



The Joystick

NEWSLETTER of the SOUTH AFRICAN POWER FLYING ASSOCIATION

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NOVEMBER 2008

Chairman's Comments

2008 will be remembered for a long time in the context of General Aviation. Both for significant negative and positive events.

The term Black October has already become the term to describe the events of October. At one stage there were 24 deaths from GA accidents in 24 days. This statistic will be remembered for a long time. While accident reports will be a long time coming it is apparent that the majority were caused by all the stupid things that pilots could possibly do. Scud running, fuel starvation, overloading, etc. It is also concerning to note that the majority of the pilots-in-command were CPLs. While the overall accident statistic for the year will probably not be higher than last year the rapid succession of these accidents shocked the aviation community. Hopefully, this shock effect will result in a better picture in the future.

This year has seen the promulgation and/or commencement of Parts 24, 61 and 62. There are issues in all these Parts that need to be addressed but at least we now have certainty in the regulation. As far as Part 61 is concerned there is still unhappiness as to the relevance of the questions in the PPL exams. In Part 62 we are waiting for the definition of Light Sport Aircraft to be promulgated. There are some that think the definition is too liberal and that aircraft with retractable gear and constant speed propellers would not be allowed to be flown with a Part 62 license.

There seems to be general agreement that Part 24 needs little amendment except in the area of maintenance that can be done by builders of NTCA as well as the reluctance of CAA to allow NTCA to fly over built up areas. The former issue is receiving attention but we are getting no-where with the latter issue.

We are noting "winds of change" at the CAA. We have a CEO that listens and understands our problems, we have senior people who want to find solutions and we also have a new attitude at all levels of staff that is resulting in high levels of service.

The formation of RAASA has received all the permissions it requires and is now a reality. I would like to remove the common misunderstanding – RAASA is not a new representative organization. It is a joint venture between the Aero Club and CAA that will be responsible for administration of non ICAO functions of CAA, as delegated by the CAA. The first functions to be taken over will be the re-issue of NTCA Authority to Fly's and the administration of Part 62 licenses.

It just remains for me to wish all SAPFA members a great Christmas and New Year. If you are part of the lucky group that has an annual holiday at this time, then have a good break. If you are flying to your destinations – Keep it safe.

Fly safely

Chris Booysen
Chairman



P.O. Box 27 013, Greenacres, 6057

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



18th WORLD PRECISION & 16th WORLD RALLY FLYING CHAMPIONSHIPS

The 2008 WORLD PRECISION & RALLY FLYING CHAMPIONSHIPS were held in Ried, a small town in SE Austria. The terrain boasted some of the most spectacular scenery imaginable, but it was deceptively difficult to navigate because of the complexity of detail on the 1:200 000 maps. Despite the high costs of aircraft hire and limited resources to put in sufficient practice the South African Team showed their true colours.

South Africa was represented by Precision Pilots, Mary de Klerk (Captain), Hans Schwebel, Frank Eckard, and Walter Walle. The Rally Teams consisted of Hans Schwebel & Mary de Klerk (Captain), Frank Eckard & Henk Koster, and Walter Walle & Dale Joseph. Team managers were Arddyn Moolman and Ron Stirk. The team was accompanied by International Judge Jacques Jacobs. South Africa was also honoured by the appointment of Deon van den Berg and Dave Perelson as members of the International Jury

South Africa was 9th overall in the Precision flying. Mary was the first SA name in the results, followed by Frank, Hans & Walter. SA came 6th overall in the Landing competition with Hans achieving a personal best of 1st in SA and 10th in the world. Rally proved a bit tougher with SA coming 10th overall. Frank & Henk came in first followed by Hans & Mary then Walter & Dale.

Next year the World Precision Flying Champs will be held in Poland. Will the team be there.....? You bet!



The SA Team

From L to R: Dale Joseph, Ron Stirk, Arddyn Moolman, Mary de Klerk, Jacques Jacobs, Frank Eckard, Henk Koster, Hans Schwebel, Walter Walle and Deon van den Berg



Hans Güttmann ; World Landing Champion
(Only because Ron did not compete)



The Precision Podium

1 - Czech Republic. 2 - Poland and 3 - Slovenia

SAPFA Air Racing School – 30/8/2008

It was during the build up to the Presidents Trophy Air Race in Witbank, when a surprising number of both new and experienced pilots, expressed an interest in flying the race but were nervous because they did not know how to do it.

Colin Jordaan, of CAA fame, was the keynote speaker at the gala evening in Witbank where he endorsed all types of competitive flying and said he would like to see more pilots participating in sport aviation with a view to building on their basic skills. In fact to quote Colin, *"Competitive flying teaches pilots to fly aircraft, as opposed to driving aircraft"*

With this support, and the enthusiasm of the boys at Aviators Paradise, we decided it was time to start helping those pilots who wished to participate. After week of preparation at the airfield itself as well as course plotting and programme arranging the day started without a breath of wind or even a hint of what was to come. The final selection of 25 entries ranged from the littlest Jabbie to a beautiful Cessna 402 that made Piet and Dale from Paradise a little more nervous about the size, approach and departures of their runway.

Breakfast was served on the veranda of the clubhouse and everybody had signed in and registered by 09h30 when the "lecture" part of the day started.

Chris Spencer-Scarr doubled as computer pilot for the day as well as giving the pilots tips on how to race. He spoke about cruise climbs versus steep climbs as well as turning around checkpoints. He discussed using the wind to the best advantage together with thermals and updrafts when they were available.

Mary de Klerk, our very own springbok navigator, who had already spent a great deal of time helping individual teams plot the route, gave a highly motivational interactive talk with tips on minute markers, the need for accuracy and much more.

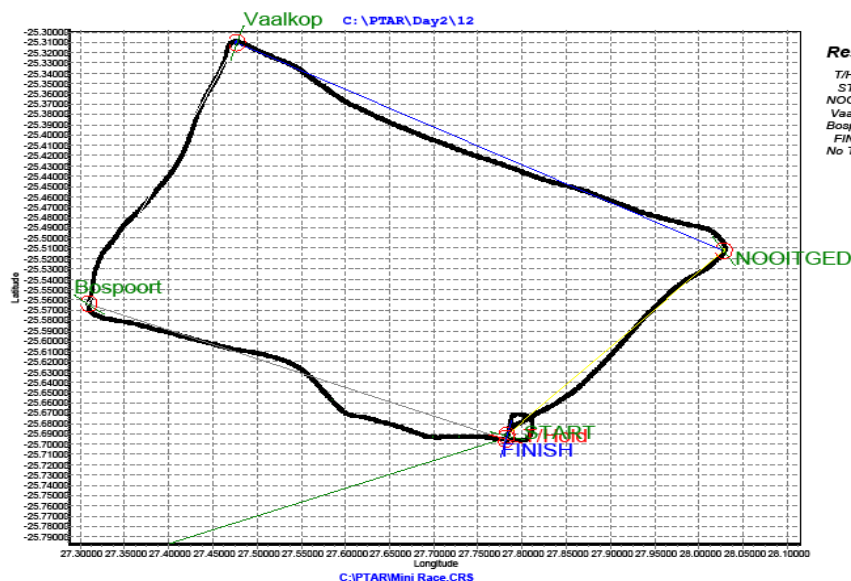
Charlie Marais, a very experienced speaker as well as pilot, came all the way from Bloemfontein to give us an interesting and enlightening talk on low flying. His message was clear and concise which reminded me of the old adage, "In the never ending battle between man and gravity, gravity has yet to lose. The best we can hope for is a draw."

With maps in hand and the adrenalin pumping, the jockeys all mounted their steeds and set off for turn point 1 in the 100 nm mini race to allow them to put into practice the lessons learned during the morning session.

The race itself went well with a general mix of those who did well and those who didn't but generally a great deal of fun was had by all. On their return however, the pilots experienced a cross wind at Aviators Paradise of anywhere between 20 and 30 knots. A few of the heavier aircraft managed to land but most made the wise decision to head off home to fly another day. This, of course, made it impossible to produce results immediately as most of the loggers were spread all over the country. In fact, there are still 5 of them outstanding as I write. The event was a training camp so every entrant received a printout of his track as well as his personal times. It was unanimous that an enormous amount was learned by all the participants and that this should become a regular occurrence on the SAPFA calendar

NEWSLETTER OF THE SOUTH AFRICAN POWER FLYING ASSOCIATION

See below for the results of ZU-JAD to show what each participant received as well as the accuracy of the handicap vs. the actual speed.



Results:

T/Hold : 12H22:20.2 00H00:00.0
 START : 12H22:34.6 00H00:14.3
 NOOTGED 12H28:52.1 00H06:31.8
 Vaalkop : 12H41:57.1 00H19:36.9
 Bospoort : 12H48:50.6 00H26:30.4
 FINISH : 12H57:32.8 00H35:12.6
 No Track Errors

Printed by Air Observer on 23/09/2008 4:45:16 PM

Mini Air Race 30/8/08

Flight Report

SOURCE FILE C:\PTAR\Day2\12.C00							
Race No	Registration	Type	Handicap	Event	Distance	DATE	PLACE
12	ZU-JAD	RV7A	165.00	Day 2	93.90	23-Sep-08	Aviator's Paradise
COMPETITION PARAMETERS					Pilot		
Speed	Wind Dir	Wind Vel	Take-off Time		Jan Hanekom		
					Navigator		
					Henrico Hanekom		
SECTOR POINT	LATITUDE	LONGITUDE	DISTANCE NM	TRUE TRACK	GPS TIME	STOP WATCH TIME	GROUND SPEED
THOLD	-25deg41.722	+027deg46.918	0.201	12	12:22:20	0:00:00	
START	-25deg41.526	+027deg46.966	0.201	12	12:22:35	0:00:14	50.394
NOOTGED	-25deg30.758	+028deg01.705	17.108	51	12:28:52	0:06:32	163.135
Vaalkop	-25deg18.552	+027deg28.972	32.200	291	12:41:57	0:19:37	147.656
Bospoort	-25deg33.859	+027deg18.817	17.711	210	12:48:51	0:26:30	154.204
FINISH	-25deg41.722	+027deg46.918	26.700	107	12:57:33	0:35:13	184.051
0	0	0	0	0	0:00:00	0:00:00	#VALUE!
0	0	0	0	0	0:00:00	0:00:00	#VALUE!
0	0	0	0	0	0:00:00	0:00:00	#VALUE!

Statistics:

Distance	
Course Distance (Nm):	93.90
Distance Flown (Nm):	96.91
% overflown	3.21%

Time	
Course time at Handicap:	0:34:09
Time taken:	0:35:13
Gain/(loss):	0:01:04 Loss
% gain/(loss)	3.12% Loss

Speeds	
Handicap Speed	165.00
Course Speed	160.01 Note 1
Actual Speed	165.14 Note 2

Note 1: Your Course Speed is the average speed at which you completed the exact route. Any deviations from a perfect track will reduce this speed.
 Note 2: Your Actual Speed is calculated on the average TRUE speed that you achieved and is calculated from the actual total distance flown.

Checked: _____

NOTE: THIS IS A PROVISIONAL AND UNOFFICIAL RESULT. IT HAS NOT BEEN APPROVED BY THE HANDICAP OR SCORING COMMITTEES AND IS SUBJECT TO CHANGE.

RE/MAX WARBIRDS @ TEMPE AIRSHOW

By Geoff Barkley

The sound of thunder rocked the City of Bloemfontein on Saturday 10 May 2008 when veteran and modern fighter aircraft took off at Tempe Airport to shatter the peace and quiet of the Free State capitol in a spectacular way.

As the first visitors started to enter through the gates of this superbly organized event, Col. Glen Warden surprised everybody in his Black Widow Mirage III-CZ at almost Mach II skimming low level and sneaking from behind, causing some children to start crying, and hardened ex-war veterans hitting the deck for shelter!

This was Glen's validation run, as he was unable to do so the previous day because of a double tyre blow-out following some hard braking, when his parachute failed during landing at Bloemfontein Airport. The organizers were extremely worried as the ground crew usually only take one spare tyre. But the reliable staff of the SAAF were committed to the airshow, and some crew flew back to Hoedspruit in the turbo Dak to fetch another tyre, and by sunrise on Saturday morning, Glen could start his pre-flight checks.

This preliminary display was just what was needed to pull a record crowd of 6000 plus through the gates before lunch.

The morning's official display started with the radio controlled aircraft performing some awesome manoeuvres that you couldn't imagine to be possible. The ever popular Silver Falcons left the spectators breathless with a well disciplined display under their new leader Capt Scott Ternant.

This was followed by the well known Academy Brushware three ship Harvard's team under leadership of the well respected aviation veteran, Scully Levin. As the smoke trails still dwindled along in the light breeze, another superb aerobatic display was performed by the Impala Mk II and the L 39 Albatros jets.

The SAAF never fails to amaze aviation lovers, and the crowd was thrilled by the manoeuvres of the Rooivalk, the Oryx and the Augusta helicopters.

The crowd stood in awe as Glen Warden put the Mirage through its paces again and to their surprise, a few minutes later he showed up in an Augusta helicopter, that went over to Bloemfontein AFB to fetch him back for lunch at Tempe, and where the spectators could shake his hand.

When he was ready to be flown back for his afternoon sortee, Desiree Bezuidenhout gave him some pre-packed meals and customized peak caps to hand to his ground crew as they couldn't be part of the show. This was amazing hospitality and very detailed organizing.

Just before lunch, the official Re/Max parachute team did a formidable skydiving display with all kinds of smoke and flags to end the morning session on a high note, before the apron was opened to the public during the lunch break. Large crowds gathered around the aircraft, asking questions to the pilots and crew, while others had their photographs taken in front of some of the beautiful aircraft on static display.

The beloved voice of Brian Emmenis reverberated over the grounds as he described each aircraft as if it was his own, each pilot as if he is a brother and each manoeuvre as if he was flying the aircraft

himself. He is not only an entertainer, but also a walking aviation encyclopaedia. No air show will be perfect without the big man in the orange overalls, microphone in hand.

Johan Naude, event organiser and chairman of the Bloemfontein Flying Club says it was the highlight of his career to bring this airshow to central South Africa, and he hope to do so in two years time again. He and his team need to be congratulated on their organizing skills, and the traditional hospitality of the Bloemfontein Flying Club will not soon be forgotten, as pilots, crew and other workers were treated to a typical Free State braai after the event, that lasted until the early morning hours.





FOR SALE - FOR SALE

Lancair for sale asking R 650 000 A Hirth 110HP motor with 50 hours on for sale.

PLEASE CONTACT - Dieter Bock 082 413 0576

A HAPPY CHRISTMAS AND A VERY GOOD NEW YEAR TO ALL OF OUR
SAPFA MEMBERS

ENJOY THE FESTIVE SEASON WITH YOUR FAMILIES
AND

PLEASE
FLY SAFELY

ZU-EXI

Deur Deon van den Berg

Net voor die winter van 2007 is die eier gelê in ons dubbelgarage en ek en Brenda het op hom begin broei.

Die stertdeel was binne 3 weke voltooi en die nuwe Superior engine het aangekom en toe die lang wag vir die bokse met die res, wat eers in Sept. ge-arriveer het.

Skaars begin daaraan werk of 'n 3 weke vakansie in Namibia, 'n jaar gelede gereel, moes ook eers afgehandel word. Ewenwel, na baie gesukkel en lang ure het die eier op 1 Julie 2008 uitgebroei en sy het die eerste keer moederaarde verlaat. Wat 'n ongelooflike gevoel, die vlug was omtrent 25 minute lank en dit het weer soos my eerste solo gevoel.

Dankie aan almal wat 'n aandeel gehad het in EXI. Veral aan my geduldige vrou, Brenda, my goeie vriende, Jan Hanekom, Hans Schwebel en Christoff Bester, my buurman se seun van 17. Christoff was so geïnspireerd en opgewonde dat hy nou in 2009 sy PPL gaan doen. Dankie aan Andre Swanepoel by CAA vir al sy hulp met die papiere. Dankie ook aan Oom(Kolonel) Joos Cloete, my AP, vir sy raad en hulp en tereg wysinge. Hy het dit weer met my en Jan gewaag nadat hy ook ZU-JAD met ons deurleef het.



Die 25 uur van toetsvlugte is nou verby en op 9 Oktober 2008 het ek met my blinknuwe ATF by CAA uitgestap.

(Ed – there are now over 25 Van's RV7 aircraft registered in South Africa)

CLIMB RECORD ATTEMPT

By Chis van Hoof

This article is not about setting a record, but rather about the satisfaction of testing the actual service ceiling of my particular Amateur Built Aircraft a Cozy Mark IV ZU-CZZ.

Some data to get you going:

The current World Record for a Canard Type A/C is Jim Price at 35,027' is held in the C1a class. For my Cozy, due to its weight, C1b: 500 Kg < 1000 Kg. See: SAPFA and FAI websites

How to go about this sort of event?

Clothing:

Long Johns, Ski Suit and two pair of socks, Oxygen mask, Oxygen clip-on thingy on your neck, maps & paperwork on the spare seat, cloth at the ready for frosting or condensation, newspaper to stuff around your legs etc :-)

Why:

We actually have to do a climb test in each Amateur built plane to establish the actual service ceiling of the plane. Any excuse finding out what it really is!

So organise the local FAI people thru' SAPFA (Power Flying Association), who lent me loggers and advised on paperwork. SACAA kindly extended my test range. And the flight was therefore by special (and ever so kind) permission of our ATNS thru CAMU (Central Air Management Unit). How to get to that point:

It is also my opinion that people really want to help each other and everyone wants to be part of something not done before.

How did it feel?

Except cold ... the plane is amazingly stable at all times.

What else happened:

OK, so we started the day on the net looking at winds aloft - download and printout, also check Weight & Balance.

25,800 saw the Alternator light come on, air is an insulator. End of Alternator!

The mechanical vacuum pump did its very best, but there was so little air that the instruments started falling over every once in awhile, so you quickly learned to keep the Mk 1 Eyeball outside. There the world looked quite different, sort of edge of space like, pretty really.

Where was the end?

From thereon it was rather uneventful to get to 28,000' +, the waiting for approval to go further got to me - it was cold and I was starting to shake.

Having said this, it got to be a struggle in a sense. Measuring your Ox saturation means, you take the glove off, get the pendant to clip on your finger, wait just a sec or so, see the numbers. Put that glove back on. Now check the Ox flow on the bottle, simple, but you do that over your left shoulder. Eyes back outside, check attitude, altitude, direction on GPS, check mixture. Mixture is so fine that you think of touching the lever and it wants to cut. An exaggeration really, it cuts right out, just like that. Talking is an effort in itself, remove mask, then say your stuff and immediately put that mouthpiece

back. You only forget once! It's simply difficult to believe that you can breathe nothing at all. Eye popping, nothing!

So while they took their time to allow me higher, I had a change of heart and decided to call it a day.

Back on the ground and out the plane at about 2:53 local ... it still took me till 5:00 pm to warm up and the ear sorted itself out after a good nights sleep.

Would I do it again?.

Probably, if something changed on my plane that would make the exercise worthwhile, like tuned exhaust pipes, maybe get some more education and more expensive equipment. All told, yes, it was fun to do.

Numbers you ask?

Empty 1195,7 lb

Gross 1666,0

Fuel 154 liters (about 40 US gal) - about 35 to 40 litres left in the RH tank, fumes only in the LH.

Me: 209 Lb

Ballast 33 Lb

Oxygen & other stuff 40Lb

CG at take off 100,30

CG at landing 100,00



And another story by Chris van Hoof

Baragwanath Rally

We at our EAA 322 Chapter used to organise a series of rallies over the years. These were a great success, so much so that they dovetailed very well with the SAPFA rallies that were organised on a National Level and eventually thereby produced the National Champions, who in turn represented us at the various World Championships!

From our midst came names such as Hannes Roets, Riaan van Niekerk, Nigel Hopkins, Hans Schwebel, Ron Stirk, Quinton Maine and many others who initially cut their teeth on EAA rallies and such other club type events.

The bar was raised so high that the mere mention of such names would make people withdraw, knowing that their chances of any placing whatsoever was so far out of reach that . ag, what am I talking about, we are not that competitive are we then?

However your feelings may have warped your sense of fun, the events are back and this time easier, well prepared and superbly organised. SAPFA and by name Frank Eckard and Mary de Klerk, two of our outstanding Protea Members are doing a sterling job in the promotion of these enjoyable rally trials.

The kit they provide is a map, with the starting point already indicated, as well as the complete route to the end. You also receive a speed sheet, with all the possible speeds already worked out for you! Of course you still have to bring a pen and your own protractor .

Start times are allocated and you pick up a logger (a sealed GPS really), that way they keep track of your time, position and headings.

You are also provided with some sheets of printed photos, one each at a turning point and one en-route. The turning point picture is a simple, Yes or No, as to whether this is taken there or not. The en-route picture is to be placed where you find it located with a dot on you map.

Very few of us got lost or off track, so it is quite doable! Distance is about 80 Nm, so that makes it affordable as well!

The refreshing bit at the last one at BaraG was the amount of youngsters participating, even schools sent their pupils 21 entries at that! That is a sizable field!

Mike & Dave Gill, Noal Otten and others beavered away at cheap breakfasts and Boere Rolls when we returned for lunch!

What an effort and what a success!!! No wonder there was such a spirit of camaraderie and helpfulness.

Participants were constantly checked on their planning and advised on how the Champs did it, in the most friendly manner imaginable!

The next one was planned at FAVV on 11 10 2008, see the SAPFA website for details, of course it helps to be on the EAA mailing list for notifications too. Yes, you can find this info on the 322 website too!

Entry was a measly R100, Peops! This was value for money! Make sure you don't miss the next one. You have not had that much fun with your clothes on since you started flying!

This gets a rating of : Highly Recommended for Pilots of all levels!

Deur ; Sarie van den Berg

VEREENIGING.

Die Suid-Afrikaanse Kragvliegvereniging (**SAPFA**) het onlangs 'n pretdag vir vlieeniers by die Vereeniging Lughawe aangebied.

Die vlieeniers moes hul vaardigheid in navigasie op die proef stel deur draaipunte, insluitende onder meer brue en riviermondings vanaf foto's wat in die Vaaldriehoek geneem is te identifiseer, die plekke moes hierna op 'n roetekaart geïdentifiseer word, aangeteken word en na die opstyg vanuit die lug geïdentifiseer word sonder om staat te maak op digitale navigasietoerusting.

Volgens die aanbieders van die kompetisie, mnr. Frank Eckard en mev. Mary de Klerk (springbok-vlieeniers) is die uitsluitelike doel om vlieeniers meer oor die kuns te leer met 'n groot klem op veiligheid.

"Die kompetisies fokus op vliegveiligheid en is die ideale platform om jou vaardigheid op te knap terwyl jy aan die vriendskaplike kompetisies deelneem, mens leer veral baie vanuit ander vlieëniers se ondervinding wat hulle kosteloos met jou tydens die geleentheid deel. Die Kragvliegvereniging (**SAPFA**) nooi belangstellendes om die kompetisies by te woon en by die vereniging aan te sluit. Skakel 0861 018 018 vir meer besonderhede.

- Die uitslae van die Kragvlieg-Pretbyeenkoms is:
- Wessel Boshoff en Jan Boshoff (195), Phil Wakeley en Scott Wakeley (270), Narelle Otten en K. Barker (517), Roger Bozzoli en Dave Stein (557), Jonathan Davis en Geoff Davis (575), Sean Murphy en Derek Poriazis (618), Mike Davis en Tony vd Heuvel (628), Juri Nysschen en Julie Becker (838), Spencer Watson en Robin Watson (1064), Chris Shaw en John Shaw (1317), Rob Selley en Justin Taylor (1566), Anton Wheeler en Cobus Enslin (1887) en Chris Van Hoof (2580)



AFOS Richard's Bay Challenge

AFOS had a vision last year to support the opening of its branch based at Richards Bay with a fly-in from Johannesburg and a local Navigation Rally. This has now become an annual event.

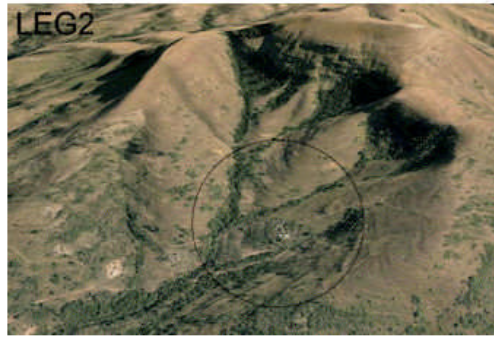
On Friday morning the 8th August, 10 aircraft set off from Rand Airport to fly to Richard's Bay for a weekend of fun with airplanes. While the weather report was clear, there was a band of fluffy white stuff that challenged the pilots over the northern areas on Natal. After a few altitude and direction changes the crews all arrived safely in Richard's Bay.

After checking in to a local B&B, we swapped the stories of our aviation experiences and swilled a few beers, life could be worse. That evening the crews invaded the Dros, who were up to the challenge and fed and watered the 40 odd hungry and thirsty pilots.

Saturday morning dawned with a stiff breeze and put a delay into the plans for a fun filled flying day.

The Fun Navigation Challenge had been planned by Frank Eckard and since he did not have the opportunity to fly the route before the event, he decided to see what detail was available from the satellites on Google Earth. The Photos were all taken from Google Earth at the correct altitudes angles and distance from track. Have a look at the samples.

CP1 - Railway Station Yes/No



CP2 - Shop Yes/No



The wind was still blowing 20 to 30 Knots when the briefing was finished and so more sitting around the airport. Eventually the Safety Officer allowed the competition to proceed, at the pilot's discretion with the big aero planes eventually getting underway at 13h30. As the wind dropped the lighter aircraft took off and the last aircraft took off with a return just before sunset.

As each crew returned, their tracks were downloaded and the photos marked. Local knowledge confused some pilots who knew where the "No" photographs had been taken and subsequently flew to the wrong turn points. With each download came the stories, as each crew found out where they had strayed from the straight and narrow.

Once again the locals, who knew the names of the farms they overflowed, beat the foreigners, but great fun was had by all.

The event was sponsored by NAC, Clifton Electronics, Zululand Fever, RIS Vehicle Hire, Zululand Hiring and a huge cheque was handed to the winners.

RESULTS:

	PILOT	NAVIGATOR	CALL SIGN	CLUB	OBS	NAV	TOTAL
1	Quentin Beningfield	George Wilsenach	ZU-CIN	Zululand Wings Club	180	245	425
2	Peter Johnson	Peter Freese	ZS-KCN	Zululand Wings Club	280	527	807
3	Anton Tromp	Isaac Theron	ZU-EEI	Afos	180	720	900
4	Morne van der Merwe	F van Niekerk	ZS-ENO	Afos	410	598	1008
5	Wesley Hawla	Jeffrey Yougman	ZU-DMT	Afos	250	1223	1473
6	Brendon Devitt	Estiaan van der Merwe	ZS-IFK	Afos	440	1062	1502
7	Brian Appleton	Ralph Hurwitz	ZU-FLF	Afos	660	1025	1685
8	Taryn Diedricks	Telani Lithgow	ZS-CKE	Afos	480	1431	1911
9	Arbrie Warnich	Angus Warnich	ZS-PPT	Zululand Wings Club	460	1600	2060
10	Maralisa Odendal	Willem Boshoff	ZU-ECL	Afos	320	1766	2086
11	Kevin Jones	Jaques Boreman	ZS-KDO	Afos	770	1597	2367
12	Steven Lombard	Eugene Voges	ZS-FXK	Zululand Wings Club	860	2000	2860

In fairness to two crews, we had a logger which only logged the second half of their flight (1) and on another who returned to the airfield with alternator problems (2).

After a braai at the airport, the tried and subdued crews retired to the bar at the B&B. Here they were introduced to the game of “Vlam vinger” using Red Zappa Sambucca. The next morning, the participants were all identified by their red fingers.

The return trip was marred by a engine problem with one of the helicopters and he had to do an emergency landing. The helicopter was damaged on landing.

Congratulations to AFOS for organizing a great weekend and good experience for their pilots. They have set a new standard for weekend fly aways.

This type of event will be the focus of SAPFA for the next year as they are not only popular but also increase the skills of the GA pilot.

MATERIAL FOR JOYSTICK

WE ARE CONSTANTLY LOOKING FOR ARTICLES, PHOTOS, NEWS AND CLUB INFORMATION TO PLACE . PLEASE FEEL FREE TO SEND ANYTHING YOU WANT TO PUBLISH TO:

Deonrv7@vodamail.co.za

PLEASE NOTE THAT THIS NEWSLETTER IS FORMATTED TO MAKE IT EASY TO READ ON THE SCREEN OF A COMPUTER AS THE MAJORITY OF OUR MEMBERS RECEIVE THEIR NEWSLETTER BY EMAIL. WE APOLOGISE TO OUR MEMBERS THAT RECEIVE PRINTED VERSIONS.

IMPORTANT NOTICE

NOTICE IS HEREBY GIVEN THAT THE **SAPFA AGM** (ANNUAL GENERAL MEETING)
WILL BE HELD AS FOLLOWS

Date: 20 December 2008 Time: 08h00

Venue: Algoa Flying Club, Port Elizabeth

PROXY FORM

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

PROXY

South African Power Flying Association – Annual General Meeting 20 December 2008

I, hereby grant my proxy

To or failing him to the Chairman of the meeting,
For the sole purpose of to obtain a quorum for the AGM.

Date: **Signature:**

NOMINATION FORM

**Please make nominations for any member that would like to serve on the committee.
The existing committee members that are available to serve another term are
nominated in terms of the constitution. Their names are set out below.**

2007/8 committee members nominated:		New Nominations
Chris Booysen		
Barry de Groot		
Frank Eckard		
Glen Meyburgh		
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