



The Joystick

NEWSLETTER of the SOUTH AFRICAN POWER FLYING ASSOCIATION

VOLUME 12

ISSUE 1

JUNE 2007

President's Trophy Air Race Winners



*Winners of the President's Trophy ZS-BAI and crew
Picture – Copyright Brian Spurr*

The winners of the 2007 President's Trophy Air Race were pilot Donavan Bailey and navigator Oliver McLoed-Smith in ZS-BAI. Donavan and Oliver are pictured above with family and the trophies they won on their arrival back at Virginia Airport.

ZS-BAI is a 2005 model Cessna C172S owned by Donavan. Donavan has raced in every PTAR since acquiring the aircraft, each year with a different navigator.

LETTER FROM THE CHAIRMAN

Half way through the year already and only the first SAPFA newsletter. I apologise for that. An essential part of the functions of a representative organisation is communication with its members.

If I look back over the years the focus of SAPFA has changed. SAPFA committee members spend far more time on regulatory issues than they do on the organisation of events. It is very important that we support Aero Club and our members in "Preserving Free Flight".

The KPA (Klerksdorp Pilots Association) needs to be congratulated on a magnificent President's Trophy Air Race. Cliff Lotter and his team took on the task at short notice when the planned hosts withdrew.

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Chairman's letter - from page 1

I was unable to attend the race due to personal reasons but all reports I have received are that it was a fantastic event. This despite the major sponsor arranged by the KPA letting them down shortly before the race. It also appears, from reports received, that the handicapping resulted in less controversy and that competitors felt that there was an improvement over last year. Well done Cliff and team!

From a safety point of view the year did not start well with a number of accidents in quick succession. It appears as if most were avoidable. What is concerning is that there appears to be an attitude of "it won't happen to me" amongst pilots. Levels of airmanship also seem to be dropping. A theory put forward by a local pilot is that this is the result of "flying training shifting from the small socially controlled circle of club members at local airfields, to cold, professional, high volume commercial schools at busy airfields. Therefore the guys are being trained in that type of environment, where airmanship often has to be sacrificed for efficiency." I tend to agree with this.

With the above in mind it is great to see that there are efforts to revive the Wits Flying Club and there is talk of the formation of a new flying club at Rand Airport.

Fly safely

Chris Booysen



President's Trophy Air Race 2007

Article by Robin Spencer-Scarr, Pictures by Dirk de Vos & Chris Breet

The morning was crisp, clear and freezing cold. The nervous energy on the Klerksdorp Airfield could be felt miles away as the sound of more than 100 aero engines combined with the smell of burning avgas heralded the arrival of the contestants on their way to do battle in the skies of the North West Province.

As Thursday grew older the Klerksdorp Pilots Association members changed into top gear and began the onerous task of ground marshalling, parking and refuelling over 100 aircraft.



Race 81 – Quinton Warne and Lloyd McKay

It is always an impressive sight to see so many brightly polished planes ranging from the tiniest little Pipistrel to the huge and ungainly Albatross. Now we know that all things beautiful fly but there can be no doubt that the new little "plastic" planes like the Lancairs, Sambas and the ever popular Jabirus stand out amongst the prettiest.

Whilst the future looks "plastic" it is still soothing to see the old favourites like Piper, Mooney and Cessna returning to push the envelope again. The most exciting to race and to watch however, still remain the heavy metal twins that go by the name of Baron and Seneca who were hunted down and beaten this year by the sleek and stunningly fast Aerostar.

Thursday also saw a small queue of handicap queries that were left over from those who had not already made arrangements for a test flight by e-mail. It was generally agreed that having the handicaps published as early as possible eliminated almost all the

last minute queries. The aim of the PTAR committee will be to publish them even earlier next year.



Handicap team: Dirk de Vos, Anne White and Chester Chandler

The test flights were quickly and efficiently affected and the results passed through the hands of the handicap committee and the jury and communicated to the competitor. The last laugh in many cases was how many of those who complained that their handicaps were too high wound up getting higher handicaps for the race. There were absolutely no complaints in these instances because the logger tracks and figures as they were presented could not be disputed and most of the comments heard were jovial and light hearted.



Take-off - Day 2

The briefing commenced at 17h00 sharp as promised and those old school participants who were loitering outside the tent quickly realized that the team this year were determined to stand by their promises. The next promise was to make the

briefing short and it was all over by 17h40 including the Safety, ATC and Meteorology sections. Most people appreciated the fact that they could get to their hotels and guest houses before it got too cold and dark. Those who decided to support the pub had much more time to visit with old friends.



Heavy metal – Race 40 Gary and Andries

Friday morning saw the predawn temperature at minus 4 degrees. The air was thick and the wind sock looked like an old piece of cloth snagged on a barbed wire fence. The azure blue of the sky was only faintly broken by just a hint of stratus that looked to be easily at 30 000 feet. This was going to be a good day.



One of the oldest competitors – 1957 model

Briefing again and very few queries brought the meeting quickly to a close with everyone scrambling to get their steeds fired up, warmed up and ready to roll. The ground marshals did a sterling job to get every competitor out of his parking bay and onto the taxiway toward the starting blocks where Nellis Nel performed a magic trick with the dragster type lighting tree.



Lining up

All but one got off the ground safely to put their heads down and go balls to the wall around the 320 odd mile course. The one who slipped up was as a result of a comedy of errors starting with the team leaving their aircraft keys in their hire car that had gone off to town. When they had recovered their keys, they found their Baron had a flat battery and couldn't find jumper leads. When they found jumper leads they found their baggage compartment that housed the battery was jammed closed and they had to almost dismantle the nose of the aeroplane to get to it. At this point they must have been thinking that somebody must have been plotting against them.

Only two participants failed to make the finish in the allotted time. One because a rough running engine made them decide to land at Lichtenburg and the other because they became "temporarily unsure of their position" and also landed at Lichtenburg. Conspiracy? Will we ever know?

The end of Day One brought some interesting results with only four handicap changes being necessary. This is considered a record as history shows that the race has traditionally seen a multitude of changes that became a great source of irritation to the competitors and embarrassment to the organizers. Of the four changes, two were test flown again and two were changed on historical data. The day's race also only saw two exclusions for missed turn points.

Day Two dawned with the nervous tension expected from a field of highly strung pilots and nervous navigators. The wind had picked up

during the night blowing across the runway from left to right at about 10 knots. The creases on the Safety officer's brow relaxed a little when the met man confirmed that the tail wind component was only about 3 knots and dropping.

Ready Steady GO! and a myriad of Lycoming, Continental and Rotax engines roared into harmonious life. Now the interesting bit started as there were starting times down to 6 seconds apart which is quite nerve-wracking for most pilots but absolutely intimidating for the newbie's. It might be interesting to note that the handicaps and day 1 performance had put 70 aircraft within 7 minutes of each other. Obviously an ATC's nightmare.



Hectic Take-off - Day 2

But, as the saying goes, they all made it into the air safely and after a steep turn they were on track again the only difference this time was that they could see the competition around them.

The race progressed well with the only unfortunate incidents being last year's race winner having to land at Potchefstroom with a rough running engine and a C210 being skilfully parked in the Koppies Dam. Nobody was hurt in any way (other than egos of course). We eagerly await the report to see what actually happened.

The winner was a most surprised young C172 driver who kept saying he couldn't believe it and that he'd spent the entire race looking over his shoulder for someone to pass him. He was Donovan Bailey who flew with navigator Oliver McLoed Smith in Race 53.



Race 53 on its way to a win

In number two spot was the very clean Aztec that obviously spent the entire race flying down a mineshaft in order to achieve the fantastic performance he did.



Lifting off to go second overall – Race 55 – Bryan Belcher and Graeme Smart

Number three was a very pretty Cirrus (Race 91) that was well flown and navigated by the team of Dirk and Marc.

There are a great deal of positives that came out of this weekend. First and foremost it is obvious that the handicaps are getting better and better. Whilst Chester and his team did another sterling job, a great deal of the credit must go to the GPS loggers that eliminate most of the old guesswork and brainstorming that had to be done. The test results could be proven and test/race results were handed to people whilst they were still fresh, sober and in good humour.



Third Position – Race 91 Dirk Visser and Marc de Klerk

On the negative side the refuelling was a problem (again). A number of bowsers had been arranged but to the dismay of the organisers they all leaked.

It is the objective of SAPFA to give every single competitor a chance to do well no matter what he flies and we will continue striving to fine tune the handicaps on an ongoing basis. We are confident that the loggers will go a long to help us in this endeavour.

SAPFA always says that they want to get 100 aeroplanes over the line at the same time. Well as the handicapping gets better and this goal gets closer it gets a little scary when we think how it would be handled if they got it right! For this to happen pilots and navigators would have to perform at the optimum speed their aircraft can obtain.

Finally, and probably the greatest achievement this weekend was the fact that it was a happy weekend. People spent the weekend laughing, chatting, sharing war stories and generally having a good time. This is what the President's Trophy Air Race is all about. Even the last placed competitor must be able to go home with a smile on his face and a happy heart knowing that it was nobody's fault but his own that he did not perform better and that he will try harder next year. It is a competition, but it is also a sport that competitors do for enjoyment. That must never be forgotten.



Virtual PTAR

As usual the PTAR was flown by a team of virtual crew housed in a hangar at Klerksdorp. Here are some of their comments.

Comments by Dale Ric-Hansen – Winner day 1 flying a Beech Baron BE58 handicap of 192 and an actual of 180.21 (93.86%)

As one of the virtual aviators participating in the VPTAR 2007, I experienced an intense sense of competitiveness and seriousness amongst my colleagues with regard to the air race, and yet, a genuine feeling of camaraderie and helpfulness because I was one of the team. Adding to the sensation of being part of such a great event was the fact that the "virtual guys" flew the exact same route at the "real guys" using the exact same maps. We could relate to the late evening flying stories around the campfire told by those who flew the route. Even more heart warming were the expressions of amazement on the faces of the real pilots when we showed them what we do on our computers. All-in-all, a fantastic, well run event which will be always remembered by me.

Comments by Rassie Erasmus – 3 times winner of this Race 2004 – 2006 with navigator Buks Hugo. Disqualified for turning inside the CP2 gate at Orient on day 1. Completed day 2. This team would have finished 2nd overall in a Glasair III. Their handicap speed was 306 with an actual speed of 293.67 (95.97%)

In my opinion the Race was an elite event as usual. The briefing, preparation and other goodies given to the teams was of the highest quality. The manner in which the Virtual Race was conducted can be compared 100% with the Real Race. The days of Flightsim be seen as a "game" are definitely over. I think a very good example of this is the article that mentioned when Hennie Stander navigated for a Real Pilot during a Real Race.

The scenery was again at a standard as to be what the Real Pilots have seen and therefore the Virtual Race can be compared with the Real Race. Mistakes made by Virtual Pilots were the same mistakes that were made by Real Pilots and I would like to confirm Buks's and I saying that the Real Pilots fill their aircraft with fuel, while Virtual Pilots fill their stomachs with "fuel". I believe that is the only difference.

It can be said that the Virtual Pilots do not experience the turbulence and that, but on the other hand the Real Pilots do not have to navigate on a "2d" image, although the scenery is the same. There are a lot of aircraft for Flightsim that give the exact performance of the Real aircraft and in such circumstances, both aircraft can be compared and evaluated on their performance.

The Virtual Race is for Aviation enthusiasts that cannot, for some or other reason, compete in the Real Race, but the adrenaline rush is exactly the same and the atmosphere of the President's Trophy Air Race is shared by both the Virtual and the Real Pilots.

Comments by Jerry Bezuidenhout – Placed third day 2 and overall Runner-up to this year's race. Flew a Cessna 182S with a handicap speed of 132 and an actual of 125.17 (94.80%)

I must first congratulate and thank you on a brilliant VPTAR 2007. Thank you very much for you and your wife's great effort in each and every way to make this year's race possible and successful. You truly do a lot for virtual aviation is South Africa. Without you I don't think any of this would be possible. Thank you very much.

From my side, I enjoyed the race very much. It was a great experience. I was amazed at how organized everything and how realistic the virtual race was. I had many people asking me if we were following the actual aircraft participating in the real race through a real time connection with data and camera placed on board. I also heard many people talk to each other and saying how organized and well run our operation was. These types of comments really mean a lot to virtual aviation and show that people really regard it as worth while. I feel that this year's race made many more people aware of AVA.

My race experience was thoroughly enjoyable, and I learned a great deal out of this race. As you may be aware I am currently completing my Private Pilots Licence. On Tuesday I did my real life navigation exercises and I used the lessons learned in the virtual race to great effect in my nav. I'm not saying the simulators are exactly the same as real life but if you use the two in conjunction, they compliment each other excellently. Then another part of the race I enjoyed was the spirit in which all competed, everyone was always ready with a smile and eager to challenge each other. That is really a joy. And finally it was a great honour to receive my runners-up award and to share the podium with so many other marvellous aviators and well done. Congrats to Clive Cox for an excellent race. I hope that the PTAR and VPTAR will continue to grow and go from strength to strength in the coming years. The event has secured itself a place in my life and would always like to be a part of it.

Comments by Clive Cox – Winner Day 2 Winner of the Aeroclub of South Africa Floating Trophy for winning this years race. Flew a Beechcraft Baron BE59 with a handicap of 192 and an actual of 185.88 (96.81%)

I must say that any Race or Rally, especially with the real guys, is a very nice experience. It should be highlighted in all our calendars as a "not to be missed" event. It was quite clear that we have received a lot of interest from the public and the real guys. We made a good impression on them for sure. They were really surprised to see how well we are organized and in the quality of our scenery and therefore be able to fly off charts as they do. I have really enjoyed the event and the camaraderie. It will be nice if more can join in the events.

Comments by Andre Potgieter – Flew a Mooney Bravo M20P with a handicap of 193 – retired on day 2

I think it was a good experience. Much learned and much to learn.

Fun Flying Navigation Challenge Program

By Frank Eckard

SAPFA has a plan and it is working! At our annual bosberaad we came up with a plan to get more of our members involved in competition flying. Competition flying hones the skills of a pilot and can contribute to aviation safety.

The first step was to design an entry level competition. This involved picking the fun bits out of the FAI rules for rally and precision competitions and leaving the difficult bits for the more advanced competitions.

The next step was to roll out a series of events that increase in complexity as the pilots and navigators progress and to use our experienced pilots to pass on some of their skills.



Briefing time at the Rand Airport Challenge

The first event was the annual Rand Airport Challenge. The route started at Rand Airport and wound down to the Vaal Barrage, a little way along the river and then, if the pilots found their way, they would end up at Rand. We had great support from ATC (Ricardo Afonso and his team) and the airport management (Anton Kruger). We once again spoke to our sponsors from last year and they generously donated some nice prizes for our competitors. **Thank You** Karcher, AFOS and Avimap.

The Virtual guys brought a fleet of 5 aeroplanes and flew the same course through some very

realistic scenery. Well done to Robert Albers who won the virtual event. His prize is a flight in a real aeroplane.



Harry Mole accepting his Karcher sponsored prize

Instead of the usual one hour of map preparation, we printed the route on the map. The time was used for a one hour briefing on the finer points of competition flying. Most of the competitors benefited from these tips. This was demonstrated by the higher standard of flying.



Leonard Edwards basking in the glory of his 3rd place while Jolene accepts the prize for her back seat driving.

We had 21 teams take off from Rand and the same number of landings. I think the competitors had great fun out there and some interesting stories were told. Well done to all competitors on some good flying but especially to Chris Linakis and Roger Hardie who scored a nice round zero.

Following on the enthusiasm shown at this event, the guys at Superior Pilot Services asked us to organize the Grand Central Challenge. Unfortunately this event was just after the Easter weekend so entries were sparse. In addition some highveld mist discouraged a few competitors. Never the less we had 8 take offs and landings. There were nearly only 7 landings (more later).



Schalk Kotze and Japie van Eeden with Leonard Edwards

We decided to test the pilots with the Pinedene route and then under the TMA into the Bapsfontein area. This time we got the navigators busy with some questions relating to things on route. For example: *"How many lanes are there at the N4 toll booth?"* This is not an easy question as your fly past at 80 knots. Once again great fun was had by all except one. We had special consent from Waterkloof ATC and all went well until the afternoon shift when one of the competitors failed to make contact with ATC. They eventually chased them all the way around Wonderboom before returning to Grand Central.

Well done to Leonard Edwards and his reluctant navigator, Jolene on their first place. Superior Pilots Services and Pooleys Flight Equipment contributed some great prizes. Eben Strydom and Jason Knight won an hour in the King Air simulator donated by SimuFlight.

The next competition in the series was just over the mountains from the Hartebeestpoort Dam at Aviators Paradise. Once again the numbers of

entrants was low. Dale de Klerk organized a challenging route over the Magalisberg and back again, eventually landing up in Brits for lunch. This route really challenged most of the pilots and the results were not as good as they should have been.



Leonard Edwards congratulates Jason Knight and Eben Strydom on winning and hour in the simulator

The afternoon was supposed to be followed by a spot landing, but most of the competitors had to get back to their busy lives. One pilot got his priorities right, his brother was getting married that afternoon and he managed to get the wedding postponed so that he could fly.

I was proud to see that 10 of the competitors in these events entered the President's Trophy Air Race, one of these crews ending up on the stage at the banquet to receive an award. It goes to show that a bit of practice does make you a better pilot and/or navigator.

The next Fun Challenge will be held at Brits on the 23rd June. If you would like to get involved in Fun Challenges in the Gauteng area please send an email to frank.eckard@mweb.co.za and I'll keep you informed of the events as they come up. For other areas contact your local SAPFA representative and see if we can get some support for a series of events in your area.



FULL RESULTS – FUN FLYING EVENTS

EVENT	Rand Airport Challenge				
DATE	17-Feb-07	PLACE	Rand		
CLASS	FUN RALLY				
POSITION	PILOT	NAVIGATOR	REG	COUNTRY	TOTAL
1	Chris Linakis	Roger Hardie	IFK	AFOS	0
2	George Brink	0	RVF	0	16
3	Leonard Edward	Jolene Edwards	LXE	SPS	43
4	Ago Pereira	Shaun Lynch	FAG	Panorama	63
5	Schalk Kotze	Japie van Eeden	CMJ	0	115
6	Mike Cathro	Brian Bontekonig	HVM	Panorama	156
7	Warren Jones	Marc Gregson	DBJ	Panorama	186
8	Piet Steenkamp	Brett Gartland	OYW	Phoebus Apollo	337
9	Jaco Sauer	Tammo van Eck	DMT	AFOS	417
10	Blaine Cartens	Chris Linakis	KDO	AFOS	482
11	Paul Luff	Louis de Klerk	EKS	SPS	591
12	Frank Smook	Robin Gorringer	IWK	PTA Flying School	701
13	Lucas van der Westhuizen	John Danks	EKS	0	797
14	Ernie Alexander	Solo	DOS	0	874
15	Robyn-Lea Nieuwenhuys	Narelle Otten	MAV	SPS	911
16	Dave Dooley	Peter Dooley	FYH	Airborne Aviation	973
17	Chris Sauer	Tarryn Adendorff	EEI	AFOS	1480
18	Stewart Allen	Gerald Ackhurst	EDD	Panorama	1513
19	Eden Strydom	Jason Knight	MAV	SPS	1534
20	Ayub Kambinda	Alpha Mohamadou	LXE	SPS	2200
21	Taryn Diedericks	Rene Joubert	DMT	AFOS	2520

CLASS	AVA FUN RALLY				
POSITION	PILOT	NAVIGATOR	REG	COUNTRY	TOTAL
1	Robert Albers	0	0	VACS	234
2	Harry Mole	0	0	VACS	398
3	Clive Cox	0	0	VACS	439
4	Arno Kohler	0	0	VACS	1360
5	Wayne Davey	0	0	VACS	1793

EVENT	Grand Central Challenge		14-Apr-07		
POSITION	PILOT	NAVIGATOR	REG	COUNTRY	TOTAL
1	Leonard Edwards	Jolene Edwards	LXE	SPS	50
2	Ernie Alexander	Mike Erhman	AHM	Flying	51
3	Schalk Kotze	Japie van Eeden	CMJ	Wonderboom	127
4	Eben Strydom	Jason Knight	MAV	SPS	138
5	Kobus Kotze	Frank Smook	IWK	Pretoria Flying School	209
6	Robin Nieuwenhuys	John Danks	MAV	SPS	673
7	Anthon Meyer	Charl de Klerk	EKS	SPS	931
8	Schalk Kotze	Japie van Eeden	CMJ	Wonderboom	1656

EVENT	Aviators Paradise Challenge		21-Apr-07		
POSITION	PILOT	NAVIGATOR	REG	COUNTRY	TOTAL
1	Piet Smith	Mary de Klerk	IWD	None	499
2	Hans Schwebel	Ron Stirk	IWD	Britz	500
3	Kobus Kotze	Frank Smook	IWK	Pretoria Flying School	861
4	Schalk Kotze	Japie van Eeden	CMJ	Wonderboom	937
5	Piet Steenkamp	Brett Gartland	OYW	None	3072
6	Ago Perrero	0	FAG	Panarama	3599

South African and World Records

We are slowly reducing the dominance of foreign pilots in the South African flying record books. The records of Ron Stirk and Hans Schwebel were recognised and ratified by the FAI. Hans and Ron flew from Pretoria to Bloemfontein and back in a C152 to demonstrate how simple it is to set or break a record and get your name in the record books.

In March this year Jan Hanekom flew his RV7A to George from Pretoria via Bloemfontein. As the RV falls into the same weight category as the C152 he broke the record of Ron Stirk for the Pretoria-Bloemfontein leg and set records for the Pretoria-George flight and the leg from Bloemfontein to George.

While on the subject of records a group of pilots from South Africa will be attempting to circumnavigate the world in 2008 (see www.sa2sa.com). The aircraft in the group should be able to break a few records on that flight. It will be nice for that group to reclaim the record for a flight to Oshkosh which is currently held by Jon Johanson.

SAPFA has only been promoting the setting of records since November 2005. The status of the latest record attempts are set out in the table below,

Current Status of Records

No	Record	Pilot	Achieved	SA status	World Status
SA005	Pretoria – Bloemfontein	Ron Stirk	212.04 km/h	Ratified	Ratified
SA006	Bloemfontein – Pretoria	Hans Schwebel	203.52 km/h	Ratified	Ratified
SA007	Pretoria – Bloemfontein	Jan Hanekom	308.3 km/h	Ratified	Ratified (breaks No SA005)
SA007	Pretoria – George	Jan Hanekom	306.2 km/h	Ratified	Ratified
SA007	Bloemfontein- George	Jan Hanekom	306.4 km/h	Ratified	Ratified

PTAR Shirts

The Klerksdorp Pilots Association has a number of PTAR 2007 shirts available for sale at R80 per shirt.

If you require an additional shirt you can contact Cliff Lotter at exodus@telkomsa.net or Angi the KPA (018) 462 1724



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)

Note:

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

2007 PTAR Feed Back

We would appreciate the competitors providing us feedback at http://www.sapfa.org.za/race/feedback_form.php

REPRESENTATION **CONCLUSIONS, WORK IN** **PROGRESS AND A START**

Conclusions

The sometimes stormy relationship that GA has had with the parastatals during the past two years has heralded a new mutual awareness of the process forward.

On GA's side the lesson learned has been that effective representation through unity was a prerequisite at the negotiating table. Any relaxation of focus will invariably lead to a re-emergence of the apathy that has cost us dearly in the past. It has also become clear that the leaders of GA could only become effective when the interests of the group were at all times held above those of individuals.

The parastatals have also responded positively by showing their critics that they could discharge their legislative obligations by consulting with their stake holders when it really mattered. Actions reflective of this change of corporate culture can be found in the actions of ATNS, Weather services and lately the SACAA. Although most agree that this aspect can be improved upon, the recent events bode well for the future.

Work in Progress

SACAA

1. PPL Testing and Foreign validations.

The structures developed during the successful 12 yr overhaul challenge have assisted the SAPFA delegates at the CAA Industry Liaison Forums to assist in presenting GA's objections to the proposed changes to the PPL Testing and Foreign Validation procedures. In addition to SAPFA's normal delegate, Dave Perelson also attended the meeting that was instrumental in alerting the CAA of the impracticality of the proposals which then resulted in the CAA issuing revised procedures which are acceptable to the majority of Air Training Organisations. ATO's are urged to submit their applications before the middle of June 2007.

See

<http://www.caa.co.za/What's%20new/Industry%20Communique%20On%20PPL.pdf>

and

<http://www.caa.co.za/resource%20center/forms%20&%20apps/Documents/Testing/CA%20141-02.pdf>

2. Part 61

The final draft of Part 61 is available for perusal at :

<http://www.caa.co.za/What's%20new/Part61forcomment/Index.htm>

SAPFA been actively involved in providing feedback to the CAA after being active in effecting many changes to the draft document.

Workshops have been scheduled by the CAA to provide further training with regards to the implementation thereof.

Promulgation will happen before the end of 2007 ending years of waiting.

3. NTCA

In anticipation of the impending promulgation of Parts 24, 94, and 96, SAPFA is continuously providing its input. We are still awaiting further comment from the CAA.

This is the most concerning aspect of the CAR's as the previous regulations have been withdrawn so there is currently no regulations in affect. This effectively means that decisions by the SACAA cannot be challenged and we are seeing erratic and unreasonable rules being applied.

4. IFR operations adversely affected by new amendment 14.

Subsequent to the promulgation of the 14th amendment of the CARS the SAPFA has expressed its concern at the Industry Liaison Forum of 3/4/2007 with regards to section 91.06.34 (3) which states' "(3) *No pilot-in-command of an aircraft may nominate an aerodrome as an alternate aerodrome unless there is a procedure for an instrument approach authorised by the Commissioner, and the aircraft complies with the requirements for Regulation 91.06.25, and there is reasonable certainty that the requirements for flights conducted under IMC authorised by the Commissioner will be complied with.* ".

This regulation will effectively rule out legal IFR for GA flights to the more remote areas of the RSA.

5. Transponders

No final communiqué has been issued by the SACAA regarding the compulsory fitment of transponders after various documents and submissions by SAPFA and the Aero Club of South Africa.

6. Flight Safety

At a regional level representatives of SAPFA have become involved in the SACAA's regional Flight Safety initiative. This program is still in its early stages.

ATNS

1. Fees

After the significant positive turn of events in 2005, where representatives of SAPFA played a major role in negotiating a zero rating for most of GA, the current status quo with regards to ATNS fees, requires close monitoring. There are early signs that this year's discussions might result in some pressure on GA.

Your SAPFA representatives will attend the various meetings as usual to challenge such initiatives.

2. Panel Discussion

During the year SAPFA also participated in a panel discussion hosted by ATNS on the topic "Service delivery". This was part of the "Unlocking Partnership for Change" conference.

Department of Environmental Affairs and Tourism

After the positive outcome of the consultations around weather services, GA was shocked by the latest initiatives by the DEAT. The culture reflected in the issues below clearly does not comply with the requirements of consultation.

The DEAT's is using the Protected Areas Act, No. 57 of 2003 and the National Environmental Management Act, 1998 (NEMA) to act unilaterally with no meaningful communication with other government departments or user groups.

1. Airfield closures

It had come to the attention of SAPFA representatives that during the last few years a number of airstrips had been closed down by the Department of Environmental Affairs and Tourism (DEAT). This issue has been raised at the last two Industry Liaison Forums and the CEO of the SACAA has instructed a senior manager to take this issue up DEAT.

SAPFA also requested that a moratorium be placed on the closure of airfields until the issue has been resolved.

2. Airspace restrictions

Airspaces are being reduced and made Restricted Areas requiring a minimum of 2500 ft above the highest point in such areas in terms of the Protected Areas Act. Further, rezoning restrictions are employed to curb developments in terms of NEMA.

The DEAT therefore controls aviation related activities in

four kinds of protected areas, namely:

Special nature reserves including wilderness areas and protected environments,

World heritage sites,

Specially protected forest areas, forest nature reserves and forest wilderness areas in terms of the National Forest Act, 84 of 1998, and

Mountain catchments declared in terms of the Mountain Catchment Areas Act, 63 of 1970.

SAPFA has challenged these actions on the basis that the administration and governance of a CAA function was being usurped by other Government branches and has submitted a formal proposal via the SACAA. The SACAA has undertaken to take this matter up with NASCOM.

3. Anti-Pollution restrictions

At a provincial level the government in the Western Cape has passed anti-pollution regulations by means of Gazette 6412 of Jan. 25, 2007 which includes noise pollution by aircraft and helicopters – with no or little regard to Environmental Regulations contained in Part 36 of the CARs. This matter will also be referred to NASCOM.

ACSA

Passenger taxes

After submitting a formal proposal to the Managing Director of ACSA, pointing out the lack of logic in the charging of passenger taxes where no service had been provided, the representatives in this matter regret to report that ACSA clearly sees no need to consult with its users on this matter. We intend to pursue this matter actively in the near future.

A Start for the Future?

Where to hence? By common consensus GA now stands at a critical juncture in the evolvement of its representative structures. Although it has achieved a measure of success by rediscovering the power of unity, the fragile alliances formed now need to be consolidated. There is a clear need for all aviation interested parties to join the representative body of their choice to thereby lend weight to the General Aviation Council's efforts. To counter the risk of apathy setting in, and ensure the continuation of effective representation, members should make an effort to attract new membership to SAPFA to maintain a healthy balance between reactive and proactive involvement in the representation arena. SAPFA clearly has, and will continue to act as an effective representative body.

