



The Joystick

NEWSLETTER of the SOUTH AFRICAN POWER FLYING ASSOCIATION

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LETTER FROM THE CHAIRMAN

The end of the year is approaching fast. We all seem to be getting to the stage where we cannot believe where the year went but are looking forward to a break over the holidays.

2009 has been a fairly busy one for SAPFA. A large number of events have been organised and we have been kept busy with proposed regulation changes and the constant threat to General Aviation from para-statals.

It is of great concern that we seem to face the same issues over and over again. A few years ago ACSA decided to close the cross runway at George. SAPFA representatives were successful in persuading ACSA to rescind that decision as it was critical for safety to have a cross runway during berg wind conditions. A few years later the runway is closed again. The same with ATNS fees. GA representatives have clearly demonstrated that there is good reason to zero rate GA flights. Yet we again had to face a threat of ATNS charges. What this clearly demonstrates is that the Representative Organisations are vital to the survival of GA and they need your support. Please remember this when you get your subscription invoices at the end of the year.

About three years ago we mooted the idea of a race with no handicaps and with GPS. This idea came to fruition this year with the running of the first Ultimate Challenge Air Race. What was supposed to be a small experimental event attracted 50 entries. We are very interested in feedback from competitors and spectators as to what they thought of the event. We need to decide what should be done in 2010.

It is pleasing to note that the number of accidents has reduced significantly this year. It is a pity that there are still a number of accidents that are completely avoidable. It is amazing that some pilots are still prepared to bet their lives, even when odds are stacked against them. While there are all sorts of people taking credit for the drop in accidents I am not sure we really know why there has been an improvement. This is important so that it can be repeated again and again.

Fly safely

Chris Booysen



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The 19th World Precision Flying Championships **Toruń, Poland 19-25 July 2009**

By Antony Russell

The South African Precision Flying Team consisting of four pilots, the team manager, an international judge and one supporter attended the 19th World Precision Flying Championships held in Toruń, Poland. The team was present in Toruń from 12 -26 July although the competition was held between 19-25 July. The additional days in Poland were used for training. This competition is organized every second year by the Federation Aeronautique Internationale (FAI), the ruling body for competitive aviation, with the World Rally Flying Championships taking place each alternate year.

Summary

South Africa finished 8th in the team competition and 3rd in the team landing competition. The highest placed Protea pilot was Barry de Groot who also achieved a personal best of 20 points for the landing competition which placed him 9th individually. It should be noted that Ron Stirk has made a marvellous come back after losing an arm in a car accident in 2008.

The Competition

61 competitors representing 16 countries took part in this competition which comprised of

- an official landing practise day
- an official navigation practise day
- two navigation tests
- one landing test

The navigation test is divided into

- a route plotting test
- accurately flying the route at a nominated speed
- identifying photographs and symbols on the ground

The landing test comprises four landings targeting a 2m block on the runway. Each landing is different (normal, glide, glide with no flaps, obstacle) demonstrating the ability to land an aircraft in normal and emergency conditions.

Both the navigation and landing tests emphasizes safety in aviation.

Each error (second late on the navigation, photograph missed or incorrectly identified, meter away from the landing target, etc) will incur penalty points for the pilot. The objective is to score as few penalties as possible. The total penalty points for the three tests are added together to determine the World Champion. The team result is determined by the penalty points for the best three pilots of each country.

The Protea Team

The Protea team representing South Africa comprised

- Mary de Klerk (Captain)
- Barry de Groot
- Hans Schwebel
- Ron Stirk

The Protea team practised in Poland for six days before the competition (13-18 July). Each day each team member was able to fly a route (to become familiar with the terrain) and to practise precision landings. The Protea team is at an immediate disadvantage due to the lack of sponsorship or funding for practise. The teams



L to R Jacques, Ron, Mary, Antony, Hans, Barry

representing many of the other competing countries are sponsored for this competition. In addition, the number of international standard competitions available to the team is far fewer than to the European teams.

The Protea Team were accompanied by the Team Manager Antony Russell, and International Judge, Jacques Jacobs.

The Results

Individual

Gold Medal Krzystof Wieczorek of Poland (305 points)
Silver Medal Janusz Darocha of Poland (331 points)
Bronze Medal Marek Kachaniak of Poland (381 points)
 The highest placed Protea was **Barry de Groot** who placed 42nd with 1683 points

Team Result

Gold Medal Poland (1017 points)
Silver Medal Czechoslovakia (1322 points)
Bronze Medal France (2126 points)
 The Protea team (Barry de Groot, Hans Schwebel, Ron Stirk) placed 8th with 5305 points (last year 9th)

Navigation Trophy

Gold Medal Krzystof Wieczorek of Poland (186) points
Silver Medal Lubos Hajek of Czechoslovakia (194) points
Bronze Medal Janusz Darocha of Poland (204) points
 The highest placed Protea was **Barry de Groot** (42nd) with 1013 points

Landing Trophy – Individual

Gold Medal Michal Wieczorek of Poland (0 points)
Silver Medal Kjeld Hjorth of Denmark (2 points)
Bronze Medal Jerzy Markiewica of Poland (12 points)
 The highest placed Protea was **Barry de Groot** who placed 9th with 20 points (last year Hans Schwebel placed 10th)

Landings - Team Result

Gold Medal Poland with 27 points
Silver Medal Czechoslovakia with 54 points
Bronze Medal South Africa (Barry de Groot, Hans Schwebel & Ron Stirk) with 102 points
 (last year the Protea team placed 6th)

Rainier Friebose celebrates

On 16 and 17 October Rainier from Wings ‘n Tracks had a very big party at Brits celebrating an entry in his logbook. What was so special about this entry? It was made 50 years after the first one.

Friends ,dignitaries, press and interested people arrived to celebrate the day, including the Commissioner of CAA, Capt. Colin Jordaan and his wife who attended the evening function. The vent included a fly-past of 26 aircraft, consisting mostly of Samba’s and Lambada’s which were built by Wings ‘n Tracks. Rainier observed this sitting on his “throne” next to the runway. Congratulations Rainier, we wish you many more years of safe flying!

Rainier has been a regular supporter of SAPFA events.

Fun Flying alive and well in the Western Cape

Saturday, 9 October saw the newest step in SAPFA's concerted efforts to reintroduce sports flying in the Western Cape. A Fun Rally was held at the Worcester Flying Club, and was attended by ten pilots and their navigators.

This was a slightly smaller field than anticipated, but a good start. Several aircraft from George sent late cancellations, due to the logistics of flying out of George airport during the current construction. However, they managed to send Carl and Debbie Basson to represent them. We hope to see more Southern Cape pilots next time.

The rest of the field was made up of pilots from Cape Town Flying Club, Worcester Flying Club and Stellenbosch Flying Club. Mauritz du Plessis, an old hand at Rallying, planned a long-ish but interesting route for us, and SAPFA sent

down sufficient loggers for each competitor to take two along on their flight. Organizers included Meet Director Tony Russell, Chief Judge and Safety Officer Peter Erasmus, and Marshall Katie Russell.



The Worcester Flying Club outdid themselves on the hospitality. When the first people arrived at 7am, the clubhouse was already filled with the inviting fragrances of coffee and frying bacon! It did not take long before pilot after pilot was streaming in to be fed. Our hostess Alison said afterwards that as they heard each call-sign, they would check how many were on board and start cooking.

Well fed, the competitors assembled for the safety briefing. Final decisions regarding speed were made, and the organizing team disappeared to produce start times and finalise the rally packs. Once those were handed out, a mood of diligence fell over the Flying Club, as everyone frantically marked up their maps and sorted their photos.

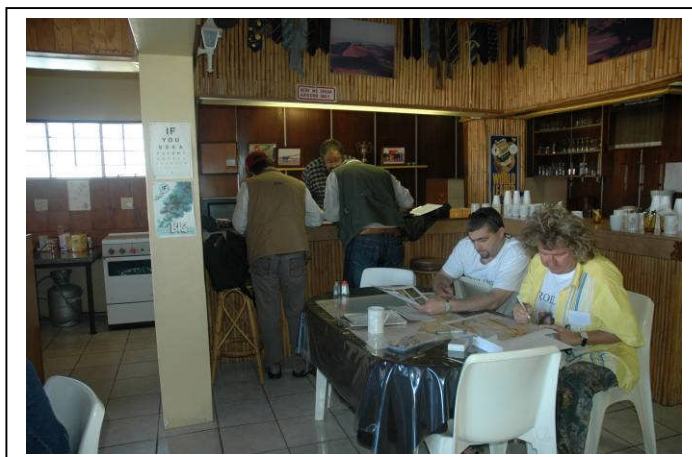
The course itself was made more challenging by a strong headwind on the initial legs, turning into a tailwind later on. It made for some challenging flying but was handled well by all the competitors, most of whom were new to rallying. The terrain also presented some challenges, partly because the route went over a ridge or two, and partly because it made the wind more turbulent at lower levels. At least three navigators

saw their breakfast more than once on the day, but even that did little to dampen the enjoyment of the event.

As today's rallies rely on GPS loggers to mark the route and timing for each competitor, rather than marshalls in the field, judging was a swift affair. Within 45 minutes of the last aircraft arriving back, the results were available.

With the formalities out of the way, it was time for a drink (for those not flying home) and a braai. Several people asked when we could do it again, before heading home.

There will be another rally planned for the region in either late January or early February. Keep a look out for posters closer to the time. In the meantime, the Cape Town Flying Club has some GPS loggers, and some practise routes. Feel free to try them out. The Worcester Rally pack can also be made available to anyone wanting to fly it on their own for the experience



Worcester Fun Rally Results

Pilot	Navigator	Aircraft	Club	OBS	NAV	TOTAL
Johann Potgeiter	Hennie Louw	ZUDJH	Cape Town Flying	380	168	548
Carl Basson	Debbie Basson	ZSTWC	George	440	149	589
Michael Prill	PJ de Vries	ZSFMO	Worcester	380	259	639
Pierre Myburgh	Anneri le Roux	ZSKFV	Cape Town Flying	480	240	720
Calle Hedberg	Wesley Abels	ZSPMY	Cape Town Flying	660	173	833
Jamie Mundell	Theuns van Rensburg	ZSGZZ	Worcester	620	244	864
Andy Paige	Pam Russell	ZSKFV	Cape Town Flying	480	555	1035
Mark Busse	James Busse	ZSJDN	Cape Town Flying	620	451	1071
Eric Gerber	Lynndal van der Molen	ZSOHI	Stellenbosch	560	531	1091
Dave Suridge	Michelle Smuts	ZUTOM	Stellenbosch	540	1332	1872

The Ultimate Challenge Air Race Rustenberg

The first running of the Ultimate Air Race Challenge was held at Rustenberg recently. A "no holds barred" GPS race has been mooted for a number of years and judging from the enthusiasm of the participants it was long overdue.

The concept of the Race is that aircraft compete in classes based on weight and power plant. In other words a C152 competes against an RV or a Glasair as they are all piston aircraft weighing under 1 000kg. Unfair you say! Well how else do you do it without handicaps? The FAI has discussed this issue for about 50 years and decided that weight and power plant is the best system. The fact that certain aircraft had no chance of a class win there were still little groups competing against each other. For example there was a

group of RV7's and a group of Cirrus trying to settle the argument as to who had the fastest aircraft of that type.



Never seen this at a start of a race before Boeing 737(ZS-GCU) starting the UCAR

rules require a “there and back” course safety required that there be a small dogleg on the return route (Leeudoringstad) to separate the traffic. A few aircraft did a shortened course as they did not have the required endurance. In terms of FAI rules the short course was in excess of 100km and the longer course 500km.

Overall winner was Ron Wheeldon and Gary Hughes in the Hunter with an average speed of 463.36 knots over the 500km course.

What was also impressive was the TBM which achieved a speed of 273.16 knots which was faster than the L29 jet. Pilot Chris Briers climbed to 24 000ft before turning back to Rustenberg. This speed is just below the World record which stands at 282.22knots.

Class Winners were:

Group 1 (Piston)

- Under 500kg (short course) – Piet Smit - KR2 – 107.81kts
- Under 500kg – Ferdi Koekemoer - KR2 – 151.97kts
- Under 1000kg – Jack Onderstall – Glasair – 216.05kts
- Under 1750kg – Pat Hanley and Frikkie Greef - Mooney Acclaim – 196.62Kts
- Under 3 000kg – Johan Strashiem – Aerostar 600 - 197.60kts

Group 2 (Turbine)

- Under 1750kg – Lisa and Richard – Bonanza - 182.94kts
- Under 3000kg – Chris Briers – TBM – 273.16kts

Group 3 (Jet)

- Under 6000kg – Dawid Laas – Impala – 338.29kts
- Under 12000kg – Ron Wheeldon – Hunter – 463.36kts
- Under 45 000kg – Mark Nel – Boeing 737 – 348.20kts

When it comes to the “Star of the Show” it was difficult to choose. Especially when the participants included a Boeing 737, Impala, L29 and a Hawker Hunter.

All in all there were fifty entrants of all shapes and sizes. All aircraft were fitted with GPS loggers to enable an accurate time over the start and finish to be calculated. The race had a running start and times were taken as the aircraft flew over the start at full speed. From there it was up to the contestant to decide if he should climb, and to what altitude.

The course was from Rustenberg to Bloemhof airfield and back. While the



Impala- ZU-IMP doing a flypast after the finish

PRECISION LANDING TRAINING CAMP

On Friday evening, three members of the South African team that competed in the World Precision Flying competition in Poland this year, gave a briefing at the Cape Town Flying Club to a group of aspirant precision pilots on all aspects of precision landings.



On Saturday morning at 8am, 11 pilots, 6 planes, judges, spectators and commentators (along with a fast-food truck) were lined up and raring to go at Fisantekraal. A quick safety briefing (the usual: don't bump into anyone and if you are going to crash, go and do it somewhere else), a couple of frantic "bingo box" painters with more paint on their person than on the

runway, and it was all systems go. The "bingo box" is a 2m deep stripe painted on the runway that you need to touch down on with the main wheels. Penalty points are added depending on how far you land before or after the "bingo box".

The first three pilots were soon airborne for the "power approach" exercise. Some make it look like they had been practicing for a while and some proved that it wasn't as easy as it looked. With the radio help of the three champions on the ground, the pilots soon got the hang of actually landing a lot closer to the "bingo box". And then of course, all the guys were put to shame by a certain lady who landed right on the "bingo box". ("Ooh did I do that?" - Sheepish grin)



The "power-off" landings were a lot more difficult. Even with all the guidance from the experts on the ground, there were a lot of "missed approaches", "too low approaches", and even some "tree and grass pruning" approaches.

There were a lot of "missed approaches", "too low approaches", and even some "tree and grass pruning" approaches.

At the end of the day, a mini landing competition provided some interesting results. Stellenbosch pilot, Eric Gerber, took the honours with the least amount of points. Tania Ditner from CTFC claimed second place, and Mark Busse of CTFC surprised everyone by claiming the 3rd spot. 4th place would have gone to a certain instructor, but he was penalized for reshaping the tail ring on the Tomahawk instead of using the main wheels to land on. One wonders whether he forgot he was in a Tomahawk, but thought that he was maybe in a tail-dragger instead!

Pilot	Landing 1	Score	Landing 2	Score	Total	Position
Colin	Out of box	200	D	50	250	10
Louis	+15	45	Power	200	245	9
Linda	A	175	D	50	225	8
Peter	Bingo (tail strike)	150	-6	24	174	7
Pierre	+7	21	Out of box	150	171	6
Stephen	-20	140	-15	30	170	5
David	+5	15	E	60	75	4
Mark	+17	51	+3	6	57	3
Tiana	Bingo	0	-7	28	28	2
Eric	-2	14	-1	4	18	1

What was nice to hear was that the champions were very complimentary about the high standard of flying here in the Cape.

All-in-all, a very enjoyable and rewarding day was had by all. We all learned a tremendous amount and our piloting skills were greatly enhanced.

Fun Rallies

Another fantastic Fun Rally Event has been notched up and well done to all 34 participants for attending at Grand Central last Saturday.

Nothing short of “superb all round” can describe the day. The weather was perfect, the venue was amazing, Superior Pilot Services Sponsored a full on breakfast spread, Fred & Cathlen, from Superior went out of their way to make it a memorable event – even putting up a big screen for the rugby. Superior arranged Lucky Draws for loads of prizes, and the Winner, John Shaw, won a fantastic weekend for 2 at Zebula Lodge. Airport management was incredibly supportive from directing the traffic to ground marshalling, safety officers and ATC briefings. In short it was an enormously successful event.

This event was a notch up on previous events as we have now introduced the element of plotting into the equation. I held 3 x Classroom Training Sessions last week to try and get the teams up to speed. No less

than 26 people attended all training sessions. It is clear that the regular Fun Rallyists are improving in leaps and bounds and are keen to participate in more and more of these competitions.

Results of the GRAND CENTRAL FUN RALLY:

- 1st Position: Jason Shuler (Pilot) Eben Strydom (Navigator) C172 Superior Pilot Services
- 2nd Position: Sandi Goddard (Pilot) Jonty Esser (Navigator) Uma Polokwane
- 3rd Position: Ralph Hurwitz (Pilot) Brian Appleton (Navigator) Jabiru AFOS

PLEASE DIARISE NOW.....

DATE	VENUE	EVENT	CONTACT
27/10/2009	Aero Club - Rand Airport	Aero Club AGM	N de Lange
07/11/2009	Parys	SA Rally Championship (Includes a Fun Class)	Wynne Dedwith - wynnwith@mweb.co.za
07/11/2009	Emperors Palace	Aero Club Awards Dinner	Neil de Lange
08/11/2009	Brits Flying Club	SAPFA AGM	Chris Booysen mail@sapfa.org.za
05/12/2009	Springs	Fun Rally Challenge	Frank Eckard Frank.eckard@mweb.co.za
29/05/2010	Rustenberg	President's Trophy Air Race	Albert de Witte - albert.ac2t@telkomsa.net

We will continue to arrange these competitions as long as you continue to participate and improve your skills.

Please go online and get your entries in now. <http://www.sapfa.org.za/events/calendar-events>
See you at the next event.



This newsletter is designed to be read on a computer screen as the vast majority of our members receive their copy of the Joystick via email. This results in significant cost savings as printing in colour is expensive. Not to mention the cost of postage.

Please pop us an email if you are receiving your newsletter by post and would be happy for it to arrive (much earlier) by email.

IMPORTANT NOTICE

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

Date: 8 November 2009 Time: 08h00

Venue: Brits Flying Club, Brits

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 8 November 2009

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.**

2008/9 committee members nominated:		New Nominations
Chris Booysen		
Barry de Groot		
Mary de Klerk		
Frank Eckard		
Glen Meyburgh		
Anthony Russell		
Hans Schwebel		
Robin Spencer-Scarr		
Ron Stirk		
Dicky Swanepoel		
Deon van den Berg		
Paul van Tellinggen		
Walter Walle		

PLEASE fax back to 041-391 4304 or e-mail to: mail@sapfa.org.za before **2 November 2009**