



The Joystick

NEWSLETTER of the SOUTH AFRICAN POWER FLYING ASSOCIATION

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Chairman's stuff

This is the first newsletter for the year covering the first quarter, and what a busy three months it has been for SAPFA.

We have held the National Flying Championships at Parys, once again hosted by Wynne Dedwith and his team, we have selected a Protea team to compete in the World Championships and the planning for the Air Race is well on its way. We have attended a number of meetings at the parastatals representing General Aviation and we have planned some exciting events for this year.

The new committee of SAPFA, which includes Frank Eckard (Vice Chairman), Barry de Groot, Deon van den Berg, Chris Linakis, Glen Meyburgh, Hans Schwebel, Robin Spencer-Scarr, Ron Stirk, Dicky Swanepoel, Paul van Tellingén, Walter Walle and Lucas Wiese, met early in February to have a planning meeting to set out the objectives for the year. The committee represents a good spread across the country and has experience and abilities to ensure that SAPFA is well run.

Included in the meeting was Tarryn Adendorff as an observer. Tarryn is keen to get the helicopter section of the Aero Club running and needed to see what was involved with the running of an Affiliate of Aero Club.

The program for the year follows the usual routine but will be spiced up with a few innovations. We just need to ensure that the dates do not clash with existing events before we release dates.

As is the norm with committees the various major functions have been split amongst the members. Robin has kindly agreed to be the representative on the Air Race organising committee, a function he performed like an expert last year. Frank has taken over responsibility for the setting of South African and World records. Should you wish to be in the record books for aviation, then he is the person to contact. Dicky was given the task of ensuring the Nationals happened and Glen will be responsible for arranging the approvals of flying events in terms of the new AIC. As has been the norm since he was elected to the committee, Paul will be the person that ensures that we do all we can for our members when it comes to the SACAA and other parastatals. This is a vital part of the work of SAPFA.

The massive avgas price increases will no doubt put a damper on GA activities this year. Over the past few years we have seen growth in number of aircraft and participants in aviation events. This was partly due to the growth in the economy. With all the economic negatives we have had in the first three months 2008 could be a tough year for aviation and we will probably see a levelling off or even a decrease in events. The good news is that there is still enough variation in sport and recreational events out there to satisfy the pilots and aviation enthusiasts. You might just have to plan a bit more than in the past to ensure you get the best out of the flying you will be doing.

Fly safely
Chris Booysen



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SAPFA BOSBERAAD

PADDAFONTEIN - They came from far and wide, the members of the SAPFA committee that is. Cape Town, Port Elizabeth, Bloemfontein, Gauteng, Rustenburg and Brits all being points of departure. Some flew themselves and some took schedules and drove from OR Tambo. Only one member, Barry de Groot, had his plans scuppered by the weather along the coast.

All of this was to attend the annual Bosberaad to focus on matters of office and plan for the year ahead. Everyone had arrived by 14:30 on Friday afternoon and so the first session got underway.

The first order of business was to elect members for the specific posts of chairman, vice chairman and secretary. After initially stating that he was not available for the position of Chairman Chris Booysen was eventually persuaded to stand and was unanimously elected chairman for 2008. Congratulations to Frank Eckard who was elected vice-chairman and Glen Meyburgh will fill the position of secretary.

Besides the final bit of preparation for the 2008 President's Trophy Air race, which Robin Spencer-Scarr, has firmly in-hand, various other competitive events, such as the National Air Rally and Precision Championships, provincial and regional events were planned. This also included the finalisation of a strategy for the Protea team that is competing in the World Rally and Precision Flying Championships in Ried, Austria, this year.

Other discussions over the two days were largely taken up with regulatory and legislative matters. This included the newly amended AIC19.1, Part 24, Para-statal Fees and Language Proficiency requirements among others.



A visitor at this year's bosberaad was Tarryn Adendorff, who has undertaken to resurrect the rotary wing section of Aero Club SA. SAPFA will be assisting Tarryn with setting up this section as well as to provide some advice and support where, and when, needed. Tarryn who is instructor rated on fixed and rotary wings works for NAC and, I am sure, would welcome any assistance that anyone might care to offer.

THE GAME DRIVE

Sunday morning arrived, rather early for some, to see most of us heading for home. The strip was a hive of activity seeing all those that flew in getting airborne before any weather could become a factor. Thankfully Robin left his Rotorway at home, opting instead to fire up the Saratoga, so there was less dust than last year.

A huge vote of thanks was given to Ron Stirk for the use of his farm, Paddafontein (close to Thabazimbi), as a venue for the meeting. Ron, his staff and some spouses saw to it that we were all well fed, watered and rested during our stay. I am also glad to report that Ron's giraffe population is growing steadily.

More pictures on next page

ALL WORK AND NO PLAY



ZS- CUX TAKING OFF FROM THE STRIP AT PADDAFONTEIN



Rand Airport Challenge

23 February 2008

The fourth annual Rand Airport Challenge was planned for Saturday 23rd February 2008 and even though time for planning was at a minimum, Frank Eckard managed to come up with an interesting route that was to test both new and experienced pilots. Frank flew the route on Sunday 17th with Chris Linakis, in a 1948 Stinson, so that photos could be taken of the turning points and a few features along the route.

The competition was again generously sponsored by Karcher, AFOS and Avimap and was run under the SAPFA 'Fun Rally Rules' and included a rotorcraft for the first time. SAPFA has undertaken to assist the helicopter section of Aero Club, get up and running with sporting events. Our first rotorcraft entry was ZS RRM a R22 helicopter from Henley Air,

piloted by Samantha Schnetler and Donovan de Wet. The Robbie was handicapped at 80 % of its max cruising speed.

COMPETITION DIRECTOR, FRANK ECKARD WITH THE BRIEFING

The course of approx 75 nm started at 'RD' with check points 1, 2, and 3 taking competitors out to the Heidelberg area, the fourth leg routing over FAHG airfield. Legs 5, 6 back to the station at the 'Circus', leg 7 south of the helicopter flying area to the finish at a trig beacon on a hill at Kibler Park.

A total of 14 entries were received of which 12 managed to start on the day. A briefing was held at 08h30 at the terminal building and competitors were then given an hour to prepare their maps with the required headings and timing marks etc. Competitors spread themselves out, some at the Harvard Café, some at the foyer and passages, all enjoying breakfast and coffee.



The competitors were told of a mystery prize to be revealed at the end of the competition. This turned out to be a 'spot check point' at FAHG and the logger time for each competitor was taken at FAHG. A cash prize of R 1,000.00 was awarded to the competitor whose time was nearest to correct at this point.

Other prizes were:

1st Place - R 1,000.00

2nd Place - 2 copies of latest Avi Map Book

Each competitor received a copy of the Book, Short Finals, from Avimap, and the first 10 teams each received a copy of 'Pilot Destinations' from Avimap

Two lucky draws each received a Vacuum Cleaner sponsored by Karcher.

The results of the Rally were as follows:

1 st	- ZS RRM	R 22	Samantha Schnetler, Donovan de Wet	188 pts
2 nd	- ZU FWP	Piaggio	Herman Pieterse, Stan Schroeder	361 pts
3 rd	- ZS OBD	C 172	Kavitha Kalpee, Thomas Donker	516 pts

Mystery Prize	ZS EZR	Tony Niewoudt, Greg Phillips – time diff – 2 secs
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Lucky Draw	ZS IUD	Tiegan McKenzie
Lucky Draw	ZS JWZ	Aidan Mills, Andy Mills

COMPETITORS



SMILING ABOUT FRANK'S VERY EASY ROUTE



EVERYTHING GOES



The Presidents Trophy Air Race

For those of you who have done it, welcome to the 2008 adrenalin rush. For those who haven't, we feel so sorry that you're only flying on one wing.

The Presidents Trophy Air Race, now fondly referred to as the PTAR has got to be one of the single most electrifying items on the South Africa aviation calendar.

It is the one weekend where in excess of 200 pilots get together to participate in, not watch, a skilful, low flying, adrenalin pumping, balls to the wall event that keeps us talking, sleeping, eating and drinking flying each year until we start winding up for the next one.

This year looks like it's going to be one of the most exciting races we've had to date and, as has been the case previously, we are going to cut off at 110 entries for logistical and safety reasons.

The course has a variety of flat open sections where you can see forever but navigation is tricky. This is lightly sprinkled with high ground that will test your meteorological skills in deciding where the most favourable wind will be. There are rivers and roads enough to confuse you with a main highway to bring you home.

This course will be kind to the careful and diligent teams but will play havoc with the arrogant or over confident.

Last year we decided to experiment with a few issues. Some worked and some didn't. It has always been our aim to have as many aircraft over the finish line at the same time as possible.

The handicap system we have evolved is based on the participant being happy that he has at least an even chance of doing well. In order to achieve this we will again be publishing the handicaps as early as possible and will allow anybody who is unhappy with their own handicap to request a test flight. The results of this test flight will be submitted to the jury who will make the final decision as to what your final handicap will be.

Now here's the catch..... If your test flight proves that your aircraft is capable of flying faster than your given handicap, you run the real risk of your handicap going UP and not down..... Your choice.

Over the years there have been countless different handicap systems ranging from the sublime to the preposterous. There have been thumb sucks and NASA computer calculations to 467 decimal places. The wind has been included, excluded, blown up, blown out and blown in. The time of day has been multiplied by the square root of the length of the sun's rays at its zenith and added to the squish factor of a 1000hour Lycoming engine at 2428rpm. Handicapping is unfortunately not an easy science.

A few years ago we started using the most amazing instrument available for sport aviation. The GPS Logger. This machine has been around for some time and is now the official scoring standard for international rally and precision flying. It may be interesting to note that logger failure means disqualification in this sport. We have not gone this far yet in the PTAR

SAPFA have been scraping their pennies together to buy enough loggers to be able to have one in each and every one of the 110 participants in the race. This will go a long way to eliminating the

“close call” arguments after the race and, more importantly, will show the racers where they lost time and where they can improve.

The test flights will only be conducted with the sanction of the jury and will only be as required by the handicap committee or as requested by the participant. These flights will take place on a first come first served basis and all the race rules will apply. The final decision lies with the highest law in the land, namely the jury.

Now it is a race tradition the world over that we argue late into the night about rules and handicaps and committees and carrot cake recipes and all the other important issues in our lives regarding the race.

Last year saw the start of a new trend that we hope to continue in Witbank. It's called peace, harmony and good order. We would like everybody to argue late into the night about the best whiskey, hottest women and high wing or low wing. We don't mind the odd carrot cake recipe being thrown in.

Your committee is working hard now and will continue to do so over the entire race weekend to ensure that your worst complaint is a burning desire for eye drops the morning after.

We look forward to taking the next historical step in aviation history with yet another year of safe, exciting and close call amateur air racing

Welcome to Witbank



2007 Winners

REPRESENTATION – A SUMMARY OF SAPFA’S RECENT INITIATIVES

Article by Paul van Telling

The events of the past three years have clearly demonstrated that the apathy shown by GA in general, and the representative bodies in particular, has been arrested by a coordinated effort of various role players in the industry. SAPFA fulfilled a significant function in acting as a catalyst to provide the spark which ignited the will of the group in the various challenges.

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

On GA’s side one of the lessons learnt 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 and the SACAA. Although most agree that this aspect can be improved upon, the recent events reflect a quantum leap forward on the road to achieving a more consultative dispensation.

SACAA

1. PPL Testing and Foreign validations.

The structures developed during the successful 12yr 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 2007. SAPFA’s delegates were instrumental in alerting the CAA of the impracticality of the proposals which then resulted in the CAA issuing revised procedures which were acceptable to the majority of Air Training Organisations. Various submissions also resulted in the R200 examination fee per subject to be reduced to R200 for all subjects including one rewrite per subject.

2. Part 61

After substantial input by members of SAPFA which resulted in many changes, what was thought to be the final draft of the Part 61 CAR’s was implemented in January 2008. It has now come to the attention of industry that a modified version has been approved by CARCOM in February 2008. It seems that the original version has been edited to make it more user friendly in terms of formatting, layout and referencing. At a recent Industry Liaison Forum meeting at the CAA the opinion was expressed that Part 61 will remain work in progress for an indefinite period due to the dynamic nature of the issues it addresses. SAPFA representatives will pursue this matter and report back in the near future.

3. NTCA

In the lead up to the promulgation of Parts 24, 94, and 96, SAPFA had continuously provided its input. The appointment of Capt Jordaan as CCA and CEO of the CAA has injected new vigour into the process. Subsequent to a revised policy formulation at the end of 2007, the CAA, with

the direct involvement of the Commissioner, has been conducting a series of high level meetings with the newly formed task team. SAPFA and Aero Club have been well represented at these meetings. Delays pertaining to build numbers and authorities to fly, have been substantially reduced in the interim. Issues revolving around Part 24 and 43 in general, and servicing cycles pertaining to Rotax engines and owner maintenance in particular, are high on the agenda. SAPFA hopes to report favourably on these issues by the end of April.

4. IFR operations adversely affected by new amendment 14.

Subsequent to the promulgation of the 14th amendment of the CARS 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 themore remote areas of the RSA.

The new CCA has indicated that a new workgroup has been appointed to investigate this matter. This group under the leadership of the newly appointed assistant to the CEO, Anton Richman, will formulate proposals to the CCA/CEO. The SAPFA representatives at the ILF are hopeful that this matter will now be allowed to move forward given the fact that this matter was brought to the attention of the CAA approximately a year ago.

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 Aero Club.

Amidst growing concern relating to the perceived delay in discussions surrounding the compulsory fitment of transponders, which hinges on a safety assessment being completed, senior management of ATNS has clarified the issue. Pending the outcome of the functional hazard assessment (FHA), ATNS will schedule a consultation with industry stakeholders.. A collision risk assessment (CRA) will then be conducted by an international service provider utilising information obtained by the FHA.

In addition to the impact on surveillance and transponder carriage in South Africa, this process will also allow ATNS to establish national target levels of safety in support of the DOT and SACAA. This will address the requirements specified in ICAO Annex 11, where states are required to establish target levels of safety for the airspace and operations within the national airspace.

The original planned completion date for the entire process was the end March 2008. This target has not been met.

Aero Club and SAPFA representatives have been monitoring this process and attending the meetings.

6. FAI GAC Annual conference in Gordon's Bay

During the annual FAI GAC conference, hosted by SAPFA in South Africa in Nov 2007, the outgoing CEO of the SACAA, Mr Zakes Myeza, delivered the keynote address. Ms Mary Stephens, Senior Manager (communications), was also in attendance. The function also allowed for constructive networking to take place.

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 (2008) might result in some pressure on GA. Representatives of SAPFA attended the ATNS 2007 FINCOM meeting and for now the zero rating remains in place for the 2008/2009 year.

2. Panel Discussion

During 2007 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.

3. ATNS Awards function

Representatives of SAPFA were honoured to be invited to the ATNS yearly awards dinner.

Department of Environmental Affairs and Tourism

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 a number of Industry Liaison Forums.

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.

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. SAPFA brought this matter to the attention of the SACAA.

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 and the new CCA/CEO has indicated that he would discuss this matter at ministerial level, hopefully by the end March 2008. Aero Club and SAPFA representatives have actively lobbied for action pertaining to this issue for the past few years.

ACSA

Passenger taxes

After submitting a formal proposal to the Managing Director of ACSA in 2006, pointing out the lack of logic in the charging of passenger taxes where no service had been provided, ACSA turned a request for relief down. Subsequent to the promulgation of the new fees in 2007, SAPFA representatives once again lodged a challenge, this time through our attorneys. We were successful to obtain an audience with the Managing Director of ACSA and are hopeful that this newly established conduit can lead to improved communication and consultation in future. For now the charging of passenger fees remains in place.

Conclusion

In June 2007 I wrote:

“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.”

This is as relevant now as it was then.

THANK YOU PAUL AND CHRIS FOR YOUR HARD WORK (Ed).

EVENTS

1; PRESIDENTS TROPHY AIR RACE 29 – 31 MAY, WITBANK (ROBIN SPENCER-SCARR)

2; S.A. LANDING CHAMPIONSHIPS 21 JUNE 2008, BRITS (DEON VAN DEN BERG)

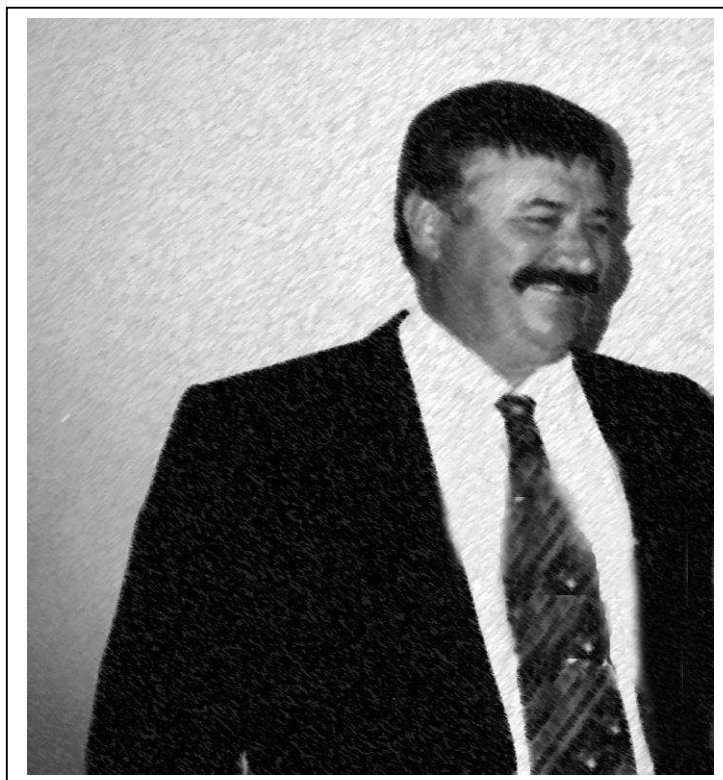
3; WORLD RALLY AND PRECISION CHAMPIONSHIPS, JULY 2008, RIED, AUSTRIA

We remember those who passed on.

A number of people close to SAPFA have passed on this year. We honour their contribution to aviation.

Tony Peeters

Tony passed away after a long illness on 18 February 2008. Tony had been involved in competitive aviation for a number of years as a competitor and administrator. At the time of his death he was an International Judge and Jury member for the Federation Aeronautique Internationale.

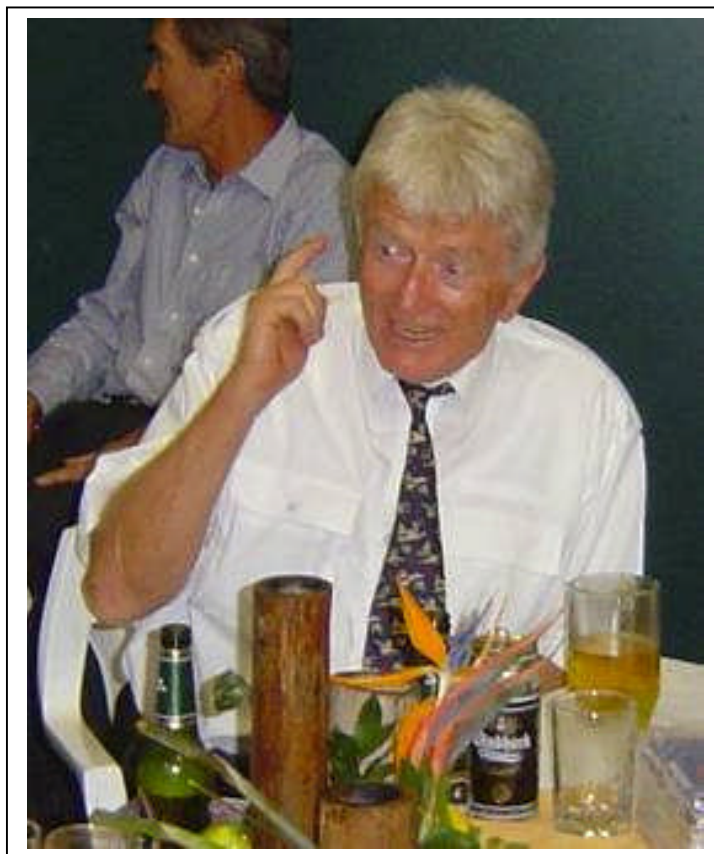


Paul Hermann

Paul was the caretaker at the Brits Flying Club until just more than 2 years ago, I am sure many of you met him there. He moved to his retirement home in Rooiberg and he was diagnosed with cancer just more than a year ago. Paul died after a this illness on 13 February 2008 at the age of 71. All that knew him will miss him and we wish to extend our sympathy to his family.

Peter Hengst

Well-known aviation personality of Brits Airfield passed away after a short illness. Peter was involved in Gliding and had 2 beautiful Bucker Jungman's, one of which Chalkie restored. It is good to report that all his aircraft and hangar were sold and will remain at Brits. You will be missed by all your friends at Brits.



S.A National Rally and Precision Championships. Parys 2008

The selection Nationals was held at Pars this year and was very well organised by Dickey Swanepoel and Wynn Dedwith. Wynn opened his houses for us, put his life and business on hold and did a great job with the computer. Dickey was running around to keep everybody happy, placing markers, collecting maps, etc. You both did a great job and we would like to thank you for that. One of the aims of the competition was to select a team to represent South Africa at the World Championships in Ried, Austria, July 2008.

The 2 days of Precision Flying went well with no major problems for the competitors. Unfortunately it did not go so well with the Rally Flying. Day 1 was not so much fun as the weather was becoming worse by the hour. Luckily the flying for the day was completed. Day 2 was cancelled due to bad weather.

Unfortunately, Frank Eckard had to withdraw from the competition due to the illness of his father. Our sympathies to Frank and his family.

The results are as follows;

National Precision Championships

- 1: Adrian Pilling
- 2: Barry de Groot
- 3: Ron Stirk
- 4: Hans Schwebel
- 5: Henk Koster

National Rally Championships

- 1: Barry de Groot & Mary de Klerk
- 2: Hans Schwebel & Ron Stirk
- 3: Adrian Pilling & Ardi Moolman
- 4: Walter Walle & Dale Joseph
- 5: Henk Koster & Henk Koster Jnr.
- 6: Schalk Kotze & Jaapie van Eeden

The teams selected to go to Austria:

Precision Pilots

Adrian Pilling, Barry de Groot, Ron Stirk, Hans Schwebel, Henk Koster, Frank Eckard, Mary de Klerk and Walter Walle

Rally Teams

Barry de Groot & Mary de Klerk
Hans Schwebel & Ron Stirk
Adrian Pilling & Ardi Moolman
Walter Walle & Dale Joseph
Frank Eckard & Henk Koster

Well done to Ardi and Dale who will be awarded Protea Colours for the first time. We trust that this is the beginning of a long journey in representing your country on the world arena.

Mary de Klerk was selected as Team Captain for the World Championships in Ried, Austria. A Team Manager will be appointed shortly.

The Federation Aeronautique Internationale appointed Dave Perelson and Deon van den Berg to act as International Jurors for this event. Jacques Jacobs was appointed by SAPFA to attend the World event as an International Judge.

Bring back the medals and GOOD LUCK

IF YOU HAVE ANY ARTICLES, INFORMATION, PHOTOS OR ANYTHING YOU WOULD LIKE TO APPEAR IN THE JOYSTICK , PLEASE E-MAIL TO ; deonrv7@vodamail.co.za
