



The Joystick

VOLUME 6

ISSUE 4

DECEMBER 2001

Letter from the Chairman

I can only say that this year has flown past at a speed of Mach 1. Instead of reflecting back on 2001 I would rather like to dream about 2002 and what lies ahead.

I am looking forward to the ACSA Cup that has been moved to March 2002. I am very sure that it will be well attended and a huge success. With the help of our sponsors, ACSA, it can only be that.

I am looking forward to a President's Trophy Air Race where we will really try to make it cheaper for our competitors and also give this prestigious event its rightful place on the Aviation calendar.

I am also looking forward to a year where we hope to make SAPFA a major force to reckon with, with growth in numbers in order to really represent General Aviation in RSA.

I would like to wish every SAPFA member and his/her family a very pleasant festive season and a prosperous 2002. Please be very careful when flying somewhere this time of the year. The weather can be terrible. Maybe it is time to start doing that IF rating. To our hard working committee members - well done guys, I am looking forward to working as a team again in 2002.

Keep you wings level.
Jan Hanekom.



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



EVENTS 2002

15-16/02/2002	To be announced	Bosberaad
21-23/03/2002	Bloemfontein	National Rally Championships Acsa Cup
16-18/05/2002	Brits	National Precision Championships
13-16/06/2002	Bloemfontein	President's Trophy Air Race
7-14/07/2002	Zagreb , Croatia	World Precision Championships
9-11/08/2002	Senekal	SAPFA Fly Out & Social
21-24/09/2002	Port Elizabeth	Rally Flying
July 2003	Pilansberg	World Rally Championships

REMEMBER

SAFETY FIRST

NO COMPROMISE

**YAESU
VXA-100**

VHF COM

- Rugged
- Compact
- 760 Channel
- 50 memories
- Programmed SA Airfields
- Nav Option

**MICROAIR™ 760
VHF TRANSCEIVER**



4W, 57mm mount, 760 channels, 25 memories

COMPOSITE TECHNOLOGIES
www.aeropages.co.za/composite.html airfair@cts.co.za
 Tel: (011) 805-1491 Fax: (011) 805-5745

TAKE THIS ADVERT WITH TO GET YOUR DISCOUNT

PLEASE NOTE ; NEW SAPFA COMMITTEE MEMBER ELECTED AT AGM ON 23/11/2001

WYNDHAM FERREIRA C/O FERREIRA AVIATION ; TEMPE AIRFIELD

**SAPFA
COMMITTEE MEMBERS 2001**

NAME	ADDRESS	TEL NO'S
JAN HANEKOM Chairman jan@tilt-tech.co.za	PO Box 869 WIERDAPARK 0149	H 012-6667344 W 012-6667342 F 012-6667343 C 083-2796572
BARRY DE GROOT Vice-Chairman spec.mould@eastcoast.co.za	PO Box 2487 New Germany 3620	H 031-7622053 W 031-7016201 F 031-7016201 C 083-6594575
DICKY SWANEPOEL swanpools@cyberserv.co.za	PO Box 1572 VANDERBIJLPARK 1900	H 016-9871257 W 016-9813117 F 016-933049 C 083-6280527
HANS SCHWEBEL brgranhs@global.co.za	PO Box 3234 BRITS 0250	H 012-2502658 W 012-2503415 F 012-2501922 C 082-6563005
RON STIRK melron@mweb.co.za	PO Box 2492 BRITS 0250	H 012-2502213 W 012-2523116 F 012-2524696 C 082-4450373
WALTER WALLE erichwalter@internext.co.za	PO Box 29686 DANHOF, B-FONTEIN 9300	H 051-4442479 W 051-4324322 F 051-4324582 C 082-8015000
DEON van den BERG neod@cybertrade.co.za	PO Box 1670 BRITS 2520	H 012-2525602 W 012-2521498 F 012-2524714 C 082-7718504
CHRIS BOOYSEN Treasurer chris.booyesen@za.pwcglobal.com	PO Box 27013 GREENACRES 6057	H 041-5813040 W 041-3914400 C 082-4427667
DAVE PERELSON jdi@iafrica.com	PO Box 12071 MOFFAT PLACE 6002	H 041-3745065 W 041-5852135 F 041-5862780 C 082-7722961
DON MACINTYRE Secretary dmacintyre@sl.i.wcape.gov.za	26 Kylemore Road UNIVERSITY ESTATE 7925	H 021-4476265 W 021-6854070 F 021-6891351
WYNDHAM FERREIRA	Posbus 17035 Bainsvlei 9338	H 051- 4464060 W 051 4511683 F 051 4511682

IMPORTANT NOTICE
SAPFA HAS REGISTERED IT'S OWN
DOMAIN
SAPFA.ORG.ZA
KEEP A LOOKOUT FOR
WWW.SAPFA.ORG.ZA

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.

**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

National Precision Flying Championships

Cato Ridge September 2001

Written By Adrian Pilling:

Well can you believe it, before you know it another year has passed and it's time for the National Precision Flying Championships again. This year it was held in Cato Ridge which is well known for it's difficult terrain and great hospitality.

The pilots gathered from all around the country and before long the competition was in full swing. The usual stunning organization by Barry de Groot and his crew was evident and for the first time ever – in fact a world first – the national competition was run using gps loggers (designed by Jan Hanekom). That means no room for argument and the device tells you where you are along the track every second. Boy was this going to be difficult! To top it off the results counted for selection of the National Team to the World Championships in Croatia in 2002, pressure indeed.

Thursday

The first day's navigation exercise was interesting to say the least. The route took us over typically difficult countryside and all this with the accurate GPS Loggers to scare us. Later when all the crews returned it was into the first two prescribed landing tests.

The landing test was carried out on the rather bumpy runway with gusty winds. This resulted in more than one major bounce by competitors and this added some really scary penalties to the scores of several crews. Only two of the four landings were completed that day.

Later the provisional results for the day were announced. There were some recalculations required in order to interpret the results of the loggers correctly. After this was done the results were released as follows: Open Class positions; 1st place Nigel Hopkins, 2nd place Adrian Pilling, 3rd place Mary de Klerk, 4th place Jan Hanekom, 5th place Hans Schwebel. The navigation was so close that only 2 points separated the first two places, however the landings added significant penalties. In the Sportmans Class 1st place Wayne Bond, 2nd place Wendy Barter, 3rd place Paul Barter.

Friday

Well this was a fun day because the weather was so bad that the take off was delayed. In fact the route took the pilots way out over the Valley of a Thousand Hills. The cloud was so low in places that the pilots really had to fight the weather as well.

Due to the bad weather closing in, the pilots only managed to squeeze in one landing as part of their landing test. After this was completed the results for this day were announced.

Open Class positions; 1st place Nigel Hopkins, 2nd place Adrian Pilling, 3rd place Jan Hanekom, 4th place Mike Cathrow, 5th place Hans Schwebel. In the Sportmans Class 1st place Wendy Barter, 2nd place Wayne Bond, 3rd place Paul Barter.

Saturday

This was the final day and it took us out over some majestic areas. Out over farmland, incredible cliffs and down to the coast and back. This was a great navigation route and a real challenge to the crews.

Later the last of the landings was accomplished and then it was back to the club house for the prize giving. The results for the day were: 1st place Nigel Hopkins, 2nd place Adrian Pilling, 3rd place Mary de Klerk, 4th place Frank Ekhart, 5th place Ron Stirk. In the Sportmans Class 1st place Wayne Bond, 2nd place Wendy Barter, 3rd place Paul Barter.

There was an air of expectancy at prize giving as the pilots wandered what their positions would be. After a great dinner the results were announced. 1st place Nigel Hopkins, 2nd place Adrian Pilling, 3rd place Mary de Klerk, 4th place Jan Hanekom, 5th place Mike Cathrow. In the Sportmans Class 1st place Wayne Bond, 2nd place Wendy Barter, 3rd place Paul Barter.

After a great prize giving the team to the World Precision Flying Championships in Croatia was announced: Nigel Hopkins, Adrian Pilling, Mary de Klerk, Jan Hanekom, Barry de Groot, Hans Schwebel (1st reserve), Mike Cathrow (2nd reserve). Adrian Pilling was elected Captain and Paul Barter was selected as team manager.

A very special thanks goes out to Barry de Groot and his team for a fantastic competition and of course to all the marshals, without which nothing would have happened. Thanks to the supporters who traveled from far and wide even coming from Brits (Deon Van den Berg and his team). We wish the team all the best for Croatia and thank the folks at Cato Ridge.



SAKKIE VAN HEERDEN SE NUUT KLAARGEBOUDE 'TAILWIND'. SAKKIE IS SAFETY OFFICER BY BRITS Vliegklub EN BESIT OOK 'N AZTEC EN AANDELE IN 'N JODEL DIE HELE STORIE VERSKYN ELDERS IN HIERDIE UITGAWE . SAKKIE MOET OOK ONTHOU DAT HIERDIE VliegTUIG NOG NIE BEHOORLIK NATGEMAAK IS NIE. BAIE BELUK



PHOTO OF THE J.P.SPECIAL THAT DALE DE KLERK HAS COMPLETED. WE ARE AWAITING THE PARTY , MAYBE IT WILL HELP IF I MENTION IT HERE ; CONGRATULATIONS DALE

The J P Special story

During March 2000 Deon v d Berg and myself were setting up practice routs for the precision team going to Sweden later that year. We had chosen a private airstrip near Koedoes kop "waar die fok is Koedoes kop" was Barry de Groot's first comment. Well, it's halfway between Brits & Thabazimbi. We walked into the hanger on the farm and hanging from the roof was a biplane, it looked interesting but hell of a dirty and had various damages due to moving around and the recent floods in the area.

I was told that the aircraft was built by Johan Pienaar of Roodepoort but never completed and flown. I took a liking to the little plane and asked whether it was for sale. "Sorry, it was sold last week" I was told by the owner. A few days later I received a phone call from the new owner. He told me that he had financial crises and that if I made him an offer and paid that same day, I could purchase the little bipe.

I was now the proud owner of an aircraft that had no plans, no paperwork, and no engine, infact I didn't know whether this plane could ever fly. Through various channels I managed to trace the original builder only to find out that it was his design and that no plans existed. He was not a pilot and had never designed any aircraft before.

Johan was involved in building airframes for a company in the USA by the name of "Fisher flying products". These were the FP101 single seater Koala And FP202 two seater Super Koala. He then decided to design his own plane based on sketches and photo's he had of a FP404. He used the basic wing section and tail feathers of the FP202 and built his own fuselage. Unfortunately there were a few things that Johan did not know or at the time did not adhere to. One of these was that the test pilot, yours truly

weighs 98 Kg

Johan and I spent a few months rebuilding and repairing various bits and pieces, until we were eventually ready to assemble. I obtained a Rotax 532 engine and prop from someone in Kroonstad, according to all the info I had this was the correct power plant. The motor was checked, cleaned and test run and we were now ready to go. I asked Uli Gerth whether we could use his hangar and private airstrip? Reason being that it was a long and wide runway that would come in handy test flying a taildrager. We had major problems getting the wing incidences and control movements right as this was not taken into consideration when the fuselage was designed or built. Once that was sorted out it was time to do the weight and balance. Well to cut a long story short, the CG was so far aft that it would have been better to fly the plane backwards. At that point Johan gave up and left me to make the decisions. I either had to remove the pilot (me) and fly the plane radio control or go on diet and lose 50 Kg or add 50 Kg of lead to the nose. I didn't quite like any of these ideas so I decided to extend the nose and move the engine forward 500mm. I also replaced a 2.5Kg tailwheel assembly and replaced it with one weighing only 0.5Kg. Once that was done the plane looked more in proportion anyway. There were a few teething problems on the high-speed taxi runs but nothing that could not be sorted out.

18 months later my little toy is now flying and I look forward to lots of fun and enjoyment

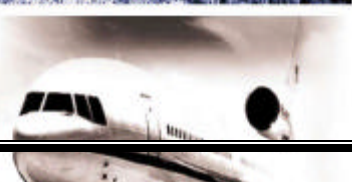
Dale de Klerk



**Southern Africa's Premier
Aviation Portal Site**



This site provides aviators tools required to fly an aircraft and related technical data. It enables the community an opportunity to express ideas, opinions and ask questions on the forum, while providing you the opportunity to transact on aviation goods and services in our uniquely designed marketplace.



Die Wittmann - storie

Die geskiedenis is kortliks as volg;

Steve Wittman was die ontwerper. Hy het 'n groot aandeel in die ontwikkeling van EAA in Amerika gehad. Die vliegveld by Oskosh is na hom vernoem -Wittman field. Hy het in die depressie- jare begin wedren vliegtuie bou omdathy gehoor het hy kan prysgeld wen daarmee. Hy het die eerste WittmanTailwind in die middel vyftiger jare klaar gebou. Na so paar klein veranderinge het hy die planne beskikbaar gestel vir ander mense om te bou.

Die model was 'n W8 genoem, en dit is die model wat ek ook het. In later jare is die romp en vlerke so effens langer gemaak en dit is toe 'n W10genoem. Die W10 presteer blykbaar bietjie beter op hoë hoogtes

ZS-UAT

Die spesifieke vliegtuig het eerste aan Nick Turbey en Mike von Ginkel behoort. Die eerste toetsvlug was in 1963. Uit die registrasie kan mens aflei dat die UAT 20 ste "home build" is wat in SA geregistreer was. Ek weet nie die hoeveelste een hy was om te vlieg nie. Op die stadium weet ek netvan een "home build" ouer as UAT wat nog vlieg nl. die VP wat in dieVolkswagen advertensie gebruik word. Nick Turbey het vir my nou die dag gesê(toe ek hom die eerste keer ontmoet het), dat hy sy broer oor gestuur het Amerika toe om die vinnigste "home build" te gaan soek en koop. Dit was toe dat hy terug gekom het met die planne van die Wittman Tailwind

MY SELF;

Nadat ek die Tri - Pacer verkoop het, het ek begin soek na 'n twee sitplek speedling. Dit is toe dat ek die Tailwind in Mike Spence se hanger raakgeloop het. Ek het eintlik na iets anders gaan kyk, maar nadat Mike my dieTailwind gewys het, het ek op hom besluit. Jy moet onthou dat wat op 'n stadium 'n vliegtuig was, op daai stadium 'n raamwerk en 'n hoop "spares"was. Vir iemand wat nie van beter weet nie sou dit soos 'n hoop scrap gelykhet. Ek is in elk geval met die spul goed daar weg. Ek het dit so gekyk envir myself gesê dat ek oor minder as 'n jaar 'n vliegtuig het om mee te vlieg.

Toe nie heeltemal reg nie. Op die ou einde van die dag het dit my net so oor die twee jaar gevat om die vliegtuig totaal oor te bou. Dit help natuurlik baie dat die vliegtuig reeds gebou was en gevlieg het. Een ding wat ek van die begin af vir myself gesê het was dat ek die Tailwind so lig as moontlik gaan hou, maw. geen onnodige fiterjasies nie. Die ander ding was dat ek geen ernstige veranderinge aan die oorspronklike vliegtuig gaan aanbring nie, daar is ongelukkig so baie "home builds" wat nie vlieg nie, omdat die nuwe eienaar eers dit of dat wil verander en op die ou end verander hy homself moedeloos of die vliegtuig is so oorgewig dat hy in elkgeval nie eintlik meer wil vlieg nie. Ek het darem by my voorneme gehou en die leë gewig van die tailwind het op 840 lb uitgekom wat redelik goed is as jy in ag neem dat ek 'n 160 pk 0-320 Lycoming enjin in het. Wat die enjin an betref, het ek besluit om die grootste moonlike enjin in te sit wat die vliegtuig kan vat. As daar nou een ding is waarvoor ek nou nie lus is nie, dan is dit nou om op 'n warm somersdag, op Brits te wonder of die vliegtuig nou vandag sal wil uitkom hier of nie.

Vervolg op bladsy 8



NIGEL HOPKINS

THE ABOVE PHOTO IS A FAMILIAR SITE TO MOST COMPETITION PILOTS AND HE IS A DEAR FRIEND OF US ALL.

I AM SURE THE MOST OF YOU KNOW ABOUT THE TERRIBLE ACCIDENT NIGEL HAD WITH THE L29 JET AT THE NEWCASTLE AIRSHOW. HE SUFFERED BURN WOUNDS AND SEVERAL LACERATIONS IN THE CRASH. HE WAS IN THE INTENSIVE CARE UNIT OF A PRIVATE HOSPITAL FOR SOME TIME.

THE GOOD NEWS IS THAT NIGEL HAS FULLY RECOVERED FROM ALL HIS INJURIES AND IS AGAIN DOING HIS REGULAR JOB AS SA AIRWAYS PILOT.

FROM SAPFA WE WOULD LIKE TO THANK EVERYBODY FOR THEIR PRAYERS, LETTERS, CALLS, E-MAILS AND INTEREST. I CAN ASSURE YOU NIGEL, HIS WIFE CAILIN AND PARENTS APPRECIATE THIS VERY MUCH. NIGEL ALSO ASKED ME TO THANK YOU ALL VERY MUCH FOR ALL THE CONCERN AND CARING HE RECEIVED FROM YOU ALL.

NIGEL RECEIVED MAIL AND CALLS FROM AROUND THE WORLD FROM HIS FELLOW COMPETITORS AND FRIENDS.

WE THANK THE LORD FOR SAVING HIS LIFE.

Wittmann – storie vanaf bl. 7

Wat die vlieg aan betref:

Dit is mos nou waaroor alles gaan.

Die eerste groot probleem was natuurlik om die Tailwind op my lisensie te kry. Dit is nogal 'n probleem om by CAA iemand te kry wat verantwoordelikheid wil vat.

Met die 0-320 weet ek hy gaan vlieg (is seker maar bietjie bederf met die bus (Aztec)).

Op die ou end het hulle my die naam gegee van Brain Stableford wat die vliegtuig nog op sy lisensie het. Nou moet ek vir Brain weereens baie bedank. Dink jouself nou in, hier bel iemand jou wat jy nie ken nie, en vra jou om in 'n vliegtuig wat jy 25 jaar tevore gevlieg het te kom vlieg. Dan vertel hy jou nog dat hy hom self oor gebou het. Maar hoe dit ook al sy Brain het my my "conversion" gegee. Die beste van alles was na die conversion" af gehandel was, Brain nie wou geld aanvaar vir sy tyd nie. Sy woorde was dat hy my vandag 'n guns gedoen het en die betaling sal wees die dag wanneer ek die guns aan iemand anders doen. As die wereld meer sulke mense gehad het Ek dink dit is nogal 'n uitkyk op die lewe wat mens kan aanvaar.

Dankie weereens aan Brain Stableford.

Hoe vlieg hy ?

Soos 'n droom, as jy hou van 'n sensitiewe vinnige vliegtuig.

Ek het nou al so 6 ure in hom gevlieg en is besig om hom deur sy passies te vat, en sover het ek nog net plesier uit hom gekry. Die stert wiel hou jou natuurlik op en wakker met die landing, maar hy voel vir my so bietjie makliker om te land as die Jodel wat ek ook vlieg. Die vlerke is nogal kort (8m) so hy sak vinnig wanneer jy die krag toe maak, baie dieselfde as die Tri-Pacer wat ek vir lank gevlieg het. Uit die bietjie wat ek nou gevlieg het, lyk dit my dat ek darem so 140 knope grond spoed uit hom uit kry. Ek hoop dat dit nog sal opgaan wanneer daar so paar "fairings" en dinge opgesit is.

As enige iemand meer inligting wil hê is hulle welkom om my te kontak.

Sakkie van Heerden. sakkie@vanstone.co.za

(012) 541-2056/7 (w)

083 378 4228

Chairman's Report at AGM : 23\11\01

SAPFA has had a very busy year and has been involved in: The 2nd World Air Games in Spain, the President's Trophy Air Race, The National Precision Flying Championships and the National Rally flying Championships.

2nd World Air Games – Cordoba – Spain

A Rally team as well as a Precision team as well as a team manager has been elected to represent South Africa at this prestigious event in June 2001. The team members were : Adrian Pilling (captain), Renier Moolman, Nigel Hopkins, Dale de Klerk, Barry de Groot, Mary de Klerk, Hans Schwebel, Ron Stirk, Jan Hanekom and team manager Deon van den Berg. In the Precision event Adrian Pilling has achieved a 3rd place overall and the team also achieved a 3rd place overall, therefore getting Bronze in both cases. In the Rally event Nigel Hopkins and Dale de Klerk missed the 3rd overall position with the narrowest of margins and came 4th. The team also came 4th.

National Precision Flying Championships

This event was hosted by Cato Flying Club, at Cato Ridge airfield outside Pietermaritzburg. After 3 days of difficult flying it was time to announce the final positions and also the team to represent RSA next year in Croatia. First place was Nigel Hopkins with an outstanding performance, 2nd – Adrian Pilling, 3rd – Mary de Klerk, 4th – Jan Hanekom and 5th – Mike Cathrow. The team announced to go to Croatia next year in July for the Precision World Championships is: Adrian Pilling (captain), Barry de Groot, Nigel Hopkins, Jan Hanekom, Mary de Klerk, Hans Schwebel (reserve), Mike Cathrow (2nd reserve) and Paul Barter (team manager).

National Rally Flying Championships

This event, to be hosted by Bloemfontein gliding Club at Tempe has now been postponed due to the lack of entries. It will be run from Bloemfontein International Airport The planning is well under way and we will have to think of ways to get more entries.

13th World Rally Flying championships

SAPFA has been awarded the hosting of this prestigious event that will be held at Pilansberg during late July and August 2003. The necessary planning at this early stage is well under way.

Awards – the following awards have been made to SAPFA members.

1) Lewis Lang Trophy – Pilot of the year.

Adrian Pilling for his outstanding achievement of obtaining 3rd place overall in the Precision Flying event during the 2nd World Air Games held in Spain, during June 2001. This meant that he has brought back a bronze medal.

2) **Golden Wings – for the promotion of Sport Aviation.** **Hans Schwebel** for his outstanding promotion of Sport Flying (Precision & Rally flying) in South Africa over a long period of time. He has been participating at provincial and national levels for at least 8 years and Internationally for the last 5 years. He is a past chairman of SAPFA, past chairman of Brits Flying Club, and current delegate to the GAC (General Aviation Commission) for South Africa. He is also currently on the Executive Board of AeCSA.

3) SA Eagle Trophy – most meritorious achievement at international level.

The **2001 Precision Flying team** for their outstanding achievement of obtaining 3rd place overall in the Precision Flying event during the 2nd World Air Games held in Spain, during Jun 2001 and therefore won a Bronze medal. They are Adrian Pilling, Nigel Hopkins, Barry de Gro and team manager Deon van den Berg.

4) James Gilliland Trophy – most meritorious feat over the past year.

Nigel Hopkins and navigator Dale de Klerk for winning the 2000 Rally Flying championships, as well as their outstanding performance (4th overall) at the 2nd world Air Games held in Spain during June 2001.

Members

SAPFA membership numbers is the lowest in years and it is of great concern to the committee. The turmoil early this year in Aero Club as well as the very weak Rand has been identified as the possible causes for this. The committee is however working very hard to counter the decrease in membership numbers. The rather low number of entries in this year's Air Race also contributed to the low membership numbers.

Financial

Although we do not have a lot of money in the bank, we can report that we have managed to service our members with the available funds. Of concern however is that the biggest portion of the package that a member must pay, now goes to Aero Club and FAI.

Aero Club

SAPFA is happy with the fact that the Aero Club is on its feet again after a difficult time. We sincerely hope that it will go from strength to strength and that it will be in a position to fulfil its tasks in the appropriate manner in future.

In summary the SAPFA committee wishes all its members a quiet and peaceful festive season.

Jan Hanekom (Chairman)

C172 FOR SALE ; ZS CNZ

MODEL ; 1960 TT; 2600

PROP ; 760 MPI ; DUE

**EQUIPMENT; ICOM 11A ; 2 PLACE
INTERKOM ; A/H ; TURN & SLIP ,
TRANSPONDER.**

**CONDITION ; 8\10 IN AND OUT
ENGINE ; 10\10 ; ALMOST
EVERYTHING NEW , R66,000 SPENT
NOVEMBER '99**

PRICE ; R 250,000

CONTACT; DALE DE KLERK

venusdale@intekom.co.za

082 5563592

SPECIAL OFFER

Only R350 per year subscription – including 6 bi-monthly updates on the Airfield Guide and the Frequency Guide. Phone Robert Booysen at 083-493 5308 with your SAPFA member number for this very special offer.

Johan Dorfling and his family immigrated to America recently. We will all miss their hospitality , friendly faces and jokes.

Johan represented South Africa as pilot in Rally Flying and served on the SAPFA Committee where his house was sometimes used as venue for the 'Bosberaad'.

We wish them all the best in their new country and their gain will be our loss.

Johan , you and your family will always be welcome to visit any of us here at home

Report on GAC meeting

The GAC meeting was held in Zagreb, Croatia, from the 8th to 11th November.

26 Countries were represented.

The following matters were discussed:

1. New rules for the Rally and Precision flying were discussed and will be implemented at the start of 2002.
2. It was also decided that the GPS loggers must be used in all international competitions by all participants as from January 2002.
3. The bid for the world precision flying championships 2004 was approved and given to Denmark. After lengthy discussions, it was also agreed that the world rally championships will take place at the same time (also in Denmark.) From 2004 onwards rally and precision championships will be held simultaneously every 2 years, to save costs for the competitors.
4. Congratulations to Mary de Klerk and Ron Stirk, who were both accepted and approved as international judges, and to Jan Hanekom, who was appointed as jury member for rally flying.
5. South Africa was especially thanked again for the international judges and judge observers for their input and contribution during the World Air Games in Spain this year.
6. Special mention was made of Nigel Hopkins, and best wishes for his recovery were expressed by all present.
7. The highlight of this conference was the signing of the contract between GAC/FAI and SAPFA for the world rally championships in 2003 in Sun City.
8. The annual election was held, and the following people were elected:

Pierre Portmann

President

Heini Schawalder

Vice-President and Secretary

Joy Parker Blackwood

Vice-President and Treasurer

Dieter Stephan

Chairman Rally

Helmut Kern

Chairman Precision

Hans Schwebel

Rally Sub-Committee



COLONEL GOOSEN 'THE GOOSE' ON THE FAR RIGHT AND SOME OF HIS STAFF THAT TOOK PART IN THE TRAINING

The Police Air Wing and Precision Flying.

Story by Jan Hanekom

Some time ago the OC of the SAPD fixed wing at Wonderboom, Sup. Andre Goosen, has asked me about the possibilities of having a course in Navigation and Observation for its pilots. After some discussion of how to apply the principles of Precision flying to SAPD work, the project was given the green light.

On Friday the 9th of November, I was met by a group of eager pilots at Wonderboom – obviously not knowing what lies ahead. After a short introduction about Precision flying and drawing similarities between this and their police work, two pilots were sent off on a 20 minute (with the Pilatus) navex where they had to navigate by means of a map, compass and minute markers -NO GPS. To make things really interesting, they also had an Air Observer in the AC to log their track flown and times at Turning Points.

They (names have been left out to protect the innocent) came back very excited about the whole idea, but also to admit that they could not find some of the TP's and also could not find most of the photos. The track downloaded from the Air Observer showed where they went wrong.

We then moved into the real interesting part of the course where I have explained the principles of navigation with basic equipment. Here the principles of "close" and "distant" navigation were explained. We also covered the ways and means of "target observation" which in their case could be anything from a stolen vehicle to a suspect shed on a farm somewhere in the bundus. Unfortunately the weather deteriorated to the extent that no further flying could take place on the day.

The OC reported back to me that all the other pilots are now flying the navex as and when they have time. Everyone agreed that it was really an eye opener and that it should be followed up with the same course.



Pilot Shop

Main Terminal Building,
Lanseria Airport
Tel: (011) 701-3209
Fax: (011) 701-3208

**Largest supplier of
Pilot accessories in Africa**

- Avionics & Headsets
- WAC/ONC/IFR charts/maps
- Pilot shirts/epaulettes/trousers
- Watches/sunglasses
- Books/magazines
- Leatherman tools
- And Much More.....
- Authorised dealer of Jeppesen and David Clark products.
- Authorised retailer of Yaesu, Lightspeed, Pilot Communications, Microair, Aerox, Icom, Garmin, Flightcom and Avcomm products.

**Now also
at Grand
Central Airport
Main Terminal
Building
(011) 315-0197**

Mail Orders welcome!
24 hour on line shop at
www.wingsnthings.co.za
email: wingsn@iafrica.com