



The Joystick

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FEBRUARY 2001

LETTER FROM THE CHAIRMAN

The 2000 ACSA CUP (National Rally Flying Championships) was again a huge success (see article elsewhere), drawing for the first time a contingent of five pilots and five navigators from Russia. We want to thank them for coming here and also believe that Sonya, Dimitri, Igor, Sergei, Galina and the others left our country, already planning on how to get here again! To Dave Perelson and his experienced team – well done to a Championship well organised. A big thank you also to our sponsor, Connie Mulder and ACSA Port ELizabeth.

Congratulations to the teams announced to participate in the 2nd World Air Games to be held in Spain during June this year. They are Adrian Pilling (captain) and Renier Moolman, Hans Schwebel and Ron Stirk, Barry de Groot and Mary de Klerk, Nigel Hopkins and Dale de Klerk, Dick Churley and Don Macintyre and as reserves Russel Philips and Rob vd Merwe. The team manager is Deon van den Berg. I am sure they will do us proud.

During the event, I have kept myself busy with testing of the Air Observer GPS based loggers and the outcome of that has shown that we cannot delay the implementation of these loggers for much longer. Here I have to thank our sponsors, Imperial Bank, FGA Insurance, Nature Link, Algoa Flying Club and ACSA for sponsoring the first units to be used by us in future competitions.

After a very short rest it is back to business again with a bumper-to-bumper program in 2001. We are looking forward to the President's Trophy Air Race as well as the Rally and Precision flying events. We also hope to see many new faces this year. Please check out your website as well as the Joystick for all the details.

As you might know by now, SAPFA has also been awarded the hosting of the 13th World Rally Flying Championships for 2003. More news on that will follow later on.

Let me also use the opportunity to wish all our members and their families a very prosperous 2001 – may all your dreams come true.

Keep your wings level!

Jan Hanekom
CHAIRMAN



SAPFA

P.O. Box 1993, Halfway House, 1685
<http://home.worldonline.co.za/~sapfa/index.htm>



EVENTS 2001

17/02/2001	Brits	Rally
07/04/2001	Brits	Rally
27/04/2001 – 01/05/2001	Upington	Northern Cape Easter Rally
16/06/2001 – 2/7/2001	Spain	2 nd World Air Games
9-11/08/2001	Bloemfontein	President's Trophy Air Race
25/08/2001	Brits	Precision Regional
25/08/2001	Oudtshoorn	Precision Regional
21-24/09/2001	Natal – Cato Ridge	Precision Nationals
11-14/10/2001	Bloemfontein?	Rally Nationals
10/11/2001	Brits	Precision
2002	Croatia	World Precision Flying Championships



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Going to Spain and the World Air Games next year and need to brush up your Spanish?

Yes / No - Si / No

Good morning - Buenos dias

Good afternoon - Buenas tardes

Good evening - Buenas noches

Hello - Hola (silent H)

Goodbye - Adios

Please - Porfavor

Thank you - Gracias

I'm sorry - Perdon

You're welcome - De nada

Do you speak English - Habla usted ingles?



Wanneer julle hiedie lees is daar reeds omtrent al 20% van 2001 verby, Ek wens elke leser en lid net die beste vir hierdie jaar. SAPFA het Jan Hanekom tot voorsitter verkies, baie geluk daarmee. Saam met die verkiesing moes sekere pligte anders verdeel word, so het ek die Joystick se plig gekry, maar om dit 'n sukses te maak het ek elkeen van u se samewerking nodig asseblief. As u hoor van enigiets nuuswaardig moet ek daarvan laat weet word of sorg dat ek die storie daarvan kry.

Ek wil graag n' briewe-forum aan die gang kry waarin u enige kommentaar, klagtes of prys kan opper. So kan ons ook 'n mondstuk word in die vliegbedryf en met al die bedreiginge wat vir ons loer sal elke bietjie help. Waar moontlik sal ek probeer antwoorde kry by die relevante owerhede. Andre Goosen, wat by meeste van u bekend is, gaan ook begin om vir ons 'n rubriek te skryf wat sal handel oor veral veiligheid maar ook wedervarings en ondervindings. Baie dankie daarvoor. Die wereld-rally-kampioenskappe van **2003** by Pilansberg is 2jr. en 4mde weg. Stel jouself noual beskikbaar om behulpsaam te wees. My E-pos adres is op bl.8 asook alle ander kommittee-lede van SAPFA sin. Kyk wie in jou area is, want hy verteenwoordig jou belange. Enige insette of voorstelle sal waardeer word.

Groete;

Deon van den Berg

**SHORT FINALS TO THE ACSA CUP . RWY 26 P.E
READ ARTICLE BY ADRIAN ON NEXT PAGE**

NATIONAL RALLY CHAMPIONSHIPS 2000 (ACSA CUP)

By Adrian Pilling

December is always a difficult time of the year, with all those last minute things to do. This December was more important than most. Not only were the National Rally Championships being flown, but the competition had been upgraded to international status with four Russian teams competing and one combined South African / Australian team. If this wasn't pressure enough, the format had been changed to three routes and the results of this counted for the selection of the national team to the World Air Games in Spain in June 2001. A humdinger of a competition was about to begin.

ACSA (Airports Company of South Africa) were very kind to sponsor the event which was held at Port Elizabeth Airport. The organising club was Algoa Flying Club and boy do they know how to organise an event.

Most of the 21 crews arrived between the 10th and 12th of December and immediately found that the wind conditions were very challenging indeed. It really is difficult to do spot landings in 38kt winds and to navigate accurately to the second in these conditions. There were many sick navigators during the practice sessions!!!

Dave Perelson (Competition Director) and his team were marvelous and had practice routes for us to fly on. This allowed the crews to familiarise themselves with the area and get to grips with away starts at Progress and Uitenhage airfields.

After a comprehensive briefing (where the crews were advised that they would be doing four landings during the competition, the best of three counting) and welcoming party on Thursday night the crews retired for the evening to prepare themselves for the coming tournament. Remember not only were national honours at stake but also the selection for the national team. A restless night was had by all.

Friday – Competition Day 1

The crews were all up early and took off in order to position themselves at Progress airfield. Remember this landing counted and there were some fun landings in the strong wind. Once all was set up the crews took off at their correct time slots and the competition was on.

The route was tricky but fair with two sets of eight photographs having to be identified. We flew over mountains and down some valleys that I have never seen before, beautiful but tricky country. The turning points were sometimes difficult to find but all in all a great and fair route.

The returning landing counted, and most of the tired crews did well on the landing.

After a brief respite it was back to PE where the results of the day were announced at Algoa Flying Club. The results were: Open Class: 1st (N.Hopkins & D. De Klerk) 2nd (A.Pilling & R.Moolman) 3rd (H.Schwebel & R.Stirk) 4th (B.De Groot & M.De Klerk) 5th (S.Svetlossanova & D.Soukharev) with the combined team from Australia of (J.Dorfling & G.Henschell) coming a creditable 7th. In the Sportsman's Class the results were: 1st (C.Hardman & F. Du Toit) 2nd (T. McKerchar & T.Booyesen) 3rd (A.Gibb & P.Booth-Jones) 4th (O. Agadaznov & S. Malofeev) 5th (E.Pearce & B.Johnson). The games were on, and after a trip to the Ron Belling Art Gallery (which was opposite the SA vs. Sri Lanka cricket match, which some of us watched), the crews retired for the night in order to prepare for the next day.

Saturday – Competition Day 2

The crews departed P.E. airfield and did a low flypast over the new beach front development, and then over to Progress for the start. This flypast was to show the locals our appreciation for them hosting the event in their city. It was appreciated by all and reported in the press – great fun.

The route flown today was tough but fair. The away start catching out some pilots. Again there were two sets of photos to be found and most pilots found these photos more difficult than yesterday. Some low cloud along the route affected some of the pilots. Again the returning landing was marked, and after a brief respite the crews flew back to P.E. for the results. They were: Open Class 1st (N.Hopkins & D. De Klerk) 2nd (A.Pilling & R.Moolman) 3rd (D.Churley & D.Macintyre) 4th (H.Schwebel & R.Stirk) 5th (S.Svetlossanova & D.Soukharev). In the Sportsmans Class the results were: 1st (J.Ferreira & A.Hitge) 2nd (C.Hardman & F. Du Toit) 3rd (T. McKerchar & T.Booyesen) 4th (A.Patterson & K.de Wet) 5th (A.Gibb & P.Booth-Jones).

Sunday – Rest Day

Much of the day was spent relaxing and exploring the new casino complex called "The Boardwalk". It really is most spectacular. P.E. has certainly grown as a city and it boasts one of the best beachfronts in the country.

Monday – Competition Day 3

The day started an hour early with the crews positioning themselves for a start at Uitenhage, the landing there counting for points.

Continued on page 5....

After a brief pause the competition got underway. This time there were photos and ground markers to find. The route was short sharp, intense and high pressure. When the crews returned (the landing counting again) most had had a tough time.

Well now it was back to P.E. and into the club to await the provisional results for the day. When they came the results were: Open Class: Class 1st (N.Hopkins & D. De Klerk) 2nd (B.De Groot & M.De Klerk) 3rd (D.Churley & D.Macintyre) 4th (A.Pilling & R.Moolman) 5th (S.Svetlossanova & D.Soukharev). The Sportsmans Class results were: 1st (C.Hardman & F. Du Toit) 2nd (T. McKerchar & T.Booyesen) 3rd (J.Ferreira & A.Hitge) 4th (A.Gibb & P.Booth-Jones) 5th (B.Williams & R.Burgher).

All that remained now was for the gala evening and the announcement of the team.

The Final Night

The function was a gala evening held in a private room at the Boardwalk Casino. Wow what a marvelous place indeed. The entertainment was superb with live music and a comedian to lift our spirits. It was all good fun indeed. After the meal it came down to the speeches where ACSA reaffirmed their commitment to the sport for the next three years, thank you indeed.

Then it was the time for the moment we had all been waiting for.....

Final Top 5 Positions:

Open Class

1 st Place N. Hopkins	&	D. de Klerk
2 nd Place A.Pilling	&	Renier Moolman
3 rd Place B.de Groot	&	Mary de Klerk
4 th Place H. Schwebel	&	Ron Stirk
5 th Place S. Svetlossanova	&	D. Soukharev

Landing Prize:

N. Hopkins	&	D. de Klerk
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Best Crew:

N. Hopkins	&	D. de Klerk
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Sportsmans Class:

1 st Place C.Hardman	&	F. Du Toit
2 nd Place J.Ferreira	&	G Hitge
3 rd Place T. McKerchar	&	T.Booyesen
4 th Place A.Gibb	&	P.Booth-Jones
5 th Place B.Williams	&	R.Burgher

Landing Prize:

T. McKerchar	&	T.Booyesen
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Congratulations to you all. You all deserve it. A special congratulations to Hopkins and De Klerk who achieved the distinction of being the first team ever to finish a Nationals with under 100 penalty points – this is world class – well done. To those that did not make the top five.... Well there is always next year.

World Air Games Team Announced

Shortly after the final positions were announced, the team to the 2nd World Air Games in Spain (this is the Olympics of the air) for 2001 was announced.

The team announced is:

N. Hopkins	&	D. de Klerk	
A.Pilling	&	Renier Moolman	
B.de Groot	&	Mary de Klerk	
H. Schwebel	&	Ron Stirk	
D.Churley	&	D.Macintyre	
R.Phillips	&	R vd Merwe	(Reserve)

After a brief meeting it was decided that the team manager would be Deon vd Berg and the team captain Adrian Pilling. Well done to you all. I know that this team is the strongest yet and will do very well. This is a great honour to be chosen to be at the aviation equivalent of the Olympics and it bodes well for South Africa's own world event in 2003.

A great competition was had by all. It goes without say that the competition could not be run without the help of lots of people especially but not only the following: ACSA for the venue and the sponsorship, Algoa Flying Club for their time and incredible input, Glynnis for taking all our grief and still smiling, the English family for the use of Progress airfield, the Uitenhage Flying Club, Imperial Bank for past sponsorship, various local sponsors, the marshalls, the jury and of course the competition director Mr Dave Perelson.

A special thank you to the Russian team and to Geoff Henschel who came from Australia to partake.

Well done to you all.



WINNERS SPORTSMAN CLASS

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DOMAIN
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KEEP A LOOKOUT FOR
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CLUB NEWS AND INFO:

If you would like to spread info and news of your flying club to all SAPFA members, this is the tool to use. E-mail me and I will do my best to fit your article in the very next issue.

This month we feature

The Brits Flying Club.

Runway ; Asphalt 900 meters 02\20.
Clubhouse with three bedrooms that you can rent for one night or more. Food and drinks always available. We have a full-time manager who lives next to the clubhouse that will welcome you.
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We are a very active club and we would love to initiate newcomers into the sport of rally and precision flying.
Manager; Nic Kruger; 012 2555945
Chairman; Ron Stirk; 082 4450373



WINNERS OPEN CLASS

12 Year Engine overhaul debacle

Most pilots are by now aware that CAA has ruled that all Textron Lycoming and Teledyne Continental Piston Engines are required to be overhaul engines that have exceeded a 12 year calendar life but not exceeded the service life between overhauls. CAA has also granted a conditional exemption from this rule

SAPFA is actively pursuing this matter with CAA on behalf of its members as SAPFA believes that this ruling could result in the demise of general aviation.

There are currently a number of different estimates of the number of aircraft that are affected by this ruling. SAPFA is throwing its weight behind the growing number of organisations that are attempting to determine the number of affected aircraft and therefore requests that members complete the online form on the SAPFA website
(<http://home.worldonline.co.za/sapfa/index.htm>).

Alternatively details can be e-mailed to SAPFA at sapfa@worldonline.co.za

Should members prefer to email; Then the following details must be included: - Aircraft reg, Engine type, Hours (total and since major), date of major and details of any top overhaul or shockload since major. Details supplied will remain confidential to SAPFA and only summaries will be supplied to CAA as part of our negotiations.

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JOYSTICK BY INTERNET

In order to provide a better service to all our members, we would like to get your **JOYSTICK NEWSLETTER** to you via the internet.

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 a message (when the newsletter gets published) showing a "link" or "URL" on which you can "right click" with your mouse in order to download the latest newsletter when convenient. This will also help us to reduce printing and mailing costs. At this stage we have had a response from about 60 people – please guys, I am sure we can improve on this.



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Flying Safety, my way of life!

For many of my peers flying safety use to mean one boring Flying Safety meeting per month where the Squadron Officer Commanding use to put the fear of God into "you little buggers" the rest of the time you watched your six o'clock, that you do not get caught giving that shoot-up, frightening the hell out of the poor guy on the tractor, the fact that he continued ploughing at ninety degrees to the rest of the furrows, was part of the joke.

The Squadron Flying Safety Officer was usually the poor guy that caused the biggest incident/accident on the unit, or else he was the unlucky guy to be in the bush, or on leave when a new flying safety officer was to be appointed. I was introduced to flying safety as the poor guy that was away on leave when Air Force Headquarters asked for volunteers for a Flying Safety Officers course. At that stage of my flying career, Flying Safety was something that I only occasionally thought about.

Returning from leave that January in 1980, I was not amused when all the guys asked me what I was doing there as I was to report to Pretoria for a Flying Safety Officers Course. Needles to say I blew my top! Try as I may, I was not able to get off the course, as to many "arrangements" had already been made, what these were I did not know at the time, as Air Force Headquarters would not divulge any information about the course. Little did I know that this course would herald a total new approach to Aviation Safety in the South African Air Force, and later in the whole of the Southern African region. Only on arrival in Pretoria did I find out that the course was to be presented by the University of Southern California.

Returning to my unit I was the envy of the Base! However, although loaded with all the knowledge and information, the full magnitude of what all the heaps and heaps of information meant in a pilots life, had not really been fully realised by me, the fact that my whole way of life was to change, had not sunk in, I had not yet made the personal decision and commitment to make Safety my way of life.

Shortly after returning to my unit I was caught doing a low level roll on the weapons range, just thirty minutes after being introduced to the Chief of the Air Force, as the new "highly qualified" Safety Officer of the Base! How the hell was I to know that Chief of the Air Force and my Officer Commanding was sitting in the range tower, watching the performance!

Needless to say the two mentioned gentlemen were not impressed with the private show that the base Flying Safety Officer had given!

Over the next few months I slowly but surely began to realise that I had to start cleaning up my act. I am sure my guardian angles use to pass out at night, totally exhausted in protecting me. I began to realise that I could no longer skip the yellow/red robot, set the squadron record going around Fountain circle, it still stands! No! I had to make a personal decision if I wanted to continue with my flying career. I realised I could no longer live two lives, give no thought to everyday safety, yet get into the aircraft and now fly safely, I realised for the first time that Flying Safety starts every morning when I opened my eyes, it was to be my future way of life!

Flying Safety as a way of life led me to think, live, sleep and eat safety, twenty four hours per day, when I did woodwork, drove my motorcar, sailed my boat, I started living safety. At first it required hard work, discipline and dedication, then it became a way of life (my son still maintains I am a pain in the ass where safety is concerned). The next phase was to start teaching my fellow pilots that we should take a new look at our approach to our flying careers. To convince through example that it is not acceptable to booze till the early hours of the morning and then to do an early morning take off, to drive your vehicle recklessly, to not know your aircraft one hundred percent. To convince the average pilot that it is fine to abort a flight because the aircraft is not one hundred percent serviceable, to turn back because the weather is not fine en-route, or at your destination, to know and to accept your own limitations.

Today I am saddened by the thought of all those good friends that died because of the approach to flying that use to prevail amongst pilots, the attitudes of; get-home-alightist, I am just as tough as the rest, I can do it, I have to prove myself, I am the best and all those other macho attitudes that pilots think, goes with the pilot image, it is all so unnecessary. If only the young pilots of today will realise that a pilot does not have to prove that he is the best thing that happened to aviation, if all pilots would only realised that it is far better to prove that you are the safest pilot, that safety is your way of life. I once asked the chief test pilot of Aerospatiale what was the most dangerous situation that he, as a experimental test pilot, had ever experienced, he looked at me long and answered, "No! No! a good pilot never lets a dangerous situation develop!" For many years now that answer has guided me through my flying career, helping me in making Flying Safety my way of life!

As Flying Safety became the way of life of the average Air Force pilot, the accident rate of the Air Force came down, I new that our program was a success the day that one of the old generation Officers Commanders called all the pilots together and gave us a scolding that so few pilots frequented the pub and that they would have one drink, and then depart, when one of the very junior pilots stood up and said, "Sorry sir! It is unacceptable to expect us to come to the pub, drink till late and then get in our cars and drive home" What a man! Guts he sure had! He was also prepared to stand up for the way of life that he believes in! Making Flying Safety, his way of life.

Flying in the civilian environment for the past twelve years I have come to admire the dedication, discipline and effort that the average private pilot puts into his flying, to make Flying Safety his way of life. I pray that together we will cover much needed flying safety topics in future editions, you are invited to put forward request for aspects that you would like to see covered if future articles, to make Flying Safety our way of life!.

The next article will cover dangerous attitudes!

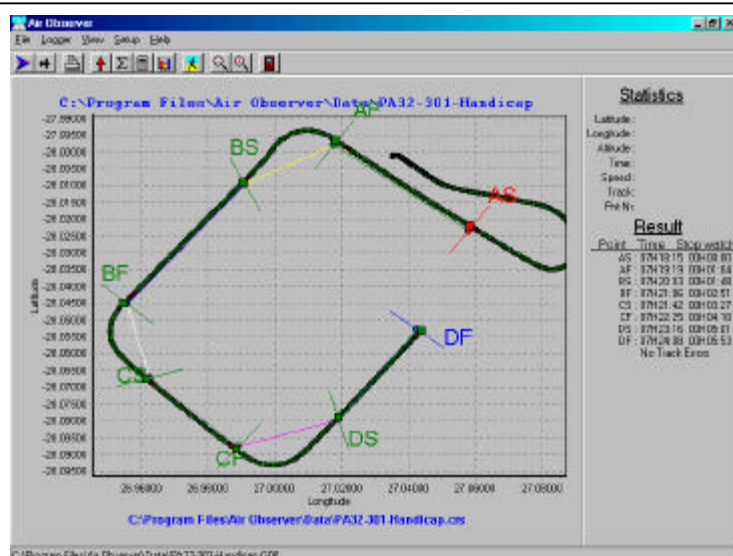
André Goosen (Goose) Tel 012-348-6981 Fax 012-348-2809
e-mail: thegoose@global.co.za

By: Jan Hanekom.

Everyone will agree with me that this has been the “problem topic” before, during and after the Race for many years now. You will also agree that it is keeping a number of competitors away from the race due to this unhappiness and the feeling that Handicap speeds are too high and not consistent.

The author of this article has developed a GPS logging system, the **Air Observer** for Precision and Rally flying events and has then also started to investigate the use of this in determining Handicap Speeds that could be substantiated. Quite a number of tests have been done, lots of principles looked at and many calculations have been done. I believe (and so does the rest of the committee) that we might have, for the first time ever, a system that no-one will complain about.

A test flight, with the **Air Observer** on board will consist of four legs, two roughly into and down wind, and two cross wind. In other words you will fly in a rectangle. Data will then be transferred to a PC where all flight parameters, such as altitude and heading keeping can be verified.



Actual test flight flown

The Handicap speed will then be calculated by taking the average speed for portions of (excluding turns etc) the leg into wind and the leg with the wind.

A printout will be proof of the exact speed (to 3 decimal places) achieved will be provided as proof. The idea is that **This and Nothing Else** should be the Handicap speed.

The only unknown remaining now is that the Test Official should make sure that the AC is flown absolutely at **Full Power** during the test flight.

If you have any remarks on this, please e-mail to sapfa@worldonline.co.za or send a fax to 012-6667343. It is your Race so your comments are valuable to us.

Microsoft Excel - Handicap Pa32-301.xls									
1	Number	Callsign	Type	Colour	Event	DATE	PLACE		
2		ZS-NVB	PA32-301			18/01/2001			
3									
4	COMPETITION PARAMETERS					Pilot			
5	Speed	Wind Dir	Wind Vel	Take-off Time		DEON			
6						Navigator			
7	DO NOT TYPE VALUES INTO COLOURED FIELDS					JAN			
8									
9	SECTOR POINT	LATITUDE	LONGITUDE	DISTANCE NM	TRUE TRACK	GPS TIME	STOP WATCH TIME	GROUND SPEED	
10	AS	-28.023340	27.058000			7:18:15	0:00:00		
11	AF	-27.997940	27.017630	2.626	305	7:18:19	0:01:04	147.702	
12	BS	-28.009740	28.991230			7:20:03	0:01:48		
13	BF	-28.046280	28.965810	2.839	221	7:21:08	0:02:51	182.234	
14	CS	-28.067170	28.962620			7:21:42	0:03:27		
15	CF	-28.087580	28.989050	1.859	131	7:22:25	0:04:10	155.643	
16	DS	-28.079770	27.019030			7:23:16	0:05:01		
17	DF	-28.052820	27.042470	2.038	37	7:24:08	0:05:53	141.078	
18									
19	INTO & WITH WIND		AVERAGE GND SPEED, LEG A AND C			151.672		KTS	
20	CROSS WIND		AVERAGE GND SPEED, LEG B AND D			151.656		KTS	
21			COMBINED AVERAGE GND SPEED			151.664		KTS	
22			HANDICAP SPEED			151.672		KTS	

Summary:

Looking at this example, the Handicap speed achieved with this test, was less than 0.5 Kts different of the average Handicap speed given the last ten years.

Remember the point is not to prove anyone wrong, but to substantiate given Handicap speeds.

If anyone needs more info on these test flights please contact me at jan@tilt-tech.co.za or 012-6667342 during office hours.

Race Participants: The committee are trying to establish if GPS's should be allowed in the Race or not? Here are some of the arguments against and for;

Visit <http://home.worldonline.co.za/~sapfa/index.htm> and submit your response. Otherwise fax it to 012-666 7343.

Your response to this is very important to us and we expect from each and everyone to respond

AGAINST

The Air Race has always been a test of skill of the pilot and navigator combined with the performance of an aircraft.

The major skill required was that of the navigator as flying in a straight line was the only way to win the race. An autopilot is not an assistance to a pilot as it "fights" up and downdrafts whereas a skilled pilot will use these air currents to increase his speed.

In addition, the navigator had to calculate ground speeds to determine the best height to fly in. This will mean a pilot will obtain the wind forecast and quickly find the best level – ie will climb, level out and climb again until ground speed decreases and then descend down to the previous level. Where is the skill in that.

The use of GPS will mean that the role of the navigator be reduced to a person who will carry a share of the costs. Flying with a GPS will not suddenly make the unsafe pilot safer. In fact the use of a GPS will result in lower flying (on into wind legs) as the navigator no longer has to look for features to navigate on.

In the past, if your aircraft was slower than others of the same make you could always beat them by flying more accurately. This will not be the case if GPS is allowed. As mentioned above an autopilot is not an advantage.

The use of a GPS means that the winner of the race will be the aircraft that is the fastest and will not depend only to a small degree on the skill of the pilot. All aircraft will be flying accurate tracks.

The only skill the navigator will need is to be able to enter a Lat. and Long. into a GPS.

As the race will be almost solely dependent on the performance of the aircraft the person who is able to pay an AMO to work on the aircraft to develop the best performance will end up as the winner and the average pilot who is battling to meet the cost of aircraft ownership will have little chance.

The only argument that is given for the use of GPS is that it is difficult to police the use and abuse is becoming widespread. This is due to a total lack of policing over the past four or five years and the use of GPS is now equated to a professional foul where it should rather be equated to the use of drugs. When the use of drugs became a major problem in athletics then policing was increased rather than the stimulants being un-banned. We should do the same for GPS in the race.

May the best "TEAM" win and not just the person who can spend the most on his aircraft.

FOR

The rules have not changed since the inception of the race during the times of the "Governor General". During those days an aircraft was equipped with a compass and air speed indicator and was flown by the "seat of his pants" pilot who was assisted by a navigator equipped with a vague map, pencil and ruler.

Nowadays the majority is modern AC equipped with modern nav. equipment. Is the race testing the skills and capabilities of the modern day pilot, navigator and aircraft? If a GPS is used the navigator will not have to calculate ground speeds, he will however still have to determine the best height to fly in. If such a navigator cannot be found and one has to resort to accepting an incompetent navigator, I am convinced that the pilot will prefer using a GPS rather than not taking part or running the risk of getting lost. It is a known fact that aircraft are flown at very low altitudes during the event and requires the utmost pilot concentration. Should a GPS be used the navigator will have more time to assist with more important chores, like fuel management and keeping a lookout. We all know that even minor altitude or heading changes cost time. There is hardly a pilot that can fly a plane more accurately than an autopilot, which is legal under the current race rules.

The use of GPS will further assist in evening the odds between modern day aircraft and the older not so well equipped aircraft. Accurate flying will now be imperative to winning the race.

Should GPS be allowed in the race, turning point will be given as a point on the map and entrants will have to accurately determine the Lats. and Longs. Legs will also be shortened to incorporate more turning points and the turning points will no longer be airfields, but smaller points on the map i.e. farm houses, cross roads etc. This will necessitate very accurate plotting and flying. If the crew is prepared to polish and possibly adjust a cowl, door, etc to gain a slight advantage over other competitors do you think it is fair to handicap them? Do you not also believe that it is in the interest of safety that all aircraft are kept in tiptop condition?

It is true that it is extremely difficult to police the use of GPS. They have become so small and compact and therefore very easy to conceal both on ones person and within the aircraft. For those that wish to practice basic flying and navigational skills SAPFA offers two types of competitions, namely Rally or Precision flying, both of which will test your capabilities to the limit.

May the best team win

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-

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If entries are received any time after this date, the full fee of R700 per entry will be payable.
Strictly no exceptions.

Entry forms, with all the details will be sent out shortly and will be available on our website as well.

We need **YOU** to respond on the use of GPS or not – see elsewhere in this issue.

For further enquiries please contact your nearest SAPFA committee member.
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