



The Joystick

VOLUME 7

ISSUE 1

APRIL 2002

Letter from the Chairman

The prestigious ACSA Cup was held in Bloemfontein and was as usual well attended by the Open Class competitors, but somewhat low on entries in the Sportsman Class. It was quite refreshing to see a number of new faces in the Open Class, all of them obviously trying their best in order to be considered for the team to represent South Africa at next year's World Rally Fling Championships.

Congratulations to Nigel Hopkins and Dale de Klerk (1st place), Barry de Groot and Mary de Klerk (2nd place) as well as Hans Schwebel and Ron Stirk (3rd place). Well done to all of you. I would also like to thank the organizing team who has once again done a sterling job under a lot of pressure. Please see the full article elsewhere in this issue.

The President's Trophy Air Race is just around the corner and we will really try to make it a very special event for our competitors and also give this prestigious event its rightful place on the Aviation calendar. At this stage we are busy arranging features such as real time tracking for the front-runners on day two, as well as a Race video to be produced.

The SAPFA committee has also been very active lately with the yearly planning weekend we have had and also representing our members at various meetings regarding legislation, the Aviation Awareness Campaign, etc.

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 ferreiraaviation@m.web.co.za	PO Box 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

If there is one thing that I have learnt from flying then it is; plan, plan and plan again. The secret of successfully planning in aviation is that you must plan well ahead of the event! Many times was I guilty of rushing things in my early flying career, to many times did I rush into situations due to not planning ahead. Shortly after returning from my Flying Safety Officer course I one day caught myself, once again, rushing down to the flight line, knowing full well that I would never make my slot time. I was already thirty-five minutes late for my take off time.

It had all started with the best of intentions during the first period of the day. My student had some difficulties understanding certain aerodynamic aspects that we were going to cover during the days flying program. This resulted in a late take off. During the period the student needed extra demonstrations and extra practice at the exercise, this just escalated the being late for the second period. Murphy's law soon came to play again, the second student for the day had the same problem!

By the time the third student needed to be briefed I was already running nearly twenty-five minutes late, low and behold, he also needed extra briefing time! By this time I was running around like a mad hatter. It was only after forgetting my helmet in the room where we always use to sign for the aircraft, as well as skipping some checks, that I realized that I was heading for an accident very fast. I sat still for a while and contemplated what I was up to; I realized that I was rushing myself into a dangerous situation, a place that I did not want to be. I told the student to taxi back to the flight line as the period was canceled. I realized that I was not going to make up lost time, in aviation, try as you which, you are only fooling yourself if you think you can make up lost time by rushing yourself. That evening I sat down and contemplated all those tiny incidents that I had had over the past few years. I soon realized that my nature of always doing things fast, always being in a rush, always wanting to do more and more, was fast leading me to where I did not want to go. Other arrangements can be made. That night I made a decision never to ever be rushed into a situation, be rushed for a flight, to plan my time better, to say no at a early stage so that other

arrangements can be made.

This "**no rush**", soon became my life style, I could do it by planning ahead, sure it meant that I needed to do some work the night before the flight. However I soon discovered that it just made life so much easier. The further development of this life style developed into what I call, "**Plan your Prang**". We, or should I say, most of us are taught to do a pre take-off briefing at some stage of our flying career. However, how many of us do it before each take-off? Let us look at the take off. Statistics show that the majority of piston engine aircraft accidents, due to mechanical failure, occur just after take-off as well as during the landing and the go-around phase of flying. Piston engines do not like power changes! Let us now consider how we can plan our prang during the take-off phase. Most private pilots fly from and into the same airfield the majority of time. We all know very well what the terrain looks like beyond our home base airfield take-off path. Before each and every take-off we must prepare our selves for the worst-case emergency that can occur. We must get into the habit to brief ourselves out aloud on the take-off emergencies that we may experience during the take-off. Start the briefing on the intended departure that you would be doing, followed by the expected acceleration that you may expect on the runway under the presiding temp, humidity, runway condition etc. Tell your self when and under what conditions you will abort the take-off, what your actions will be at what stage. The rest of the take-off briefing should cover your actions in the event of the engine failing after lift-off. This briefing should cover such aspects as your immediate actions to be taken, speeds, direction to turn to avoid obstructions, obstructions, flaps settings etc. Should an engine failure now occur it is no longer an emergency as you had just briefed on your actions that you should take during such a situation. The rest of the flight you should conduct in the same manner, should my engine fail now I will plan to do my forced landing on that field, always know from which direction the wind comes. In a single you should always fly sub-consciously from one force landing field to the next. Know what your actions must be when an engine cut occurs. Know what the best gliding speed for the specific aircraft is, **know your aircraft!**

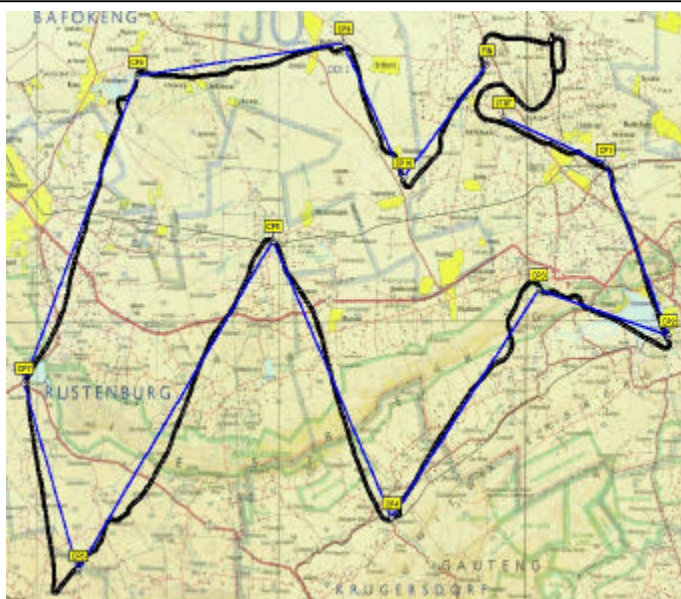
The regular Safety article on the previous page, called **“Plan your Prang”** was written by **Andre Goosen “The Goose”** who is now the OC of the Police fixed wing Department, a great character and friend with wide experience in every area of aviation. Previously in the Air force as instructor on fixed, rotor and weapons, Test Pilot and Safety Officer in various operations as well as numerous visits to the old South West Africa and Angola.

Andre we thank you for taking the time to share with some of your experience.



Congratulations to the winners Hans Schwebel (pilot) and Ron Stirk (Navigator), clear winners on the day.

Third placed in the ACSA – Cup national Championships held in Bloemfontein in March 2002



A copy of the Logger Report that clearly shows how Hans and Ron flew right past CP 6

Joystick Article – North West Inter Provincial Rally – 9 March 2002

Story by: Jan Hanekom

It was a beautiful morning as we normally have this time of the year – slightly overcast with light winds.

The organizers, Deon van den Berg, Thys Hermann and their very professional team of marshals, have prepared a very challenging route, crossing the Magaliesberg mountain times about 20 times - at least in the C150 it felt like that.

After the usual plotting session that was done in the clubhouse by the Sportsman entries everyone was off. Most crews returned somewhat tired and dis-orientated after the long and difficult route. All aircraft has been fitted with the Air Observer (GPS Loggers) and after the tracks flown were downloaded, the organizers could get the times over checkpoints, track errors, etc, to be used in the scoring program.

The results were available a little while later and were as follows:

Open Class

1	IWD 926	Hans Schwebel	Ron Stirk
2	IVK 1308	Frank Eckard	Quintin Taylor
3	FSH 5194	C van Hoof	P vd Velde

Sportsman Class

1	GVR	T McKerchar	T Booysen
		1720	
2	KUE	M Schwebel	R Moolman
		2186	
3	AHM	E Alexander	Mike
		2986	
4	FTT	T Kluys	A Kluys
		3858	
5	2Y1	Jan van Geest	Gert Baan
		4596	

Unofficial – Precision Practice

1	FDJ	Jan Hanekom	Solo
		1128	
2	FDJ	Dale de Klerk	Solo
		1482	

It was very encouraging to see a number of new teams – clearly with their targets set at next year’s World Rally Flying Championships to be held at Pilansberg. Keep on going guys – it is not that difficult.

The highlight of the day was when Hans Schwebel and Ron Stirk were crowned as the Champions and are now the proud holders of the North West Province Trophy.

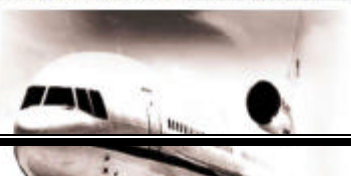
Photos on page 2



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.



WORLD RALLY CHAMPIONSHIPS -PILANESBERG - SOUTH AFRICA 2003

The agreement document was signed in Zagreb, at the last GAC Meeting, last October. The president of GAC, Mr. Pierre Portmann, the secretary-general of FAI, Mr. Max Bishop and Mr. Hans Schwebel, GAC representative for South Africa, signed the document.

This is a very important event and we are privileged to have been given the championship bid. This will of course mean that a huge task lies ahead for SAPFA in the months ahead. Careful and intensive planning under the Championship Director, Jan Hanekom, together with his team, will now take top priority.

We look forward to this prestigious event and wish all those involved "GOOD LUCK!"



THE ABOVE PHOTO WAS TAKEN WHEN HANS WAS IN ZAGREB , CROATIA TO ATTEND THE GAC MEETING IN NOVEMBER 2001.

IF YOU ARE INTERESTED TO TAKE PART IN THIS COMPETITION YOU CAN NOW START PARTICIPATING IN THE RALLY CIRCUIT AS A SECOND TEAM WILL ALSO TAKE PART . IT IS NOT TO LATE ; CONTACT DEON AT 012 2521498 OR 082 7718504

A C S A CUP 2002

Story by Dale de Klerk

Well this was an event that most of us will remember for a long time. After the postponement from last year and the difficulty for organizers to get to Bloemfontein, nobody knew what to expect.

Competitors arrived from Sunday 7th March up until late on Wednesday evening in time for the official briefing. What a turnout, ten open class entries and six sportsman.

Most of us had the opportunity to fly at least one practice route and get to know the area. The maps were surprisingly accurate once you got to understand what's what.

Day one:

The plot was quite easy with only nine checkpoints and the start given to us in advance. This was to avoid anyone starting at the wrong place and interfering with the scheduled flights in and out of Bloem international. We all thought Dave Perelson was joking when he said no one would find more than ten out of a possible twenty en-route photos. I think some of us are still looking for those alien dwellings. And then there was the famous church at checkpoint seven. A real church about one mile right of track distracted most of us. Some realized there mistake found the ruin at the correct checkpoint and some didn't. The final results for the day were;

Open class.

- 1st Nigel & Dale with 765 penalties.*
- 2nd Barry & Mary with 780 penalties.*
- 3rd Hans & Ron with 1332 penalties.*
- 4th Frank & Quinten with 1561 penalties.*
- 5th Rob & Rynier with 1587 penalties.*

Sportsman:

- 1st Kluyts Father & son with 1754 penalties.*
- 2nd Ernie & George with 2174 penalties.*
- 3rd U K team Green with 2432 penalties.*

What a wake up call ? The G P S loggers had taken their toll and Deon certainly didn't make the rest any easier.

Day two:

The route was a little longer with more checkpoints but still easy enough on the plot. The start was at the same place which made it easier, except for one lonely pilot and his navigator who flew off the map and eventually took thirteen minutes longer than anyone else to find it. Most of us were now wide-awake and except for two checkpoint photos in dispute we all flew a better rally. Unfortunately no one had told (or no one had read the rules) Mike Cathro and Ernie Alexander that procedure turn's were only used in precision flying. This cost them dearly with 200 penalties per turn. The results for day two were;

Open class.

- 1st Nigel & Dale with 632 penalties.*
- 2nd Hans & Ron with 853 penalties.*
- 3rd Frank & Quinten with 972 penalties.*
- 4th Barry & Mary with 1338 penalties.*
- 5th Walter & James with 1764 penalties.*

Sportsman:

- 1st U K Team green with 1282 penalties.*
- 2nd Kluyts Father & SON with 1370 penalties.*
- 3rd Ernie & George with 1652 penalties.*

Ted and Tino were convinced that the logger was cheating. The chief marshal, Thys put in some overtime and superimposed the logger track onto a map and proved yet again that these electronic devices can't think for themselves. Sorry Ted, that T-junction looked similar but it wasn't the correct one. The landings were done all at once at Tempe airfield on Friday afternoon. Conditions weren't great but everybody managed their three landings and except for a few hops and bounces, all went well.

Landing results; Open class.

- 1st, Nigel & Dale with 20 penalties.
 2nd, Hans & Ron with 70 penalties
 3rd, Frank & Quinten with 110 penalties.
 4th, Ted & Tino with 160 penalties.
 5th, Claude & Francois with 230 penalties.

Sportsman:

- 1st, Kluyts Father & son with 80 penalties.
 2nd, Ernie & George with 200 penalties.
 3rd, U K Team green with 290 penalties.

Nigel & Dale had now built up a lead but the pressure was on between Hans & Ron and Barry & Mary for 2nd place.

Day three:

A short route again with a very easy plot. And even the en-route photos were clearer, what a relief. This time Chris & Peter actually found the start, the finish **and most** of the checkpoints. It just goes to show, keep on trying. Except for the monument at checkpoint one that we all flew straight over without seeing it, we all found our way round the route and back to Bloem international. What a tough competition. One thing for sure, everybody had fun. Not to mention the evenings around the braai. Final results were made public at the awards dinner on Saturday evening.

Open class:

- 1st, Nigel & Dale with 1673 penalties.
 2nd, Barry & Mary with 2731 penalties.
 3rd, Hans & Ron with 3111 penalties.
 4th, Frank & Quinten 3977 penalties.
 5th, Mike & Mark 6222 penalties.

Sportsman:

- 1st, Ernie & G. Brink 862 penalties.
 2nd, Farther & Son Kluyts 3540 penalties.
 3rd, U K team Green 4242 penalties.

From all the happy faces at the awards dinner one could tell that everyone enjoyed the rally. Special thanks to the organizers who set up a fantastic event and put in many hours of work. An even bigger thanks to SAPFA and our sponsors ACSA without whom we simply could not have such an event.

Congratulations to all the competitors, especially Ted & Tino who were awarded their Northwest Provincial Colours.

We look forward to see you all at Brits on 16 May 2002 for the Precision Championships.



THE SOUTH AFRICAN CHAMPIONS
NIGEL HOPKINS
DALE DE KLERK



2ND PLACE ; **BARRY DE GROOT & MARY DE KLERK**



BLOEMFONTEIN AIRPORT

TO ALL MEMBERS OF THE AVIATION INDUSTRY IN SOUTH AFRICA

MOST IMPORTANT

PETITION AGAINST THE CAA'S PROPOSED FEES INCREASE

Enclosed please find a copy of a petition form which is being compiled by the "Big Three" (Commercial Aviation Association of Southern Africa [CAASA], the Aircraft Owners and Pilots Association, and the Aero Club of South Africa) to urge the Board of the Civil Aviation Authority to stop the CAA's proposal to impose a massive fees increase on July 1. Full details of this increase are contained in the April edition of *World Airnews*. The magazine is assisting the Big Three in their campaign.

If the petition to the Board is not successful, the Big Three intend taking this right to the top in government. In reality, this petition will provide valuable ammunition for what is becoming a fight for survival. General aviation is already suffering badly from the effects of high fees without more being imposed. If this fees proposal is allowed to go through, the industry could wither and die. It is up to all concerned to stop the proposal in its tracks. This must be done *NOW*!

We are calling on you to make a very special effort to get everyone in your organisation who agrees with the objectives of this petition, from cleaners to executives, to sign this petition as the fees issue is a crisis which affects *everybody* in the industry. If we do not fight this hard and immediately, we could lose the aviation industry as we know it today. This applies to all sport, private, training, corporate and commercial flying and along with it, AMOs, sales, equipment, avionics *et al*. It will affect us all!

Getting people to sign the petition may take some of your time, but you can rest assured that it will be time well spent. Everyone who is even remotely interested in aviation could be affected if the fees are increased. If you require more forms, please phone me and I'll get them to you pronto.

CAASA's official journal, *World Airnews*, is also playing its part in getting the petition signed. *World Airnews* will be enclosing a petition form with each copy of the May edition for its readers to sign. Remember, the more signatures, the more powerful will be the ammunition supplied to the negotiators when they take on the board and/or government. We need every signature we can get. Please do not put this off "until tomorrow". The Big Three need action now!!!

When you have completed the form, please follow the instructions on the bottom by faxing it immediately to CAASA and then post the original to the association. Remember, the Big Three must have the originals to prove their point. *At the bottom of the form, please print the name of the area in which the form was signed, e.g. Cape Town etc. so the negotiators have a guide as to the "spread" of signatures throughout the country.*

Thank you for your co-operation.

Assisted by:



CAASA'S OFFICIAL JOURNAL



IMPORTANT

Petition against the current high fees and the planned increases as proposed by the SA Civil Aviation Authority for introduced on July 1, 2002. If you feel that these increases are unwarranted and if you feel that the whole future of the general aviation industry is being threatened by these increases, now is your chance to voice your concern and opposition by signing the petition below:

PETITION TO THE SA CIVIL AVIATION AUTHORITY'S BOARD OF DIRECTORS

1) We, the undersigned members of the South African aviation industry, totally oppose any increase in fees levied by the Civil Aviation Authority in respect of the services rendered. We also demand that the CAA pay immediate attention to the current poor level of service and delivery it provides.

2) We demand that the Civil Aviation Authority be held accountable to the users for its expenses in accordance with normally accepted corporate governance principles.

3) We are particularly perturbed by the growing disregard of the regulations by fellow aviators who, because of the high fees and poor service, are avoiding safety requirements. We are concerned about the negative impact this is already having on general aviation safety.

	<u>Name</u>	<u>Signature</u>		<u>Name</u>	<u>Signature</u>
1			11		
2			12		
3			13		
4			14		
5			15		
6			16		
7			17		
8			18		
9			19		
10			20		

When this form is completed, please fax it immediately to the Commercial Aviation Association of Southern Africa [Fax No. 011-805-0599]-and then post the original to the association at PO Box 7283, Halfway House, 1682. This must be done as soon as possible please. Deadline for receipt of these forms is Friday, May 10.

Membership of SAPFA - what has changed.

As an organisation Aero Club and its power flying affiliate SAPFA have not been well supported by pilots. Apart from controlling sport aviation it was felt that these organisations did not have a major roll to play in general aviation. Those were the good old days when landing fees were R2 and avgas was cheaper than petrol.

The environment has changed dramatically since those good old days. CAA, ACSA and ATNS have been commercialised (the term used by government for any state institution that is expected to generate its own revenue). The rand has depreciated dramatically and the government regards general aviation as "rich boys with expensive toys". In this environment pilots need strong representation to fight off the attacks that have come and are sure to continue.

People like CAA will only listen to persons who can demonstrate that they represent pilots in large numbers. Pilots can no longer expect that their interests will be looked after without them becoming involved. It is no use complaining about cost increases if you do not even support the body that represents you by becoming a member. For this reason it is becoming important for pilots to join an entity that will represent them.

Aero Club/SAPFA is a member of the CARCOM committee of CAA and the fee fixing committees of ACSA and ATNS but can only represent you if they have numbers of members to show that they do represent general aviation.

Article by Chris Booysen , Treasurer and

Committee member of SAPFA:

CAA FEES

The April edition of World AirNews contains details of the new CAA fees that will be introduced with effect from 1 July 2002. These fees are from double to twenty two times the current fees. CAA has also generated a list of new fees that did not exist before. Examples of the fee increases are (current fee in brackets): Annual licenec fee - R500 (R150), CPL - R650 (R200), MPL - R550 (R100). The liste of increases is endless.

At the end of the day these increases will make general even more expensive. There are new fees - eg R600 annual fee to be a senior medical examiner. This cost will no doubt be passed on to the pilots. CAA have also indicated that they are not obliged to take into account any consultations or input form the aviation industry. The open door policy of Trevor Abrahams has proved to be a sham.

The "Big 3" (CAASA, AOPPA and Aero Club) have decided to petition the board of CAA. A copy of the petition is included in this newsletter. Please get involved and add your signatures - it if for the survival of your industry.

Part 61 of the CARs

Part 61 of the Civil Aviation Regulations was released in September last year for comment. Comments had to be submitted to CAA before the end of November so that they could be presented to the Civil Aviation Regulations Committee (CARCOM).

SAPFA formed a small committee to review Part 61 on behalf of its members. Jan Hanekom, the chairman of SAPFA also attended the CARCOM meeting to put across the viewpoint of general aviation pilots.

Except for one item the comments made by SAPFA were either incorporated in the revised Part 61 or were convinced that the regulation should stand as proposed. The main disagreement related to part 61.03.11 wherby a pilot (without a valid IF rating) will have to undergo one hour of instrument training every six months to keep his night rating valid to carry passengers. We believed that competency for a night rating could be maintained if a pilot performed a specified number of landings at night within a specified period. Unfortunately CAA did not agree and CARCOM sided with CAA on this issue.

Chris Booysen