 000m	Dave Stock	1 min 10 sec	Ratified	Existing record not bettered
SA002	Time to Climb – 9 000m	Dave Stock	1 min 43 sec	Ratified	Existing record not bettered
SA003	Johannesburg – Durban	Glen Dell	550.53 km/h	Not recognised	Not recognised
SA004	Cape Town – Johannesburg Johannesburg – Cape Town CT – Jhb – CT (round trip)	Terry Redman	900.01 km/h 794.63 km/h 711.41 km/h	Ratified	Ratified
SA005	Pretoria – Bloemfontein	Ron Stirk	212.04 km/h	Pending	Pending
SA006	Bleomfontein – Pretoria	Hans Schwebel	203.52 km/h	Pending	Pending

Air Racing with a Difference!

SAPFA is investigating the possibility of running an air race with no handicaps and with GPS allowed. What is envisaged is a race where aircraft of similar weight categories and power plants will compete in one race which will have an overall winner and different class winners.

The race will be open to all size aircraft and will include turbo prop and jets.

SAPFA is looking for a flying club that will be prepared to organise and host this event. It is envisaged that the 2007 race (if it all comes together) will be a low key affair to iron out all the issues that will no doubt arise. Interested – contact a SAPFA committee member and let's make it happen!



Representation issues

SAPFA continues to engage various bodies (mostly state and parastatal) in order to represent the interests of its members. The more important issues that currently face us are:

12 Year Overhaul

This issue has been resolved. A new AIC18.19 has been published and is available on the AWSA and CAA website. This AIC restores the status-quo in that aircraft that have not been overhauled within the last 12 years now require inspections as laid down in the AIC and not a compulsory overhaul as suggested by the service bulletins issued by the engine manufacturers.

SAPS and private airfields

We have received no complaints from members as to the conduct of the SAP during the inspection of airfields.

Part 61

Comments received from members were submitted to the CAA.

Protected Areas Act and National Environmental Management Act

This matter has been raised again at the Industry Liaison meeting with CAA who have agreed to take the matter up at a higher level. The interference of the Dept of Environmental Affairs in aviation matters has increased and complaints have been received with regard to the closure of airfields under the NEMA.

SAPFA committee member, Paul van Tellinghen had taken the lead on this issue and has prepared a paper for the SACAA. This paper has been circulated via the AWSA system. Contact us if you require a copy.



President's Trophy Air Race 2007

The 2007 President's Trophy will be held at Klerksdorp and not Tzaneen as previously announced. This change has been made as a result of the withdrawal of the host club. The Letaba Flying Club believes that they need to concentrate their resources on their award winning air show.

The Race will be held on 25 and 26 May 2007. The host club is the Klerksdorp Pilots Association and the organising committee will be led by Cliff Lotter. Cliff and his team have already started the organisation. We are looking forward to a bumper event again.

Entry forms will be available towards the end of January. There will be a period where entry forms will only be accepted from members who are paid up for the 2007 year. We will inform members as soon as the entry forms are available.

Entries will once again be restricted so an early entry is essential.

In terms of the rules of the Race entry forms that are not complete will be rejected. This rule has not been enforced in previous years but will be for the 2007 Race. An entry will only be accepted if it contains all the required information and the entry fees have been paid. SAPFA have already received a number of emails requesting that places be reserved. As in prior years the entries will be accepted on a first come, first served basis so these emails will be ignored.



Subscription Accounts

Please note that a fee of R150 in respect of a subscription to Afskies has been included on the subs accounts of some members. This was done in error. SAPFA apologises for this.



IMPORTANT NOTICE

NOTICE IS HEREBY GIVEN THAT A SPECIAL GENERAL MEETING
WILL BE HELD AS FOLLOWS

Date: 14 January 2007 Time: 8h00

Venue: Algoa Flying Club, Port Elizabeth Airport

Agenda

1. Welcome
2. New constitution for SAPFA
3. Closing

BY ORDER OF THE COMMITTEE

PROXY FORM

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

PROXY

South African Power Flying Association – Special General Meeting 14 January 2007

I, hereby grant my proxy
to 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: Signature:

PLEASE fax back to 041-391 4304 or e-mail to: mail@sapfa.org.za on or before **10 January 2007**