



# The Joystick

VOLUME 7

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OCTOBER 2002

## Letter from the Chairman

We, together with all the other sections, have been offered exhibition space at the recent AAD 2002 held at Waterkloof AFB. All sections pulled together to provide aircraft, hot air balloons, gliders, models, posters and whatever was needed. The hall was manned throughout the exhibition period by section representatives, and it was very good to see the spirit of “togetherness” shown by all. Thanks must go to Dale de Klerk who was responsible for the SAPFA part and also to Bruce McFarlane from Virtual Aviation who has put in a huge effort to put the whole thing together on behalf of Aero Club.

The 15<sup>th</sup> World Precision Flying Championships held in Croatia is now something of the past. I would like to thank all our sponsors – without them it would have been very difficult to send a team to Croatia. I would also like to congratulate the team for achieving an excellent 4<sup>th</sup> overall position as well as achieving Gold for the Landing Competition which is no mean feat. Please read the full article elsewhere.

We are rushing towards the end of 2002 and towards next year’s World Rally Flying Championships to be held here, with great speed and I would like to remind members to support our AGM by being there or by sending in your nominations and proxies.

Keep you wings level.  
Jan Hanekom.



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[www.sapfa.org.za](http://www.sapfa.org.za)



# EVENTS 2002

|               |            |                                  |
|---------------|------------|----------------------------------|
| 09\11\2002    | Brits      | SAPFA Committee Meeting 10h00    |
|               | Brits      | SAPFA AGM 11h30                  |
|               | Brits      | Lunch 12h30                      |
|               | Brits      | New SAPFA committee meeting at   |
|               |            | 13h30                            |
| JULY 2003     | Pilansberg | World Rally flying Championships |
| 12-15\06\2003 | Tempe      | PTAR                             |

## AGM 2002

**PLEASE TAKE NOTE THAT THE ANNUAL GENERAL MEETING OF SAPFA WILL TAKE PLACE AT BRITS AIRFIELD ON 09\11\2002 AT 11H30.**

**PROXY FORMS PROVIDED ON THE LAST PAGE OF THIS ISSUE**

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THE OLD AND THE NEW ; DEON WISHING PAUL BARTER AND THE TEAM GOOD LUCK BEFORE DEPARTURE FROM JAN SMUTS



THE TEAM NEATLY DRESSED FOR THE OPENING CEREMONY

# **15<sup>th</sup> World Precision Flying Championships Croatia July 2002**

## **South Africa Brings Back The Gold** (Story by Adrian Pilling)

The National Precision Flying Team have just returned from Zagreb in Croatia and are pleased to announce that they have succeeded in bringing back the gold medal in the landing section, a magnificent accomplishment, and 4<sup>th</sup> place overall for the tournament. This is the first time that a world event has been run using the new electronic logger system. The story follows.

After an intensive training program lasting months, using the new electronic logger systems - developed here in South Africa, and mental training prepared by Deon Van Greunen from The Network of Training, the team felt that they were ready for the Worlds in Zagreb. The crews (Adrian Pilling – Captain & pilot, Nigel Hopkins – pilot, Barry de Groot – pilot, Jan Hanekom – pilot, Hans Schwebel – pilot, Ron Stirk – international judge & current World Landing Champion and Paul Barter – manager) met at Johannesburg International Airport on Wednesday 3<sup>rd</sup> July, where we had a quick presentation for our new team manager Mr. Paul Barter – who had done a great job of organizing the team thus far. After the sad goodbyes and hugs we all boarded the Lufthansa flight to Frankfurt (thank you to Lufthansa for arranging special deal for the team – no other airline seeing fit to contribute).

After arrival in Frankfurt we changed terminals and then we on our way again to Graz Airport in Austria, a beautiful town situated on the border of Slovenia. The rain was pouring down and we busied ourselves with the paperwork to validate our South African Flying Licences in Austria. This was a necessary step as we were renting Austrian airplanes for the competition. Herr Otto Bauer, a member of the Austrian Flying Team and an former World Landing Champion, met us at Graz and guided us all through the paperwork and the formalities. Everybody was most helpful. We spent many hours looking at the weather radar and after carefully checking where the current front was moving we decided to board our aircraft and head over Slovenia and into Croatia. We were airborne and flying in three rented C150's along with other aircraft containing members of the Austrian and German Teams. The trip was uneventful if a bit interesting due to low cloud and the odd rain shower. The different fortunes of the different countries was evident as we passed over the border with the expensive Austrian houses in stark contrast to the poorer Slovenian houses.

After around an hours flying we were through Slovenian airspace and into Croatian Airspace. We landed at Zagreb where we cleared customs and then departed en mass for the competition airport of Lucko (pronounced Lucho). We arrived on the parallel grass runways and were marshaled to our parking positions. After shut down we wandered across to the main hangar in time to see Ron and Paul arriving by car – they had driven down in two separate rental cars (kindly sponsored by Imperial Rent A Car).

The rest of the team departed for the hotel to sort out the checking in, registration, etc. Adrian & Nigel stayed behind to plot a small route and get in some navigation practice before the light fades (it's light to very late there). They each flew a route and reported to the rest of the team that the map was indeed very accurate but the country side very monotonous, with thousand of little red roofed houses and country roads to navigate around. After a great supper, and chatting to old friends again, it was off to bed.

### **Friday 5<sup>th</sup>**

Up bright and early and off to the airfield to get to grips with flying in Croatia. Paul had purchased three training routes from the organizers and we shared this amongst ourselves. We found that the countryside was very challenging and it was clear that it was easy to make a mistake on this terrain as each valley was similar to the next – forest, fields, houses, forest, fields, houses and so on – wow this is not easy!!!! We flew navigation, all day and shared our landing slot with the French team – this way we got to have a decent landing session each. The runway was very rough but adequate for the event. At the end of the day we had a team session at the hotel, sharing our experiences and giving pointers to each other about the map. This we wrote down on a large piece of paper stuck to the wall in Paul's room. This is something that Dean asked us to do as it improves the group knowledge Ron is quite an artist and he did a drawing each day of what was the funniest happening. After a few days the wall was full of drawings and tips – this really helped the team.

### **Saturday 6<sup>th</sup>**

Again up bright and early and off to practice. The team really put in the practice here with each pilot doing at least two navigations and a good set of landings (again we doubled up with the French team, giving us double landing slots). We flew so much that the control tower eventually asked us to stop – we certainly were getting our money's worth.

Back at the hotel we had a small presentation to ourselves (we were running an internal competition and each person won an award for the most improved performance in various categories: Hans – best track keeping, Barry – best landing improvement, Jan – best landing technique, Nigel – Best observation, Adrian – best timing, and Ron & Paul – special thank you cards). Hans won the Best Overall Improvement Award for the day and won the pot (we all put money into a pot and the most improved won it), and so the drinks were on Hans. We celebrated by going to town and finding a good restaurant.

### **Sunday 7<sup>th</sup>**

This was the day of the official opening ceremony. We all took the opportunity to sleep in and then off to the airport for the ceremony. After the teams marched to the standing area (each with their own drum majorette), and the dignitaries had said their bit, the air display began. As the cloud was low the air display was close to the ground and very impressive indeed. The Mig 21 was particularly impressive as was the Austrian Aerobatic Team – these boytjies were good and their formation flying world class. After the event it was back to the hotel to watch the Grand Prix. That evening was the official briefing attended by all in the hotel. A total of 17 countries had entered.

### **Monday 8<sup>th</sup>**

This was the day of the official Landing Practice. Each team could make their four allotted landings and then that was it for the day. This we did and then back to town to find something fun to do. We found an old bowling alley, in a sports centre, we got the staff to switch it on and then played 9 pin bowling – it's a little different to 10 pin, and there are no finger holes in the balls. We had a great time and were able to relax before the commencement of the competition the next day.

### **Tuesday 9<sup>th</sup>**

Navigation One – this is where it all happens. The pilots walked into flight planning – each in accordance with our allotted time. The flight planning was really difficult (normally an easy exercise) with the organizers giving us long legs and high winds (23knots) to work with! Needless to say there were many flight planning penalties at the end of all this. Ron was in charge of checking all the pilots as we came in – it was nice to see a friendly face.

The route was tough and for most of us we found the photos difficult to find (taken directly on track and from above), it took us a while to get used to this. The new loggers were working well and this new electronic system meant that the organizers were able to insert no less than 15 timed points – wow a whole new ball game.

After many protests and complaints – to do with the new logger system – the results for the day were finally published late into the night. Nigel had done magnificently with a 2<sup>nd</sup> place for the day, Adrian 18<sup>th</sup> (battled with observation for the first part), Hans 29<sup>th</sup>, Barry 31<sup>st</sup> and Jan 40<sup>th</sup> (had flight planning penalties). The new rules meant that you kept the best two of three navigation days so today was interesting but still no picture emerging about who would be placed where on the final day.

### **Wednesday 10<sup>th</sup>**

Wow more of the same except that the start order was swapped around the later pilots of yesterday going earlier. The format was the same and the route took us over some seriously hilly areas. This route was very difficult, with ground markers cunningly positioned in step valleys.

After all the crews returned it was off to the hotel to await the results. A similar situation to the previous day occurred. Later in the evening the results were published. It was interesting to note that Nigel and Adrian were only 19 penalties apart but due to the closeness of the competition their positions were as follows; Nigel 9<sup>th</sup>, Adrian 13<sup>th</sup>, Jan 34<sup>th</sup>, Hans 40<sup>th</sup>, Barry 44<sup>th</sup>. The winner of the day coming in with an incredible 1 photo missed and only 18 seconds out over 15 timing points – wow!

Still there was no picture emerging as the two best navigations counted. However tomorrow was the landings and we are traditionally very strong in this and so we had a real chance to make up some positions.

### **Thursday 11<sup>th</sup>**

Official landings day. After 5 hours of delays where the organizers had to layout the landing grid three times, due to tailwinds, we finally got underway. To cut a long story short by lunch time – after we had completed two of our four landings – we as a country were well in front. Nigel had got two bingo's, Adrian a bingo and a Plus 1, Jan was up there and Hans and Barry were not far behind. Ron, who was still the reigning World Landing Champion at this time, was rooting for us in a big way. By the time the landings recommenced, using a right hand circuit now as opposed to the left hand circuit earlier, there were only four people who could win this trophy – Nigel (South Africa), Adrian (South Africa), Bats (France) and Bauer (Austria). There was all to fight for.

There were many comments about the South African landing technique. You could see when a South African was coming in – we were high and controlled. The rest of the world was impressed. Soon it was back to the line and the competition recommenced. Nigel Flew early and scored a Minus 1 and a Bingo. Now was the nail biting section as he was sitting with 4 penalties and the Frenchman was still to fly. Bats did a bingo and another. This gave him joint equal points with Nigel, (however the way that the score is calculated the Frenchman is positioned first – it's not fair but these are the rules). Herr Bauer did his set but had a bad landing and was no longer in contention. Then the only person left was Adrian – depending on his performance – he could win. Adrian got airborne and his landing was a close Plus 2 and Plus 1 – very close but not quite good enough- giving Adrian the 2<sup>nd</sup> place in penalties, but because of the rules the Frenchman wins the trophy, Nigel came 2<sup>nd</sup> and Adrian 3<sup>rd</sup>. These incredible scores are all below 10 penalties – world class by any standard. We anxiously waited for the other members of our team to complete their landings. Hans and Barry did a good set and Jan did us proud – achieving 10<sup>th</sup> place overall – his first top 10 achievement in a world event. This was smashing news as this meant that South Africa won the Gold Medal in Landings – we won it out the park beating the Czech team who had more than double our penalties, and France was third. We won the coveted New Zealand Landing Trophy – only the second country to do so.





## 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.



This means that we have stamped our authority in the field of world landings – in the past few years we have achieved 1<sup>st</sup> place, 2<sup>nd</sup> place, 3<sup>rd</sup> place both as individuals and as countries. We really do dominate the landings now.

### Friday 12<sup>th</sup>

The day of the 3<sup>rd</sup> navigation. We decided to give this a really good tonk. Nigel and Adrian went for broke, the rest of the team trying a more conservative approach. The visibility was not the greatest and the winds were blowing up to 19 knots over the mountains. To put it bluntly for us it was a disaster, many of us missed timing gates and consequently we were blown out. The notable exception was Barry who had a good day and came first out of our team for the day as well as getting himself a 21<sup>st</sup> place overall for the day.

Later that night the results for the day were released and wow – what incredible scores the locals had got – the winner of the day was Lubos Hajec (Czech Team) with a perfect observation score as well as only 8 second out for the day – this was a real eye opener for us, the former eastern block countries firmly occupying the top eight positions for the day. Oops – we will have to wait for the final day before knowing our positions (there were some protests outstanding so we did not know the final scores).

We celebrated the completion of the event and had a fun evening in the hotel.

### Saturday 13<sup>th</sup>

A fun day for us as we decided to fly to the Adriatic coast and see the coastline. Barry drove back to Graz to collect his girlfriend (Sam), and Hans and Jan took the tour into Zagreb. The flight to the coast was spectacular, after passing more of the same countryside we flew over the last mountain at 4500 feet and then descended down to the Adriatic. We flew over islands for about 30 minutes eventually landing on a rough strip on the island of Unije – a perfect little jewel – comprising around 60 houses, a small harbour and 2 restaurants. We swam in the sea and walked around the village. After calamari (very fresh) we flew around the Adriatic and then back home to Zagreb.

It was whilst back there that we got the message that Barry & Sam could not get through the Slovenian border and were effectively barred from coming back for the Awards Dinner that night. We tried everything – calls back and forth to the customs officials and more – but nothing helped. Eventually we went into the final awards dinner without Barry.

At the awards dinner the results were announced, after the final protests had been heard and a few last minute corrections to the scores were processed. They were:

### INDIVIDUAL RESULTS (Overall)

|                                  |                     |     |
|----------------------------------|---------------------|-----|
| 1 <sup>st</sup> Place            | Lubos Hajec         | CZE |
| 2 <sup>nd</sup> Place            | Janusz Darocha      | POL |
| 3 <sup>rd</sup> Place            | Predrag Crnko       | CRO |
| 4 <sup>th</sup> Place            | Krzysztof Wieczorek | POL |
| 5 <sup>th</sup> Place            | Nigel Hopkins       | RSA |
| The rest of our positions were:- |                     |     |
| 15 <sup>th</sup> Place           | Adrian Pilling      | RSA |
| 32 <sup>nd</sup> Place           | Barry de Groot      | RSA |
| 36 <sup>th</sup> Place           | Hans Schwebel       | RSA |
| 41 <sup>st</sup> Place           | Jan Hanekom         | RSA |

### TEAM RESULTS (Overall)

|                       |                |  |
|-----------------------|----------------|--|
| 1 <sup>st</sup> Place | Czech Republic | Lubos Hajek, Jiri Filip, Michal Filip                  |
| 2 <sup>nd</sup> Place | Poland         | Janussz Darocha, Krzysztof Wieczorek, Wacław Wieczorek |
| 3 <sup>rd</sup> Place | Croatia        | Predrag Crnko, Zelimir Trifunovic, Andrej Bagar        |
| 4 <sup>th</sup> Place | South Africa   | Nigel Hopkins, Adrian Pilling, Barry de Groot          |
| 5 <sup>th</sup> Place | Austria        | Hubert Huber, Otto Bauer, Johann Gutmann               |

### LANDING RESULTS (Individual)

|                       |                |     |
|-----------------------|----------------|-----|
| 1 <sup>st</sup> Place | Patrick Bats   | FRA |
| 2 <sup>nd</sup> Place | Nigel Hopkins  | RSA |
| 3 <sup>rd</sup> Place | Adrian Pilling | RSA |

### LANDING RESULTS (Team)

|                       |                |   |
|-----------------------|----------------|---|
| 1 <sup>st</sup> Place | South Africa   | Nigel Hopkins, Adrian Pilling, Jan Hanekom      |
| 2 <sup>nd</sup> Place | Czech Republic | Lubos Hajek, Petr Opat, Michal Filip            |
| 3 <sup>rd</sup> Place | France         | Patrick Bats, Joel Tremblet, Bertrand de Greef. |

We had a great time and partied till late. Unfortunately Barry & Sam were still stuck in Austria. We were lucky in that the careful donation of a South Africa T-Shirt was all that was required for us to get a C172 for the morning so that we could fly to Austria and collect Barry & Sam. All was organized amongst much merry making and fun.

### Sunday 14<sup>th</sup>

Our day off. Well Nigel and Adrian were airborne in the C172 and off to Graz to collect Barry & Sam. We arrived at Graz and they were waiting for us. We loaded them up onto the C172 and they flew back with Nigel to Croatia whilst Adrian, having an European passport, drove the car back. Several hours later we were all back at the hotel.

The rest of the team had driven to the coast so we followed them and met up at KRK Island – one of those incredibly beautiful places you see once in a lifetime. The journey took forever as the roads are small and this is a popular area. We arrived late in the afternoon just in time to have a brief walk around one of the villages, grab a pizza and then it was back in the car for the 6 hour trip back. We stopped on the way and had a braai at one of the eating houses. We all got back into the hotel very late.

### Monday 15<sup>th</sup>

Up bright and early and off to the airfield. The three aircraft flying back to Graz and Adrian and Hans (European passports – just in case) driving back, Barry and Sam departing on their own holiday trip. Within a couple of hours we were in Graz and had the planes sorted out. We had a little time to kill so we saw the aviation museum at the airfield and then it was onto the plane for the trip to Frankfurt.

In Frankfurt Hans arranged for members of his family to show us around his home town. .

This was great and then back to the airport for the trip home.

So ends another world event.

We had a great time and all went very well. A special thanks must be said to Lufthansa for their great service and help, Imperial Rent A Car for their vehicle assistance, Brits Flying Club and many special members (you know who you are) for helping the team in their training, Imperial Bank as always, SAPFA, Deon Van Greene and Neil Summers for their help, Midmacor for our uniforms, Flying Academy for their facilities and last but not means least the wives and girlfriends for putting up with us.

In order to raise funds – Hewlett Packard – have donated an amazing laptop that is being raffled. Thanks to them for this – please contact us at SAPFA 012-6667109 for your ticket – the draw is still two months away. A special thanks to the following who have bought more than one ticket each - Wings 'N Things, Midrand Aircraft Maintenance and Alton Air Services. Come on guys buy a ticket and help us.

Don't forget next year is the World Rally Flying Championships in Sun City – watch us win the gold there for everything. We need your support.



THE TEAM HARD AT 'WORK'



NIGEL HOPKINS & PARICK BATS



## FLYING THE MUSHSHAK



So there I was – securely strapped into the MUSHSHAK with a 5-point harness and a very big smile on my face. How did I get here?

During AAD 2002 at Waterkloof, I was introduced to Mr Hashim Dockrat of Uni Group Holdings, the official agents for the Pakistani built aircraft. When told about my precision flying involvement, they have invited me to come and fly the Mushshak at Wonderboom - an invitation I immediately accepted. The Mushshak is actually a version of the Swedish Saab Safari and manufactured under license in Pakistan. The one we flew here is the military version, with hard points under the wings and armament switches on the panel – very nice to wipe out unwanted marshals at Checkpoints!

The configuration, with its “shoulder” wings and T-tail seems strange when you look at it first, but get into the cockpit and you have unlimited 360 degrees vision. The airframe, the controls, robust landing gear, and about everything you can think of on this AC spells “heavy duty” and “built to last”. The cockpit is big and the instrument panel very impressive. The luggage area with a separate door is huge and can take 120KG – I believe they also put a 3<sup>rd</sup> seat in there.

We fired up the 200HP fuel injected Lycoming and taxied out. I was in the left hand seat and as Walled Qureshi, the test pilot, was also a very experienced instructor, he gave me the left hand seat and I was allowed to do all the flying. The throttle on the left and the stick felt very comfortable although I am your typical “left hand on the yoke and right hand on the throttle type of pilot. Immediately after take-off and climbing at about 600ft/min at 75 Kts, it became apparent that this is a very nice precision and rally AC.

The view to the left, straight ahead, and to the right was unbelievable. It was like sitting in a helicopter. I also found it very easy to trim for a “hands off” flight which leaves one a lot of time for map reading, spotting photos and markers, etc. Kicking in a bit of right rudder and left aileron makes it even better – straight down visibility! I then tried to time respective myself into one or two imaginary Checkpoints, and although the speed (we were doing about 80kts IAS at the time) was not what I was used to, it was easy to descent and climb, or weave a bit in order to be on target time wise



View to the left and down



View to the right and down

We also had time for two landings and here I have first tried to simulate our Obstacle Landing which is in essence a short field landing where you come in high, very slow, with full flaps and power. I thought it might be a problem with the T-tail, but I had very good rudder and elevator control, with the stall warning going and indicating about 50Kts.

Then I tried one of our flapless glide approaches where one has to cut to idle abeam the touchdown point at a 1000ft agl. Best glide speed of 75 was easily maintained and the sideslip was very effective (remember no flaps with this landing in a competition) in maintaining the correct “glide slope” to the imaginary 2-meter wide zero line next to the line of approach lights. Well even our experienced test pilot agreed that it was a Bingo or very close to one.

The fun part of the Mushshak is that it is also fully aerobatic with a load factor of +6 and -3. So when you go home after winning the day’s competition you can indeed do your victory roll! Waleed did not hesitate to demonstrate its aerobatic capabilities to me.

Unfortunately we only had time for a loop and an aileron roll, which is done from an entry speed of 140 Kts and completed very smoothly with just under 4 G’s shown on the G-meter. The agents are currently working on various ideas of how and when to bring “civvies” models in that will be for sale – so keep a good lookout for this aerie!

## **Eastern Province Rally Championships - 22-23 September 2002**

Most pilots consider themselves lucky to have an understanding family who let them take the day off to go flying, but a two-day rally which turns into a four day affair with travelling and over a long weekend takes a little more suss. I engineered that we take a week long family holiday at Kob Inn near East London, which is a little over three hours in the 182. This would give me the opportunity to sneak off to PE for the EP rally champs.

With the family settled and after a few days relaxing on the beach I set off for PE on Saturday 21 Sept armed with my 182 and the necessary rally paraphernalia. The coastal weather was not playing the game and after being forced to land at 43 Air School in Port Alfred, the heavens really opened. Miraculously after 3 hours the weather cleared and I arrived amid overcast conditions at the Algoa Flying Club in time to meet my fill in navigator, Neil Hattingh, whom I had not even met before. I had also not flown in the PE area and was flying in a 182, as my Wag (Cub) was a little slow to make the PE trip.

Day 1 Sunday 22 Sept – Sunday morning dawned with typical coastal rain and intermittent squall conditions with low overcast cloud over the inland high ground. It did not look like much flying would take place. All start times were postponed by 3 hours and finally the weather played ball. The experience of Dave Perelson saved the day in that he had predicted that the weather could play a major factor and had planned a short rally and a long one for the two days. Given the remaining time left the short rally was chosen which initially followed the coastal route over the picturesque Algoa Bay, before turning inland to Nanaga, Paterson, and Kirkwood, before returning to PE via Uitenhage. The two National teams of Stirk/ Schwebel and De Groot/De Klerk proved too strong for the rest of the field with both teams scoring under 500 points with Stirk/Schwebel just edging ahead.

They were followed by the rest of the pack with 3<sup>rd</sup> place going to the Van Vuurens, a local family duo scoring 2086 points. We were really disappointed with our performance and turned for checkpoint CP9 at CP7 missing two CP's for full penalties resulting in 6<sup>th</sup> place in the Open Class. I noted a little smugness from Wally Walle who had come in ahead of us. Well done Wally !

The Sportsman Class was having a jolly time with a lot of young talent from Progress Flying School participating for the 1<sup>st</sup> time. A royal battle was taking place behind the 1<sup>st</sup> and 2<sup>nd</sup> teams scoring 1001/1048 respectively with the rest of the field trailing a further 1500 odd points adrift.

A great day's flying with 11 checkpoints including start to finish. If I thought we had been blooded on day one I'd have to think again. Third place behind the national teams was still an achievable target. Watch out Wally!

### **Day 2 – Monday 23 September**

The weather played ball for a change with sunny skies and calm wind conditions. The longer rally would take off in time. The organisers decided that a taste of international standard would prepare some competitors for the upcoming World Champs in July 2003. The navigators were set a really difficult plot with 17 checkpoints including start and finish. Some plotted throughout the route which immediately ventured inland to Kirkwood and on to the mountainous region north of Patterson eventually heading south east toward Alexandria before turning for home to intercept the coast at Blue Water. The organisers also introduced checkpoints that were not on the map and these had to be established from the plotting point, which was always a map feature. I believe that this is what can be expected at an international event, which really adds to the workload. The pilot also has to be a lot sharper in terms of timing to the checkpoint as a visual would only be established late in the leg and sometimes not at all as was evident from the number of missed checkpoints.

The top teams of Stirk/Schwebel and De Groot/De Klerk again proved too good for the others with De Groot/De Klerk just edging out their rivals on a technicality due to a logger problem.

We managed to pick up a few positions by beating Wally into 4<sup>th</sup> place, but our hope for a third place recovery was dashed by the Van Vuuren brothers, who in our view had a better local knowledge advantage - some excuse is better than none. Hats off to my navigator, Neil who plotted the whole route perfectly – Talk about being cool under pressure...!

The battle in the Sportsmans class went to the Russian team, piloted by Velekorodney who managed to maintain the classy performance of Du Plessis/Viner who narrowly led on the opening day.

The rally closed with a Spitbraai held at the Algoa Flying Club. The locals were fantastic and showed their flair for good old East Cape hospitality. Dave Perelson and Chris Booysen must be singled out for their organisation and enthusiasm in what panned out to be a great aviation experience. I was disappointed at the poor showing of crews from the other parts of S.A. but I guess costs of aviation today prohibit participation at away events.

Ernie Alexander



## Official Results

### Eastern Province Rally Flying Championships, Port Elizabeth, 23rd September 2002

#### Open Class

| Position | Reg | Pilot        | Navigator    | Mkrs | Flight | Photos | Day 1 | Day 2 | Total |
|----------|-----|--------------|--------------|------|--------|--------|-------|-------|-------|
| 1        | CLR | B de Groot   | M de Klerk   |      |        |        | 471   | 1343  | 1814  |
| 2        | KSF | H Schwebel   | R Stirik     |      |        |        | 442   | 1563  | 2005  |
| 3        | MXS | A van Vuuren | M van Vuuren |      |        |        | 2086  | 2902  | 4988  |
| 4        | DOS | E Alexander  | N Hattingh   |      |        |        | 2692  | 2910  | 5602  |
| 5        | CLR | W Bond       | M Biermann   |      |        |        | 2310  | 3892  | 6202  |
| 6        | KSF | W Walle      | J Lidderd    |      |        |        | 2064  | 4364  | 6428  |

#### Sportsman Class

| Position | Reg | Pilot           | Navigator     | Mkrs | Flight | Photos | Day 1 | Day 2 | Total |
|----------|-----|-----------------|---------------|------|--------|--------|-------|-------|-------|
| 1        | LHK | R Velikorodny   | M             |      |        |        | 1048  | 1439  | 2487  |
| 2        | YLU | M Du Plessis    | N Viner       |      |        |        | 1001  | 2798  | 3799  |
| 3        | OVY | M Venter        | P Lappersonn  |      |        |        | 2484  | 2550  | 5034  |
| 4        | AVF | M Spearpoint    | R Thomas      |      |        |        | 2142  | 3150  | 5292  |
| 5        | LHK | R Carrie Wilson | G Faul        |      |        |        | 1984  | 4404  | 6388  |
| 6        | FNK | L Durham        | G van der Pol |      |        |        | 3800  | 5088  | 8888  |
| 7        | FNK | J Songa         | F Madzi       |      |        |        | 4672  | 5516  | 10188 |

Ernie Alexander  
0833268819



PHOTOS FROM THE PTAR THAT COULD NOT FIT INTO THE PREVIOUS EDITION OF THE JOYSTICK

**IMPORTANT NOTICE**

NOTICE IS HEREBY GIVEN THAT THE **SAPFA AGM** (ANNUAL GENERAL MEETING)  
WILL BE HELD AT BRITS

**Date: 9 November 2002**

**Time: 11h30**

**Venue: Brits Flying 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 Brits**

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.

| <b><u>Current committee members</u></b> |  | <b><u>New Nominations</u></b> |
|---|--|-------------------------------|
| Jan Hanekom (Chairman)                  |  |                               |
| Barry de Groot (Vice-chairman)          |  |                               |
| Chris Booysen (Treasurer)               |  |                               |
| Don Macintyre (Secretary)               |  | Vacant                        |
| Ron Stirk                               |  |                               |
| Deon van den Berg                       |  |                               |
| Walter Walle                            |  |                               |
| Hans Schwebel                           |  |                               |
| Dicky Swanepoel                         |  |                               |
| Dave Perelson                           |  |                               |
| Wyndnam Ferreira                        |  |                               |