



The Joystick

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LETTER FROM THE CHAIRMAN

Ek hoop almal het die afgelope kerstyd vreedsaam gevind en dit vreeslik geniet - as julle weg was, dat julle veilig en voorspoedig gereis het. Mag die jaar en die millennium wat voorlê vir een en al vreugdevol en voorspoedig wees!

I would like to thank the members and committee members for entrusting the responsibility of Chairman of this elite flying fellowship in me. It will not be an easy task for me to fulfil the high standards and presidency set by my predecessors, but be assured that I, with the assistance of my fellow committee members will do the utmost to further the goals of SAPFA.

May I take this opportunity to thank and congratulate my predecessor, Hans Schwebel, for his dedication and time spent on promoting SAPFA's ideals. During his three years of term, he successfully sent 3 South African teams overseas to compete against the rest of the world in rally and precision flying. Not only did he send the teams, but on two occasions took part as a competitor. Although sponsorship in the current economic climate is very difficult to come by, he was still able through his hard work and dedication to raise funds to at least partially assist the South African teams to compete overseas. His contagious enthusiasm in sport-flying promoted keen competition amongst the South African competitors and resulted directly in the extra-ordinary achievements of our springbok teams over the last few years.

1997 - 1st World Air Games Rally Flying Championships, Turkey - 4th place overall. 1999- World Precision Flying Championships, New Zealand - 4th place overall and 2nd place in the landing competition. 1999 - World Rally Flying Championships, Italy - 4th place overall; individually Nigel and Dale brought home the 3rd place medal.

Hans, I am sure that each and every South African will join me in congratulating you on your achievements as chairman of SAPFA over the past three years (die duitser kon en het sy ding gedoen).

The year 2000 is going to be a trying time for the flying community. The ever increasing costs of flying caused by dramatic increases in fuel, license renewals, landing and approach fees and the new act with regard to the certificates of air worthiness of aircraft are driving us aviators out of the skies.

One of my major goals this year is going to be to oppose these ever increasing costs. To achieve this I need support.

SAPFA through Aero Club is probably the most effective organisation to tackle this issue but we need numbers. I therefore appeal to each and every one of you to approach your flying buddies and get them to become members of SAPFA.

Thanks to our vice chairman, Jan Hanekom's concerted efforts we now have a web site. See the latest Joystick for all the details. So go for it people - hit the site!

Our Protea team leaves for Sweden in August this year to take part in the World Precision Flying Championships. The team was selected at the National championships in Bloemfontein in November last year. I believe that this team is the strongest ever selected. A stringent training program is polishing their skills and I am convinced that they will bring back the medals this year. Lets support them in their devoted effort by attaining maximum sponsorship for this promising event!

By popular demand, the Presidents Air Race will be held in Bloemfontein this year where a record entry is expected. Lucas Wiese from the Bloemfontein Flying Club is your Race Director and arrangements are well under way. For entry forms see the Joystick or hit our web site now. Please enter and make this the biggest ever Air Race.

I trust that you will all enjoy a millennium of safe flying!

DICKY SWANEPOEL
CHAIRMAN



P.O. Box 1993, Halfway House, 1685



EVENTS 2000

12 February 2000	Stellenbosch	Inter Provincial Precision Flying Championship
19 February 2000	Brits	Sweden meeting
19 February 2000	Brits	SAPFA Planning Session
26 February 2000	Bloemfontein	Inter Provincial Precision Flying Championships
4,5 March	Swellendam	Rally, Fly-in
11 March 2000	Port Elizabeth	Inter Provincial Precision Flying Championships
24 March 2000	Brits	Training for 14 th WPFC, Sweden
25 March 2000	Brits	Inter Provincial Precision Flying championships
8,9 April 2000	Warmbad	Training for 14 th WPFC, Sweden
15 April 2000	Vanderbijlpark	Inter Provincial Precision Flying Championships
19 May 2000	Cato Ridge	Training for 14 th PWFC, Sweden
20 May 2000	Cato Ridge	Inter Provincial Precision Flying Championships
15 – 18 June 2000	Bloemfontein	Presidents Trophy Air Race
29 June – 1 July 2000	Brits	S. A. Precision Flying Championships
8 July 2000	Vaaldam	Training for 14 th WPFC, Sweden
21 July – 6 August 2000	Vasteras, Sweden	14 th World Precision Flying Championships
26 August 2000	Cato Ridge	Inter Provincial Rally Flying Championships
2 September 2000	Port Elizabeth	Inter Provincial Rally Flying Championships
23 September 2000	Vanderbijlpark	Inter Provincial Rally Flying Championships
21 October 2000	Bloemfontein	Inter Provincial Rally Flying Championships
4 November 2000	Stellenbosch	Inter Provincial Rally Flying Championships
18 November 2000	Brits	Inter Provincial Rally Flying Championships
14-16 December 2000	Port Elizabeth	S.A. Precision Flying Championships
June 2001	Andalucia, Spain	2 nd World Air Games
2002	Croatia	World Precision Flying Championships

CONGRATULATIONS

The following persons have been voted for and will be on the SAPFA committee for the year 2000.

Dicky Swanepoel (Chairman), Hans Schwebel, Ron Stirk, Jan Hanekom (Vice Chairman), Barry de Groot, Mary de Klerk, Walter Walle, Chris Booysen (Treasurer), Dave Perelson, James Craven, and Don Macintyre. Good luck!

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EXCITING NEW FLY – IN VENUE

The brand new **SOUTH BAY** airfield will be inaugurated with a fly – in over the weekend of 4th to 6th February, coinciding with the popular annual “Round the Island” sailing regatta, staged at Lake Deneyville Yacht Club (LDYC). Over 500 sailing craft are expected to compete and a huge party will take place on Saturday night. The Pitts aerobatic team will be there as well as Brian Emmenis who will be doing the PA patter for the regatta.

For more information you could contact Dave van der Spuy on 082-807 9100 or 011-807 9100. You could also send e-mail to Dave at: explore@global.co.za

You could also visit the EAA web site at: <http://sacouncil.hypermart.net> where there is detailed information on the airfield.



HOWICK FLY-FAIR

The Howick flying club invites everyone to their fly-in on the 5th February at the Howick Airfield. Helicopter rides, Glider experiences, Flips, Flour bombing, Bottle shooting, etc.

For more details, contact Mick McConnel at: 033-3302403

CONGRATULATIONS

Congratulations to Dicky Swanepoel who has been appointed as the International Judge to accompany the Precision Flying Team to Sweden later this year.

GPS Loggers

As time and technology moves forward – we have to follow. I am busy studying the various options of GPS's with Loggers or Logger that can be connected to GPS's, available on the market.

The aim is to establish what we have to use in order to move away from sending out marshals to the turning points to do the timing. If we use the correct equipment, the workload on the organisers will be eased and we will also get rid of all the “off track”, “missed turn point” and “90 degree turn” arguments. I have used a logger during the last competition and everyone who saw the printouts, agreed that this is the way to go. The fact is that most of the Garmins can do the basic logging. This could be implemented in Rally, Precision and maybe even in the Presidents Air Race.

I am inviting anyone with ideas to contact me. My numbers are published elsewhere. Jan Hanekom.

PRESIDENT'S TROPHY AIR RACE 2000

The **PRESIDENT'S TROPHY AIR RACE 2000** will be held at Tempe 15-18 June 2000. We would like everyone interested to voice your opinion on any matter you would like to discuss. It is your race and without your help and involvement it cannot be a success. Thanks for the response received so far.

Would you please e-mail, fax or telephone your opinion through to Jan Hanekom.

e-mail: tilttech@global.co.za

Fax: 012-6667343

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CHAIRMAN'S ANNUAL REPORT FOR 1999

For SAPFA 1999, was a very successful year. In February, we had the World Precision Flying Championships in New Zealand. Adrian Pilling came 10th individually. James Crave, Geoff Henschel and Adrian Pilling came 5th in the team championship. In the landing team competition, South Africa came 2nd with James Craven, Adrian Pilling and Hans Schwebel. James Craven came 4th individually in the landing competition.

We had some fly-ins and inter provincial rally flying around the country with all a big success. In April, we had the SA Championship in Port Elizabeth, with the Algoa Flying club as host and ACSA as our sponsor. This championship was very successful with 28 aeroplanes participating. ACSA promised us to sponsor the rally flying for the next 5 years. Thank you to all involved.

In July, we had a joint rally with SAPFA at the Kalahari Flying Club in Gaborone. This rally was well organized and attended, this will be a yearly rally event. In August, we had our President's Trophy Air Race in Vanderbijlpark, with some difficulties at first and a low number of entries. However, the air race turned out to be a good one and everybody enjoyed it, and the camaraderie was great. Thanks to the Vaal Flying Club and all involved, especially to Imperial Bank, ATNS and FGA for sponsoring the event.

In September, we had the World Rally Flying Championships in Italy. Nigel Hopkins and Dale de Klerk came 3rd individually, and the team came 4th in the world. This was a very good performance from Nigel and Dale and they received the first medal as individuals for SA at the World Rally Flying Championships.

From October to November there will be some grassroots rally flying throughout the country, and the SA Precision Flying Championships will be held at Bloemfontein in November. We have already interests from overseas to participate in this Championship.

To Johan Swart, who was murdered at his house in Stellenbosch, you will always be remembered. Johan was well known in the flying circles around the globe. He was also chairman of the GAC subcommittee of Precision Flying and our secretary at SAPFA.

At the General Aviation Council's Conference in Toronto – Canada, I have put a bid to host the 2003 World Rally Flying Championship in SA. All the delegates from the different countries were all in favor of SA and we will know next year, after a more detailed application, if we will receive the possible go-ahead.

I'd like to thank Jan Hanekom, as our editor of the *Joystick*, for doing such a good job in getting the magazine out on time. Then to our Championship Director, Willem Coetzee, thank you for a well organized championship and to the Bloemfontein Flying Club for hosting the Precision Flying Championship this year, and also to all your helpers, a big thank you.

To the committee of SAPFA, I like to thank you all for helping with organizing all the rallies – and precision flying as well as the President's Trophy Air Race, without you guys we will not have such a big success.

National Precision Flying **Championships** **Tempe - Bloemfontein – 18 – 20th** **November 1999**

Story by Adrian Pilling

Well before you know it most of the year has passed and we are into another National Precision Flying Championship, this time in Tempe Bloemfontein. As per usual the famous Free State friendliness was evident with the locals helping us out and really making us feel at home. Most of the countryside was looking pretty dry and brown clearly in need of rain..... a real test of navigation skills for the pilots.

The contestants arrived from all over the country including Hannes, Waltraud and Robin from Austria. The numbers were a little down this year, clearly a reflection of the economy, most pilots arriving during the official practice week. The format was a little different this year with the competition spread over three days, allowing for three navigation tests as well as for the four landings. This year was particularly significant as the national team would be announced as a result of this competition and previous regionals. This really heightened the competition amongst the contestants.

During the practice week a typical Free State storm suddenly brewed up and changed the sky from a perfect blue into a perfect violent mud storm. People were hanging onto the wing tips of planes in order to keep them on the ground. Complete mayhem for about 20 minutes and then as quickly as it came, it disappeared leaving a clean freshness in the air. This brief rainfall served to change the colours of the landscape just enough to make the observation of some of the photos more difficult. And so to the competition.

Thursday

The day dawned windy and dry. Willem Coetzee, the Competition Director, and his team (mostly parabats in training who had the day off due to the strong winds) set a course to the South West. This course was very cunning with turning points difficult to find if you drifted off course. The route took the pilots over a little koppie, surely nobody would be up there! Wrong – the parabats were up there with a secret timing gate and this took its toll of some of the pilots. After all the crews returned, a brief but welcome rest was followed by two of the four landings scheduled for the competition (first the powered landing and then the glide). By the end of the evening the provisional results were; Navigation - 1st Nigel Hopkins, 2nd Hans Schwebel, 3rd Adrian Pilling, 4th Frank Eckard, 5th Jan Hanekom, 6th Barry de Groot. In the landing section - 1st Adrian Pilling, 2nd Nigel Hopkins.

Friday

This was the day that Willem threw the western route at us. It was a shorter route but one that had the crews working hard. The format was the same as the previous day with two landings (glide and barrier) following the navigation. By the end of the evening the results for the day were; Navigation – 1st Adrian Pilling, 2nd Nigel Hopkins, 3rd Frank Eckard, 4th Mary de Klerk, 5th James Craven, 6th Hans Schwebel. In the landings section – 1st Nigel Hopkins, 2nd Adrian Pilling.

Saturday

This was a tough day as the scores for the previous days had been so close, this day really counted more. This was the shortest of the routes and had a really tricky short leg that created some problems for the pilots when the wind changed. By the end of the day the placing were – 1st Nigel Hopkins, 2nd Mary de Klerk, 3rd Ron Stirk, 4th Adrian Pilling, 5th Frank Eckard, 6th Jan Hanekom. The scores today were really close.

After a brief period it was rush, rush, rush to a sumptuous reception planned by Willem and Annette. A really special meal was followed by the announcement of the final placing:-

1 st Place	Nigel Hopkins	225 points
2 nd Place	Adrian Pilling	268 points
3 rd Place	Hans Schwebel	587 points
4 th Place	Ron Stirk	610 points
5 th Place	Frank Eckard	647 Points
6 th Place	Jan Hanekom	649 Points
7 th Place	Mary de Klerk	716 Points
8 th Place	Barry de Groot	917 Points
9 th Place	James Craven	1081 Points
10 th Place	Don Macintyre	1129 Points
11 th Place	Mauritz du Plessis	1460 Points
12 th Place	Dick Churley	1490 Points
13 th Place	Walter Walle	1976 Points
14 th Place	F. Lubbe	3477 Points
15 th Place	C.Bodesteyn	3656 Points
16 th Place	J.Kleynhans	4171 Points

<u>Landings:</u>	1 st Place	Nigel Hopkins
	2 nd Place	Adrian Pilling
	3 rd Place	Mary de Klerk
	4 th Place	Ron Stirk
	5 th Place	Mauritz du Plessis

<u>Trophies:</u>	Observation Trophy:	Nigel Hopkins
	Timing Trophy	Adrian Pilling
	Best Private Pilot	Hans Schwebel
	Best Club	Brits Flying Club
	Best Province	North West Province

Provincial Colours were awarded for the first time to Mauritz du Plessis. Well done

Later in the evening the National Team was announced. This team will represent the country at the 14th World Precision Flying Championships in Sweden in 2000. The team is:-

Nigel Hopkins
Adrian Pilling (Captain)
Hans Schwebel
Ron Stirk
Barry de Groot
Jan Hanekom (1st Reserve)
Frank Eckard (2nd Reserve)
Mary de Klerk (3rd Reserve)
Deon Van Den Berg (Manager)

We wish the team all the best for the coming World Championships. I know we will do well. A special mention must go to Willem Coetzee – competition director, Andre' Fourie – chief judge, Ros – computer, Annette – Social, Renier Moolman, Dave Perelson, Tempe Flying Club – facilities, the marshalls and everybody on the Tempe airfield. A special thank you to our sponsor, IMPERIAL BANK.



NIGEL HOPKINS
NATIONAL CHAMPION – PRECISION FLYING
1999

LEER UIT ONDERVINDINGS EN WEES DANKBAAR DAT JY DIE STORIE KAN VERTEL

Ek is n PPL. met om en by 750 uur en vlieg vir die afgelope twee en n halwe jaar met my Saratoga SP, waarmee ek nou 340 uur agter die blad het. Ek het regtig gedink daar is nie meer so baie wat ek nog van ZS-NVB kan leer nie. Dit was my eerste fout.

Die Saratoga het n elektriese- hidrolise stelsel wat die wiele in en uit laat gaan en is gewoonlik uiters betroubaar, die noodstelsel is afhanklik van vere om dit uit te trek, wat gehelp word deur die rigtings roer weerskante toe te skop om die wiele te laat sluit. Ek het die betrokke dag vanaf Phalaborwa na Wonderboom saam met n vriend en een van sy werknemers gevlieg, my vriend wou op Wonderboom gaan kyk na n helikopter wat hy wou koop vir sy wildvang-besigheid. Daar het ek toe sommer brandstof ingeneem en na omtrent een uur was ons weer in die vliegtuig, met 3 ure brandstof, gereed om na Brits te vertrek.

Alles het aanvanklik goed verloop met die opstyg totdat Wonderboom –toring my roep en mededeel dat die onderstel nie volledig ingetrek het nie, wat ek toe nie as n te groot probleem gesien het nie, ek sou dit net weer “recycle” en dan sou dit tog seker reg wees. Toe ek die skakelaar in die “af” posisie selekteer het ek gesien dat geen stroom getrek word nie en besef dat die elektriese motortjie nie wil saamwerk nie, maar dit is mos nog nie so n groot probleem want ek het mos n “back-up-system.

Op hierdie stadium sirkel ek nou rondom die toring en hulle bevestig dat daar nog geen verandering in die wiele se toestand is nie. Nou gebruik ek die noodstelsel en byna onmiddelik val die twee hoofwiele uit maar die liggie van die neuswiel bly dood. Maar ek het mos darem opleiding gehad en nou gaan ek net gou een van die ander liggies by die neuswiel sin indruk want die gloeilamp het net geblaas, maar toe wil hy nog nie brand nie en die toring bevestig dat die hoofwiele uit is maar die neuswiel so 45 grade na agter hang.

Dit is nou een ding van medevlieëniers, hulle wil my toe almal help, en gee baie goeie raad, want op hierdie stadium soek ek toe nou redelik dringend hulp.

Ongelukkig wil hierdie rate toe ook nie werk nie en toe vra ek die toring om na GF 1 te gaan en daar verder te gaan sukkel , want ek het gelukkig baie brandstof. Die toring het toe op my versoek my AMO ook na die toring laat kom om my by te staan.

In die GF het ek weereens alles wat ek kon gedoen om die neuswiel uit te kry en al die raad wat almal my gegee het op die proef gestel , maar niks. Na omtrent 30 minute het Neels uit die toring my laat weet dat Jannie van Blue Chip Aviation met n ander vliegtuig na my oppad was om my te probeer help.

Weer het ons saam deur al die drills gegaan , steil draaie gemaak, geduik, geruk, gepluk maar daardie voorwiel bly wederstrewig.

Alan, my AMO , gee toe hierdie raad as laaste opsie voor ek in die skuim moet gaan sit; klim na n veilige hoogte, staak die vliegtuig met klappe om die laagste moontlike voorwaartse spoed te kry en druk dan die “emergency extention” terwyl die rigtings roer geskop word. Dit het gewerk en Jannie het bevestig dat dit lyk asof die wiel ten volle uit is, ek het ook nou “three greens” gehad.

Terug by Wonderboom het Neels my op aanloopbaan 24 ingesit terwyl 29 in gebruik was, hy was seker maar bang ek versper sy hoof-aanloopbaan. Dit voel nogal snaaks om op “finals” te sit en te weet dat daardie ambulans en brandweerwa vir jou sit en wag. Op hierdie stadium het ek my passasiers agter laat inklim en al hul bagasie voor hulle laat pak ingeval die voorwiel nie gesluit het nie. Dit was die mooiste landing wat ek in n lang tyd gemaak het en dit voel toe soos n ewigheid voor die neuswiel af is en alles is normaal.

Die rede dat die noodstelsel nie wou werk nie was die veer wat nie heeltemal uitgerek was nie en net die helfte van sy krag gehad het en kon toe nie die wiel teen die lugvloei uittrek nie, alhoewel die spoed laer was as die voorgeskrewe spoed vir nood-onderstelsel –operasie. Die elektriese motortjie het een van sy borseltjies ingesluk en ek hoop dit het hom sooibrand gegee.

Die skrik het gekom so n uur nadat ek veilig geland. Baie dankie aan Neels, Jannie, Alan en ander onbekendes wat my probeer help het. Ek het iets daaruit geleer, ook van myself, en ek hoop dat die les eendag ook iemand anders sal help. **Deon vd Berg.**

SWAKOPMUND A VERY INTERESTING DESTINATION

During December I was fortunate enough to fly to various destinations in Namibia and also to Swakopmund – the “Margate” of Namibia. The town is on the coast and the contrast between the Atlantic and the Namib desert can really be breath taking – specially the shadows between the dunes in the morning and the sun setting into the Atlantic. Watching the sun set should be done while holding on to a brewed by “reinheidsgebot” tradition Hansa Tafel.

There are so many things to do in Swakop that you really have to plan carefully, or stay for two weeks. Along the main road to Walvisbaai you could do board sailing down the Namib dunes, do Paragliding all day long, go on a guided Quad Bike trip into the dunes, or just sit on the beach and watch the Dolphins playing in the surf.

Not happy yet, how about conquering Dune 7 at Walvisbaai, or catching Galjoen and Kabeljou at Sêra se Gat for your evening fish barbeque.

We have also had quite a good time diving for crayfish. For this you need a wetsuit, goggles and good gloves. With the water temperature normally around 15-17 degrees, you definitely need a good “jersey” - Old Brown Sherry seems to be the favorite. We have seen some of the Gobabis Boere diving with a T-shirt, shorts and Velskoene – amazing!.

Flying there is also a lot of fun – do customs at Keetmanshoop and fly straight to Swakopmund – about 3 hours with the C182 crossing mountain ranges and the desert. Find the town and you will find the runway just inland. The runways are gravel, at first very difficult to see as it is almost the same colour as the rest of the desert, but they are well graded. Be very careful of the time of day you arrive there. The fog bank from the Atlantic normally pushes inland as far as 40 kilometers and is normally too low to try and duck underneath it – there are many stories of fatal accidents where pilots tried to do this and hit power lines etc. Sometimes Walvisbaai will be clear when Swakop is closed in, as it is slightly further from the ocean. The best time to arrive there is from late morning (11h00) onwards, but check with met. I found phoning the local ATC’s the most accurate.

There is quite a lot going on aviation wise. I have seen a number of microlights and also a few locals with planes. Another interesting story is that I have found no less than three aviation orientated tour operates in town. One of them operates six C210’s. These guys will take you on daily tours to destinations all over Namibia or just for a flip up or down the coast.

Story by: Jan Hanekom

ALL OVER - BAR THE SHOUTING

In competition flying be it precision ,rally or the presidents air race we could almost say that “ ITS ALL OVER - BAR THE SHOUTING” rings true. Picture the scene last plane home, marshall’s return with the timing clocks, computer overload, nervous laughter, and at last prelim results...THE BUNFIGHT BEGINS .

We have all been there, myself included. The need to do well and if very lucky the possibility of winning the event, turns even the mildest of pilots into monsters, and by the time the final results have been published some of the fun of the championship has gone out the window for both the organisers and the competitors. What can we as organisers/competitors do to improve the situation? I believe that if we all make a concerted effort to improve the situation , we can get the GENTLEMAN back into flying.

Any pilot who feels that his results are incorrect , has the right to see that they are rectified should there be an error, but he must follow the right procedures .The saying “GOOD FENCES MAKE GOOD NEIGHBOURS” holds true. If all the people involved in the competition, be it competitors or organisers understand just where they stand, then most of the problems would not occur. I believe that “WE DON’T STICK TO THE RULES” The format approved by the General Aviation Commission of the Federation Aeronautique Internationale in November 1998 in Paris are the rules and regulations that currently in force and should be adhered to. Any deviation to these rules should be approved by the local flying body and I believe should be published nationally before the championship be it national or interprovincial.

Deviation from the rules e.g. no timing gates (B.9.4). No pinpricks and circles at turnpoints on the maps (A.1.1.4). No master map / photos in work out room (A.1.1.4). All turn points to have ground markers (A.2.2) to name but a few. Be it rally or precision, these rules seem to be of a hassle nature and often not complied with , leaving the organisers wide open to abuse. **RULES ARE RULES.** The competition director has a difficult enough task in the organisation of the event, it takes time and money but if the job is worth doing it must be done properly or not at all, It must work both ways, if the competitors can’t bend the rules, the organisers should not be able to deviate from the published rules to make life easier for themselves, I say again **RULES ARE RULES.** Most of us have at one time or another been on the organising side of competitions and should agree that we use zero tolerance.

The rules have been developed over a number of years and it is those rules that make the competition work. I believe that if the rules are strictly adhered to from start to finish , then most of the current problems will be eliminated.

Rule A.8. protest, stricter control by the competition director on handling of both prelim results and queries or protests will improve the situation:



Swakopmund

- (a) The prelim results should be handed out in an orderly manner. Maybe the team captain could collect the results from the computer room. This will eliminate the crowd.
- (b) Team captain to distribute results to his team away from the crowd.
- (c) Team captain to control any outbursts, bad behaviour, swearing, death threats etc. by himself and the rest of the team.
- (d) Team captain to discuss results with each member of the team and decide whether to query or not.
- (e) All queries / protests to be in writing.
- (f) All signed prelim results with queries if any should be handed in within 1 hour before the organisers sort out each individual team members problems, this will eliminate any finger trouble and any glaring mistakes etc.
- (g) Organisers to call in team captains and team members in an orderly manner, this should be behind closed doors A.8.4. No query is to be discussed outside the briefing room. Most of the queries should now have been rectified but if the team captain and the team member are still not satisfied, protest in writing A.8.6. with the prescribed fee must be submitted and processed through the correct channels
- (h) The jury or the championship director’s decision is final and binding.
- (i) The team member has the right to appeal (A.8.12) through the correct channels.

All those involved in any competition, be it the competitors or the organisers should remember that at the end of the day if we “go of the handle” and throw our toys out the cot, is detrimental to the sport. We should all be proud to be involved in flying. Not only is it a great sport but we have made many friends along the way. Most of us involved in competition flying are guilty to some degree, lets get rid of the monster, find the “gentleman” and bring back all the fun in competition flying.

By: Ron Stirk

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SAPFA ON LINE

It is with great pleasure that I can say that SAPFA now has its own web site and e-mail address. We believe that this will be very useful for our members as well as all other aviation enthusiasts.

The e-mail address can be used by our members to communicate any news, problems or what ever you want to discuss with the committee.

The web site is very basic at this stage but will be developed as required. At this stage you will find information on the Air Race, Calendar of events, contacts persons as well as links to other sites.

VISIT:

<http://home.worldonline.co.za/~sapfa/index.htm>

Or e-mail: sapfa@worldonline.co.za

JOYSTICK BY E-MAIL

IN ORDER TO PROVIDE A BETTER SERVICE TO ALL OUR MEMBERS, WE WOULD LIKE TO SEND YOUR **JOYSTICK** NEWSLETTER TO YOU BY E-MAIL.

THIS WAY YOU WILL GET IT MUCH QUICKER. IF YOU ARE INTERESTED, PLEASE SEND AN E-MAIL MESSAGE TO sapfa@worldonline.co.za AND TYPE **"JOYSTICK SUBSCRIBE"** IN AT SUBJECT. ALSO TYPE IN YOUR **FULL NAME AND SAPFA MEMBERSHIP NUMBER** IN THE MESSAGE BLOCK.

YOU WILL THEN GET YOUR NEWSLETTER BY E-MAIL AND NOT "SNAIL MAIL". THIS WILL ALSO HELP US TO REDUCE PRINTING AND MAILING COSTS. AT THIS STAGE WE HAVE HAD A RESPONSE FROM ABOUT 30 PEOPLE – PLEASE GUYS, I AM SURE WE CAN DO BETTER AND SUPPORT THIS .