



# The Joystick

VOLUME 6

ISSUE 3

SEPTEMBER 2001

## LETTER FROM THE CHAIRMAN

### Letter from the Chairman

The 2<sup>nd</sup> World Air Games is only a memory now – at least a good one! Our guys did very well with Adrian Pilling achieving a wonderful 3<sup>rd</sup> place overall (Bronze medal) and the Precision team also achieved a 3<sup>rd</sup> overall and another Bronze medal. With the Rally Flying event, Nigel Hopkins and Dale de Klerk achieved 4<sup>th</sup> place overall with the team also place 4<sup>th</sup> overall. In both cases missing the bronze medal with the narrowest of margins. Congratulations to everyone on an excellent achievement and for being such good ambassadors for South Africa.

The 2001 President's Trophy air Race has come and gone with rather a low number of entries. The weather also played it's part and caused a lot of problems. But it ended up being a Race that will be remembered for a long time and I would like to thank everyone involved in this year's race and congratulations to Chris and Dries Briers with their excellent victory. See the results and award elsewhere in this issue.

This year's Precision and Rally flying will also start shortly – please have a look at the calendar on our website and come and support us.

Keep you wings level.  
Jan Hanekom.



**SAPFA**

P.O. Box 1993, Halfway House, 1685  
[www.sapfa.org.za](http://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 <sup>nd</sup> World Air Games
9-11/08/2001	Bloemfontein	President's Trophy Air Race
08/09/2001	Brits	Precision Regional
25/08/2001	Oudtshoorn	Precision Regional
19-22/09/2001	Natal – Cato Ridge	Precision Nationals
13/10/2001	Brits	Rally
22-24/11/2001	Bloemfontein	Rally Nationals
2002	Croatia	World Precision Flying Championships

**REMEMBER**

**SAFETY FIRST**

**NO COMPROMISE**

<p><b>YAESU VXA-100</b></p> <p><b>VHF COM</b></p> <ul style="list-style-type: none"> <li>• Rugged</li> <li>• Compact</li> <li>• 760 Channel</li> <li>• 50 memories</li> <li>• Programmed SA Airfields</li> <li>• Nav Option</li> </ul>		<p><b>MICROAIR™ 760 VHF TRANSCEIVER</b></p> <p>4W, 57mm mount, 760 channels, 25 memories</p>
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**IMPORTANT NOTICE**

**SAPFA HAS REGISTERED IT'S OWN  
DOMAIN  
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KEEP A LOOKOUT FOR  
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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 [chairman@sapfa.org.za](mailto: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.

**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**

**IMPORTANT NOTICE**

NOTICE IS HEREBY GIVEN THAT THE **SAPFA AGM** (ANNUAL GENERAL MEETING) WILL BE HELD AT TEMPE DURING THE NATIONAL RALLY FLYING CHAMPIONSHIPS

**Date: 23 Novemebr 2001**

**Time: 18h00**

**Venue: Bloemfontein Gliding Club**

**PROXY FORM**

Please complete and fax or e-mail to any SAPFA member if you cannot attend the AGM. We need this to make up a quorum.

**PROXY**

**South African Power Flying Association – Annual General Meeting Port Elizabeth**

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 a tick ( ) against the names you want and a cross (x) against the names you don't want. Also feel free to nominate someone new.**

The 2001 committee members are:		New Nominations
Jan Hanekom (Chairman)		
Barry de Groot (Vice-chairman)		
Chris Booysen (Treasurer)		
Don Macintyre (Secretary)		
Ron Stirk		
Deon van den Berg		
Walter Walle		
Hans Schwebel		
Dicky Swanepoel		
Dave Perelson		

**PLEASE fax back to 012-6667343 or e-mail to: mail@sapfa.org.za before 30 October 2001**

All nominations will be treated as confidential.

## President's Trophy Air Race

**Tempe 9-11 August 2001**

Story by: Jan Hanekom

This year's race had to be moved to this date due to the World Air Games taking place in Spain on the dates where we had the Race planned originally. Everyone thought that this will be OK and that we will have fine weather. Just to be proved wrong.

Planning went very well after an initial hiccup when the company contracted to do the advertising etc, withdrew. This left SAPFA, Bloemfontein Flying Club and Race Organizer, Johann van Gruting very little time to do all the planning in. Pre-race day (Thursday the 9<sup>th</sup>) dawned a nice cool day with 41 AC and crews arriving from all over. This decline in numbers compared with last year, were mainly due to the worsening economic conditions, at least according to some of the old participants we have phoned in advance.

The Air Observer (a GPS based logging system) was for the first time officially used to test fly AC and to determine handicap speeds. This system is locally manufactured by Tilt-tech and is also internationally approved by the FAI for Rally/Precision flying at World Championship level. This was done by flying the AC under test at maximum power in a rectangular course with two legs cross-wind and one into-wind and one down-wind. The unit then logs flight parameters every second of the flight. After the flight the data is then transferred to a PC and verified with respect of track and altitude holding. The result is then fed into a spreadsheet calculating the two average speeds. One for the into-wind and down-wind legs, and one for the two crosswind legs. The into-wind and down-wind average is then used for the Handicap speed. Of the twelve AC tested, not one's speed could be proved wrong. For example, one was tested at 161.07 Kts and achieved 162.08 Kts on day two. Another was tested 109.30 Kts and achieved 108.09 Kts on day two.

A lot of participants felt that this will bring back the guys who are staying away from the Race due to Handicap speeds perceived to be incorrect. Three aircraft have also been monitored on the second day to check for irregularities. Race day one (Friday the 10<sup>th</sup>) started with quite a strong westerly wind (up to 25kts) that blew in a lot of clouds. The route took competitors from Tempe – Reddersburg – Zastron – Barkley East – Bethulie - Tempe. By 10h00 the fastest AC took off with the rest following at 30 sec. Intervals. Everything went well until Barkley East where severe turbulence was experienced and a number of competitors also could not get close, or overhead Barkley East. A lot of radio chatter followed and some competitors called it a day and returned to Tempe while one even landed on a private strip to re-think strategy (or should it read to find out where they are – just joking Mauritz). Twenty-seven AC completed the course by getting timed at all the points This left the organizers with 27 AC only still in the Race should the normal rules be applied. This was a first ever and something had to be done to keep the Race alive. The Jury had quite a long session with the

Handicapping/Scoring committee and a penalty system (minutes per turn point missed) was introduced to keep everyone in the Race. Extra time penalties were added to AC that returned to Tempe without trying to move on to the next point, Bethulie. One of the pilots reported that this was indeed a scary flight and another AC lost its compass (got stuck) during the flight.

Race day 2 (Saturday the 11<sup>th</sup>) started very cold but at least with clear blue skies and a moderate wind. The route was Tempe – Smithfield – Trompsburg – Tempe – Harmony – Bultfontein – Tempe. This time the slowest aircraft started just after 10h00 with the fastest starting last.

This proved to be a very nice flying day with all but a few crews who got lost somewhat, achieving much higher speeds – very close to their Handicaps. We had the TV there to witness the finish and Capital Sounds did their usual best to excite the local crowd. At 13h02 and 19 seconds Race 16 (ZS-CHL) with pilot Chris Briers and navigator Dries Briers, blasted through the finish point at an incredible 198 Kts to become the winners of the 2001 PTAR. Race11 (ZS-PWC) closely followed them with Errol van Rensburg and André Koen in second place and Race 30 (ZS-VYI) with Harry Antel and Barry de Groot in third place.

As usual the price-giving banquet was a grand finale to the Race with a lot of silverware changing hands. The feedback that we got from participants and sponsors alike was that under the circumstances (the weather on Friday) they thought it was an Air Race well run and enjoyed by most. Here I have to say that one crew, unhappy with the way the penalties for day one were applied, approached me after the price giving, with their problem. Although they have my sympathy I can only say – please follow the rules and your complaints will also be handled according to the rules. Please see the results and award elsewhere in this issue.

On behalf of SAPFA I would like to thank all our sponsors – Imperial Aviation, Coca-Cola, WCT, Ferreira Aviation, ATNS, Capital Sounds. I also would like to thank Johann van Gruting Race organizer), Bloemfontein Flying Club, the SAAF, Midwest Aviation, ATNS, the Handicapping & Scoring committee, the jury, all the marshals, oom Doep and oom Doors, and everyone else who helped to make this Race the success it has been. Without you it could not have been done.

To the competitors – thank you for your incredible sportsmanship and friendliness, and for spending the time and money to participate. Let us take up Marius Venter's (Imperial Aviation) offer to give everyone who brings another entry next year, R200 back on his or her entry fees. Let us make PTAR 2002 another race to remember.

**LONG LIVES THE PRESIDENT'S TROPHY AIR RACE !!**

**ACSA – CUP RALLY NATIONALS**  
**BLOEMFONTEIN 21-24 \11\2001**

ALMAL HARTLIK WELKOM OM HIERDIE KOMPETISIE BY TE WOON. DIT MAAK NIE SAAK OF U AL OOI TEVORE DEELGENEEM HET NIE.DAAR SAL 'N OPE KLAS EN 'N SPORTMAN KLAS WEES VIR BEGINNERS, WAT OOK BYGESTAAN SAL WORD, SODAT ALMAL DIT KAN GENIET EN DAT 'N BEGINNER NIE TEEN DIE SPRINGBOKKE MOET DEELNEEM NIE.

WALTER WALLE REEL DIE KOMPETISIE EN HY WERK BAIE HARD OM TE SORG DAT ALLES VIR U VLOT VERLOOP.

INDIEN U ENIGE INLIGTING BENODIG OF AKKOMMODASIE WIL BEKOM KAN U GERUS MET WALTER SKAKEL . AS SAPFA-LID KAN AFSLAG OP MOTORHUUR BEDING WORD MET **IMPERIAL CAR HIRE**.

AS JY JOU NAVIGASIE- VAARDIGHEDE EN LANDINGS WIL OPKNAP IS HIERDIE DIE PLEK OM TE WEES.KOM ONS ONDERSTEUN HIERDIE GELEENTHEID TEN VOLLE, SELFS AL WIL JY NET KOM HELP

WALTER SE TEL; NOMMER KAN BY DIE KOMMITTEE-LEDE VERKRY WORD

**IN MEMORIAM**

**OOM NIC KRUGER**

DIT IS MET HARTSEER EN LEEDWESE DAT BRITS Vliegklub VAN OOM NIC AFSKEID NEEM. HY IS OP 21\08\2001 OORLEDE NA 'N HARTAAVAL.

OOM NIC WAS VERAL BEKEND VIR SY HOENDERBOERDERY WAARIN HY VERSKEIE KERE S.A. KAMPIOEN WAS.

ALMAL WAT BRITS VliegVELD BESOEK HET KAN GETUIG VAN SY HARTLIKHEID EN BEHULPSAAMHEID

ONS WIL GRAAG LANGS HIERDIE WEG ONS INNIGE SIMPATIE AAN TANNIE TRUIA EN HULLE KINDERS OORDRA EN STERKTE TOEWENS



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TEMPE - BLOEMFONTEIN  
AUGUST 2001

LIST OF AWARDS

09 - 11

TROPHY NAME / AWARDED FOR:	RACE NO.	REG.	PILOT - NAVIGATOR	AIRCRAFT TYPE
A.T.N.S. TROPHY R200 TO THE YOUNGEST COMPETITOR	RACE # 15	ZS-FWG	CM DU PLESSIS JNR	PIPER PA28-
	H/CAP: 141.40	ACTUAL SPEED: 128.18		
THE "SKILPAD" TROPHY TO THE LAST KRUGERSDORP PILOT HOME	RACE # 7	ZU-BSG	CHRISTO SCHOEMAN - THEUNS DU BRUYN	SAAB SAFIR
	H/CAP: 136.70	ACTUAL SPEED: 117.31		
DOLPH KRUGER TROPHY TO THE FIRST HOMEBUILT AIRCRAFT HOME	RACE # 17	ZU-APF	NOEL DREW - ROBERT FLETCHER	VAN'S RV6
	H/CAP: 164.00	ACTUAL SPEED: 156.32		
J.L.P.C. TROPHY PA28RT201T TO THE FIRST JOHANNESBURG LIGHT PLANE CLUB PILOT HOME	RACE # 46	ZS-NXE	DANIEL BENSCH - DANIEL BENSCH JNR	PIPER
	H/CAP: 152.10	ACTUAL SPEED: 154.43		
C.A.A. TROPHY FOR PROFESSIONALISM	RACE # 69	ZS-MED	PIET FERREIRA - LUCAS WIESE	CESSNA C210L
	H/CAP: 168.00	ACTUAL SPEED: 156.28		
KASSIE KASSELMAN TROPHY 200T TO THE FIRST FATHER & SON TEAM HOME	RACE # 36	ZS-KHX	ROBERT MYBURGH - ROBBIE MYBURGH	PIPER PA34-
	H/CAP: 173.60	ACTUAL SPEED: 167.60		
BADIAN BOSCH MEMORIAL TROPHY SCIM TO THE FIRST PORT ELIZABETH PILOT HOME	RACE # 31	ZS-MOR	CHRIS BOOYSEN - JIM TUCKER	CESSNA C210N
	H/CAP: 166.00	ACTUAL SPEED: 159.49		
JOHN SAYERS TROPHY TO THE CREW OF THE FIRST TURBOCHARGED AIRCRAFT HOME	RACE # 3	ZS-MZW	EUGENE SWART - JANNIE VISSER	CESSNA T210L
	H/CAP: 182.80	ACTUAL SPEED: 176.97		
PROFESSIONAL AVIATION TROPHY PA28RT201T TO THE FIRST HELICOPTER HOME	RACE # 46	ZS-NXE	DANIEL BENSCH - DANIEL BENSCH JNR	PIPER
	H/CAP: 152.10	ACTUAL SPEED: 154.43		
BLOEMFONTEIN FLYING CLUB TROPHY SCIM TEAM WITH LESS THAN 1000 HOURS	RACE # 11	ZS-PWC	ERROL J. V RENSBURG - ANDRE KOEN	CESSNA C182P
	H/CAP: 134.10	ACTUAL SPEED: 132.13	668 HOURS	
CHRIS SWART KRUGERSDORP TROPHY 235 TO THE FIRST KRUGERSDORP PILOT HOME	RACE # 24	ZS-FDZ	CHRISTA GREYVENSTEIN - JOHAN V/D BERGH	PIPER PA28-
	H/CAP: 139.30	ACTUAL SPEED: 136.09		
STAYER'S TROPHY TO THE CREW CONTINUING AND ) FINISHING UNDER EXCEPTIONAL CONDITIONS	RACE # 18	ZS-CBD	SIMON SYKES - JOHAN BORNMAN	MOONEY M20C
	H/CAP: 144.50	ACTUAL SPEED: 138.07	(LOST COMPASS ON FIRST DAY	
GATSBY TROPHY BEST HANDICAP PERFORMANCE ON FIRST DAY	RACE # 16	ZS-CHL	CHRIS BRIERS - DRIES BRIERS	BEECH 58
	H/CAP: 198.00	ACTUAL SPEED: 195.86		
PRELLER GERMISHUYS TROPHY SCIM HANDICAPPING COMMITTEE AWARD TOO LOW )	RACE # 31	ZS-MOR	CHRIS BOOYSEN - JIM TUCKER	CESSNA C210N
	H/CAP: 166.00	ACTUAL SPEED: 159.49	(THOUGHT HANDICAP SPEED WAS	
SOUTHERN AFRICA / MOONEY TROPHY TO THE PILOT OF THE FIRST MOONEY HOME	RACE # 18	ZS-CBD	SIMON SYKES - JOHAN BORNMAN	MOONEY M20C
	H/CAP: 144.50	ACTUAL SPEED: 138.07		
CARLETONVILLE TROPHY TO THE PILOT OF THE FIRST BARON	RACE # 16	ZS-CHL	CHRIS BRIERS - DRIES BRIERS	BEECH 58
	H/CAP: 198.00	ACTUAL SPEED: 195.86		



# NEWSLETTER OF THE SOUTH AFRICAN POWER FLYING ASSOCIATION

HOME

BEECHCRAFT TROPHY TO THE PILOT OF THE FIRST BEECHCRAFT HOME	RACE # 16 ZS-CHL H/CAP: 198.00	CHRIS BRIERS - DRIES BRIERS ACTUAL SPEED: 195.86	BEECH 58
PLACO TROPHY 235 TO THE PILOT OF THE FIRST PIPER HOME	RACE # 24 ZS-FDZ H/CAP: 139.30	CHRISTA GREYVENSTEIN - JOHAN V/D BERGH ACTUAL SPEED: 136.09	PIPER PA28-
STELLALANDER TROPHY TO THE FIRST CAPE PILOT HOME	RACE # 40 ZS-MTR H/CAP: 168.00	JOHAN LA GRANGE - THOMAS VAN ROOYEN ACTUAL SPEED: 161.91	CESSNA C210N
PHOENIX VOLKSWAGEN TROPHY TO THE FIRST O.F.S. PILOT HOME	RACE # 51 ZS-KHC H/CAP: 191.50	JOHAN FERREIRA - JAQUES GRIESEL ACTUAL SPEED: 185.75	BEECH B55
HOOFSTAD PERS TROPHY 235 TO THE FIRST TRANSVAAL PILOT HOME	RACE # 24 ZS-FDZ H/CAP: 139.30	CHRISTA GREYVENSTEIN - JOHAN V/D BERGH ACTUAL SPEED: 136.09	PIPER PA28-
NATAL MERCURY TROPHY TRAINER TO THE FIRST NATAL PILOT HOME	RACE # 30 ZS-VYI H/CAP: 128.20	HARRY ANTEL - BARRY DE GROOT ACTUAL SPEED: 126.05	GRUMMAN
VINCENT MACLEAN TROPHY TRAINER TO THE THIRD PILOT HOME	RACE # 30 ZS-VYI H/CAP: 128.20	HARRY ANTEL - BARRY DE GROOT ACTUAL SPEED: 126.05	GRUMMAN
AIR CHARTER TROPHY SCIM TO THE SECOND PILOT HOME	RACE # 11 ZS-PWC H/CAP: 134.10	ERROL J. V RENSBURG - ANDRE KOEN ACTUAL SPEED: 132.13	CESSNA C182P
WAKEFIELD TROPHY 235 TO THE FIRST WOMAN PILOT HOME	RACE # 24 ZS-FDZ H/CAP: 139.30	CHRISTA GREYVENSTEIN - JOHAN V/D BERGH ACTUAL SPEED: 136.09	PIPER PA28-
NATAL ADVERTISER TROPHY TO THE COMPETITOR COVERING THE COURSE IN THE FASTEST TIME	RACE # 16 ZS-CHL H/CAP: 198.00	CHRIS BRIERS - DRIES BRIERS ACTUAL SPEED: 195.86	BEECH 58
PRESIDENT'S TROPHY TO THE PILOT GAINING THE MOST TIME ON HANDICAP	RACE # 16 ZS-CHL H/CAP: 198.00	CHRIS BRIERS - DRIES BRIERS ACTUAL SPEED: 195.86	BEECH 58

11 AUG 2001 17:51  
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## 2001 PRESIDENT'S TROPHY AIR RACE

Page

TEMPE - BLOEMFONTEIN  
2001

## FINAL RESULTS

09 - 11 AUGUST

### (MAIN AIRCRAFT CATEGORY)

TOTAL DISTANCE: 654.45 NAUTICAL MILES (A "-" indicates time gained)

PROVINCE POS	RACE		AIRCRAFT	HP	H/CAP		SPEED (KTS)	PILOT NAVIGATOR	CLUB
	NO	REG.			(KTS)	GAIN/LOSS			
1	16	ZS-CHL	BEECH 58	285	198.00	00:02.10	195.86	CHRIS BRIERS DRIES BRIERS	N/TVL
PRETORIA FLYING CLUB									
2	11	ZS-PWC	CESSNA C182P SCIM	230	134.10	00:04.22	132.13	ERROL J. V RENSBURG ANDRE KOEN	N/TVL NONE
3	30	ZS-VYI	GRUMMAN TRAINER	160	128.20	00:05.13	126.05	HARRY ANTEL BARRY DE GROOT	NATAL
PIETERMARITZBURG F.C									
4	51	ZS-KHC	BEECH B55	260	191.50	00:06.21	185.75	JOHAN FERREIRA JAQUES GRIESEL	O.F.S. NONE



# NEWSLETTER OF THE SOUTH AFRICAN POWER FLYING ASSOCIATION

5	24	ZS-FDZ	PIPER PA28-235	250	139.30	00:06.39	136.09	CHRISTA GREYVENSTEIN JOHAN V/D BERGH	TVL NONE
6	3	ZS-MZW	CESSNA T210L	285	182.80	00:07.04	176.97	EUGENE SWART JANNIE VISSER	TVL NONE
7	21	ZS-DEN	BEECH A36	300	176.00	00:08.02	169.87	NEIL HELLMANN ROLAND RETZLAFF	TVL NONE
8	36	ZS-KHX	PIPER PA34-200T	200	173.60	00:08.06	167.60	ROBERT MYBURGH ROBBIE MYBURGH	TVL NONE
9	6	ZS-MZA	BEECH 58	300	199.70	00:08.11	191.73	NIGEL TOWNSHEND GREG PORTEOUS	TVL NONE
10	29	ZS-LPY	CESSNA U206C	300	142.00	00:08.19	137.85	DAVID FORSTER WYNDHAM FERREIRA	O.F.S. BLOEM
FLYING CLUB									
11	40	ZS-MTR	CESSNA C210N	285	168.00	00:08.47	161.91	JOHAN LA GRANGE THOMAS VAN ROOYEN	CAPE BLOEM
FLYING CLUB									
12	10	ZS-ITP	BEECH B55	260	191.50	00:09.39	182.89	WILLEM EDELING WIM KOTZE	O.F.S. BLOEM
FLYING CLUB									
13	31	ZS-MOR	CESSNA C210N SCIM	285	166.00	00:09.39	159.49	CHRIS BOOYSEN JIM TUCKER	CAPE ALGOA
FLYING CLUB									
14	28	ZS-NBB	CESSNA C177RG	200	141.20	00:10.03	136.28	KOBUS V/D COLFF WALTER WALLE	O.F.S. BLOEM
FLYING CLUB									
15	50	ZS-LXU	BEECH F33A	285	171.00	00:10.42	163.38	DIRK FOURIE KOOS COETZER	F.S. BLOEM
FLYING CLUB									
16	46	ZS-NXE	PIPER PA28RT201T	200	152.10	00:11.06	154.43	DANIEL BENSCH DANIEL BENSCH JNR	TVL
J.L.P.C.									
17	18	ZS-CBD	MOONEY M20C	180	144.50	00:12.39	138.07	SIMON SYKES JOHAN BORNMAN	O.F.S. BLOEM
FLYING CLUB									
18	32	731	CESSNA C185	260	136.80	00:12.54	130.92	CHARL STEIJN GAVIN JONES	N/TVL
DEFENCE FLYING CLUB									
19	19	ZS-FVH	PIPER PA28-180R	180	140.00	00:13.17	133.66	SHAUN HUGHES H MOOS	O.F.S. NONE
20	27	ZS-LBW	PIPER PA34-220T	220	176.00	00:13.34	165.90	HENRY CONRADIE JACO V/D MERWE	O.F.S. BLOEM
FLYING CLUB									
21	12	ZS-FJV	CESSNA C172K	160	118.50	00:13.59	115.71	FRIKKIE LUBBE NIEL SLABBERT	CAPE
UPINGTON FLYING CLUB									
22	13	ZS-IYC	CESSNA C182P	230	139.50	00:14.13	132.79	PIETER BURGER SIAS DELPORT	CAPE
VAALHARTS F.C.									
23	9	ZU-CKE	TECNAM P92-S	100	109.30	00:15.43	104.71	RAY GLEIMIUS RENIER MOOLMAN	TVL
KRUGERSDORP F.C.									
24	33	ZS-FGU	PIPER PA28-140	150	117.40	00:16.32	111.87	FRANCOIS PIETERSE CRONJE MOHR	O.F.S. BLOEM
FLYING CLUB									
25	69	ZS-MED	CESSNA C210L	285	168.00	00:17.31	156.28	PIET FERREIRA LUCAS WIESE	O.F.S. BLOEM
FLYING CLUB									
26	5	ZS-CRW	CESSNA C210A	260	150.10	00:19.23	139.74	JB BURGER DANIE SAAYMAN	O.F.S. NONE
27	26	ZS-NXO	CESSNA C172	160	118.50	00:19.36	113.82	DANA VOLSCHENK ANDRE LOTTER	O.F.S. BLOEM
FLYING CLUB									

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28	34	ZS-GUP	AEROMOT AMT-200S	100	116.60	00:20.45	114.64	NORMAN DIXIE ANTON VAN LANGELAAR	O.F.S. BLOEM
FLYING CLUB									
29	8	ZS-ISW	PIPER PA28-R200	200	141.40	00:20.48	138.50	TREVOR CUFFLIN NIGEL KEMPER	TVL
KRUGERSDORP F.C.									
30	55	ZS-FOH	PIPER PA28-140	160	118.40	00:23.40	115.38	ANTON SWARTS NEIL AUSTIN	O.F.S. BLOEM
FLYING CLUB									
31	22	ZS-RTB	PIPER PA28-R200	200	141.40	00:24.18	139.74	ERNST GRUNOW CHARL LOTRIET	O.F.S. BLOEM
FLYING CLUB									
32	17	ZU-APF	VAN'S RV6	160	164.00	00:26.45	156.32	NOEL DREW ROBERT FLETCHER	NATAL DURBAN
WINGS CLUB									
33	1	ZS-EHG	CESSNA C172	145	105.80	00:33.02	100.89	JAMES LIDDERD JANNIE MARAIS	O.F.S. BLOEM
FLYING CLUB									
34	44	ZU-BMZ	JABIRU	80	104.70	00:33.50	99.69	MIKE CATHRO BILL ANDERSON	TVL
PANORAMA FLIGHT PARK									
35	41	ZS-NXN	CESSNA C182RG	235	156.00	00:35.11	144.41	JOHAN JOOSTE THYS GROENEWALD	CAPE NONE
36	7	ZU-BSG	SAAB SAFIR	200	136.70	00:47.28	117.31	CHRISTO SCHOEMAN THEUNS DU BRUYN	TVL NONE
37	15	ZS-FWG	PIPER PA28-R200	200	141.40	00:49.38	128.18	CM DU PLESSIS SNR CM DU PLESSIS JNR	N/TVL
PRETORIA FLYING CLUB									
38	14	ZS-LTP	PIPER PA32R-301T	300	168.00	00:50.51	145.65	HENK SCHEEPERS JOHAN SCHEEPERS	N/TVL NONE

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2001 PRESIDENT'S TROPHY AIR RACE

TEMPE - BLOEMFONTEIN  
2001

LIST OF EXCLUSIONS

09 - 11 AUGUST

RACE NO	REG.	PILOT	NAVIGATOR	AIRCRAFT TYPE	REASON FOR EXCLUSION
4	ZS-BSW	HANS MARX	TOM MARX	RYAN NAVION A	DID NOT START DAY 2 (STARTER PROBLEM)
23	ZS-KOW	DIRK VAN REENEN	EDWIN SPENCE	CESSNA C182Q	NOT SEEN SMITHFIELD DAY 2
25	ZU-BSZ	IVAN MARX	MARTIN MARX	RYAN NAVION	NOT SEEN SMITHFIELD DAY 2

World Air Games

*Cordoba – Spain – 2001*

Story by Adrian Pilling

Everybody knows about the Olympic Games, the Winter Olympics and the Paraplegic Olympics, but not many know about the Aviation Olympics. That is probably because they only started 4 years ago, the first being held in Turkey and the most recent in Spain. They even have a special name – World Air Games.

Spain was chosen as the venue for the 2<sup>nd</sup> World Air Games, because of its great climate and multitude of airfields. The events were held in the province of Andalucia at 11 airfields and represented 18 different aviation disciplines. South Africa sent teams to most of these events and in particular sent two very strong teams to the Precision Flying (single crew) and Rally Flying (two crew) events.

The combined precision and rally flying teams arrived at Madrid airport on the 15<sup>th</sup> June and then were pleasantly surprised to find out that the Spanish trains are very efficient. We caught the bullet train to Cordoba and within 2 hours were at Cordoba station where our manager picked us up and ferried us to our beautiful hotel, in the old town opposite the biggest Mosque in Europe. Unfortunately Spanish thieves are also very efficient and managed to relieve me of my laptop whilst waiting for the train at the Madrid main station.

Cordoba is one of those beautiful town, steeped in history and dating back to the Roman times – with the original bridge still being used – absolutely incredible. The climate was hot, in fact very hot. The team even has a photograph of an early afternoon temperature display, showing 49 degrees Celsius. One midnight the temperature was 31 degrees. Hot and dry – perfect for flying.

Saturday and part of Sunday were spent organising airplanes and getting to know the area. The countryside is most interesting. It's either very flat (and completely cultivated with olive trees or wheat) or very mountainous and very difficult to navigate on. To make matters worse it was discovered that the map was less than accurate with complete road and farm track systems not even on the map at all. Just as this was starting to make things interesting, we were able to discover that the maps had the same symbol for a single farm house as for several hundred houses – challenging to say the least. We soon had it sorted out however, by sharing information after each days flying amongst the team at our regular evening team briefings. This allowed us to fast track the assimilation process and within a couple of days we were completely on top of things.

We also used GPS Loggers in each aircraft. This tracks the position of the plane during each second of the flight. At the end of each route we downloaded our track and superimposed this onto a map of the area. Thus we could see how we were doing each and every step of the way. This feature really helped us do well and learn the map and it's peculiarities really well.

With our six teams sharing four airplanes, it was always going to be difficult to schedule ourselves to get the maximum training in, but with the Spanish summer providing us with daylight until almost 10pm, we were able to fit in most of the training that we wanted. However afternoon siestas and very late suppers wrecked havoc with our planning. Training was further complicated by the fact that four of our crews were flying both events and had to train in two disciplines simultaneously!

The official training week went really well with our teams putting in all the practice they needed. The organisers ran an unofficial navigation day as well as a landings day. Our teams used these as the culmination of the training and did really well during these two events. It was felt that training had gone well and that the crews should have a rest day on Saturday 22<sup>nd</sup> as Sunday was the Start of the precision event. We also had to move hotel and that added to the pressure on the crews – just keeping the mind right was an exercise in itself. The Spanish had decided that the Opening Ceremony would be held in Seville and true to Mediterranean form it would be a late night affair. It was decided by the team that as the Precision Competition was first, the pilots for this event would not participate as the busses would only return at 4am.

Sunday 23<sup>rd</sup>

The start of the Precision Flying Competition.

This was a most interesting navigation day with the route taking us through the mountains. A very difficult area indeed. When the crews returned there was much moaning about the difficulty of the course and the quality of the photographs (the colours were no longer accurate!).

Some of our navigators and supporters ( Ron, Mary, Renier & Frikkie) acted as judges and helped the organisers with the event. It was fun talking to them when we returned.

We new we had done well, but as there were protests still to come in we were not sure. Still by the end of day one we were as follows; Nigel Hopkins 1<sup>st</sup>, Adrian Pilling 7<sup>th</sup>, Barry de Groot 36<sup>th</sup>, Jan Hanekom 42<sup>nd</sup> and Hans Schwebel 45<sup>th</sup>. Clearly it was a tall mountain to climb but we were in with a chance of a team medal here (the first three scores counting).

Monday 24<sup>th</sup>

Landing test. The day started off with a little fog interfering with the first four groups of planes. Several of the planes lost sight of the runway on downwind (I know I was one of them). It was decided to delay the rest of the field for an hour and pretty soon we were all flying again. The morning exercise comprised the powered landing and the glide approach. At lunch we were ecstatic as a team as Barry de Groot had scored a double bingo (perfect score) putting him joint first and Adrian Pilling and Nigel Hopkins were in the top ten. Both Jan and Hans had done good landings and we were looking good for the team landing prize. Then came lunch.

The afternoon slot comprised the flapless glide and the powered barrier approach landings. Things went well with our pilots getting 5 bingos between them for that session. The pressure was on. There were some protests that had to be sorted out first but after that the placings were announced: Johannes Cserveny from Austria was the confirmed landing champion with only 6 penalties, then Otto Bauer from Austria was second with 7 penalties, then Nigel Hopkins joint 3<sup>rd</sup> with 11 penalties, then Adrian Pilling joint fourth with 17 penalties and so on. Tricky wind conditions in the afternoon took its toll of the pilots. Barry had an unfortunate gust to give him 22<sup>nd</sup> place overall, Jan managed 31<sup>st</sup> place and Hans 39<sup>th</sup> place after a gust of wind lifted his wing and he got penalised with a skip. The results left us in a great position as prior to the landings we were fighting the British Team for the team bronze medal, and after the landings we were able to pull clearly away from them.

Tuesday 25<sup>th</sup>

The last navigation day. The day started off as usual hot and dry. We were surprised to discover that the route took us back over the mountains and into the difficult terrain. This was really a bonus for us as all we had to do was fly well and the other teams would have to do very well indeed to catch us.

The day went very well for us with all our crews flying really well. We knew we had done well when the provisionals came out but could not be sure until all the protests were in. Later the results showed that in our team the placings were as follows; Adrian Pilling 5<sup>th</sup>, Nigel Hopkins 18<sup>th</sup>, Barry de Groot 21<sup>st</sup>, Jan Hanekom 34<sup>th</sup> and Hans Schwebel 41<sup>st</sup>. We were not sure if this combined score was good enough to get us into the medals or not. We had to wait for the prize giving.

Wednesday 26<sup>th</sup>

The first Rally Competition Day.

This day started off with a 4 hour delay due to fog and an increase in the plotting time for the navigator from 15 to 35 minutes. It was interesting to see that the route took us over some mountains and some flat land as well. A really nice mixture. The first day had us looking for 20 photographs as well as some really tricky turning points. At the end of the day and after protests we were thrilled to find out that our placings were; Hopkins / de Klerk 2<sup>nd</sup>, de Groot / de Klerk 14<sup>th</sup>, Pilling / Moolman 20<sup>th</sup>, Churley / Macintyre 27<sup>th</sup>, Schwebel / Stirk 33<sup>rd</sup>. This stood us in really good stead as the first two crews counted for team placings and we had built a nice platform for the rest of the competition.

Thursday 27<sup>th</sup>

The second rally day went well. The organisers planned a good route but inflicted strict penalties on several of us for not taxiing in certain areas, This led to many protests but the penalties stood. At the end of the day the exhausted crews dressed and changed for our showcase evening.

We all did our bit as ambassadors for South Africa at the South African Evening with Mr Lungile Mkuyana from the South African Embassy. Here we showed the rest of the world how good we were and of course we showcased our event for 2003 which is the World Rally Championships to be held in the North West Province, at Sun City. Jan Hanekom in his capacity as Chairman of SAPFA conducted a great evening that was enjoyed by all.

At the same time the results for day two were announced. Hopkins / de Klerk 7<sup>th</sup>, Churley / Macintyre 18<sup>th</sup>, de Groot / de Klerk 23<sup>rd</sup>, Schwebel / Stirk 25<sup>th</sup>, Pilling / Moolman 32<sup>nd</sup>. The later crews landing well after 6pm. Several of us were hit by those taxiing penalties. It was getting close but the team placing was looking strong.

Friday 28<sup>th</sup>.

Final Rally Day. This was a day spent in the olive trees and the flat lands. A really difficult course with many difficult turning points and lots of photos to find. The results for the day were eagerly awaited. Eventually they were announced; Hopkins / de Klerk 6<sup>th</sup>, de Groot / de Klerk 24<sup>th</sup>, Schwebel / Stirk 26<sup>th</sup>, Pilling / Moolman 38<sup>th</sup>, Churley / Macintyre 39<sup>th</sup>. We some of us had a particularly shocking day, but well done to the rest. All we had to do now was to wait for the final results to find out how we all did. That night we all celebrated the end of the 2<sup>nd</sup> World Air Games.

Saturday 29<sup>th</sup>

The organisers had arranged for an excursion to a sherry processing factory. This was interesting and we were back in time to enjoy a swim and prepare for the prize giving ceremony to be held in a very old square in the heart of the old city.

At the prize giving it was all about relaxing and enjoying ourselves with many tense moments and crossed fingers to find out how we had done. After dinner and speeches the results were announced:

Precision Flying:

Individual Results:

Gold Medal:	Waclaw Wieczorek	Poland
Silver Medal:	Robert Verbancic	Slovakia
Bronze Medal:	Adrian Pilling	South Africa

RSA placings:	Nigel Hopkins	6 <sup>th</sup> Place
	Barry de Groot	30 <sup>th</sup> Place
	Jan Hanekom	41 <sup>st</sup> Place
	Hans Schwebel	45 <sup>th</sup> Place

Team Results:

Gold Medal:	Czech Republic	(Chilar, Jakes, Hajek)
Silver Medal:	Poland	(Wieczorek, Darocha, Wieczorek)
Bronze Medal:	South Africa	(Pilling, Hopkins, de Groot)

Well done guys – we did it – an individual and a team medal. The best we have ever done. Well done to us all.

Rally Flying:

Individual results:

Hopkins / de Klerk	4 <sup>th</sup> Place
De Groot / de Klerk	16 <sup>th</sup> Place
Churley / Macintyre	25 <sup>th</sup> Place
Schwebel / Stirk	26 <sup>th</sup> Place
Pilling / Moolman	28 <sup>th</sup> Place

Team Results:

Gold Medal:	Poland
Silver Medal:	France
Bronze Medal:	Czech republic
4 <sup>th</sup> Place	South Africa

Wow guys that was close. We were less than 50 points from being in the medals. Well we will show them on home ground in 2003.

So ended the 2<sup>nd</sup> World Air Games with all the triumph and tragedy of the Olympics. Well done to our teams and to the supporters and to everyone who helped to make our team the success that it was. Well done to Adrian Pilling for his Medal – South Africa's highest achievement yet. Well done to the Precision Flying Team for bringing back the medal (the countries highest achievement yet) and well done to Nigel and Dale for making the top ten in Rally Flying and very well done to Nigel for being in the top 10 in two disciplines. A special thanks to Deon van Den Berg our team manager for keeping us all together.

Represented South Africa were

Deon Van Den Berg	(Manager)	Mary de Klerk	(Navigator/Judge Observer)
Adrian Pilling	(Team Captain / Pilot)	Jan Hanekom	(Pilot/Logger Expert)
Renier Moolman	(Navigator / Judge Observer)	Richard Churley	(Pilot)
Nigel Hopkins	(Pilot)	Don Macintyre	(Navigator)
Dale De Klerk	(Navigator)	Frikkie Lubbe	(International Judge)
Hans Schwebel	(Pilot)		
Ron Stirk	(Navigator / Judge Observer)		
Barry de Groot	(Pilot)		

Supporters:	Mel Stirk	Brenda van den Berg
	Ursula Schwebel	Walter van den Berg
	Samantha Roric	Sharon Bosma



**2001 PTAR WINNERS**

RACE 11 (ZS-CHL)

**BROTHERS C. BRIERS & D. BRIERS**  
FROM PRETORIA

HANDICAP SPEED 198 KNOTS  
ACTUAL SPEED 195 KNOTS



**SECOND PLACE - RACE 11(PWC)**  
**E van RENSBURG & A KOEN**



**THIRD PLACE - RACE 30(VIY)**  
**H ANTEL & B de GROOT**



**APRON - DAY 1**



**START LINE - OOM DOEP & OOM DOORS**



**START LINE - LINING UP OF AIRCRAFT**



**TRAIN THEM YOUNG**