



The Joystick

NEWSLETTER of the SOUTH AFRICAN POWER FLYING ASSOCIATION

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Important Notice

The SAPFA AGM will be held on 27 November 2010 at 18h00 at the Brits Flying Club

The early 1870's—John Goodman Houshold

Flight in South Africa in the 1870's - Fact or fiction

There is a belief that, in the early 1870's, John Goodman Houshold and his brother built a glider and launched it from the top of a 300 metre precipice on the farm Der Magtenburg, in the Karkloof area of KwaZuluNatal. The first flight was just over 1 kilometer and a height of 50 to 80 meters was achieved. During the second flight the craft soared for a while before beginning a rapid descent in which it clipped a tree and crashed, breaking his leg in the process.



It was the first ever recorded heavier-than-air flight and Goodman and his brother could have been accorded a place in history had it not been for their mother. When she heard of the crash she persuaded them to

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The Chairman's Corner

Breaking News... South Africa has just been awarded the 2011 World Precision Flying Championships! Our



WORLD CHAMPIONSHIP

team, led by competition director Antony Russell, put the bid together and our GAC representative, Hans Schwebel, managed to sell the bid at the General Aviation Commission (GAC) meeting last week. Now starts the hard work of preparing our teams

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SAPFA

PO Box 27013, Greenacres, 6057

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



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abandon the project out of fear that the family would incur the wrath of God for challenging their natural state of being earthbound. It is believed that the glider was stored in a barn and eventually burned with other rubbish.

All drawings, sketches and calculations were supposedly burned at John Household's insistence so he would abide by his promise to his mother never to discuss or attempt flying again.

This allowed the German Otto Lillienthal to take the honour when he made a successful glider flight in 1896. Eight years later, Orville and Wilbur Wright made the first powered flight at Kittyhawk in the United States. It was the dawning of a new era; an age of adventure, excitement and glamour that gripped the world, including South Africa.

The Goodman Household Monument has been erected near Curry's Post, in the KwaZuluNatal Midlands to commemorate his achievement.

Is this fact or myth? According to an article by J.W. Swinnich in the National Soaring Museum Historical Journal Vol 25, (1), 2003. titled "*History Without Evidence is Myth: J.G. Household and Claims of Flight in 1870's Africa*" (attached below), no written evidence has been found to substantiate the claim. J W Swinnich suggests that further research is required as there could be evidence in the archives in South Africa.

THANKS TO THE NATIONAL SOARING MUSEUM
(WWW.SOARINGMUSEUM.ORG) FOR SUPPLYING A
COPY OF THE ARTICLE.

Worcester Fun Rally

October 2009

Fun Flying alive and well in the Western Cape

This Saturday 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.

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and also the event. Sponsors and volunteers are required.

Our year started in January with the Rand Airport Challenge. This is part of our Fun Rally program. In 2006 we adjusted the rules of the FAI Rally and Precision competitions to an entry level flying competition. This program has become very popular among pilots; each event emphasises safe flying, and training is given to competitors to improve their skill levels while encouraging the enjoyment and camaraderie factors as well. Over these years around 600 pilots have enjoyed these competitions. While competitors may continue to enhance their skills and enjoy this level of competition, they are welcome to progress to the FAI competitions. We have invited the Young Eagles to these events and thanks to the EAA pilots, many young people have been introduced to the joys of aviation.

Each year the SAPFA committee has a bosheraad to plan for the coming year. At this meeting we invited some of the other representative bodies to talk on areas of common interest. The result is that Aero Club of South Africa, AOA, AOPA, AWSA, CAASA, EAA and SAPFA have decided to form the General Aviation Coordinating Committee (GACC)

The GACC will draw on the strength, enthusiasm and expertise of the representative bodies, to promote, protect and defend General Aviation for the benefit of our members and General Aviation. While some of the bodies have strong links to American organisations, others are linked to European organisations. In South Africa, we can bring these strengths together.

The first benefit to members is the offer of reciprocal membership for local events. Members of any of these organisations will pay the "member" price at the SAPFA local fun rallies, and we encourage non-members to sign up with one of these bodies. All members are welcome at the EAA events. AOPA have offered all members a special price for their widely accepted AOPA Crew Card.

The National Rally Championship was held in April at Aviators Paradise. This event was sponsored by Brits Flight Training Centre and Afri-

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can Outdoor Group, who hosted an excellent gala dinner. The National Team was selected, and I am happy to report that our Fun Rally program has introduced five new members to the team. The South African Team included three ladies. By comparison, only three other women were included in the national teams of all the other countries at the World Championships.

The 51st President's Trophy was held at Rustenburg Air Field. Thanks to Robin Spencer-Scarr, Albert de Wit and their team for a well organised event. On Day 2, we had a unique weather condition that could allow a competitor to fly the entire course with a tail wind. With the weather report in hand and skilful flying, it allowed the slowest entry into the handicap race, to come home in first position, while others that did not follow the weatherman's advice, were disappointed.

It is with sympathy and regret that we record the deaths of Werner Blignaut and Cronje Erasmus, who died during the President's Trophy Air Race. These are the first fatalities we have had at a SAPFA event in its 73 year history, and hopefully the last.

South Africa has successfully hosted the Soccer World Cup. With this event came the FIF security restrictions, all because a few people flew aeroplanes into buildings some years ago. To prevent South Africans from doing the same thing, all flights had to be security screened and approved. The process was very well communicated by the CAA and efficiently run by a special office set up by the SAAF. While the restrictions started out as reasonable, it took some quiet diplomacy from our representatives at Aero Club and a legal challenge from our friends at AOPA to keep us in the air.

The 17th World Rally Flying Championships were held in Dubnica, Slovakia. This is a beautiful part of the world with long open valleys bordered by forested mountains and many old castles.

The South African Team followed the soccer example and took two hundred vuvuzelas to the flying championships. This many vuvuzelas makes a great noise, and the other competitors soon learned how to play them. We are thrilled

to note that the new Proteas did themselves and our country proud, in particular Jonty and Sandy Esser, who beat most of the other, older teams and claimed second place amongst the South Africans, and helped to place us 8th in the world. They were extremely committed and worked really hard to achieve their position. It was pleasing to know that our years of effort in raising a younger team have been so well rewarded.

Last year, I took a cheeky step by being the first person to note and claim the record of a flight from Johannesburg to Durban. I am glad to report that this record has been beaten by Mike Davis in the GP4. Now we need someone to challenge this new record.

The Aero Club are in the process of extending an "Aviation Transformation and Development Programme" to all its sections, to attract more previously disadvantaged individuals (PDI's) into aviation. Should you wish to help with this program or know of deserving individuals who could benefit from these efforts, please contact me.

I must thank the SAPFA committee for their enthusiasm and effort; this seems to me to be a well-oiled machine, excellently established by Chris Booysen, and a pleasure to work with.

Good racing and safe flying.

Frank Eckard

EAA Sun n Fun Rally **October 2009**

By Mary de Klerk

The 2009 EAA Sun n Fun Fly In was held at New Tempe Airfield, Bloemfontein from 23 to 25 October 2009. Hundreds of keen aviators braved the inclement weather to attend this weekend, show off their little birds and join in the fun. The severe thunderstorms on Friday forced many aeries to turn back, but this did not prevent them from trying again at first light on Saturday morning.

For the past couple of EAA events, SAPFA have been invited to hold a Fun Rally so as to share the

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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.

Results

First: Johann Potgeiter and Hennie Louw (Cape Town Flying Club)

Second: Carl Basson and Debbie Basson (George)

Third: Michael Prill and PJ de Vries (Worcester Flying Club)



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opportunity of sport flying with the EAA pilots. This proved very successful at Bethlehem, so the exercise was repeated at the Bloemfontein Sun n Fun.

The briefing session o Friday evening was attended by about 40 pilots. Half the field had never flown a Rally before and in the other half there were five entrants have their Green Protea Blazers.



The guys that could not get through due to weather took a "crash course" in Rally Flying at the Saturday morning briefing. Maps were diligently prepared early on Saturday. Charlie Marais presented his Safety Briefing to the eager teams and first aircraft took off at 10H30.

There were 15 aircraft that entered. Only thirteen flew as two withdrew. Chris Briers' Cub had a CFIT (Controlled Flight Into Thehangardoor), and Rickus had a flat tyre.

After a challenging 80nm route, the last aircraft landed ahead of the impending weather, and it was not long before all 93 visiting crews, some coming from as far afield as Western and Eastern Cape, were enjoying Bloemfontein Flying Club's hospitality in the Beer Tent to the well known sounds of Dix Vorster.

Prizegiving was held on Saturday evening after all had enjoyed a delicious Free State Lamb on a Spit. Karl Jensen entertained the crowds while delivering the top awards for the EAA categories. Fun Rally results were delivered by Robin Spencer Scarr and Mary de Klerk to the eagerly awaiting

crews. They were:

First: David Forster and Walter Walle (Bloemfontein Flying Club). Second: Andrew Lane and Emmie Oelofse (CFA). Third: Ralph Hurwitz and Hennie Stander (Afos)

Barry de Groot together with Peter de Viliers flew a faultless Rally and only scored 30 penalties for landing. However, they were not contenders in the Fun Rally Class as Barry used this as a practice round to defend his SA Rally Flying Champion status with me in Parys on 7th November.

2009 SA National Rally Championships

Parys 5 – 7 November 2009

By Mary de Klerk

The South African National Rally Championships were held from 5 – 7 Nov in Parys. Twelve teams entered, six in the Sportsmans Class and six in the Open Class. The Open Teams consisted of four good old stalwarts being Barry de Groot, Mary de Klerk, Ron Stirk & Walter Walle and four teams made up of guys that have only flown Fun Rallies for a year and who decided that it was time to upgrade to the real thing. They were Jonty Esser and his partner Sandi Goddard, Rob Kennedy and his partner Wikus Kritzingier, and Emmie Oelofse and her partner Andrew Lane.

These 3 new teams were quickly brought up to speed with the Open Class Plotting require-



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ments in a few Classroom sessions held by Mary prior to the event. This training stood them all in very good stead during the competition and all sailed through the plots with ease and confidence.

All Teams were welcomed by Wynn Dedwith and his wife Tacye in their cottage on the Vaal River and in their beautiful home in Parys.

The Competition Director, Frank Eckard, worked tirelessly for weeks to plan and produce the routes with his normal military precision.

Day 1 dawned and brought with it a very challenging route which was not made any easier by the strong westerlies. There was also much murmuring about confusion in the plot because 2 roads were marked N1.....Results after day 1 were:



- #1 Barry de Groot and Mary de Klerk
- #2 Walter Walle and Ron Stirk
- #3 Jonty Esser and Sandi Goddard
- #4 Rob Kennedy and Wikus Kritzingen
- #5 Emmie Oelofse and Andrew Lane

Scores were close between the 2nd and the 5th position so the competition screws tightened on Day 2. Again the wind was not on their side. Other challenging factors for some of the teams were the choice of aircraft. Rob was flying an

RV7 and Emmie her Dyn Aero. Neither of these aircraft are suitable for Rally Flying for two reasons - Low wing and Too Fast. Whilst there was nothing they could do to alter the wing structure, they both reduced their speed on Day 2 and both improved their performances enormously.

Day 2 also brought with it some new faces and 6 teams arrived to fly Sportsman's Rally which is in essence exactly the same route as Open Class, but it is pre-plotted on the ground and flown with sequential photos as opposed to random.

The Final Results for the competition were:

OPEN CLASS:

- #1 Barry de Groot and Mary de Klerk
- #2 Jonty Esser and Sandi Goddard
- #3 Walter Walle and Ron Stirk
- #4 Rob Kennedy and Wikus Kritzingen
- #5 Emmie Oelofse and Andrew Lane

SPORTSMANS CLASS:

- #1 Kobus Kotze and Frank Smook
- #2 Ralph Hurwitz and David Stein
- #3 Roger Bazolli and Freek Stegman
- #4 Corno Badenhorst and Ronsard Lazare
- #5 Rick Barnardie and Esmond Erasmus

Prize Giving was held in the clubhouse and by 15H00 the last aircraft had flown back to base to avoid the nasty weather that was approaching.

This 2009 SA Rally Flying Championship results will count towards the SA Team selection to attend the World Rally Flying Championships in Slovakia in August 2010. The final selection will take place at the next SA Rally Flying Championships to be held in April 2010.



Springs Fun Rally 5 December 2009

Springs Flying Club hosted the last of the year's series of Fun Rallies. Nineteen entries were received for this event - the final one of the year following a series of successful similar events held at various venues the past twelve months.



The Fun Rally pilots started arriving from as early as 06h30 and on arrival were greeted with a full breakfast sponsored by the East Rand Flying Club. No less than 24 aircraft entered the Rally, but after sifting through the weather and other technical aircraft issues the final field was whittled down to eighteen competing crews and one unofficial entry from current Protea pilots, Hans and Ron.

For once the weather played along and although rain was forecast the day was a typical hot Highveld summer's day. The wind was rather strong in the morning.

The route saw them take off on 03 and follow a 90 nautical mile anticlockwise path towards Leandra, then up north towards Witbank and then back to Springs via North of Delmas.

Jonty Esser and Sandy Goddard from Polokwane (who finished second in the Open Class in the Yuma at the SA National Championships) were the eventual winners followed by Robert Gassmann and Antony McBride in the futuristic Tanarg Trike with Hendrik and Adele Loots in third place in the striking Apollo Delta Jet Trike. Jonty and Sandy finished with an impressive 56 penalties (50 of which were for a single incor-

rectly identified picture).

The event was combined with the EAA and 14 young aspiring eagles attending the event. They spent the day assisting Frank and Mary with the Rally and were then whisked away into the air with their respective YOUNG EAGLES PILOTS. Lofty from SAMAA entertained them with Model Aircraft building and at the end of a hot exhausting day, the fourteen young people left the airfield feeling as though they have enjoyed a life changing experience.

The next Rally will take place at Rand Airport in February 2010.

The podium:

First: Jonty Essar and Sandi Goddard
Second: Robert Gassmann and Antony Mc Bride
Third :Hendrik Loots and Adele Loots

Rand Airport Challenge 23 January 2010

This weekend heralded the start of what is going to be an amazing year in Sport Flying in South Africa. The Rand Airport Challenge was held at Rand Airport under the direction of SAPFA committee members Frank Eckard and Mary de Klerk. Despite the threatening weather, 16 aircraft managed to partic-



ipate in what turned out to be a rather challenging event. The event has been held every January for the past six years. Each year we have received very generous sponsorship from AFOS, Karcher, AVIMap, and African Pilot. This year African Outdoor Group also provided wonderful prizes, so at

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least half of the field went home with something special ranging from cash, to high pressure cleaners, Avimaps, African Pilot Subscriptions and vari-



ous other aviation related goodies.

No less than 11 Check Points were included in the 120nm route, and this incorporated an away landing at Vereeniging, plus some interesting flying following tracks of railway lines and rivers. Storm cells dotted the landscape and depending on the take off time, forced a few crews to deviate off course in order to remain on the safe side of the wx.....wise move.... as they will be here to participate in the next event. Unfortunately when some teams get through the sticky patches after the storm cell has moved on, other teams are penalized – the nature of the sport.

It is very heartening to see the teams that have regularly attended the Rally Program throughout 2009 start to rise through the ranks. The “by now expert” father and son team of Phil & Scott Wakeley took the honours in their 7th Fun Rally by finishing in 1st position despite having missed a couple of checkpoints due to the storms. The well oiled team of Emmie Oelofse and Andrew Lane flew home into 2nd place and the biggest surprise of the day came from Mark Shoesmith & Andrew Gray when they finished a close third to Emmie and Andrew. This was the first time Mark & Andrew had ever attempted to fly a Rally. This should be very encouraging to all new guys wanting to participate, but who are still apprehensive.

Results

First: Phil Wakeley and Scott Wakeley

Second: Emmie Oelofse and Andrew Lane

Third: Mark Shoesmith and Andrew Gray

SAPFA Bosberaad February 200

The 2010 Annual SAPFA “Bosberaad” was held from 5 - 7 February. It was hosted by Ron Stirk on his game farm, Paddafontein, about 10 nm South of Thabazimbi (as the crow flies). The SAPFA committee was joined at various stages by Kevin Storie, the recently appointed General Manager of the Aero Club of South Africa, Koos Marais (Chairman of AOPA-SA), Neville Bohm (Chairman of EAA) supported by Karl Jensen and two EAA committee members.

This is the first year that SAPFA have extended the invitation to EAA, AOPA and Aeroclub to join their annual planning meeting. It has been recognized that the combining of forces across the various representative bodies has become a necessary path to follow. While each of the respective organisations have their unique focus area it was agreed that they would work together on issues of common interest to prevent duplication of effort and ensure effective representation for General Aviation. A small sub-committee with one person from EAA, AOPA and SAPFA was formed with the view of formulating an action plan. It was also agreed that a representative from CAASA would be invited to attend.

On the recreational and sporting side SAPFA



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and EAA have already laid a foundation for co-operation in various areas. Each EAA event now includes the Fun Rally series. SAPFA is also supporting the Young Eagles program which is fast gaining momentum as an introductory level to young aviators wishing to get involved in sport flying.

SAPFA is primarily involved with sport aviation. The four disciplines are Precision Flying, Air Rally Flying, Air Racing and Landings. SAPFA is also the custodian of aircraft speed and altitude records in South Africa. SAPFA will be supporting AOPA in its role of representation on the regulatory and para-statal front.

As with all the other sporting affiliated Aero Club bodies, SAPFA are embracing the Development and Transformation program of the Aero Club.

The SAPFA calendar for 2010 boasts at least one event every month to encourage the growth of sport aviation. The annual highlights include the SA Rally Championships which will be held at Aviators Paradise from 16 - 18 April and the PTAR which will be held in Rustenburg from 27 - 30 May. Watch the Events Calendar for the next event.

Kitty Hawk Mini Air Race 2010

By Robin Spencer-Scarr

"What the hell are we going to do if the weather forecast is correct and we get rain?" Neels van Deventer's nervous voice begged over the phone on Friday afternoon. "Don't worry," I said, "the weather man is an even bigger liar than a politician." I tried to sound a lot calmer than I felt.

Well, as it turned out, the weather held and we all arrived to the welcoming voice of Nigel, the safety officer and advisory ATC for the day.

A hearty breakfast washed down with a steaming cup of coffee settled a few nerves although Neels, Nigel, Chris and Robin had to struggle with the decision of which runway to use as the wind remained in favour of 19 after it knew we were all set up for 01

"What if we let them finish here?" somebody asked. ".... and then let them land at Wonderboom," came a quick response, "because when they're screaming over the runway, we can't have anyone on short final can we?" "Not unless we want to spoil everybody's day with an aluminium shower!" "Well then what if we" and so the conversation went on and on until finally an acceptable solution was found.

Derek from African Outdoor Group had set up his rig with a podium and P.A. and, more importantly, he had set up the most fabulous 'lecture room' situation with chairs and long tables that would have such a good idea if it weren't for the wind again. We are all so looking forward to seeing this setup at the next event as it looked like exactly the right way to do a briefing.

The briefing was held in the clubhouse which was very comfortable after Derek's guys had kindly moved the podium and microphone inside to avoid the weather. Robin did the safety and detailed briefing and Mary gave them the track and a quick lesson on how to navigate.

With the planned 01 runway no longer feasible and 19 having to be used, there were no fewer

than 22 aircraft on the start line for a "PTAR day 2" type start. It was decided that this would be the most exciting way to start and more so because the Handicappers had managed to get the handicaps so well calculated that we anticipated a really exciting finish.

The start went off well with the ground marshals doing an excellent job in keeping the flow



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going whilst keeping the movement safe at all times. It wasn't too long before the many spectators at or in the clubhouse were suddenly alerted by the sound of a 180hp Lycoming purring in the front of Rudi Greyling's RV7 as he came bulleting over the finish a good minute or two ahead of the A2 (Botswana) Jabiru who was pedalling as hard as he could because, right on his tail was the Meerkat flown by Chris Spencer-Scarr and George Brink who managed to just pip him at the post for a second place.

The Jabby, sadly, had logger failure and therefore didn't feature in the prize giving but, because it was a school and a fun race we are going to record his 3rd place for the day.

The prize-giving was a huge success enjoyed by all who stayed. It was compered by Chris SS and ably assisted by Mary de Klerk. Prizes were generously sponsored by AOG, Zandspruit and International Flight Clearances. A spectacular trophy was awarded to the winners, Rudi Greyling and Jan Hanekom. Second third fourth and fifth also walked away with prizes. Emmie Oelofse won the First Lady Home prize and then loads of Lucky Draws were pulled out of the hat.

The weather held and many crews stayed to enjoy the clubs hospitality before barrelling off down Rwy 19 to head for home bases.

Another great SAPFA aviation event, a lot of happy pilots and navigators and exhausted ground crew completed the day, and returned safely home.



Klerksdorp Fun Rally 20 March 2010

Another fantastic Aviation event notched up this past weekend at Klerksdorp. The entire weekend was run under the auspices of the EAA Sun & Fun convention under the directorship of Cliff Lotter and his team, Len du Preez and Piesang Myburgh.



Despite the threatening weather and isolated thunderstorms, 98 aircraft out of the expected 150 aircraft arrived. The AOG rig was set up close to the club house and the scene was set for a successful weekend of aviating.

Brian Emmenis of Capital Sounds entertained the crowds while Karl Jensen showcased various aery's on the "block". No less than 21 brand new keen Young Eagles arrived from 7 different schools in the area. They were supervised by Jason van Schalkwyk and enjoyed a day filled with experiencing the thrill of their first real flight with the Young Eagle Volunteer Pilots.

The Klerksdorp Flying Club proved to be very hospitable hosts, providing fabulous food with live music and dancing on both nights.

Then the Fun Rally..... 14 aircraft participated and although the start was delayed to avoid some storm cells, the first few competitors still had to cut short on a few legs to avoid tangling the



weather – good call guys! Unfortunately for the early starters, the second half of the field all managed to get through, so no legs were scratched.

The final results were:

1st Position : Rob Kennedy (Pilot) Wikus Kritzinger (Navigator) in ZU FHD



2nd Position : Johnnie Smith (Pilot) Christiaan Le Grange (Navigator) ZS AXX

3rd Position : Derick Lategan (Pilot) Francois van Eeden (Navigator) ZS CBO

Virginia Fun Rally 27 March 2010

The plan was set to hold the initial Rally briefing on Friday evening before the DWC sponsored Braai, then to arrive at 07H30 on Saturday morning for a pilot safety briefing, final route briefing, map preparation and then commence with the competition from 10H00. I love it when a plan comes together flawlessly, and this one indeed did....

The African Outdoor Group generously sent their fantastic new “Rig” all the way from Jhb to Dbn with the AOG crew. It arrived minutes before the 18H00 Briefing and was quickly reversed into place on the grass verge in front of the pool just off the taxi way. Within minutes, the scene was set for the weekend with the chairs and tables and umbrellas all laid out.

About 50 people attended the initial Rally briefing during which Mary de Klerk gave a presentation on what Rally Flying is all about, and for the first timers, what to expect. 19 Crews registered and before long we were all enjoying the hospitality of

the Durban Wings Club around the pool.

At 08H00 on Saturday a full Safety Briefing was given by Fred Bebington. This was followed by an ATC briefing from Didier. The Durban North Coast traffic can be quite busy and strict separation procedures have to be adhered to. By 08H30 the organisers were running the eager teams through the map preparation and route instructions. First take off was due for 10H00 but there was a delay for an hour to allow some low cloud to lift.

An interesting array of aircraft coloured the skies this day. They ranged from C152's C 172's, C182's to a couple of Yaks a Bonnie BE35, and even a twin PA34. The route was short at 70nm, but was not without its challenges. This particular stretch of terrain NE of King Shaka is renowned for having very difficult navigational features, and ill matching roads on the map. Some legs were short with tight turns, which again proved rather hectic especially for the aeries bombing along at 120kts. So the teams really had to work hard to get around and find all 10 Check Points.



The last aircraft was down by 13H30, just as the SW buster came through. Mary had been in constant contact with Louis from Margate Tower, and he fed her a blow by blow (no pun intended) account of what was happening with the weather. At 14H00 after discussions with ATC, Safety Officer, Club Chairman and Mary, it was decided to proceed with the KZN Provincial Landing Championships in the 25 – 30 kt down the runway howler. A briefing was given on the 4 types of landings required viz:

1. Powered Approach from 800'
2. Glide Approach from 1000" Abm Threshold

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with flaps

3. Glide Approach from 1000' Abm Threshold without flaps

4. Barrier Landing with Power from 800' circuit.

The event was run in accordance with the full FAI rules and regulations. Brian Steenkamp, the SAPFA Chief Marshall from Gauteng arrived and laid out the Electronic Bingo Box to record the landings accurately to the meter. Stuart Low and his team had been out on the runway from 06H00 painting the Zero Line and the 10m stripes. Fred Bebington had a full Marshalling crew down on the landing line (unfortunately the wind favoured 23 so viewing from the Club House was difficult), and at 15H00 the first group of 12 participants got airborne. Some withdrew because of the weather.

These were indeed very brave crews, not only to perform 4 difficult spot landings in this howler, but just to get airborne, was in itself a feat. According to the rules, anyone scoring 30% or less of the total score would earn themselves Provincial Colours. This proved a huge carrot, and the teams were determined not to waste this opportunity to achieve.

The results were most interesting, taking the appalling conditions into account. 60% of the landings were either out of the 80M landing box, go around, or maxed. The only Bingo for the day was achieved by Mark Carstens in the Yak 52, but his undercarriage collapsed on touch down, and he veered off the runway and slid to a halt on the grass with minimal damage to the craft or his crew. Fortunately his was the last landing for the day, so no traffic was affected. Needless to say with the very high scores, no-one was awarded provincial colours.

It had been a long tiring but very rewarding day's flying and at the final Prize Giving at 18H30, all agreed that they were leaving the event way better aviators than when they had arrived. The learning curve is very steep at an event of this nature under normal conditions, but far steeper under challenging visibility and high winds.

Congratulations to all who participated, marshalled, braaied, assisted, supported, and especially to Durban Wings Club, Virginia ATC, and African Outdoor Group for making it all possible.

General Aviation is in a better place today.....

The final results for the Rally are

First: Barry de Groot and Mary de Klerk

Second: Mark Carstens and Chris Esterhuysen

Third: Dave Adams and Peter Gilbert

Landing results

First: Barry de Groot

Second: Andrew Lane

Third: Brendan Adams

2010 SA National Rally Championships

The SA Rally Flying Championships took place from 8 – 10 April at Aviators Paradise in the North West Province.

The event was generously sponsored to the tune of R20,000 by BRITS FLIGHT TRAINING CENTRE, and R15,000 by AFRICAN OUTDOOR GROUP.



Piet Smith, CEO of BFTC, provided all the food and hospitality in the Clubhouse at the airfield as well as 1000L of fuel for all participating aircraft. BFTC offers flight training from PPL to Commercial Licences in Technams. As the only school on the airfield, and operating in uncontrolled airspace, they enjoy virtual freedom of the skies and can maximize the student's time on the ground and in the air.

Derick Lategan from the AFRICAN OUTDOOR GROUP provided stunning tented accommodation for all teams at the nearby De Rust Training Centre at Hartbeespoort Dam. AOG also hosted a braai for all participants on the Friday evening, as well as the Gala Awards Dinner together with a Live Band on the Saturday Evening.

The Competition was ably directed by Tony Russell from Cape Town with route planning by Deon Van den Berg. Jacques Jacobs once again

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handled all the Ground marshals.

The Competition allowed for both Open and Sportmans (Fun) Class entries.

Day 1 dawned and brought with it some suspiciously marginal weather which delayed the start by a few hours. At around Checkpoint 6, things started to look rather bleak and slowly one by one, the pilots started to announce their intentions to abort and return to base. Only two teams managed to push through and complete the route – Barry and Mary in ZU AFP (C172) and Jonty and Sandi in ZU EIL (Yuma). Even they had to skirt around a few tracks to avoid heavy cells over the Magaliesburg Range. Barry and Mary landed minutes before a microburst, which caught Jonty and tested his landing skills to the maximum in the 30kt crosswind.



Day 2 provided some respite from the weather with the cloud base allowing for the full route to be completed by all competitors. Route Planner, Deon van den Berg, tested the skills of the Navigators to the hilt with extremely difficult plots to work out. Temperatures in all cockpits reached boiling points as we all discovered when sharing similar stress levels back on the ground. “The objective” said Deon “was to raise everyone’s skills level in preparation for the World Championships in Europe in August.”

Selection for the World Championships takes place over 2 sets of Nationals each year. The first leg was held in November 2009 in Parys. The results of this competition were:

- 1 Barry de Groot Mary de Klerk ZU -AFP
- 2 Jonty Esser Sandi Goddard ZU -EIL

- 3 Walter Walle Ron Stirk ZS-CNZ
- 4 Rob Kennedy W Kritzingner ZU-ORV
- 5 Emmie Oelofse Andrew Lane ZU-DTB

The results of the second leg of the competition were:

- 1 Barry de Groot Mary de Klerk ZU-AFP
- 2 Hans Schwebel Ron Stirk ZS-CNZ
- 3 Rob Kennedy W Kritzingner ZU-FHD
- 4 Jonty Esser Sandi Goddard ZU -EIL
- 5 Frank Eckard Cally Eckard ZS-MOC
- 6 Emmie Oelofse Andrew Lane ZU-DTB

It is very interesting to note that three of the top six teams were borne from competitors who less than 18 months ago, had joined the Fun Rally Series run by Frank Eckard and Mary de Klerk. This is truly testimony to the success of a program that has proudly seen over 600 pilots fly through the system. In fact Rob Kennedy with his Navigator Wikus Kritzingner, were so determined to achieve their place in the team, that Rob invested in a brand new Savannah to participate in the competition. What is of even greater interest is the fact that 30% of the field is female, (when traditionally only 5% of total World participants are female).

The results of the Sportmans competition were:

- First: Walter Walle and Stephan Burger ZS-CNZ
Second: Derick Lategan and Francois van Eeden ZS-OJZ
Third: Wynand Uys and Kobus Kruger ZU-ESO

The Final Team to represent South Africa at the WORLD RALLY FLYING CHAMPIONSHIPS in SLOVAKIA in August 2010 was announced at the Gala Dinner held at the African Outdoor Group Training Centre in Hartbeespoort at De Rust.

They are:

- Barry de Groot and Mary de Klerk
Hans Schwebel & Ron Stirk
Frank Eckard & Cally Eckard
Rob Kennedy & Wikus Kritzingner
Jonty Esser & Sandi Goddard
Emmie Oelofse & Andrew Lane (Reserve)

Team Manager : Tony Russell

Team Coach : Frank Eckard

Team Captain : Mary de Klerk

International Judge : Jacques Jacobs

Judge Observer : Arddyn Moolman

Judge Observer : Sabrina Kennedy

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The Team, together with supporters (23 pax in total) will participate from 1 – 15 August 2010 in Slovakia, Europe, in a field of up to 80 Aircraft from 20 countries worldwide. Between now and then, the team will enjoy rigorous Ground and Air School Training by Frank and Mary, who will have to work around the World Cup Soccer dates to accommodate the training camps.



South African Power Flying Association

Contact details for all committee members are available on the SAPFA website
www.sapfa.org.za/committee.php



Tedderfield Fun Rally 5 June 2010

Saturday 5th June dawned and brought with it wall to wall blue skies – perfect weather to jump in an aery and take to the skies. The challenge was on for the SA Rally Flying team to challenge the Fun Rally pilots and any Airline Pilots brave enough to tackle the plot and convert it into a route. Nico Brandt, from Tedderfield Airpark hosted the event at their fabulous clubhouse. From early the aeries started to fly in from various local airfields as well as from all over the country including Durban, Polokwane and Hoedspruit.

Scores of brand new Young Eagles from various schools in the area also started to arrive, eager to learn a bit more about the opportunity to pursue a career in aviation, and enjoy their first free



flight. Jayson and Nicky van Schalkwyk took them under their wings and put them through their paces. They enjoyed a day filled with aviation input and this was topped with a flight around Soccer City and back to Tedderfield by Chris Bailes, Nico Brandt, Laszlo Liskay and the inimitable Captain Karl Jensen. Also attending the event were representatives from Youth in Action South Africa.

The Rally challenge saw 16 teams cross the start and finish line. Six of the teams comprised the recently selected Proteas who were flying in the Open Class Section, and the balance were the Fun Rally and Airline pilots.

The route was set by Tony Russell, the current SA

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Team Manager and covered a distance of 120nm. Mary de Klerk did her usual prebrief on "How to Fly a Fun Rally" and took the new and old teams through a detailed step by step account of how to prepare the maps and how to fly the route, while Frank Eckard arranged the start lists and take off times.

The route itself, was nothing short of challenging – even to the seasoned Proteas, and this was not made easier by the fact that a gremlin crept into the scoring system and caused the participants to have to fly a 5 minute leg in 9 minutes. For a first timer, this proved to be quite disconcerting, but



everyone managed to get through the glitch and continue through to the finish.

The Proteas flew to Open Class standard whilst the rest of the field flew to Sportsmans Class Standard. The original objective was for the Proteas to challenge the Airline Pilots, but only one brave Airline Pilot showed up and the results proved most interesting. He was Snr Captain Thys van der Merwe from SAA, who with his talented pilot, Rob Jonkers, in a C172, cruised into first position in the Sportsmans Class and beating some Proteas into 4th position overall.....an outstanding achievement for a first timer!

Fun Class

First	Rob Jonkers	Thys van der Merwe
Second	Telly Thomas	Stan Shroeder
Third	Ralph Hurwitz	Neil Promnick

Open Class

First	Barry de Groot	Mary de Klerk
Second	Hans Schwebel	Ron Stirk
Third	Jonty Esser	Sandi Goddard

Grand Central Fun Rally 4 September 2010

By Cally Eckard

Grand Central, with its olde-worlde air and historic significance was a perfect location for a rally designed to fly over some of our rich and famous locations. From Nelson Mandela Bridge to Soccer City, over luscious golf courses, and from townships of Soweto to Sandton City, the teams thoroughly enjoyed the sights of Jo'burg while also concentrating on timing, navigation and safety.

For the first time, we held a briefing on the Wednesday evening before the rally. Most of the pilots attended, and many of them achieved really good results. This briefing was really helpful, as maps and instructions were handed out, and we all "flew" the route together on Google Earth, finding most of the photographs, and identifying features which helped the teams to fly the route more accurately during the rally.

The fifteen teams included two helicopters, which were of great interest to everyone, spawning arguments over whether rally flying in a helicopter would be an advantage or not.

Praise must go to Superior Pilots Services Flying Club who hosted the event, and to African Outdoor Group, the main sponsors. Frank and Cally Eckard planned the route, and Mary de Klerk helped to organise the event on the day.

First-time rallyers Ernst Wolfaart and Jean-Pierre Rousseau won first prize of two nights at Zebula Golf Estate and Spa. Stephan du Plooy and Petrus van Graan won gift vouchers for Pooley's Flight Equipment. Third place went to more experienced rally team of Esmond Erasmus and Johan Goosen. The Spot Landing Competition was won by the 3-man team of Dave Keijer, Ryno Visser and Ruan Visser.

Results

First: Ernst Wolfaart and Jean-Pierre Rousseau

Second: Stephan Du Plooy and Petrus van Graan

Third: Esmond Erasmus and Johan Goosen

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The fun rally program was started in 2006 to try to attract more pilots to the sport. Many pilots are intimidated by the idea of rally flying, envisioning the flying version of Sarel van der Merwe doing handbrake turns with dust flying over the enthralled crowds. This is far from reality. Rally flying was designed to promote flying safety, and every effort is made to enforce safety first at all times. The slower a plane can fly the better, and there is plenty of time to navigate and find photographs. Pilots are encouraged and taught how to fly with "heads out the cockpit" instead of using navigational equipment. We give the teams a lot of time before they take off to ask questions, and we take each team through navigational tips and safety briefings. The aim of rally is to HAVE FUN, and it is not intended to intimidate or overwhelm pilots. Once a team excels at the Fun Rally level we then encourage them to try the Open Class, and we continue to nurture and train these teams right through their sporting careers.

Pietersburg Civil Airport Fun Rally 18 September 2010

By Jonty Esser

On the 18th of September 2010 a fun filled flying competition took place at Pietersburg Civil Airport, with competitors coming from as far and Gauteng and Hoedspruit.

These fun rallies are hosted by SAPFA (South African Powered Flight Association) and are held monthly at different venues. These fun rallies has been an innovative and genius format derived from the FAI (Fédération Aéronautique Internationale - The World Air Sports Federation) rally rules by SAPFA members, to introduce the sport to keen aviators, making it not only fun but competitive also focusing on enhancing pilot skills and constantly recruiting Pilots for the National team to compete in the World Championships.

The day started with the formalities of the highly important and comprehensive safety briefing presented by the safety officer of the day Mr. Leon de Villiers, followed by the Pilot's and Navi-

gator briefings presented by our Local Springbok, National Team member and Competition Director for this rally, Mr. Jonty Esser.



The navigators and pilots received their clue sheets and necessary blank maps, and immediately set off to work as the first take off was to be at exactly 11:00:00. Many of the competitors were first time rally pilots and navigators so help was at hand from the Competition Director. The route was setup to ease the new teams in up until check point 5 thereafter the degree of difficulty was increased. The route took the competitors from Pietersburg Civil Airport to Dalmada, then onto the University of the North from there out to the north then back to the Steven Lumber Mills, then back out to the Ebenezer Dam Wall, there after the climb for the Highest point in the Wolkberg Reserve flying down the mountain range to Chuniespoort and back to Pietersburg Civil Airport.

We also had the honor of having one of the National Rally Teams namely Cally Eckard and Frank Eckard who is also the Chairman of SAPFA and National Rally Team Coach, as competitors in the open class which is scored at the International Rally rules level, this means that instead of 15 seconds before and after the expected time to be at a turn point they only have 1 second before and after, their photos are not in sequence and the clue sheet is handed to the navigator in the aircraft 15 min before the take off time.

Each aircraft is equipped with a logger (Scoring instrument) issued by the competition director, this logger, logs the exact time and position of

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the aircraft on their route, so no cheating is possible. The teams will take off at their exact times and if not be penalized according to the fun rally rules, each second after the 15 seconds before and after for fun rally and 1 second before and after each check point the team will get 2



penalty points for each second up to a maximum of 200 points per check point, at each check point there is a photo that has to be identified as true or false, if the photo that has been supplied is incorrectly marked by the team 100 penalty points will be added if not marked the 50 points and if marked correct then 0 penalty points are added, en-route the team has to also look for photos that was provided in the clue sheet if seen by the team they have to measure in nauti-



cal miles the distance from the previous check point to the photo, if distance is correct the team scores zero if no seen 20 penalty points and if incorrect the 40 penalty points are given. At the end of each flight the pilots skills will be

further tested with a spot landing here the pilot is expected to land on a two meter line on the runway if the pilot manages to do this the landing is a BINGO and scored as 0 if the pilot lands short then from 60 to 200 points could be scored depending on the distance in front of the line and from 10 to 200 after the BINGO line. Thank you Landing Chief Judge Susan Du Preez.

There for you will see each team has timing, observation and landing points against their names and the total lowest score wins the rally.

Well done to the winners Wynand Uys and his Navigator Kobus Kruger from Hoedspruit as well as second place son and Father team Dusty and Ron Stirk from Britz and a big very well done to the first time rally competitors Wessel Arden-dorff and Nadia Van Heerden.

President's Trophy Air Race 2010

Isn't amazing how the years fly by quicker than a turbo charged Lancair as we get older. Just finished the President's Trophy Air Race 2009 in Bloemfontein and, as we were catching our breath, we found ourselves in Rustenburg getting ready for the PTAR 2010.

This one was special in its own way as has been the case for every PTAR from time immemorial.

Albert de Witte compiled a Gant chart to manage the team and make sure it was all done on schedule. I am however glad that he could read the chart. The week leading up to the event was fraught with the potential for disaster. A few days



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before the event the parking areas were flooded by the exceptional rain and there was a very real threat of having too little fuel. There were panic calls asking "How far from the runway can you park an aircraft?" "How much taxi way it takes to park 100 aircraft?" With tempers frayed to the point where people were snapping at each other like rabies infested dogs, Albert coaxed his committee to greater and greater achievements than even they thought possible.



When the competitors arrived to an efficient registration process managed by Denise Spencer-Scarr they had no idea how much had gone on behind the scenes. Everything was running like clockwork.

The routine of the PTAR has now settled. Arrive and test fly on Thursday. Prompt to the point briefings held in a way only Robin Spencer Scarr can. Race on Friday. More briefings. Race on Saturday and then attend a magnificent Banquet in the evening. All this is interspersed with a great deal of banter, camaraderie and aviation talk.

The first route planned was great route but it went to many game farm strips, then we tried to find the owners and get permission. Onto route 2. By now the maps had been ordered so choice was limited. Then onto route 3 which was too long, version 4 had too many open cast mines..... Eventually all the route planners finalised the task on the 6th version. A lovely route which had a mountain range parallel to the track, so do you fly on the upwind side, and cross as late as possible. On the day however, the wind was not a factor and those who flew the straightest track had the best advantage.

Day1 was a challenging course and good planning was rewarded. On the other hand bad planning

saw a number of competitors penalised for flying too high over the Thabazimbi turning point. The results for the day showed how accurate the handicaps are becoming. Just less than fifty aircraft aircraft were within two minutes of their handicap.

Day 2 proved that you can believe the SAWS. The forecast wind showed that there was a unique weather condition that allowed competitors to fly the entire course without any head wind. Logger analysis has proved that the forecaster had it spot on. Those that did not follow his advice were disappointed. This condition obviously played right into the hands of the slower competitors. The course followed the usual bow tie configuration to give the spectators something to watch. As usual navigation was a bit easier as the crews could follow the "aluminium highway"

Eventual winners were Mary de Klerk and Barry de Groot followed closely by John Sayers and Jack Coetzee in second and Arne Badenhorst and Terri Meyer in third. The winning margin was 1 minute with less than a minute to third place.



It is with sympathy and regret that we record the deaths of Werner Blignaut and Cronje Erasmus, who died during this year's President's Trophy Air Race. These are the first fatalities we have had at a SAPFA event in its 73 year history, and hopefully the last.

Now on to President's Trophy Air Race 2011 in Mafekeng.



IMPORTANT NOTICE

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

Date: 17 November 2010 Time: 18h00

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
27 November 2010**

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.

2009/2010 committee members nominated:	New Nominations
Chris Booysen	Johan Juselius
Barry de Groot	Deon Loots
Mary de Klerk	
Frank Eckard	
Glen Meyburgh	
Antony Russell	
Hans Schwebel	
Robin Spencer-Scarr	
Ron Stirk	
Dicky Swanepoel	
Deon van den Berg	
Walter Walle	

PLEASE fax back to 041-391 4304 or e-mail to: sapfa@therussells.co.za before 19 November 2009