



The Joystick

VOLUME 8

ISSUE 2

AUGUST 2003

Letter from the Chairman

This will certainly be a year that we all will remember for a long time to come.

Not only did we have a good turnout at this year's President's Air Race, but we were also blessed with wonderful weather for a change. I would like to thank each and everyone, including all the competitors and organizers for a well-run and well-flown race. Congratulations to the winners.

As you all know by now, SAPFA also had the enormous task of hosting the 13th World Rally Flying Championship at Pilanesberg and Rustenburg. Time flew past and before we knew it, the first of 51 teams started to arrive, after nearly two years of planning. All of us then were totally taken up by the frenzy of getting aircraft from as far as Port Elizabeth, sorting out maintenance problems, organizing accommodation, setting up office, marking runways and a thousand other small tasks. After two weeks of hard work by each and everyone on the organizing team and about 860 hours of save flying, the final Price Giving and Closing Ceremony took place in the Royal Ballroom.

I think I speak for all if I say that the reward for us were to be there and to witness the crowning of our own World Champions in Rally Flying, pilot Nigel Hopkins and Dale de Klerk and to top it all, the SA team also won Gold. Congratulations from all of us.

I would like to sincerely thank the Aero Club, each and every sponsor, marshal, official and obviously all the competitors for helping us to make this the successful vent it was!!

Keep you wings level.
Jan Hanekom.



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



SAPFA EVENTS 2003

24 – 25 January 2003	Brits	Committee “Bosberaad”
22 February 2003	Rustenburg	Inter Provincial Rally (compulsory for WRFC selections)
3 – 5 April 2003		2003 SA Rally Champs
10 May 2003	Rustenburg	Inter Provincial Rally
12 – 15 June 2003	Tempe, Bloemfontein	President’s Trophy Air Race
21 June 2003	Brits	Practice/Club Rally (compulsory for WRFC team)
4-6 July 2003	Brits	WRFC Training Camp
11-13 July 2003	Brits	WRFC Training Camp
<u>26 July – 3 Aug 2003</u>	<u>Pilanesberg</u>	<u>13th World Rally Flying Championships (WRFC)</u>
20 September 2003	Cato Ridge	Inter Provincial Precision
07 November 2003	Bloemfontein Flying Club	AGM 16h00
08 November 2003	TEMPE	Inter Provincial Precision

NOTICE OF SAPFA A.G.M.

7 NOVEMBER 2003 ; 16H00 ; AT BLOEMFONTEIN FLYING CLUB

**SAPFA
COMMITTEE MEMBERS 2003**

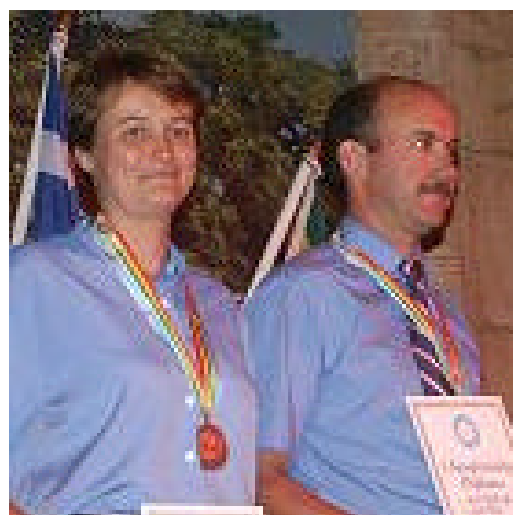
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JAN HANEKOM ;COMP. DIRECTOR



TEAM : GOLD



BRONZE MEDAL WINNERS

NEW WORLD CHAMPIONS

INDIVIDUAL WORLD RALLY FLYING CHAMPIONS CROWNED AT PILANESBURG
ON 2ND AUGUST 2003;

NIGEL HOPKINS ; PILOT

DALE DE KLERK ; NAVIGATOR

TEAM WORLD CHAMPIONS ALSO SOUTH AFRICA

NIGEL HOPKINS ; PILOT (1ST PLACE)

DALE DE KLERK ; NAVIGATOR

ADRIAN PILLING ; PILOT (9TH PLACE)

RENIER MOOLMAN ; NAVIGATOR

CONGRATULATIONS TO THE SOUTH AFRICAN TEAM ON THIS WONDERFULL
ACHIEVEMENT, WE KNOW YOU WORKED VERY HARD TO ACHIEVE THIS GOAL

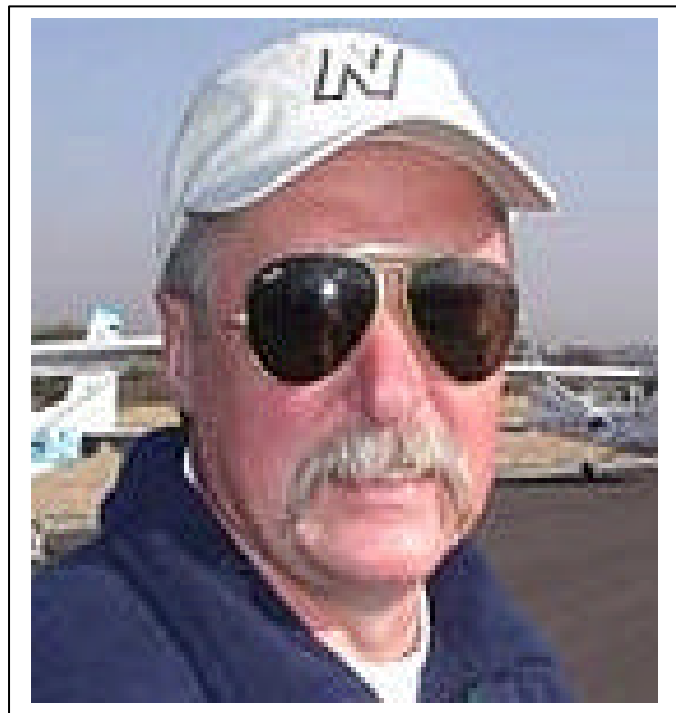
FULL RESULTS AND MORE PHOTOS ON OUR WEBSITE



**NIGEL HOPKINS
DALE DE KLERK
WORLD CHAMPIONS;GOLD MEDAL WINNERS**



**FORMER WORLD CHAMPIONS FROM POLAND
SILVER MEDAL WINNERS**



ANDRE OSWSKI
CHIEF INTERNATIONAL JUDGE



PIERRE PORTMANN
PRESIDENT GAC



WINNERS OF THE 2003 PTAR RAY GLEIMUS AND ADAM PUCJLOWSKI



THE PRESIDENTS TROPHY AIR RACE 2003 by Harry Antel

Pilot: Harry Antel

Navigator: Barry De Groot

The weather for this years Presidents Trophy Air Race was absolutely perfect and so Barry and my flight up to Tempe on Thursday 12 June was a pleasure and the Drakensberg and Eastern Free State were as beautiful as ever. We arrived at Tempe at 12.30 after a flight of just over two hours and spent most of the afternoon entering, refueling, scrutineering and all the other tasks that need to be attended to on the afternoon before the race. By about four we had completed the pre race preparations and went for a couple of cold ones in the clubhouse pub. The briefing was at 6.00 pm and after briefs from the Race Organiser, Safety Officer, Met, the Starters and ATC, we were given the route. The first days route was all to the north of Tempe and was the following: Tempe to Reivilo (137.84 Nm), Reivilo to Schweizer Reneke (64.32 Nm) Schweizer Reneke to Wesselsbron (69.73 Nm) and Wesselbron back to Tempe (72.43 Nm). The total distance was 344.32 Nm. Once we had collected our route sheet we left for our B & B to plot and study the course. Our first problem, when we started plotting, was that we couldn't find Reivilo anywhere. Someone had informed us at the briefing that Reivilo was Olivier spelt backwards, but even this important info didn't help our search. Eventually we managed to find Rievilo in my Aviation Directory for SA and using the co ords we found it two maps away from Tempe! The other turning points we found without too much trouble and after about an hour and a half we had plotted the course, recorded all the headings and put markers for our calculated position every five minutes along the course, using our handicap speed of 128.2 knots.

Day one of the race dawned as perfectly as the Met chap had said it would and the wind at Tempe was zero. This year was the biggest entry that I have ever experienced and to try and describe the atmosphere and different feelings that one has being amongst 68 other entrants before the race, and at start up, would be impossible. I did the pre-flight checks while Barry organised the maps, stopwatch, and all the other last minute details that needed to be attended

to. After the preflight I had time to get the remaining ice and dew off the plane and give it a quick last polish, every speed advantage counts in this race! Our take off time was 9:24.00 and so at about 9:00 we got settled in the plane and waited for the start marshal to give us permission to start. We received this permission at about 9:10 and the engine fired immediately and then cut out, I was sure that this had been part of a recurring nightmare I had been having lately! After another prime the engine started and kept running. Because of the unusually cold conditions I was perturbed at the low oil pressure for the first minute or so after start but the pressures were soon up and we were taxiing behind 48 other aircraft, with another 20 following behind us to the start, another experience that you have to be there to appreciate. The start on the first day had been changed from 60 to 30 second intervals, this means that the plane ahead is just airborne before you roll. We took off behind race no. 59, a Cessna 177A (Cardinal). After takeoff it was a matter of holding runway heading until the end of the runway and then a sharp left turn to pick up the heading for Rievilo. After about 10 minutes we overtook the Grumman AA5 that had taken off two ahead of us. Towards the end of this long leg I noticed that the fuel gauge for the back tank was indicating empty after only an hour. This tank had 53 litres at the start and should have completed 1 hour and 20 minutes at my estimated fuel burn of 40 litres per hour. I advised Barry of the position and decided that the gauge may be wrong and so I would run the tank dry. I climbed up to about 300 foot agl and soon after this, at 1 hour and 5 minutes, the engine cut out, after selecting the left wing tank the engine got going again quite soon and I immediately descended again. My mental arithmetic was now going flat out to try and calculate if we had enough fuel to complete the course at this fuel burn of nearly 50 litres per hour! We had calculated our total flying time at 2:40 and so had 1 hour 30 minutes still to go, at 50 litres per hour we would need another 75 litres and we only had 80 litres left!! The pressure was now on me to use less fuel and constantly calculate our position, as to continue at full throttle, or pull back. I leaned the mixture slightly and took an exact time when we changed on to the left tank. I also decided to stay on the left tank and run it dry as well, so that we could then make a final decision as to how we should fly out the last tank. This would mean that we would fly the last part of the race right wing low, but it was worth this flying discomfort to know that we had exactly 40 litres remaining when we changed on to the last wing tank. If the position did not improve we might be forced to throttle back and abandon the race or even divert to a runway before the finish! The Reivilo turning point was the runway at the town and, due to Barry's faultless navigation, we had no problem finding the marshals at this point and set course for Schweizer. On this leg we heard one of the lady race pilots advising that she had a very rough engine in her C182 and she was returning to Reivilo to land and assess the problem. Both Barry and I were impressed by the way she handled this difficult situation and also the safe way in which she returned to Reivilo without any disruption to the other competitors. She got back to Reivilo safely and won a well-deserved award at the awards banquet for the professional way in which she handled the problem. We turned at Schweizer without any problems and ran the left tank out on the next leg to Wesselbron. The fuel position had definitely got better but, as we both felt that we should have at least a 10 minutes reserve, we elected to pull back slightly on the throttle on this leg. The difference in the revs was minimal, about 50 rpm, but I felt that it would make quite a difference to our consumption. Wesselbron came and went and our times were still looking very good. On the last leg to Tempe we noticed that the westerly had started and so, as we were into wind, we elected to get down as low as possible to try and limit the effect of this headwind. About 15 minutes from the finish I calculated that the fuel concern was over and so gave the Grumman its head and we raced to the finish in excellent times, our stopwatch indicated 2:40.15. Our actual time was a gain of 54 seconds on the estimated time for the course. We averaged 128.92 knots, just faster than our handicap speed of 128.2. When fueling the plane we established that we had 12 litres left in the right tank, which equated to 14 minutes at our average fuel burn for the day.

Soon after we finished we heard that two planes had landed on roads because of fuel exhaustion, so we weren't the only ones low on fuel! Fortunately both planes were able to take off again, after refuelling, and both arrived back at Tempe that afternoon. Another casualty on the first day was a Beech Baron that struck three birds causing quite severe

damage to the nose cone and both wing leading edges, they were able to make some running repairs that enabled them to race on day two.

After fuelling we headed back to the B & B and managed to get about two hours kip before the evening briefing at 6:00 again. The briefing was as per normal with Oom Dup and Oom Dors, the official starters for the past 20 odd years, explaining the revised start procedures for day two. The planes now start so that, using the gains or losses of day one and their handicap speeds, they would all theoretically cross the finish line at exactly the same time. Using these

criteria the slowest planes start first and the times between planes could now be seconds! We then were given the route for day two and headed back to the B & B to plot the course.

About then were given the route for day two and headed back to the B & B to plot the course. About an hour into plotting Barry and I were horrified to realise that one of the five maps that we needed for the route was wrong!! At this stage we thought that the race was over for us, as without an accurate 1:250000 map for a big section of the course Barry would have no way of navigating accurately enough for us to be competitive. After a while we decided to check exactly what map number we needed, while establishing this it suddenly became clear that we had used this same map for the first days route, they must have given us a different map instead of two of these maps. Barry always cuts off all the areas of the map that we don't need, so that they are easier to manage in the cockpit space, and I had personally thrown away the cut off pieces the night before. It was unlikely that the piece of this map that we had used on day one would be any help. After another quiet time Barry suddenly said that one of the maps we used had the first very long route to Rievilo going diagonally across it and he didn't think that he would have cut much off that map, and he also thought that it was the map we needed! It was now about 10:00 pm and we returned back to Tempe airfield and the plane, at high speed, as we had left the used maps in the side pouch of the plane. Our concern that we might have problems with the military guards was unfounded, as the guarding standards of the SANDF have obviously not improved since my days in the SADF. We were fortunately not challenged by anyone and quickly took the maps to the light in the marquee to check them. To our utter relief the map that we required was the only whole map amongst the five!! Another 20 minutes back to the B & B and we completed the plotting etc. by about 11:30, about 3 hours after this farmers usual bedtime!

The weather on day two was once again perfect. On arriving at Tempe Barry went to find the start times for the day and I did the preflight and cleaned the plane. I also put a couple of cable ties on the wheel struts to hold the brake pipes flush behind them for less drag, every second seems to count even more on day two! Barry arrived back at the plane with our start time of 10:16.46 and the news that we had come 8th on day one. After studying the results we saw that we were only one minute and four seconds behind the winner and so if we got day two right we could still finish in the top five or so. One worrying fact for me was that our take off time was only three seconds after the plane ahead of us, a Samba with a handicap speed 3.4 knots slower than us, this could make for some interesting take off decisions! The plane started first time this time and we were soon taxiing behind 11 other planes to the start. The adrenaline levels on day two of this air race must be some of the highest that can be achieved. The wait for the Samba's green light seemed like forever and then the wait for our green light felt like three seconds! I had enough room behind the Samba to keep full throttle until rotation, because the turnout was right after takeoff I obviously had to plan to overtake him on the outside and so went left of him in the first turn. To my surprise we didn't catch up to him nearly as fast as I anticipated and I probably lost about ten unnecessary seconds on the first turn because of this. After a few miles we had overtaken the Samba and started counting down the slower planes ahead of us as we passed them. According to our time points we were making good time and by the first turn point at Jagersfontein we were only six seconds behind our estimated time, even with the lost time at the start. The next leg was to Smithfield and we found the rugby field, in the middle of town, with no problem, at this point we were about two minutes ahead of our estimated time and were really pleased with our navigation and height choices on these two legs. The fuel situation was also much better than the previous day and we got 1 hour and 20 minutes out of the 55 litres that we had managed to squeeze into the back tank this time. The third leg took us back over Tempe and we must have been close to the front at this stage as we had passed most of the planes that had started ahead of us. The Tempe leg was into wind and so we got as low as possible and were able to hold on to our two minute gain. From Tempe it was still into the slight wind and so we stayed low to Bultfontein.. After we turned over the cross-runways at Bultfontein we routed for Boshof and elected to stay about 200 foot agl for this leg. We felt that we had a crosswind on this leg and would rather be spot on with the navigation to try and gain a few seconds in this way, right decision because we gained another 53 seconds! At the old Boshof airfield we turned for home and were leading the race at this stage with a very good time. Met had advised a light westerly wind and as it was midday and the heading was 090, we elected to climb to 6200 feet, about 2000 foot agl, to make use of this predicted tailwind. I must say that I had my doubts at this decision, relying on Met predictions is not one of my usual decisions! In the climb after Boshof I used every skill I have ever developed from my hang gliding and microlighting experience and managed to use every bit of lift we encountered during the 2000 foot climb and so hardly lost any speed. Once up at 6200 feet all we could do was keep the Grumman on the step for max speed and navigate as accurately as possible. Quite a normal comment from Barry during the race is "you are about 50 metres left of track, but don't worry just hold this heading for now and I will tell you if it gets any worse", he's incredible with a 1:250000 map!! The accuracy of our maps is also unbelievable, if the map indicates a road to a farmhouse with a right hand turn around a kidney shaped pan, then believe me there will be a farmhouse with a road with a right turn and the pan will be kidney shaped. And if we should be routing over the pan but are 50 metres to the left then Barry would also have seen that! If you are leading this race and fly the last leg at 2000 foot agl it seems to take forever, all you want is it to finish before one of the faster planes, you can hear reporting at Boshof, passes you. When we had Tempe visual and reported two minutes out we were still in front but also knew that some of the planes coming up behind us were doing between 180 and 200 knots!! About five minutes out I started a decent and got the speed up to about 135 knots. The tension, at one minute out, was unbearable as we were still leading and could

see the coke trucks we finish between. At this stage I saw a shadow of a plane ahead and then the plane, a "V" Tail Bonanza had passed us and our 135 knots was useless against his 170 knots. I put the nose down a bit more and we

both held our breath for the last 30 seconds or so as we sped between the Coke trucks into second place, 41 seconds behind the Bonanza. The feeling of coming second in this amazing race is also indescribable. You are parked in the second position with the first five planes and are quarantined and not allowed to speak to anyone or move from the plane until the crew and plane have been searched for GPS's and any other illegal equipment, or mods, that are against the race rules. After about 20 minutes or so all five planes were declared clear and we headed for the pub for a couple of well deserved cold castles to help us wind down. For consistency in this race I feel that Barry must hold the record, this was his third second place and in the past six years he has also achieved a third a fourth and a sixth. To be in the top six over the past six years must surely be some record! That elusive first place must surely come for Barry soon, and hopefully I am able to be part of that team.

The awards ceremony and banquet was held at the Bloemfontein Town Hall and about 300 participants and guests attend this most prestigious event. Barry and I were presented with three awards. We received a most magnificent trophy, in the form of a bronze eagle on a wooden base atop a chrome stand about waist height, for coming first on the second day! We also received the Natal Mercury Floating Trophy, dating from 1937 and presented to Mr W.H. Hullett at the Governor Generals Air Race in that year, for being the first Natal team to finish and The Air Charters Companies of SA trophy for second place overall.

The trip home was quite a squash as the eagle trophy I estimate weighs about 25 kg's and is a real problem to load because of its awkward shape and obvious value. The views on the way home on Sunday seemed even better and brighter to a most satisfied and proud crew in ZS-VYI, race number 30, placed first on day two and second overall in the 2003 Presidents Trophy Air Race.



**BARRY DE GROOT WAS ALSO PART OF THE SOUTH AFRICAN RALLY FLYING TEAM AT THE
WORLD RALL FLYING CHAMPIONSHIPS**

IMPORTANT NOTICE

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

Date: 07 November 2003

Time: 16h00

Venue: Bloemfontein 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 Bloemfontein

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.**

<u>Current committee members</u>		<u>New Nominations</u>
Jan Hanekom (Chairman)		NOT AVAILABLE
Barry de Groot (Vice-chairman)		
Chris Booysen (Treasurer)		
Samantha Rorich (Secretary)		
Ron Stirk		
Deon van den Berg		NOT AVAILABLE
Walter Walle		
Hans Schwebel		
Dicky Swanepoel		
Dave Perelson		
Dick Churley		
Jack Onderstall		

PLEASE fax back to 012-6667343 or e-mail to: mail@sapfa.org.za before 30 October 2003

All nominations will be treated as confidential.



WINNING AIRCRAFT 2003 PTAR BEECH V 35 B

LIST OF AWARDS 2003 PRESIDENT'S TROPHY 12 - 14 JUNE 2003
TEMPE - BLOEMFONTEIN

TROPHY NAME AND DESCRIPTION

BOCK MOOLMAN TROPHY - AWARDED FOR BEST ECONOMY SPEED PER HORSEPOWER

RACE # 22 REGISTRATION: ZU-CCO CREW: RAINER FRIEBOESE - HANS SCHWEBEL
 AIRCRAFT: URBAN AI SAMBA SPEEDS: HANDICAP 124.80 ACTUAL 123.16

A.T.N.S. TROPHY - TO THE YOUNGEST COMPETITOR

RACE # 51 REGISTRATION: ZS-MTR CREW: JOHAN LA GRANGE - YOLANDE LA GRANGE
 AIRCRAFT: CESSNA 210N SPEEDS: HANDICAP 165.00 ACTUAL 160.65

WESTLINE AVIATION TROPHY - TO THE WINNER OF THE SMALL AIRCRAFT CATEGORY

RACE # 22 REGISTRATION: ZU-CCO CREW: RAINER FRIEBOESE - HANS SCHWEBEL
 AIRCRAFT: URBAN AI SAMBA SPEEDS: HANDICAP 124.80 ACTUAL 123.16

DOLPH KRUGER TROPHY - TO THE FIRST HOMEBUILT AIRCRAFT HOME

RACE # 23 REGISTRATION: ZS-WZU CREW: DAVID MANDELL - ROD CRIGHTON
 AIRCRAFT: LANCAIR 320 SPEEDS: HANDICAP 193.40 ACTUAL 196.29

C.A.A. TROPHY - FOR PROFESSIONALISM

RACE # REGISTRATION: CREW:

AIRCRAFT:

MOTIVATION FOR AWARD: KASSIE KASSELMANN & TEAM (BURGUNDY BOYS)

SPEEDS: HANDICAP ACTUAL

KASSIE KASSELMAN TROPHY - TO THE FIRST FATHER & SON TEAM HOME
RACE # 44 REGISTRATION: ZS-MWZ CREW: JACOB PIENAAR - JACOB PIENAAR (SNR)
AIRCRAFT: CESSNA T303 SPEEDS: HANDICAP 176.20 ACTUAL 180.13

BADIAN BOSCH MEMORIAL TROPHY - TO THE FIRST PORT ELIZABETH PILOT HOME
RACE # 23 REGISTRATION: ZS-WZU CREW: DAVID MANDELL - ROD CRIGHTON
AIRCRAFT: LANCAIR 320 SPEEDS: HANDICAP 193.40 ACTUAL 196.29

JOHN SAYERS TROPHY - TO THE CREW OF THE FIRST TURBOCHARGED AIRCRAFT HOME
RACE # 44 REGISTRATION: ZS-MWZ CREW: JACOB PIENAAR - JACOB PIENAAR (SNR)
AIRCRAFT: CESSNA T303 SPEEDS: HANDICAP 176.20 ACTUAL 180.13

PROFESSIONAL AVIATION TROPHY - BEST HANDICAP PERFORMANCE ON DAY TWO
RACE # 30 REGISTRATION: ZS-VYI CREW: HARRY ANTEL - BARRY DE GROOT
AIRCRAFT: GRUMMAN AA1A SPEEDS: HANDICAP 128.20 ACTUAL 130.35

BLOEMFONTEIN FLYING CLUB TROPHY - TEAM WITH LESS THAN 1000 HOURS
RACE # 61 REGISTRATION: ZS-KJD CREW: DEAN DU TOIT - HEIN RAATH
AIRCRAFT: CESSNA 150 AEROBAT SPEEDS: HANDICAP 113.40 ACTUAL 106.16

GATSBY TROPHY - BEST HANDICAP PERFORMANCE ON FIRST DAY
RACE # 55 REGISTRATION: ZS-JYB CREW: RAY GLEIMIUS - ADAM PUCJLOWSKI
AIRCRAFT: BEECH V35B SPEEDS: HANDICAP 165.20 ACTUAL 169.27

PRELLER GERMISHUYS TROPHY - HANDICAPPING COMMITTEE AWARD
MOTIVATION FOR AWARD: THE TP MARSHALL PIET VAN WYK
SPEEDS: HANDICAP ACTUAL

SOUTHERN AFRICA / MOONEY TROPHY - TO THE PILOT OF THE FIRST MOONEY HOME
RACE # 18 REGISTRATION: ZS-CBD CREW: SIMON SYKES - GRAHAM WANSBURY
AIRCRAFT: MOONEY M20C SPEEDS: HANDICAP 144.50 ACTUAL 137.99

CARLETONVILLE TROPHY - TO THE PILOT OF THE FIRST BARON HOME
RACE # 69 REGISTRATION: ZS-OVB CREW: PETER WALKER - MARIUS ELS
AIRCRAFT: BEECH 58 SPEEDS: HANDICAP 199.70 ACTUAL 202.90

BEECHCRAFT TROPHY - TO THE PILOT OF THE FIRST BEECHCRAFT HOME
RACE # 55 REGISTRATION: ZS-JYB CREW: RAY GLEIMIUS - ADAM PUCJLOWSKI
AIRCRAFT: BEECH V35B SPEEDS: HANDICAP 165.20 ACTUAL 169.27

PLACO TROPHY - TO THE PILOT OF THE FIRST PIPER HOME
RACE # 64 REGISTRATION: ZS-NXE CREW: DANA BENSCH - NONE
AIRCRAFT: PIPER PA28RT201T SPEEDS: HANDICAP 154.00 ACTUAL 155.3

COMAIR TROPHY - TO THE PILOT OF THE FIRST CESSNA HOME
RACE # 44 REGISTRATION: ZS-MWZ CREW: JACOB PIENAAR - JACOB PIENAAR (SNR)
AIRCRAFT: CESSNA T303 SPEEDS: HANDICAP 176.20 ACTUAL 180.13

STELLALANDER TROPHY - TO THE FIRST CAPE PILOT HOME
RACE # 23 REGISTRATION: ZS-WZU CREW: DAVID MANDELL - ROD CRIGHTON
AIRCRAFT: LANCAIR 320 SPEEDS: HANDICAP 193.40 ACTUAL 196.29

PHOENIX VOLKSWAGEN TROPHY - TO THE FIRST O.F.S. PILOT HOME
RACE # 44 REGISTRATION: ZS-MWZ CREW: JACOB PIENAAR - JACOB PIENAAR (SNR)
AIRCRAFT: T303 CESSNA SPEEDS: HANDICAP 176.20 ACTUAL 180.13

HOOFSTAD PERS TROPHY - TO THE FIRST TRANSVAAL PILOT HOME
RACE # 55 REGISTRATION: ZS-JYB CREW: RAY GLEIMIUS - ADAM PUCJLOWSKI
AIRCRAFT: BEECH V35B SPEEDS: HANDICAP 165.20 ACTUAL 169.27

NATAL MERCURY TROPHY - TO THE FIRST NATAL PILOT HOME

RACE # 30 REGISTRATION: ZS-VYI CREW: HARRY ANTEL - BARRY DE GROOT
AIRCRAFT: GRUMMAN AA1A SPEEDS: HANDICAP 128.20 ACTUAL 130.35

VINCENT MACLEAN TROPHY - TO THE THIRD PILOT HOME

RACE # 44 REGISTRATION: ZS-MWZ CREW: JACOB PIENAAR - JACOB PIENAAR (SNR)
AIRCRAFT: CESSNA T303 SPEEDS: HANDICAP 176.20 ACTUAL 180.13

AIR CHARTER TROPHY - TO THE SECOND PILOT HOME

RACE # 30 REGISTRATION: ZS-VYI CREW: HARRY ANTEL - BARRY DE GROOT
AIRCRAFT: GRUMMAN AA1A SPEEDS: HANDICAP 128.20 ACTUAL 130.35

WAKEFIELD TROPHY - TO THE FIRST WOMAN PILOT HOME

RACE # 24 REGISTRATION: ZS-FDZ CREW: CHRISTA GREYVENSTEIN - JOHAN VD BERG
AIRCRAFT: PIPER PA28-235 SPEEDS: HANDICAP 139.30 ACTUAL 139.57

VICKERS TROPHY - TO THE COMPETITOR GIVING THE MOST MERITORIOUS PERFORMANCE

RACE # 60 REGISTRATION: ZS-IUJ CREW: MARIE-FRANCE SMIT - FRANCOIS PIETERSE
AIRCRAFT: CESSNA 182 MOD SPEEDS: HANDICAP 140.00 ACTUAL 200.50

NATAL ADVERTISER TROPHY - TO THE COMPETITOR COVERING THE COURSE THE FASTEST

RACE # 111 REGISTRATION: ZS-WBT CREW: LUCAS WIESE - JB BURGER
AIRCRAFT: GLASAIR III SPEEDS: HANDICAP 217.30 ACTUAL 219.76

PRESIDENT'S TROPHY - TO THE PILOT GAINING THE MOST TIME ON HANDICAP

RACE # 55 REGISTRATION: ZS-JYB CREW: RAY GLEIMIUS - ADAM PUCJLOWSKI
AIRCRAFT: BEECH V35B SPEEDS: HANDICAP 165.20 ACTUAL 169.27

13th World Rally Flying Championships 2003

The fact that South Africa were going to compete in a World Championship event on home ground really sunk in when the team was announced just after the S A Nationals at Rustenburg.

This was during the first week of April 2003. The team was:

Adrian pilling & Renier Moolman. 2003 S A Champions, Brits Flying club

Nigel Hopkins & Dale de Klerk. 5 time S A Champions. Brits Flying club

Hans Schwebel & Ron Stirk. Brits Flying club

Barry de Groot & Mary de Klerk. Cato Ridge Flying club

Frank Eckard & Quinten Tailor Gauteng

Walter Walle & James Lidderd Bloemfontein Flying club

"B" TEAM

Robin & Chris Spencer Scarr. Rustenburg Flying club

Ernie Alexander & Wendy Barter. Brits Flying club

The members had a quick meeting and chose Adrian Pilling as the Team Captain and then asked Paul Barter if he would accept the thankless job of Team Manager, which he did.

he did.

A few meetings were held and a training schedule was laid down and the preparations began. We all knew that the only way that we were going to achieve a good result was to put in absolutely everything and a bit more. And did this team put in everything? Guys, (and girls) were travelling from as far as Durban and Bloemfontein almost every second weekend to attend the training camps. The Brits & Rustenburg airspace was a buzz of activity with training and even two inter provincial competitions were squeezed in. Deon v Greunen, our trusty "shrink" offered his services at a rate that we could not refuse, and, did he perform some magic with some of us? (Most of us, I think) It was amazing how he got us to build a team spirit of note in such a short time. The man is a true champion in his own right

By the middle of July we had flown every square mile of the area where the championships would be held. The navigators had plotted more routes in these three months than they would normally in a year. Every aspect of rally flying was covered from every angle you could imagine. WE WERE READY.

On the 25th July, We all booked into the Cabanas at Sun City and got ourselves settled so that we could do what we had been training to do.

28th July. Official practice day.

The first group were up early for breakfast and on the bus at 07:00 on route to Rustenburg airfield. 08:00 was the morning briefing. Everything including the weather looked good and by 09:00 the first aircraft took off. The route was challenging with +/- 19 checkpoints and an away landing at Brits airfield. The navigators had to perform miracles with the plot as somehow a mistake had crept in and all the time sheets were wrong, some legs as much as four to five minutes. Imagine what the pilots thought when the navigator is trying to tell him to fly a course where he has to be accurate to within two seconds, but he needs to make up or lose four minutes in order to be on time. Well everyone got home safely but for a few scarred egos. No result was given for the practice due to the timing error 29th July. Day one.

Again up early for the first group for the 08:00 briefing at Rustenburg airfield. We were assured that the timing had been sorted out but there were many sceptical looks on the competitor's faces. First take off at 09:00 and again a challenging route. The away landing this time was at a dirt strip called "de Putt" near Northam. The only thing that made it difficult for the navigators this time was the degree of difficulty with all the plotting points versus actual checkpoints. The trig beacon at checkpoint 10 made for some interesting discussions, in the cockpit as well as after the flight. There were two beacons close to each other with the checkpoint photo taken of the second one but the actual checkpoint being the first one. With this controversy, the results were only given out to the competitors but no overall standings were published.

30th July. Day two.

Same times again with an announcement at the briefing that checkpoint 10 would be scrapped for the previous day, but still no overall standings. It was a weird sensation competing but not knowing what your actual position was. Again a challenging route that took us North & East, with an away landing at Brits airfield. Then South over a very difficult area close to the Magalliesburg mountain range with new roads that were not yet on our maps. This was where checkpoint 6 caught a few of us, again with similar features on the checkpoint photo as in the actual checkpoint. To make it even more difficult, checkpoint 9, a house just over the mountain range that was very difficult to find made for a challenging course. There were a lot of sad faces after the de- briefing, but then this was a World Championship. And lets face it, Africa is not for sissies. Still no final results for day one and now day two had some more protests to be attended to.

31st July. Day Three and the final day.

By now, whatever nerves we had left were no good to us anyway. It had been the most difficult championships that any of us had ever flown, and still we had no final results for the first two days. This time the route took us a lot further North, Northeast, than any of us had anticipated. The area was very dry with hardly any features to navigate on. And the away landing was a farm strip called "twee riviere". We didn't even know that this strip existed until we were overhead. Quite short and narrow, but otherwise no problem. It is situated between Rooikoppies dam & Vaalkop dam, an area that we had all covered but the airstrip was a surprise to us. Just goes to show how well the organisers had kept their secrets.

It was all over bar the shouting. Everyone was exhausted, now waiting for some form of results. Only on Friday the 1st August did we get results for day one. By now everyone had found something to keep

themselves busy with and most of the foreign crews went on the trip to cultural village. By Saturday we had been given results for day two and we could now do our own calculations. South Africa was looking good.

A first place for the individual team of Nigel Hopkins And Dale de Klerk, The New WORLD CHAMPIONS. And a team gold medal for the South African team of Nigel Hopkins, Dale de Klerk, and Adrian Pilling, Renier Moolman

Just as we thought it was all over, we realise that we need to go and defend our titles in Denmark during July 2004

Pos.	Crews	Country	Total
1	Hopkins N. - De Klerk D. Pilling A. - Moolman R.	RSA	2594
2	Strube N. - Sicard P Tremblet J. - Bertranier	FRA	3104
3	Darocha J. - Chrzaszcz Z. Bartler M. - Wieczorek M.	POL	3216
4	Filip J. - Filip M. Opat p. - Pojer V.	CZE	3432
5	Huber H. - Cserveny J. Gutmann J. - Lander C.	AUT	5466
6	Barnes C. - Pepper M. Smiddy F.O. - Smiddy F.P.	GBR	5954
7	Egui C. - Mas J. Blanco R. - Mas J.J.	SPA	6244
8	Ryska B. - Scholz G. Bois M. - Schunke F.	GER	6706
9	Godoy M. - Latorre A. Weber C. - Grez F.	CHI	8791
10	Lifshits M. - Soukarov D. Komarenko G. - Terekhine S.	RUS	11097
11	Anemodoura N. - Pirparas S. Sabrakos M. - Malamas C.	GRE	20414

Pos.	Pilot and Navigator	Country	Reg	Obs	Nav	Land	Total
1	HOPKINS N. - DE KLERK D.	RSA	LZV	350	192	210	752
2	DAROCHA J. - CHRZASZCZ Z.	POL	OHK	575	580	250	1405
3	STRUBE N. - SICARD P.	FRA	KEO	900	356	200	1456
4	TREMBLET.J. - BERTRANIER	FRA	KEO	550	738	360	1648
5	FILIP J. - FILIP M.	CZE	FXX	650	806	210	1666
6	OPAT P. - POJER V.	CZE	OUZ	1200	416	150	1766
7	HUBER H. - CSERVENY J.	AUT	FIF	800	788	200	1788
8	BARTLER M. - WIECZOREK M.	POL	OHK	775	856	180	1811
9	PILLING A. - MOOLMAN R.	RSA	CVO	1050	672	120	1842
10	FRERE M. - SAQUET	FRA	JNI	850	868	240	1958
11	ODEON P. - MULLER P.	FRA	JNI	1025	694	260	1979
12	WIECZOREK W.-WIECZOREK K.	POL	MBP	700	1092	400	2192
13	KACHANIAK M. - ZAWLOCKI D.	POL	MBP	1275	946	400	2621
14	BARNES C. - PEPPER M.	GBR	MAE	1300	898	450	2648
15	RYSKA B. - SCHOLZ G.	GER	IWD	1500	1092	140	2732
16	LIFSHITS M. - SOUKAROV D.	RUS	EPO	1200	1338	270	2808
17	EGUI C. - MAS J.	SPA	MHH	1400	1102	400	2902
18	EKHARD F. - TAYLOR Q.	RSA	MOC	1300	1370	260	2930
19	DE GROOT B - DE KLERK M.	RSA	AFP	1575	1176	220	2971
20	JAKES J. - STOVICEK L.	CZE	OUZ	1350	1408	300	3058
21	SMIDDY F O. - SMIDDY F P.	GBR	OMN	1800	966	540	3306
22	BLANCO R. - MAS J.J.	SPA	IVT	900	1962	460	3342
23	FARRE A - PABLO M.	SPA	IVT	1475	1474	430	3379
24	SCHWEBEL H. - STIRK R.	RSA	CNZ	1850	1128	410	3388
25	GUTMANN J. - LANDER C.	AUT	NIE	1250	2178	250	3678
26	FIALA M. - RAJDL T.	CZE	FXX	1275	2156	340	3771
27	SCHNECKENREITHER W.STICHT	AUT	NIE	1375	1826	660	3861
28	SZAMEITAT P -SCHREIBMAYR S	AUT	KSF	1800	1656	480	3936
29	BOIS M. - SCHUNKE F.	GER	IWD	1400	2314	260	3974
30	MARKO A. - REIGER R.	GER	DXZ	1750	1928	400	4078
31	SPENCER-SCARR R -SPENCER-SCARR C.	RSA	JMK	1950	1750	390	4090
32	GODOY M. - LATORRE A.	CHI	FIF	1400	2344	570	4314
33	WEBBER C. - GREZ F.	CHI	IDT	1825	1892	760	4477
34	ALEXANDER E. - BARTER W.	RSA	AHM	2250	1710	640	4600
35	BLOIS R. - GOSCHEN C.	GBR	JDO	2275	2710	140	5125
36	ANEMADOURA N. - PIRPARAS S.	GRE	FJV	2725	2184	570	5479
37	MARTINSEN R. - BLEICHER G.	GER	DXZ	2225	2752	560	5537
38	MAYER B - HAVLIN P.	HUN	OMN	2050	2906	900	5856
39	LINDNER W. - HEEGE K.	GER	IOI	2025	3458	550	6033
40	GRUBEK A. - GRUBEK D.	GER	IOI	1875	4062	280	6217
41	KUNSCHITZ M. - PERNER H.	AUT	KSF	2550	3196	690	6436
42	WALLE W. - LIDDERD J.	RSA	CNZ	2125	3468	930	6573
43	LEUSBY M -NESBITT-DUFORT D.	GBR	JDO	2875	3822	770	7467
44	KOMARENKO G. - TEREKHINE S.	RUS	EPO	3275	4134	880	8289
45	ASHALL M. - SABEY M	GBR	MAE	3875	3938	740	8553
46	PURCHASE S. - PURCHASE G	GBR	FIJ	3750	5300	630	9680
47	LIASSIS E. - STROUMBIOTIS H.	CYP	IFK	2925	7264	410	10599
48	LAMA R. - VARGAS C.	CHI	IDT	2900	8052	430	11382
49	SABRAKOS M - MALAMAS C.	GRE	KVT	3675	10370	890	14935
50	ABREU A - TEIXEIRA F.	POR	MHH	3950	10774	470	15194
51	CHUYKIN V. - PRISHEHEPNYY A.	RUS	EPY	3750	12858	780	17388