



The Joystick

VOLUME 6

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JUNE 2001

LETTER FROM THE CHAIRMAN

Letter from the Chairman

By the time you read this, the Rally and Precision flying teams will be ready to leave our shores for Spain and the 2nd World Air Games. That is if all the problems with regards to availability of aircraft etc. can be solved with the Spanish organizers!

I would like to wish the team all the best and may they bring back the medals. The Rally team is: A Pilling (Captain) & R Moolman, N Hopkins & D de Klerk, B de Groot & Mary de Klerk, H Schwebel & R Stirk, D Churley & D Macintyre. The precision team will be N Hopkins, B de Groot, J Hanekom, A Pilling & H Schwebel.

As you all will know by now (through rumours and the Aviation press) The Aero Club of South Africa went through "a spot of bother", to describe it very mildly, recently. I am happy to report that after many hours of meetings, negotiations and sometimes heated arguments, that everything is back on track now with a new Management team determined not to make the same mistakes as in the past. Congratulations to Hans Schwebel who is on the Executive Committee of the Aero Club. To all our members, Stan Oliver, the new Chairman and the rest of the Committee, needs and deserves your support.

Planning of the 2001 President's Trophy air Race is on track and we look forward to a very exciting race at Tempe – as usual I would like to add. As you all know by now, there will be a new method implemented to determine handicap speeds. Please make sure that your entries are received well in advance.

Keep your wings level!

Jan Hanekom
CHAIRMAN



SAPFA

P.O. Box 1993, Halfway House, 1685
www.sapfa.org.za



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
19-22/09/2001	Natal – Cato Ridge	Precision Nationals
20/10/2001	Brits	Precisions
22-24/11/2001	Bloemfontein	Rally Nationals
2002	Croatia	World Precision Flying Championships



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SAPFA Voordele

Ek het in die week hierdie skrywe van die voorsitter van SAPFA ontvang en hiermee bewys dit ook dat dit absoluut die moeite werd is om jou lidmaatskap en crew-kaart op datum te hou. Ek het R800.00 op motorhuur bespaar deur net eenkeer van hierdie aanbod gebruik te maak.

"Yesterday I have had a meeting with Marius Venter (Imperial Bank) and Val van den Berg (Imperial Car Rental) and I am very excited about the outcome of the deal we have made. All SAPFA members can now apply for a Imperial Car Rental Drive Card and will get a **40% discount** - on the daily rate as well as the kilometer rate on most groups.Unfortunately not overseas."

Ingesluit by die Joystick wat gepos word sal u 'n pamflet kry wat u moet invul en aan Jan Hanekom terugbesorg nadat dit ingevul is , sodat u by Imperial geregistreer kan wees. Fax ; 012 6667343 of Posbus 869, Wierdapark.0149

Maak seker dat u SAPFA lidmaatskapkaart byderhand is sodat die nommer ingevul kan word.

Hierdie is 'n baie groot pasella wat u nie mag misloop nie



You just cannot miss the **2001 Presidents Trophy Air Race**



Venue: Tempe Airfield
Bloemfontein
9th to 11th August 2001



For information and entry forms go to our web site sapfa.org.za

Or email the event director race@sapfa.org.za



Tel: (051) 451-1942

Fax: (051) 451-1941

Cell: 082-808-7338



Closing date for entries 1st August 2001

2003 WRFC Report

As you will know by now, South Africa and therefore SAPFA has been awarded the hosting of the 2003 World Rally Flying Championships. Needless to say that we are all very excited and are looking forward to this event.

This prestigious event will be held at Pilansberg Airfield with all the activities as well as accommodation to be at Sun City. The dates set for this event is late July 2003.

At this stage the planning, although in it's early stages, are going well with most of the structures and officials in place and confirmed. We have also secured one or two sponsors, but are looking for a major sponsor.

As we are the hosting nation we would love to enter more than one team, i.e. the Protea team and a second team that will be associated with the main sponsor for example. So everyone out there who are interested in Rally Flying, come and join in the fun.

Our website will hopefully be updated with initial information on the event in the near future. Last but not least – if anyone out there thinks he/she has got special skill or services to offer us, please let us know.

Jan Hanekom.
Chairman

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

The Cato-Ridge Airport & Flying Club.

Runway ; Grass 1200m; 17/35.

Runway ; Grass 750m; 09/27.

Elevation ; 2600ft

Runway ; 17/35 Recently Widened

Restaurant facilities available on weekends.
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The nearest fuel and AMO is a few minutes away at Pietermaritzburg airport.

We welcome all aviators here and and if you have any problems or questions feel free to contact the chairman,

Barry de Groot at 0836594575

Please ask Barry about his nickname he deserved in the S.A. team. This was because of a very frequent achievement that nobody else could match him. Barry has S.A Colours in Microlight, Rally and Precision Flying

AIRCRAFT WRFC PILANSBERG 2003

We will need about 50 aircraft for the above event.

Cessna 172 ; Xp Hawk Reims or similar; Cessna 182; will all be considered and good rates offered.

If you are interested, please contact Chris Booyesen. You will find his telephone number at SAPFA Committee Members

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DANGEROUS ATTITUDES

The young successful businessman sat very satisfied with himself as he piloted his newest toy at flight level 105. It was scarcely a week ago that he had greeted his young wife and two children as he placed them on the regional airliner, to fly them to their holiday home at the sea. They were to start their holidays a week ahead of him, as he still had some work to finish before he could join them.

Life was good to him! Success was written all over him! With a smile he sat thinking about the last board meeting, he sure took control of the meeting! When he spoke others not only listened, they jumped! He promised his wife and children that he would join them the following Friday. Now he was on his way to keep his promise.

As he approached the coast he started to encounter more and more low clouds, the ATC informed him that his destination had 8/8 cloud cover at two thousand feet. At hearing this information this young successful businessman decided to descend and to make his way under the cloud cover. The fact that there was a ridge between him and his destination did not bother him, he knew the area well and he informed ATC as such. He would keep his appointment with his family.

On approaching the ridge the confident pilot did not elect to slowdown and/or even put down flaps to increase his forward visibility. All that would make him late! He had an appointment to keep and the world was at his feet! He quickly found the pass running through the ridge of high ground, He smiled at himself, boy was he good! He would be over the ridge and over fly the low ground adjacent to the coastal area, in no time at all.

Our pilot never even saw what killed him! The high voltage wires spanned the pass, the pylons were out of sight on the high ground at either side of the pass. There was just one big explosion and a ball of fire as the aircraft struck the wires. His wife knew the exact time of his death, as the power to the holiday resort was cut with the explosion.

The accident report gave the cause of accident as; "The aircraft collided with high tension wires". However each accident has a root cause.

The accident started to happen a long time before it actually happened. During the 1970's the Baron earned the name of the doctor killer, was there anything wrong with the Baron? NO! It was the attitude of the rich, prosperous young doctors. Our pilot also had a dangerous attitude; his quick success in the business world killed him. In the flying game there are three big dangerous attitude killers! **Don't tell me!** (**I always know better, I have all the answers**), **Impulsivity!** (**act before you think**) and the **Macho attitude!** (**I can do it**).

In the flying game it is so important to self analyse yourself all the time. In the private flying sector it is even more difficult, as you usually do not fly with other pilots, mostly just with very impressed passengers that do not know anything about flying. In the airlines you go on cockpit management courses where your mates tell you what an ass you are, that you are not really the ace you think you are and that you are not really God's gift to aviation. These informative courses help you to self analyse yourself, it keeps your feet firmly on the ground. A very good guideline to a dangerous attitude is that a person must always be aware of the above dangerous attitudes and continuously test yourself against these attitudes. Be constantly aware of the fact that an accident is usually preceded by about forty incidents. How many incidents did you have during the past year? Forget this, forget that, wrong speed, landed too deep in, landed short of the runway, got lost (only the GPS saved you). These and many more are pointers to you that your attitude to flying is flashing with a big red light!

Always remember that aviation in itself is not inherently dangerous, but to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect! Start making aviation safety, your way of life.

André Goosen (Goose) Tel : 012- 348-6981
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Supporters to Spain

We will be accompanied to Spain by a very nice group of supporters made up out of wives , girlfriends and kids to see us bring back the hardware .

We appreciate their company and I am sure we will all have a wonderful time together.

Ursula Schwebel
Mel Stirk
Brenda v.d. Berg
Sharon Bosma
Samantha Rorich
Walter v.d. Berg
Elmarie Moolman

Thank You all for supporting us in so many ways , even at home , when we are away for competitions and practice sessions
From ; S.A Team to Spain

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 chairman@sapfa.org.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.

My apologies. This report from Hans Schwebel should have appeared in the previous issue of Joystick .
Deon

Report on GAC meeting in Klagenfurt from 26 October to 29 October 2000

The main reason for the South African delegate to attend the meeting was to bring forward the final bid to host the 2003 World Rally Flying Championships at Pilansberg.

Our competitor, Chile, also forwarded their bid and after long discussions with delegates from 25 nations, we, South Africa, were given the honour to host the 2003 World Rally Flying Championships.

Everybody was satisfied with the result and were all looking forward to visit South Africa.

Also into discussion came the GPS logger system, developed by our chairman, Jan Hanekom. The committee was very impressed with the documentation and it was agreed that a test logger would be sent to Germany for testing and their approval. I am sure that the approval will be successful. At the end of the 3-day meeting, I was honoured to be elected for the GAC Rally Flying sub-committee.

Then finally, the GAC meeting was well attended and South Africa was successful in their bid.

H.W. Schwebel
SA Delegate GAC

S.A . Team to WAG Spain 2001

By the time you read this we will almost be on our way to Spain to represent South Africa at the World Air Games in Cordoba in the province of Andalusia.

The Team consists of;
Adrian Pilling ; Captain
Reneir Moolman ; Navigator
Nigel Hopkins ; Precision & Rally Pilot
Dale de Klerk ; Navigator
Barry de Groot ; Precision & Rally Pilot
Mary de Klerk ; Navigator & Judge Observer
Hans Schwebel ; Precision & Rally Pilot
Ron Stirk ; Navigator & Judge Observer
Richard Churley ; Rally Pilot
Don Macintyre ; Navigator
Jan Hanekom ; Precision Pilot
Deon van den Berg; Team Manager Rally & Precision
Frikkie Lubbe ; International Judge
Our best wishes accompany you. Be ambassadors for our country and please bring the medals home. Editor.



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GFG

The above will be the mission of the S.A. Team to Spain.

GFG = Go For Gold



WHAT IS A TEAM?

The SA Flying Team shares their insight and experiences which led to

“South African rally and precision Team – MISSION

Going For Gold” in little more than a weekend of dedication and commitment.

Friday night – a dusty drive to a beautiful farm in Bronkhorstspuit lies behind and the chill is setting in. In a cosy pub a group of individuals share experiences and stories all with one thing in common - Flying. These are the members of the SA flying team, four weeks before departure for the world championships in Spain.

We talk about the previous championships where medals were won on an individual basis and for some even gold and the overwhelming feeling of being number one in the world. Sadly even with these great individual accomplishments the ultimate goal – Gold for the South African Flying Team – still nothing more than a dream.

After a scrumptious dinner and a couple of “Bugs”, the mood was not to work – “let’s just relax and chat” and that’s exactly what we did. We shared our experiences of team development, and the dynamics of teams in all facets of life. As our facilitator Deon Van Greunen from The Network of Training rolled out the fundamentals of “Orchestrating Team Performance”, an International Researched Team Development process used by some of the world’s largest corporations, we saw heads nod in agreement and understanding. There were suddenly an air of expectation and excitement.

PUT IN SOME FACTS RE THE FUNDAMENTALS OF TEAM PERFORMANCE.

Saturday started with an early morning game drive. After a hearty breakfast everyone was ready for the challenge – how to shape a group of diverse individuals, all exceptionally successful in their own right, into a cohesive team, a real team - focused, interdependent and innovative – one ready for gold?

In the classroom the first session started by discussing the underlying psychodynamics of groups and the importance of trust. Once everyone understood and agreed that trust is not a prerequisite for team performance, but rather the result of team actions and a process a trust exercise followed

On the first attempt to complete the exercise members where kicked off the team as a result of perceived mistrust. As we processed the exercise a few red faces glowed from embarrassment as we all began to grasp an understanding of the effect of mistrust and the detrimental affect on the team. On the second attempt we managed to complete the exercise within a third of the time. Victory ! we were getting somewhere. The concept of Stephen Covey’s TRUST account was introduced, which allows members to list specific behaviours that either built or eroded trust in the team. This session was of utmost importance as it turned out to be an opportunity for all to objectively and honestly provide feedback to each other, about unresolved tensions and issues. We also explored the issue of behavioural differences in individuals through the application of the Social Style model. This helped understanding with regards the way the members communicated, most being Tell assertive, and the impact of this on effective communication.

The afternoon session saw the team divided in two teams. Team 1 observed team A performing a task (dribbling a ball between poles and shooting for goal – Blindfolded, guided only by their team members). They then had to give feedback to team A about their performance and where they believed the team could do better. Then it was their turn, the same exercise and an opportunity to practise what they preached. The result – a third faster than Team A. The learning – we can all learn from each other’s mistakes, and become very creative in solving problems.

The next task involved the same teams walking two up on planks. The rules were simple – get the team from A to B without touching the ground, as quickly as possible! The order of the teams was reversed and team 1 went first. Team A could have their revenge, and completed the exercise in two thirds of the time. The penny was starting to drop. Learning was taking place. In every exercise, there was a 30% improvement in performance the second time round.

That night there was a buzz of excitement. After supper our individual Trust accounts were processed. As members went through their trust accounts with each other, there was a sense of achievement and relief. What everybody secretly feared to be confrontational, turned out to be a great opportunity to get to know each other better and get some good and honest feedback at the same time. There was an air of openness, and this assisted in fostering trust. Sunday morning the team were there like eager beavers, to see what was in place for the day. On the mention of “Absailing” a wry of comments such as “I have a fear of heights” to “I’d rather fly” to “I have a bad back” was voiced loud and clear.

When it came to the push, the whole team managed to descend down the rockface with all their integrity intact. The fact that one team member froze halfway down, deliberated for a good 10 minutes and used some choice language, before completing the absail, assisted the team in processing the importance of support and trust. The power of pushing the limits and going over the edge was discussed, as well as the projection of future outcomes. The saying “whether you think you can or whether you think you can’t, you’re right” took on new meaning.

Everyone left the farm feeling a sense of achievement. Whether it was as a result of learning new concepts or understanding team members better or simply because we all learnt something about ourselves didn’t really matter. We were starting to think as a unit - a team.

A fortnight later the team got together again. This time to focus on what we were going to Spain for. We were introduced to the Focus process by means of a puzzle exercise, and then the hard work started. A mission was drawn up. Simple, effective and powerful - MISSION GFG (MISSION GOING FOR GOLD). Thereafter, the team had to come up with Goals we wanted to achieve in Spain. The result – The team goal – “ZERO DEFECT” (penalties). Now it was time to define the roles of the different team members and the team divided into two groups - navigators and pilots. The effect of interdependence was more important than the outcome. Information and success stories were shared with each other. *This to make the team stronger and achieve – GFG as a South African Team.*

The process has only just begun. Spain, around the corner will see a motivated focused South African team. Maybe for the first time a truly TEAM effort, but for this to happen, we need to rely on each other to do our individual best. As Vince Lombardi said – “Individual commitment to group effort – that is what makes a team work, a company work, a society work, a civilisation work.”



.Ian ready . the rest of us terrified



Team building makes you hungry



Losing kilograms