



The Joystick

NEWSLETTER of the SOUTH AFRICAN POWER FLYING ASSOCIATION

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LETTER FROM THE CHAIRMAN

I have just come back from a fantastic flying holiday in Namibia. This trip made me realise what a privilege it is to be able to use an aircraft as a mode of transport. In just over 10 days I have seen a vast amount of Namibia. More than I would have been able to see in a car in double the time. I was also amazed to see the level of friendliness and service commitment shown by the people of our neighbour. We in South Africa need to up our game.

Why this introduction? Probably an attempt to explain why I will probably not say anything constructive on the first page of this issue of the Joystick.

The 2009 President's Trophy was an incredible success. A record number of entries in a year of recession has amazed everyone. I can only attribute the success of the event to the organising abilities of the Bloem Flying Club (Kassie, Johan and his team), the enthusiasm of Robin and a constant improvement in the customer friendliness of the event. Thanks also the handicap committee and Jury. Your efforts are appreciated. Congratulations to the winners, Neels and Solly. You guys have joined an elite group.

After of few years of an idea in the head of a few SAPFA committee members the Balls to the Wall Race – now renamed the Ultimate Challenge Air Race by Robin – has become a reality. We wanted to start small to see how it works but have already received emails from about 60 interested pilots. This race will need some special arrangements to keep it safe as it is an out and back course. In fact Robin has had about 20 phone calls asking if he realises that an out and back race will result in aircraft flying in opposing directions in the same bit of airspace. Yes – we know it does. We will be using a number of methods to separate the traffic by a safe VFR distance. Please note in this race GPS will be compulsory. Also there will be no handicaps!!!

I have just received the good news that after some hard negotiation GA will be exempt from ATNS fees for a further year. This is not only good for GA but is good for the country as a whole. There are significant reasons why GA should be exempt but it is a bit frustrating that we have to explain this to the airlines, ATNS and the Regulator on a regular basis.

From a safety point of view it appears as if 2009 is going to be a far better year than last year. It is still concerning to see that a number of accidents were avoidable. Please keep it safe out there. If there is any doubt, then there should be no doubt.

Fly safely

Chris Booysen



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The President's Trophy Air Race 2009 by P.K. Odendaal.

It was just awesome! And it must have been a world record – in many ways. And how do you put emotions and acts and goodwill in words – and imitate the jovial mood of Robin Spencer-Scarr. Not being a Yankee, I can safely say, that this is the **Greatest** air race in the **World**, and mean the world, not just the US.

Apologies for the haphazard introduction, but this article was written by a still slightly perplexed participant, not a competitor – I suppose one becomes that only after about ten years.

So we set out in our Aviat Husky from Witbank to join 113 other participants for the annual President's Trophy Air Race (PTAR) in Bloemfontein Tempe, and whilst still on our way, it was exhilarating to hear over the radio that all aircraft was this day flying to Tempe as the roads which lead to Rome.

Na maande se voorbereiding, berekening en navorsing, het ons tot die slotsom gekom dat ons 'n beter kans staan om in 'n 'stadige' vliegtuig te wen as 'n vinnige een, aangesien hasie nooit vir skilpad kon wen nie – want sien – hierdie is 'n voorgee resies. Vir hasie om vir skilpad te wen, moet hy hardloop tot waar skilpad was – en , wag daarvoor - nog die afstand hardloop wat skilpad in die tyd geloop het terwyl hasie gehardloop het tot waar skilpad was - en , wag daarvoor - nog die afstand hardloop wat skilpad in die tyd geloop het terwyl hasie gehardloop het tot waar skilpad was, maar blykbaar werk dit nie heeltemal so nie.

Voor die resies het ek gehoor dat daar nog ouens was wat toustaan om deel te neem, aangesien die resies oorskryf was, en mens staan verslae as jy daaraan dink dat 114 vliegtuie met 228 deelnemers in die resies deelneem – nie sleg vir 'n land wat in 'n hewige resessie gewikkel is nie. Ek sal nie name noem nie, maar een deelnemer het meer as R 20 000 aan brandstof betaal.

Net die gedagte aan die logistiek daaraan verbonde, maak mens hol op jou maag. Hoe styg hulle betyds op, hoe land hulle betyds en veilig, hoe land vier vliegtuie gelyktydig op een aanloopbaan – of 114 in veertig minute, hoe word hulle beheer deur lugverkeersleiding, hoe word die resultate betyds verwerk en hoe word die voorgee bereken ?

Hoekom kom deelnemers elke jaar terug – sommige vir meer as twintig jaar ? Ja, daar was drie deelnemers wat hierdie jaar hul twintig jaar en meer sertifikate ontvang het – John Sayers, Koos Coetzer en Jan Visser - wys my waar anders in die wêreld kom dit voor ! Ek dink nie dit is net om te wen nie. Ek dink dit het meer met die gees van die resies en die mense wat dit organiseer te doen, mense wat liever self sou wou deelneem as om agter rekenaar skerm te sit – iets wat ons ander juis van probeer wegvlug.

Ja, die bekwame oplossing van al hierdie kwelvrae is die rede waarom dit nog steeds, na 49 jaar, die beste lugresies ter wêreld is.

Spesiale dank gaan, soos van jaar tot jaar, aan Robin, wat die resies informeel, grapperig, gebalanseerd, lighartig, amateur gerig en georganiseerd hou, sy seun Chris met sy talle rekenaars, wat berekenings in sekondes doen wat ons maande voor die tyd net vaagweg kan skat, en wat altyd soos 'n 'gentleman' optree terwyl sommige deelnemers moord en brand blaas oor kwansuis verkeerde voorgees. En dan natuurlik ook aan die saakgelastigdes belas met die ondankbare taak van die vasstellings van voorgee. Die onbaatsugtige hulp van Kassie Kasselmann en sy manne, wat baie naby aan Witbank se organisasie gekom het (verskoon die vooroordeel – ek is van Witbank). En dan was daar Suzuki – baie dankie.

If I think about the race itself, I will always remember Barclay East and how often we thought that we had lost control of our Husky in those turbulent waves over the mountains, and how we clung to untenable options, just to stay more or less in the air or in the race. I forgot which.

I will also think of the fact that Bloemfontein and the Free State was a good place to hold the race – especially in winter – since there are no landmarks anywhere – even on a 1:50 000 map.

Maybe that is the reason why some participants used GPS's, otherwise they would never find their way home. In fact when one looks at the trace of some loggers, one sees that the straightness of their tracks cannot be matched in the field of human endeavour – not even the Apollo's trajectory to the moon. Or is the trajectory a curve and this a curved ball at whomever it may concern.

And maybe that is also why the loggers on some aircraft show tracks imitating eighteenth century Rococo art. Sorry guys – it was a cheap imitation – better luck next time

But then, after some time, when one settles into map reading, one's track becomes very straight – in fact our track error decreased from 2.47% on day one to 1.07% on day two. And this is really what the race is all about – generating a nett tail wind component by sailing the winds at the right levels – and keeping your track error to below 1%. Yes, the spit and polish also helps as does many other tricks used by seasoned racers. I cannot go into the theory of laminar flow and ground effect here, but I saw it amply and aptly dealt with at the bar after the race – or was it air effect or the further effects of controls which were dealt with.

And talking of speed. Who would have thought a small aeroplane like a Lancair could do 260 knots – down a mineshaft as Robin remarked, but there are things that can only be done in a sixty knot tailwind.

When all is said and done, it is still most important by whom the race was won, or in the famous words of Michael Schumacher – To finish first, first you have to finish. First place was taken by Neels van Deventer and Solly Pretorius in their Cessna 172D – oh my ! – tortoise did in fact win, as my previously mentioned hypothesis foretold. Second was Fabian Cairns and Wade Gomes in their Cessna 182P – they passed us somewhere out of the blue, flying at two metres, or was that centimetres, above ground level, and just seeing them fly was such a joy – watching them sailing the land waves and lifting the aircraft over farm fences and the odd stray sheep's head to keep in ground effect. Third was Dave Mandel and Rod Crichton in their Lancair 360 – it was somehow exciting to be beaten by them by twenty one seconds – which they made up over us in the last twenty one seconds – yes, it was like lightning !

The ball on Saturday night was in true race style, and trophies were won by all and sundry – after all - it was a trophy race.

To conclude I might say, having enjoyed myself so much, that I also want my twenty years certificate in time to come. Rustenburg – here we come !

NEELS EN SOLLY

WINNERS OF THE PTAR 2009 IN
BLOEMFONTEIN



2ND PLACE FABIAN AND WADE



3RD PLACE DAVE AND ROD

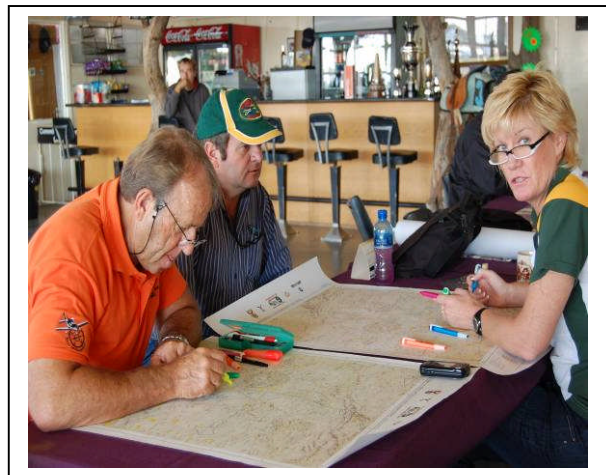
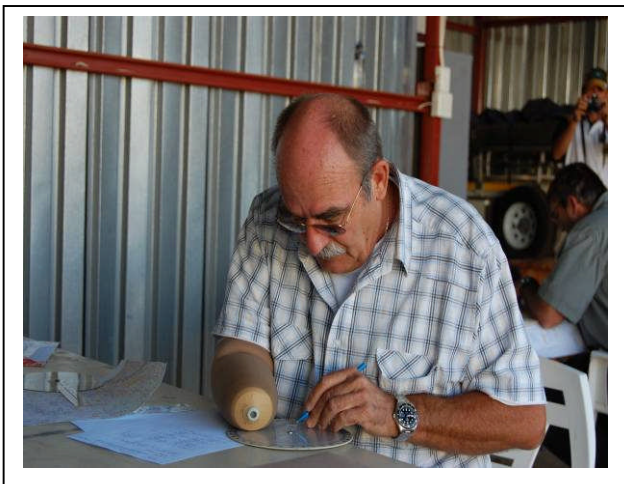
NATIONAL PRECISION CHAMPIONSHIPS APRIL 2009 - BRITS

The event was well supported with excellent weather and a few new competitors also participating. As for all National events the competition included a sportsman class for those that are just starting out or those that are just entering to improve their skills.

The hosts, the Brits Flying Club once again demonstrated why they are such a popular venue for flying events. The hospitality was great and the event ran smoothly. Thanks to Chairman Deon van den Berg who also acted as Competition Director.

The routes for both days were challenging with numerous secret timed points. To make things worse one of the routes was close to the edge of the map giving the participants less information to navigate on. The competitors also had to spot photographs and markers on the ground. With such a stiff event, the maximum penalty points that could be applied was 6 560. This is higher than could be expected in an international event.

At the prize giving we were honoured by the presence of the Commissioner of Civil Aviation of South Africa, Colin Jordaan, who congratulated the team going to Poland and then he went on telling us about his past participation in Precision and Rally Flying. You could see he longed back to those days. Full results of the event are on the next page.



The Protea Team selected

19th World Precision Flying Championships, Poland

M. E. de Klerk

H. W. Schwebel

R. C. Stirk

B. W. A. de Groot

A. L. Russell (Team Manager)

Open Class									
Position	Reg	Pilot	Theory	Photos	Mkrs	Flight	Other	Landings	Total
1	KNH	Mary de Klerk	0	280	120	922	0	60	1382
2	KXF	Adrian Pilling	0	220	20	1059	0	107	1406
3	IWD	Hans Schwebel	1	190	70	1015	0	203	1479
4	KNH	Frank Eckard	27	220	170	678	0	433	1528
5	IWD	Ron Stirk	2	300	120	1131	0	25	1578
6	DNO	Henk Koster	9	340	70	1231	0	235	1885
7	CNZ	Barry de Groot	1	340	50	1639	0	206	2236
8	EIL	Jontye Esser	0	260	70	1860	0	276	2466
9	CNZ	Walter Walle	1	320	120	1984	0	708	3133
10	CMJ	Schalk Kotze	453	390	220	2280	0	440	3783
11	FAX	Juri Nysschen*	351	540	220	4500	0	341	5952
12	KXF	Arddyn Moolman**	595	520	220	4127	0	491	5953

* = DNF - abandoned Day 2, ** = DNF - did not fly Day 2

Sportsman Class									
Position	Reg	Pilot	Theory	Mkrs	Photos	Flight	Other	Landings	Total
1	FLA	Uli Gerth	0	0	40	14	0	45	99
2	ORV	Rob Kennedy	0	0	80	0	88	43	210
3	LLH	Phil Wakely	0	0	80	117	0	250	447
4	JCZ	Brent Thompson	0	0	160	279	0	21	460
5	OAU	Rob Osner	0	0	120	350	0	6	476
6	KSO	Kobus Enslin	0	0	140	163	0	200	503

PROVINCIAL COLOURS

The following have been awarded Provincial Flying Colours in terms of the Awards Criteria of SAPFA:

Air Racing: Fabian Cairns, Rod Crichton, Wade Gomes, Dave Mandel, Solly Pretorius, Neels van Deventer

Precision Flying: Mary de Klerk, Frank Eckard, Henk Koster, Adrian Pilling, Hans Schwebel, Ron Stirk, Walter Walle

Landing: Bryan Belcher, Mary de Klerk, Frank Eckard, Jonty Esser, Jan Hanekom, Hans Schwebel, Piet Smit, Ron Stirk, Walter Walle.

Congratulations on your achievements!

SA LANDING CHAMPIONSHIPS **BRITS - FABS - 3 & 4 JULY 2009**

By Mary de Klerk

The South African Landing Championships were held last weekend at Brits Airfield out in the North West Province. This is a very popular venue with local Gautengers for many reasons. It is unmanned, the approach is clean and flat, there is plenty of parking space, fuel is on hand, but most importantly the club house always sports a friendly face with a hearty “bord kos” and hot coffee.

This year saw a record entry of 32 participants made up as follows:

- 5 x Microlights
- 7 x Virtual Aviators
- 9 x Sportmans Class
- 11 x Open Class

The event was directed by the well known and respected aviation stalwart, Deon van den Berg. He was ably supported by Chris Booysen, the current chairman of SAPFA, as Chief Jury, and Jacques Jacobs, the infamous International Judge in the position of Chief Landing Judge.

Aircraft started arriving on Friday 3rd July from 12H00. A briefing was held and twice world champion lander, Ron Stirk, and Jan Hanekom, briefed the competitors on how to execute the kind of landings required for this competition.

The “bingo box” was set up on Runway 02 and a team of marshals was on hand to assist competitors with their practice landings.

The competitors are required to do 2 x 4 kinds of landings:

1. Normal Powered Approach using Flaps
2. Powered Approach over a 2m Barrier 50m before the landing line
3. Glide Approach from 1000’ abm the threshold using Flaps
4. Glide Approach from 1000’ abm the threshold using no Flaps.

Each competitor is allowed to drop the score of his/her worst landing and the winner will be the competitor with the lowest score.

The landing box spans 80m in length and is set up with painted lines 1m apart. The Bingo Line is 2m wide and the objective is to put the main wheels down on the Bingo Line and thereby incur zero penalties. Landing short of the line is very expensive as far as penalties go, but landing after the line less so.

Competition day dawned and brought with it a healthy cross wind from the North East. After the briefing, the competition got underway at about 09H00. Aircraft were sent off in batches of 4 with the Microlights setting the pace.

Early on in the day, it was easy to see that the wind was going to be a huge challenge. By midday it proved too much for the Microlights when Roel Jansen arrived gracefully doing the dreaded “goose step”. This is where one tyre digs into the tar and sets up a series of side waddling oscillations which tend to grow with each step. It is pretty much unrecoverable, and in Roel’s case ended up in a slow motion forward tilt onto

his nose with no damage to him and minimal to his craft. The 911 Ambo was fast on the scene but fortunately was not required. I think the spectators needed more attention than the pilot. After this incident the Microlight section was stopped and results were given from 3 sets of landings already completed. As it happened, Roel ended up in first place in his section.

Even the fixed wing aircraft found the conditions quite challenging, but fortunately there were no further incidents and all landed safely. It was very encouraging to see that lots of newcomers to the sport were brave enough to take on the challenge and improve their skills. As Ron Stirk said "It matters not whether you come first or last, what matters is that you have participated, and at the end of today, you will have improved your landing skills". It was particularly good practice for the 3 pilots, Hans Schwebel, Ron Stirk and Mary de Klerk, leaving on 11th July to compete in the World Precision Flying Championships in Poland.

Back in the clubhouse, there was a hive of activity with an entire section cordoned off to accommodate that elite group of aviators flying their virtual machines. This talented group of Virtual Aviators fly in exactly the same conditions as the actual ones do, except indoors on a computer. *"This is no mean task"* says Hans Schwebel, the current SA Landing Champion, who tried his hand at landing virtually, *"it is extremely challenging to fly these virtual aircraft and it requires an enormous amount of skill"*. Freek Stegman, the Chairman of the Association of Virtual Aviation of South Africa, says that Virtual Aviation is a growing sport not only in South Africa, but worldwide. *"With the costs of flying aeroplanes becoming so prohibitive, we are finding more and more aviators supporting their sport by training virtually. We also have a groundswell of youth entering the sport, which is very encouraging indeed."*

Prizegiving was held in the clubhouse and the results were as follows:

VIRTUAL AVIATORS:

1st Junior	Kyle Kunz	
1 st Postion	Andre Potgieter	ZV-CCO
2 nd Position	Dave Burger	ZV-DHP
3 rd Position	Freek Stegman	ZV-GFS

MICROLIGHTS:

1 st Postion	Roel Jansen	AZP
2 nd Position	C Botha	KCB
3 rd Position	J van den Berg	BUD

SPORTSMAN CLASS:

1 st Postion	M van Niekerk	MJM
2 nd Position	M Rodger	IYW
3 rd Position	S Pretorius	CXY

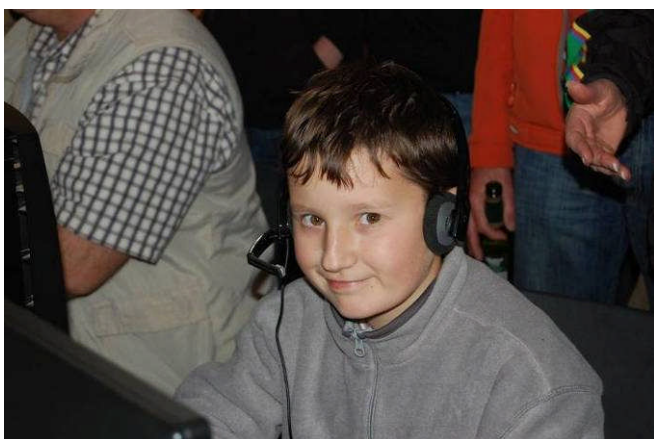
OPEN CLASS:

1 st Postion	Hans Scwebel	IWD
2 nd Position	Jonty Esser	EIL
3 rd Position	Jan Hanekom	JAD

For more detailed results please visit www.sapfa.org.za

For more information on Virtual Aviation please visit www.virtualsportflying.org

VIRTUAL AVIATORS:



1st Junior Kyle Kunz



Chris Booysen & Deon van den Berg



The Winner, Hans Schwebel about to land in gusting conditions



Jan Hanekom in 3rd place landing RV7A ZU-JAD

DATE	VENUE	EVENT	CONTACT
25 July	Baragwanath	Fun Rally	Frank Eckard Frank.eckard@mweb.co.za
15-16 August	Rustenberg	Balls to the Wall	Robin Spencer Scarr robin@creativetiles.co.za
28 August	Bethlehem	EAA Fun Rally	Mary de Klerk maryd@expandingbranding.co.za
05 Spetember	Grand Central	Fun Rally	Frank Eckard Frank.eckard@mweb.co.za
03 October	Kitty Hawk	Fun Rally	Frank Eckard Frank.eckard@mweb.co.za
07 November	Parys	SA National Rally Champs	Wynne Dedwith Frank.eckard@mweb.co.za
05 December	Springs Airfield	Fun Rally	Frank Eckard Frank.eckard@mweb.co.za

Namibia

Hierdie ses vriende het 'n toer deur Namibia onderneem vanaf 9 to 19 Julie 2009. Die 3 RV 7's het baie goed gedoen en ons het 'n ongelooflike tyd gehad danksy Jan Hanekom wat alles gereel het. Baie dankie Jan. 'n volledige article sal in die volgende Joystick verskyn.

Van links na regs is:

Jan en Tinka Hanekom, Denise en Chris Booysen en Brenda en Deon van den Berg.

