



The Joystick

NEWSLETTER of the SOUTH AFRICAN POWER FLYING ASSOCIATION

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APRIL 2009

Chairman's Comments

As was mentioned 2008 will be long remembered for "Black October" There is a positive that has come out of this and that is that there has been a significant emphasis on safety since those events. Not only have a number of organisations started placing significant emphasis on safety but a dialogue has started with a large number of pilots discussing the issue.

Despite this the first quarter of 2009 has not started well. In the first three months of this year there have already been 30 accidents that have resulted in 7 fatalities and 9 injuries. Once again the fatal accidents were probably avoidable with flight into bad weather and showmanship playing its part.

The SACAA has got together a group of industry experts under the name The General Aviation Safety Initiative (GASI). SAPFA is represented on this body. We are hoping that this body will come up with some innovative ideas to reduce accidents rather than the knee-jerk reaction of more stringent rules and regulation.

It is my belief that most of the accidents are caused by poor decision making and judgment which seems to be part of the rule breaking and risk taking attitude of the South African psyche. How many times do we have to hear "I knew he would have an accident as some stage....." Unfortunately there seems to be some pilots that believe that they are bullet proof. Our statistics show that they are not. *The psychology of bad decision making is rooted in confidence based on incrementally bad behaviour without adverse outcomes.*

What can you do as a responsible pilot? Apply some peer pressure. Identify unacceptable behaviors and challenge the pilot. Use the CAHRS system if necessary. Play your part in generating those actions that will modify behaviour. Then make sure you are competent as a pilot. Practice emergency drills and hone your skills as a pilot.

Talking about honing skills - There is nothing better than flying competitively to improve your skills. To this end SAPFA has devised a full program of fun rally competitions. Combined with events like the Air Race and the annual National Landing, Precision and Rally flying championships there are adequate events for you to take part in one. Why not give it a shot – you might even enjoy it. Full details will be presented elsewhere in this newsletter.

The Air Race reverts to Tempe this year. The Race Director is Kassie Kasselman, a veteran when it comes to organizing races. Kassie and Bloemfontein Flying Club Chairman, Johan Naude promise that the event will be one not to be missed. See you there.

Fly safely

Chris Booysen
Chairman



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

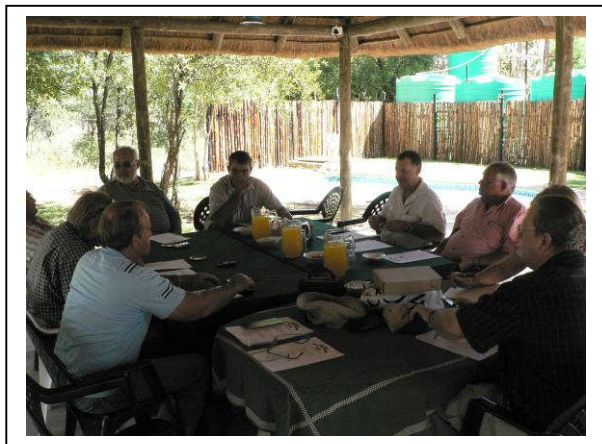


BOSBERAAD 6 – 8 MARCH 2009
PADDAFONTEIN

On an annual basis the SAPFA committee meets for a long weekend to plan the next twelve months. The 2009 SAPFA Bosberaad was held on the farm Paddafontein, in the Thabazimbi area and owned by longstanding committee member Ron Stirk. Hopefully the Committee struck the right balance between work and play.



WORKING



GAME DRIVE



There were no less than 3 RV7's and a C150 that flew to the meeting. Jan Hanekom also flew in for a cup of coffee in a 4th RV7.

ZU- RVZ, MER, EXI



ZU- JAD

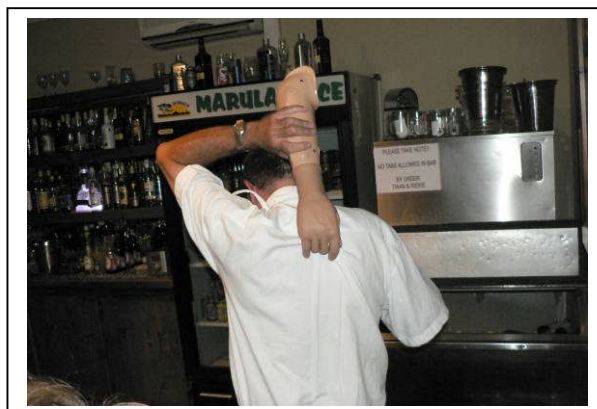


Food was in abundance and we would like to thank Willie and the ladies who helped him for making the weekend a pleasurable one. Having that side of the weekend under control allowed committee members to concentrate on the work at hand and probably helped us to make 'wise' decisions.

RON STIRK

Soos u seker baie goed onthou het Ron Stirk verlede jaar in Februarie sy regterarm net onder die elmboog verloor. Na verskeie operasies kan ek rapporteer dat hierdie vlieënier herstel het, 'n bioniese arm en verskeie apparate het om hom te help omdie “gebrek” te oorkom. Die belangrikste hiervan is die apparaat wat hy in die vliegtuig gebruik om vanaf die regtersitplek te kan vlieg. Hy het vandag 13 Maart 2009 sy vliegtoets geslaag. Baie geluk Ron.

Hy het verder aan my bevestig dat hy in April aan die Nasionale presiesie kampioenskappe gaan deelneem en indien hy verkies word hy ook graag aan die Wereld kampioenskap in Pole wil deelneem.



CALANDER OF EVENTS ; 2009

Date	Venue	Event	Contact
24-26 April 2009	Brits	South African Precision Championships	Deon van den Berg deonrv7@vodamail.co.za
1 May 2009	Worcester	Fun Rally	Tony Russell tonyr@therussells.co.za
23 May 2009	Rustenberg	Fun Rally Challenge and Precision	Frank Eckard frank.eckard@mweb.co.za
28-30 May 2009	Tempe Airfield, Bloemfontein	President's Trophy Air Race	Kassie Kasselmann/Johan Naude
20-21 June 2009	Brits	S A National Spot Landing Championships	Deon van den Berg deonrv7@vodamail.co.za
27 June 2009	Parys	Fun Rally Challenge and Precision	Frank Eckard frank.eckard@mweb.co.za
19-26 July 2009	Poland	World Precision Flying Championships	
29 August 2009	Richards Bay	Richards Bay Fun Rally Challenge	Frank Eckard frank.eckard@mweb.co.za
5 September 2009	Grand Central	Fun Rally Challenge	Frank Eckard frank.eckard@mweb.co.za
3 October 2009	Kitty Hawk	Fun Rally Challenge	Frank Eckard frank.eckard@mweb.co.za
7 November 2009	Brits	Fun Rally Challenge	Deon van den Berg deonrv7@vodamail.co.za
5 December 2009	Springs	Fun Rally Challenge	Frank Eckard frank.eckard@mweb.co.za

FLYING FOR BATELEURS

By Barry de Groot

If your passion is flying, and you have a love for the South African environment and wildlife, then flying voluntary missions for an organization called Bateleurs is for you.

Past missions that I have flown have taken me to some really exotic destinations, places that I would normally not have ever flown to.

One of my more memorable trips was to Mozambique to count the number of Dugong that still exists in the Bazaruto area. Dugong are a large sea grass-eating mammal that are under threat of extinction.

The start of this mission took us north up the Zululand coast then over the border into Mozambique where we checked into Maputo to clear customs. Then it was coastwise further north to Vilankulu, which was to be our home base for the next four days. Dugong habitat is in the shallow channel between the mainland of Mozambique and Bazaruto island, so in order to count their numbers we flew a grid with lines 500 metres apart over an area of 30 square kilometres at an average height of 800 foot.

Words cannot fully describe the colour of the water. It changes from emerald green to turquoise and then light blue as the snow white sand on the sea bed comes closer to the surface over the sand banks and shallows near the islands. The water is as clean as a well maintained swimming pool so spotting the Dugong going about their business several meters under the water poses no problem.

While it was disappointing to learn that the Dugong population had again declined, it was with great satisfaction and memories that we left what can best be described as paradise.

In stark contrast my next mission two months later was to the Kgalagdi Cross Border Reserve in the Kalahari. My brief was to work with Dr. Gus Mills who is monitoring the movements of Cheetah in the game reserve. Because of the vastness of the reserve Gus has fitted several cheetah with radio transmitter collars to assist in monitoring the movements of these animals as they roam in search of prey.

With antennae fitted to each wing strut we started our search over the desolate but very colourful sand dunes of the Kalahari. Gus sat next to me with headphones connected to his receiver and would then guide me left or right depending on the signal strength from the mobile beacon attached to the cheetah's neck transmitting it's where about. Once located we would descend from 3000ft. agl down to 200 ft in an attempt to get a visual sighting on the animal. In 3 hours we located the 9 cheetah Dr. Mills was hoping to find and got an actual visual sighting on two of them.

With GPS co-ordinates obtained from the aerial flight Gus then tracked the animals by road in his trusty Land cruiser to observe their health and condition from up close.

Sadly one radio signal was transmitting from a pile of sun-bleached bones after the cheetah had died from possible lack of food.

To justify the costly flight from Durban to the Kalahari, Bateleur's arranged for two surveys to be carried out in the same area. The second survey was to count the number of raptor nests in the southern half of the Kgalagadi Reserve.

My brief was to meet with Abrie Maritz from the Zurich Kalahari Raptor Project and his assistant Thy's Reynecke, and provide an aerial platform from which we would count the active nesting sites.

Nature came to our assistance by programming the birds to build their nest only on the top of the indigenous thorn trees which conveniently only grow along the banks of the dry river beds, making the nests very visible from the air, and our task that much easier.

We found that flying along the left hand side of the river at about 200 foot agl with 20 degree of flap and an air speed of 70 mph gave us the best opportunity to count and identify the bird on the nest and even see baby chicks in them.

Many kilometres of the meandering river was covered in this way over the two days allotted to the project, a task that would take many weeks to accomplish by road.

The mission was highly successful with many different species of raptor being observed and counted, the most common ones being the African White Backed Vulture, Lappet Faced Vulture and Tawny Eagle.

If you wish to add another dimension to your flying and have at least 350 hours in your log book, and access to an aeroplane then maybe you should consider joining the Bateleurs for some very rewarding experiences.

Bateleurs can be contacted on. info@bateleurs.org



VIRGINIA FUN RALLY FAVG - 28TH MARCH 2009

What a pleasure it is to say.."and it just gets better and better..."

I am not sure if a bunch of aviators can have more fun flying than about 50 of us had last weekend in Durban at Virginia Airport. What an event, what a venue, what an amazing group of people.....!

It began last Friday afternoon when aircraft, pilots and navigators from all over the country started arriving at FAVG. The weather was fantastic and Durban Wings Club was ready to welcome everyone with open arms.

At 18H00, JJ, Chairman of the Wings Club welcomed everyone to his wonderfully hospitable club, and this was followed with an overview of Fun Rally Flying by Frank & myself. DWC provided all competitors and supporters with a braai at the pool, and the cash bar till soon started ringing. We all wound each other up with stories and suggestions of how it should be done, then most retired relatively early to be 'op 'n wakker' for the early morning detailed prebrief.

A full-on breakfast was on offer at the restaurant from 07H00 on Saturday. This was followed by a detailed briefing on "how to fly a Fun Rally". With a healthy SW blowing the first aircraft got airborne off runway 23 at 09H30.

I had planned the route to go north of Ballito but staying south of the Tugela. I did not penetrate too deep inland as I wanted to avoid high ground in case of a bit of normal KZN weather. The 1:250 000 maps of this area are very busy and the necessary times, headings and minute markers on the map certainly added to the clutter on the map.

NEWSLETTER OF THE SOUTH AFRICAN POWER FLYING ASSOCIATION

“Not easy...” was the initial response from many teams returning into the 20kt headwind blowing from the south. A few of teams even struggled to find Zinkwazi Beach, which I thought would be a doddle.... The route finished at Tongaat River mouth which gave the Vaalies loads of time to enjoy the beautiful coastline as they fought the wind to get back to FAVG.

The Spot Landing competition was tacked onto the end of the Rally and the scores added to everyone's' final result.

It did not take long for Frank to spew out the final results and all the teams and their supporters gathered eagerly in the Wings Club pub for the prize giving. Many were anxious to rush off to watch the Sharks 'klap' the Brumbies.

The final results are:

Pos	Pilot	Co-Pilot	Reg	Club	Obs	Nav	Landing	TOTAL
1	Mervyn Roberts	Johnathan Roberts	ZU-EBB	EAA East Coast Chapter (645)	120	66	20	206
2	Trevor Cufin	Ron Stirk	Piper Arrow		200	147	0	347
3	David Knott	Telly Thomas	ZS-DED		170	177	100	447
4	Leon Koekemoer	Andre Koen	ZS-SDT		200	157	100	457
5	Donavan Bailey	John Bailey	ZS-BAI	DWC	250	191	20	461
6	Kobus Kotze	Frank Smook	ZS-IWK		100	487	60	647
7	Roger Bozzoli	Dave Stein	ZS NPB		350	387	40	777
8	Gavin Brown	Johan Juselius	ZS-KKJ	DWC	310	452	20	782
9	RD Moolman	Mike Atherstone	ZS-PHB		230	598	50	878
10	Barry de Groot	0	ZSBC	PAC	320	503	100	923
11	ROB OSNER	IAN SEDDON	ZS-OAU	Brakpan Aero Club	535	315	100	950
12	Andrew Lane	Hugh Lane	ZS-NFU	Central Flying Academy	330	561	100	991
13	Ralph Hurwitz	Brian Appleton	ZU-FLF		470	474	80	1024
14	Jica Pinto Coelho	Wally Lake	ZU-DWN	Ballito Microlight Club	350	934	20	1304
15	Alastair Matthews	Trevor Holroyd	ZS-PRF	EAA 645	490	783	100	1373
16	Marnus du Plessis	S Schroeder	ZS-MUF	ATA	410	931	100	1441
17	Quentin Hurt	Brett Williams	ZS-PED	Wings	570	946	100	1616
18	Rob Sandys	Richard Yardley	ZS-PEM	PMB Aero Club / Durban Wings Club	470	1117	80	1667
19	G D Warren	Dave Pike	ZU-CGH	PMB AERO CLUB	300	2033	100	2433
20	Alan Lentle	Garth Raw	ZU DUF	EAA 645	420	2262	100	2782

Some teams braved the wind and got airborne to return to from whence they had come and some non rugby fans that stayed at the club were once again treated to the DWC hospitality with delicious Prego Rolls and Salads. Many hung around the Pool Bar getting to know each other and doing a bit of “bonding” till quite well into the evening.

One thing is for certain – those that participated enjoyed it so much that they will definitely be at the next event.....which by the way is:

VENUE : BRITS AIRFIELD

DATE: 23 – 26 APRIL

EVENT: FUN RALLY AND PRECISION NATIONALS

For those of you interested in including Precision Flying into your repertoire, I will be holding a Precision Flying Training Session at Rand Airport (or venue tba) on Saturday 18th April 08H00 – 11H00. Then Frank will hold the 2nd Training Session with landings at Brits Airfield on Thurs 23rd April at 09H00.

The Fun Rally will be combined with the Precisions on Sat 26th April – full event details to be published shortly.

Please email Frank on frank.eckard@mweb.co.za to let him know if you would like to join us at either one of these Precision Training Sessions.

The May & June Fun events will also include Precision Flying so the sooner you sharpen your pencil, the better....

Please enter online at : www.sapfa.org.za/

Thanks guys for your on going support – and here's to better flying skills all round....

Mary de Klerk



AVIATION DIRECT SPECIAL OFFER TO SAPFA MEMBERS

Aviation Direct invites all Aero Club members to have a look at their extensive range of aviation products and receive a 10% discount of any purchase on producing proof of membership. The range of products includes:

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- **EasyPlan**

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Building a Vans RV10

A Vans RV10 is a big four seater with a mauw of 2700lb and a useful load of 1150lb. Typical cruise speed is 205mph. As it is a homebuilt AC it is often referred to as the poor man's Cirrus. As far as I know, there are currently 5 flying in South Africa with about 170 flying in the rest of the world.

In September 2008 Hugo Stark and myself started building ZU-RVI. We have ordered a quick build kit, which means that the wings are almost finished, the fuselage bottom (known as "the boat") is finished, as well as the ailerons and flap. We have chosen a Lycoming IO-540 and Hartzell prop to pull us through the African skies. This is a man-hour saving of about 1000 hours compared to the standard kit. The first item one builds, is the vertical stabilizer that is part of the empennage kit. Within a week or so it was finished and we moved on to the next part, the horizontal stabilizer. It took us about 250 hours to complete the empennage section.



The Tailcone



The Boat

Then we moved on to "the boat" where we had to install all the systems such as the fuel system, brake system and control system. As it is a fairly complex AC one has to constantly think about other things that needs to be done. For example – at this early stage the wiring running fore aft has to be installed under the floor pans and baggage area. At this stage it looked like the picture on the left

Next we moved on the fiberglass roof and gull wing doors. Soon we realized that this is where we are going to spend a lot of hours. We have

looked at hundreds of pictures and there is nothing as bad a poorly finished RV10 cabin inside. Here you have to do a lot of trimming to make the roof fit and then you have to bond the two part doors together and again there is a lot of measuring, cutting an trimming of fiberglass.

At the time of writing this we are still busy with the roof inside and have put in about 500 hours on this project. Hopefully we will get it in the air after about 1700 hours!!



Roof and doors on

Jan Hanekom.

SAPFA LEDE

Hierdie nuusbrief behoort aan julle, as jy jou klub wil bekendstel of 'n kompetisie of "fly-inn" beplan, stuur die inligting en/of fotos na my en ek sal dit hier plaas.

Deonrv7@vodamail.co.za

AIR RACING SCHOOL

Rustenburg

The preparation was done. Not nearly enough, but is it ever enough when arranging to have 44 enthusiastic aviators burn as much avgas as the adrenalin pumping through their systems.

The day was Saturday 28th March, the venue Rustenburg Airfield, the hosts Rustenburg Flying Club and the reason was the second of many Air Racing Schools to come.

The objective of the school is to help show those pilots who would love to do more than just the Sunday breakfast runs, or wide circuits over town, how easy and safe it actually is to race their machines against other pilots of all shapes and sizes.

Knowledge and attitude are the two most powerful influences in the world and, on a micro scale, it is the knowledge of how a race should be flown and the right attitude toward doing it properly and safely is what we try to impart in the school.

The day saw 22 entries of which about one third were experienced and the rest (both high and low time pilots) were virgin racers. Those experienced racers were there to practice for the big one, The Presidents Trophy Air Race, and the rest were there to learn so that they could enter the PTAR without having wedding night jitters.

A hearty English breakfast, presented boere style, on the clubhouse verandah started the day off followed at 09h00 sharp by the briefing that covered a myriad subjects ranging from preparation of the aircraft, preparation of the pilot and navigator, navigation, low flying (especially the futility thereof), the best method for getting maximum performance out of the aircraft and safety, safety, safety.



A break for frantic plotting and copying of the master map and the jockeys were ready to jump out of the starting blocks. In an effort to make this as realistically close to the PTAR as possible we changed call signs from registration letters to race numbers and started the race in the same format as PTAR day 2 which is slow aircraft off first.

The handicaps were calculated by means of sextant, slide rule and vacuum applied to a thumb and, as it turned out, were amazingly accurate which was evidenced by the first five aircraft home within seconds of each other. Thereafter the entire field came home within a few minutes but for RVZ that had just been signed out after his MPI and started 10 minutes late. Word has it that that was the fastest test flight ever!

If we were to list the things that went right on the day they would be the weather, the timing (which was spot on) the loggers (thanks to Janekom they were perfect), the Rustenburg Flying Club, the camaraderie amongst the participants, no mishaps and the results for the day and what we all learned.

Now if we were to list the things that went wrong they would benothing

The results of the race for the day are shown on the next page.

I am really looking forward to the Presidents Trophy Air Race. Will I see you there?

ROBIN SPENCER-SCARR

Air Racing School – 28 March 2009-04-05

Results

<u>Pos</u>	<u>Pilot</u>	<u>Co-Pilot</u>	<u>REG.</u>	<u>A/C</u>	<u>H/Cap</u>	<u>Flown Dist</u>	<u>H/C Time</u>	<u>Flown Time</u>	<u>Gain(-) / Loss</u>	<u>Crs Speed</u>	<u>Actual Speed</u>
1	George Brink	Sean	ZU-RVF	Vans RV-4	174.00		00:32:52	00:32:47	-0:00:05	174.42	174.42
2	Jan Hanekom	Henrico Hanekom	ZU-JAD	Vans RV-7	165.00	96.83	00:34:39	00:34:49	0:00:10	164.23	165.82
3	Rudi Marx	Chris Burger	ZS-MJR	Navion	148.00	98.05	00:38:38	00:38:50	0:00:12	147.24	151.21
4	Rudi Greyling	Anel Greyling	ZU-LUZ	Vans RV-7	170.00	97.42	00:33:38	00:33:51	0:00:13	168.95	172.70
5	Leonard Cremer	Herman Cremer	ZU-EZS	Dynaero Mk4	128.00	107.03	00:44:40	00:45:00	0:00:19	127.09	142.72
6	Christa Greyvenstein	J van den Berg	ZS-FDZ	PA28-180	137.00	97.89	00:41:44	00:42:13	0:00:29	135.42	139.09
7	Frik J Roux	Frik C Roux	ZS-IAG	Cessna 182	135.00	98.09	00:42:21	00:43:07	0:00:45	132.63	136.51
8	Five Delport	Willie Jordaan	ZS-SDR	PA28-180	123.00	-	00:46:29	00:47:19	0:00:50	120.85	120.85
9	Anton Wheeler	Johan Muller	ZS-KSO	Cessna 182	135.00	98.00	00:42:21	00:43:17	0:00:56	132.11	135.85
10	B Engels	M Heughs	ZS-LAI	C182RG	150.00	97.27	00:38:07	00:39:03	0:00:56	146.43	149.46
11	Paul Geng	Vaughan Russel-Smith	ZS-JSV	Robin DR400-180	130.00	98.67	00:43:59	00:45:04	0:01:05	126.86	131.33
12	Philip Wakeley	Scott Wakeley	ZS-LLH	Cessna 182	132.00	97.58	00:43:19	00:44:32	0:01:13	128.37	131.45
13	Andrew Webb	Albert de Witte	ZU-RVZ	RV7A	165.00	101.15	00:34:39	00:35:53	0:01:14	159.36	169.16
14	Esmond Erasmus	Johan Goosen	ZU-CHJ	Jabiru SP	107.00	97.41	00:53:26	00:55:03	0:01:37	103.85	106.15
15	Tony Peter-Bower	Dale de Klerk	ZS-CPB	Cirrus SR22	175.00	98.39	00:32:40	00:34:34	0:01:54	165.40	170.78
16	F Duvenaghe		ZS-MOR	C210	165.00	98.12	00:34:39	00:36:38	0:01:59	156.09	160.71
17	Peter Fieldhouse	Eric Muller	ZS-OFT	FR172J	125.00	98.15	00:45:45	00:47:48	0:02:03	119.63	123.22
18	D Jordaan	J Jordaan	ZS-MHT	Cessna 172	110.00	-	00:51:59	00:54:44	0:02:45	104.47	116.14
19	Fabial Cairns	Wade Gomez	ZS-NVW	P32R	168.00	-	00:34:02	00:37:11	0:03:09	153.78	153.78
20	Hubert Wentzel	Keith Fairhurst	ZS-NOY	Cessna 182	135.00	97.87	00:42:21	00:46:25	0:04:04	123.18	126.50
21	Waldo Verster	Francois Fitzgerald	ZS-KIT	Jabiru UL	107.00	97.68	00:53:26	00:58:15	0:04:49	98.15	100.60
22	Hedley Davidson		ZU-NAT	Pioneer 300	145.00	97.64	00:39:26	00:44:24	0:04:58	128.79	131.96

Safety is no accident!!

With thanks to Skycam.co.za for the use of the safety posters.

