



# The Joystick

NEWSLETTER of the SOUTH AFRICAN POWER FLYING ASSOCIATION

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## LETTER FROM THE CHAIRMAN

The first quarter of the year has now passed and has been a very active one for SAPFA. Our responsibility is to represent our members in the arena of recreational flying. This includes competitive and fun flying. There has already been a great deal of work done in all these areas this year.

In the competitive flying area the Imperial Bank Combined National Precision and Rally Flying Championships has been held and a team selected to represent South Africa in the World Championships to be held later this year. The South African team will be defending its Gold Medal in the Rally event and will be attempting to improve on its 4<sup>th</sup> place it obtained in the 2002 World Precision event. In that event South Africa won the team landing competition. We would also like to retain that title.

On the competition side we will be introducing a new event this year under the rules of the FAI. This will be a speed dash comprising 4 runs over a timed 3 km track. A test event was held in Rustenburg to ensure that the logger software can cope with this sort of event. This should introduce some spectator value into flying events as this competition can be held over an airfield within sight.

The President's Trophy Air Race will be held in Polokwane this year and should be a bumper event as certain new innovations will be introduced this year. Dries and Chris Briers are the main organisers.

We will continue to support local flying competitions. If you would like to organise an event and need assistance then you should give me a call. We have the expertise and the equipment required.

We have had an extremely busy period providing objections and input into a number of legislative issues that will affect recreational pilots. More detail of this will appear elsewhere in this magazine.

Fly safely!

Chris Booysen  
CHAIRMAN



P.O. Box 1993, Halfway House, 1685  
<http://www.sapfa.org.za>



# SAPFA EVENTS 2004

<u>DATE</u>	<u>VENUE</u>	<u>EVENT</u>
25 April 2004	Grand Central	Beginners Rally (Contact – Nigel Hopkins – <a href="mailto:hopkins2@mweb.co.za">hopkins2@mweb.co.za</a> )
1 May 2004	Port Elizabeth	Rally (Contact – Glen Meyburgh – <a href="mailto:glen@imagio.co.za">glen@imagio.co.za</a> )
22 May 2004	Brits, Bloemfontein, Cato Ridge, Port Elizabeth	Speed Dash events (Contact – Chris Booysen – <a href="mailto:mail@sapfa.org.za">mail@sapfa.org.za</a> )
10 – 13 June 2004	Pietersburg Civil	Presidents Trophy Air Race (Contact - Dries Briers – <a href="mailto:mwatb@mweb.co.za">mwatb@mweb.co.za</a> )
10 - 25 July 2004	Herning, Denmark	16 <sup>th</sup> World Precision Championships 14 <sup>th</sup> World Rally Championships
September 2004	Port Elizabeth	Inter Provincial Rally Competition (Contact – Dave Perelson – <a href="mailto:jdi@iafrica.com">jdi@iafrica.com</a> )
30 October 2004	Bloemfontein	National Speed Dash (Contact – Walter Walle - <a href="mailto:erichwalter@internext.co.za">erichwalter@internext.co.za</a> )
November 2004	Cato Ridge	Interprovincial Precision Flying Competition (Contact – Barry de Groot - <a href="mailto:barry@specializedmouldings.co.za">barry@specializedmouldings.co.za</a> )

For a comprehensive calendar of all flying events – see the African Pilot Calendar (updated regularly) at <http://www.africanpilot.co.za/calendar.php>

**SAPFA  
COMMITTEE MEMBERS 2004**

<b>NAME</b>	<b>ADDRESS</b>	<b>TEL NO's</b>
CHRIS BOOYSEN Chairman <a href="mailto:mail@sapfa.org.za">mail@sapfa.org.za</a>	PO Box 27 013 Greenacres 6057	H 041-581 3040 W 041-391 4400 F 041-391 4304 C 082-442 7667
RON STIRK Vice-Chairman <a href="mailto:melron@mweb.co.za">melron@mweb.co.za</a>	PO Box 2 492 Brits 0250	H 012-250 2213 W 012-252 3116 F 012-252 4696 C 082-445 0373
DICK CHURLEY <a href="mailto:dickchur@netactive.co.za">dickchur@netactive.co.za</a>	P O Box 379 Simonstown 7995	H 021-786 1072 W 021-447 3179 F 021-447 392 C083-270 5365
BARRY DE GROOT <a href="mailto:barry@specialisedmouldings.co.za">barry@specialisedmouldings.co.za</a>	PO Box 2487 New Germany 3620	H 031-762 2053 W 031-701 6201 F 031-701 6294 C 083-659 4575
DALE DE KLERK <a href="mailto:venusdale@intekom.co.za">venusdale@intekom.co.za</a>	P O Box 900 Ifafi 260	H 012-259 0486 W 012-259 0486 F 012-259 0486 C 082-556 3592
FRANK ECKARD <a href="mailto:frank.eckard@mweb.co.za">frank.eckard@mweb.co.za</a>	P O Box 9060 Benoni 1505	H 011-395 1968 W 011-395 1968 F 011 395 1968 C 082-269 1516
GLEN MEYBURGH <a href="mailto:glen@imagio.co.za">glen@imagio.co.za</a>	PO Box 7848 Newton Park 6055	W 041-393 4848 F 041-393 4899 C 082-800 9292
JACK ONDERSTAL <a href="mailto:jack@cp.bftn.co.za">jack@cp.bftn.co.za</a>	P O Box 28 154 Danhof 9310	H 051-436 3224 W 051-447 5204 F 051-447 2521 C 082-770 5505
SAMANTHA RORICH <a href="mailto:samantha@specialisedmouldings.co.za">samantha@specialisedmouldings.co.za</a>	P.O. Box 2 487 New Germany 3620	H 031-762 2053 W 031 701 6201 F 031-701 6294 C 082-3290 107
HANS SCHWEBEL <a href="mailto:brgranhs@global.co.za">brgranhs@global.co.za</a>	P O Box 3234 Brits 0250	H 012-257 6244 W 012-257 7878 F 012-257 7879 C 082-656 3005
ROBIN SPENCER-SCARR <a href="mailto:tiles@intekom.co.za">tiles@intekom.co.za</a>	PO Box 5692 Rustenburg 300	H 014-533 3711 W 014-597 3652 F 014-592 7977 C 083-310 2850
DICKY SWANEPOEL <a href="mailto:swanpools@cyberserv.co.za">swanpools@cyberserv.co.za</a>	P O Box 1572 Vanderbijlpark 1900	H 016-987 1257 W 016-981 3117 F 016-933 0495 C 083-628 0527
WALTER WALLE <a href="mailto:erichwalter@internext.co.za">erichwalter@internext.co.za</a>	P O Box 29686 Danhof 9300	H 051-444 2479 W 051-432 4322 F 051-432 4582 C 082-801 5000

**S A Weather Services  
Charges**

The SA Weather Services (SAWS) published a regulation whereby aircraft owners will be charged an annual fee for weather services. Once again SAPFA was opposed to the principle of charging aircraft owners only. We were also unhappy because recreational and sport aviation make little use of forecasting services. Most of our flights are in a local area where the pilot observes the weather. The regulation was badly thought out in that the formulae for calculating the fee was incorrect (as pointed out by Dietland Lempp of radio book fame). In addition there was an assumption that aircraft either fly under VFR or IRF. Aircraft flying under VFR would pay an annual fee and those flying under IFR would pay a fee based on the weight of the aircraft and the distance flown. There was no credit for an aircraft that paid the VFR fee and then also paid a for an IFR flight.

SAPFA joined the balance of Aero Club objecting to this fee. In response to an appeal sent out to members at least 25 members objected in their personal capacity or on behalf of a group or club. Thanks to those that responded. The official SAPFA objection can be seen on the SAPFA website [www.sapfa.org.za/pdf\\_files/saws\\_charges.pdf](http://www.sapfa.org.za/pdf_files/saws_charges.pdf)

*Continued on page 6*

## THE SPEED DASH

(or 3 km Sprint)

SAPFA has been looking for a sporting event that would meet certain criteria. The criteria included the following:

There should not be a large amount of flying to keep the event affordable, the rules must be fairly simple, the event should be easy to run, and there should be some spectator value so that friends and family would be involved as well.

After some research by Jan Hanekom we have decided to run a series of Speed Dash events around the country which will culminate in a National Championship later in the year. This is an official FAI recognised event with official world records.

The FAI is currently maintaining world records for aircraft in weight categories based on the weight of the aircraft when taking part in the event. The current records for light piston aircraft are:

< 300 kg - 351.39 km/h,  
300 < 500 kg - 466.83 km/h,  
500 < 1 000 kg - 533.88 km/h,  
and  
1 000 < 1,750 kg - 555.33 km/h

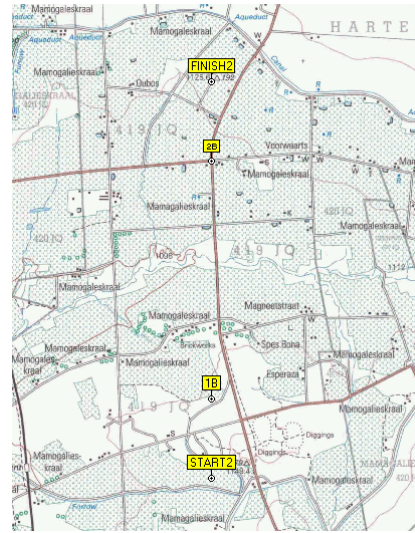
These speeds are quite high and it is unlikely that they will be broken unless there is a specially modified aircraft somewhere in the country. This year there will be events in

most of the centres which will determine the local champion by weight category. Later in the year a National Championship will be held to determine the South African Champion by weight category. It is however envisaged that for the purposes of fly-inn or club events that there could be challenges by aircraft type or by engine horsepower.

The speed dash is a simple event to fly. The course comprises of a 1km run in, a 3km timed portion and a 1km run out. Altitude needs to be maintained over the full 5km to ensure there is no descending to assist with the speed. Four runs are made over the course and the average time over the timed 3 km is the result of the aircraft. The pilot will be given a map with the points marked. GPS can be used to ensure that the pilot flies the course in a straight line. In all likelihood the points will be entered into a GPS which will be given to competitors.

Using the map below as an example the distance between Start2 and 1B is 1km, 1B to 2B is 3km and 2b to Finish2 is 1km. A pilot would come in on his first run over Point Start2 and fly over Point 1B, 2B and Finish2 as fast as he can without a deviation in altitude of more than 100 ft. After passing Point Finish2 the pilot must make a turn (in his own time and as wide and as he/she

feels comfortable) and then commences a run in over the four points starting at Finish2 and ending over Start2, again without an altitude deviation of more than 100 ft.



A turn is made again and the course flown again until 4 runs have been completed. Time is only taken over the 3km distance between 1B and 2B. As mentioned the average time (and therefore speed) is taken for the four runs. The course can be set over a runway so that there is some spectator value. As the event is short there is also activity for spectators to watch.

The Speed Dash complies with all the criteria set by SAPFA to make it a cheap, fun event that is easy to organise.

In South Africa we will be using the Air Observer GPS loggers that have been approved by FAI for rally and precision flying. The use of these loggers will eliminate the necessity for ground marshals and will make the time recording accurate.

## GOVERNMENT REPRESENTATION

As you are aware Aero Club sits on a number of regulatory bodies. SAPFA as the representative of recreational and competitive flying makes sure that Aero Club is aware of changes affecting the type of flying that we do. Where necessary we research and prepare the necessary objections for Aero Club to present on our behalf.

So far this year has been an active one. A number of issues have already been raised and finalised. As you representative at these levels we are very happy to report that we have had success in a number of areas.

### Autopilots for VFR flight at night

An amendment to Part 91 of the CARS was published in January 2004. In terms of this proposed amendment it would be compulsory to have an autopilot with at least heading and altitude hold in order to fly at night in VFR conditions. This amendment would have serious cost implications for us. Such an autopilot costs in the region of R55 000. The majority of light aircraft do not have autopilots fitted so the days of a flip at night over the bright lights of the city would be a thing of the past. The motivation for this change was

that there had been a number of accidents at night and safety would be improved substantially if autopilots were fitted. In addition the workload of a pilot in marginal weather conditions would be reduced making for safer flights. In a letter to CARCom written by Chairman Chris Booysen SAPFA objected strongly to this proposal, as there was no proper evaluation of the accident statistics. SAPFA felt that the majority of accidents were in the take off and landing stages where the autopilot would be turned off. Other accidents of controlled flight into terrain were done in visual conditions and the autopilot would not have prevented them. SAPFA felt that the currency requirements had been improved and that no further changes should be made. The cost of fitting autopilots far outweighed a possible increase in safety. Supported by AOPA Neil de Lange of Aero Club successfully argued the SAPFA case at the CARCom meeting and the proposal was scrapped. The full objection by SAPFA is on the SAPFA website.

[www.sapfa.org.za/pdf\\_files/SAPFApart91.pdf](http://www.sapfa.org.za/pdf_files/SAPFApart91.pdf)

### Classification of Airspace

A proposal was presented to NASCOM in January whereby the lower limit of Class A airspace would be reduced from FL195 to FL145. Class A airspace means IFR traffic only.

While this mainly affects the gliding community it also affects the war bird pilots. Our jet community (Thunder City and Sasol Tigers to name two) fly at high altitudes when the practice or when they fly to attend air shows as the fuel usage is far lower at those altitudes. For example a Hunter flying at high altitude would be able to fly from Cape Town to Johannesburg without refuelling but at lower altitude it would have to be refuelled on the way significantly increasing costs. Once again SAPFA assisted Aero Club in wording its objection. No agreement could be reached at NASCOM and the matter has now been referred to the Commissioner for Civil Aviation for a decision.

### Compulsory fitment of Transponders

The issue of compulsory fitment of transponders to all aircraft is still being debated. Airlines are insisting on active separation from light aircraft and with ACAS in large aircraft (5700kg or 19 passenger seats) becoming compulsory next year they are arguing that it is a waste of time if all aircraft do not have transponders. Once again this will result in major costs for general aviation. The good news is that the recommendation will be that transponders should only be compulsory to fly within or below busy TMA's

## LEBOMBO It's final landing

Friday, 5 March 2004 saw a historic moment and some incredibly accurate flying.

The 747 Lebombo was landed on RWY 11 at Rand airport. This 747 will become a static display for the SAA Museum Society at Rand Airport. This aircraft will now be preserved for future generations and has been saved from being dismantled and melted down to become the aluminium will be the fate of the other ageing SAA 747's.

Contrary to rumour, Lebombo was not stripped down for the flight to Rand but was fully serviceable, even down to toilet paper in the toilets.

I am sure it will be a flight that Dennis Spence and his team will remember forever. Not only for the precision that was required but also due to the nostalgia that it would have brought about.

Pictures taken of the landing show the nose gear wheels running either side of the centre line with very little room on either side of the main gear. Medium auto-braking brought the aircraft to a stop so that it could be turned off at intersection Lima. A number of pictures of the event can be seen on the Avcom discussion forum at: <http://www.avcom.co.za/phpBB2/viewtopic.php?t=339>



*from page 3(SAWS Charges)*

The regulation also envisages the charges being backdated to April 2003.

We still await a response to our letter but do not expect that any notice will be taken of our objections. The Government is reducing its subsidy to the SAWS and they have to get the money from someone so why not attack one of the few identifiable targets they have. As one of the SAWS officials was heard to say "I am a scientist. I am not a pilot but I must get income somewhere"

The most ridiculous part of the proposed fee is that it is rumoured that the amount collected will probably not even cover the collection costs as the SAWS do not have any infrastructure to collect the fees.

## 2004 President's Trophy Air Race

Entry forms are available on [www.ptar.co.za](http://www.ptar.co.za). Handicaps for standard aircraft, local rules and map requirements will be published shortly.



*Deon v d Berg and Dave Perelson at the National Championships*

### Avcom

A number of years ago Julian Gray started a discussion forum Aeropages. This forum gained popularity as one of the first aviation forums in South Africa. Julian provided this service at no charge to the aviation community. Julian became involved in other interests and it was decided that a forum should be maintained as a public service to general aviation. Out of this was born Avcom ([www.avcom.co.za](http://www.avcom.co.za)) which has developed into one of the most popular South African aviation forums. If you have aviation related questions or just want to share ideas then this is the forum to visit. SAPFA is supporting Avcom with server space and download facilities.



*Dale de Klerk and Nigel Hopkin taking all the silverware home*



*Ernie Alexander and Adrian Pilling concentrating on the Precision theory*

### IMPERIAL BANK NATIONAL FLYING CHAMPIONSHIPS BRITS 2004

After the World Champs of 2003 none of the competitors, organisers, marshals, crew, helpers or even just bystanders had enough time to recover before the S A Nationals arrived. The Rally and Precision events were combined, as this is the format for the forthcoming Worlds in Denmark later this year.

Due to lousy weather, lack of funds, time and various other excuses, the competitors did not put in the practise that they should have. Especially when compared to the hour's put in last year.

S A P F A managed to convince Deon van den Berg and his team to organise and manage this years event at Brits airfield, and what a job they did! With limited funds and staff it was professionally planned in true "Deon" style.

#### **Day 1 Precisions:**

Hazy weather and mist over the mountains saw the start delayed and all our nerves rattled, but once we got airborne, the competition was on. Staying on track and finding checkpoints is no longer a matter of just waiting for them to appear. The course was a tough one but very fair. From the point of view that if you had you thumb out your bum and your mind out of neutral everything would work. Obviously Nigel, Ron and Hans had just that with only 80 penalties separating the three of them.

#### **Precision Landings:**

This was held on the afternoon of day 1. Once again Nigel and Hans put in a stunning performance with 31 and 47 penalties respectively. One actually has to see these landings to appreciate them.

#### **Day 2 Precisions:**

Once again a slight delay due to weather but when it cleared the race was on. This time Adrian pulled out all the stops and gave Nigel a run for his money, getting to within 12 points of the champion. Yes! - again Nigel Hopkins the champ with Hans Schwebel 2<sup>nd</sup> and Adrian Pilling 3<sup>rd</sup>.

#### **Day 1 Rally flying:**

Some rule changes have taken a lot of pressure off the navigator as far as plotting is concerned. But then that's not all a navigator has to do. He now had to get more involved in observation as well as assisting the pilot in staying perfectly on track.



*Protea Team announced at the National Championships with Mr Niel Delpont of Imperial Bank (Seated)*

*From left to right: H Stark, J Hanekom, M Ehrman, E Alexander, R Stirk, H Schwebel, Q Taylor, B de Groot, F Eckard, M de Klerk, D de Klerk and N Hopkins*

The route took us over the Magalliesberg and back. Then towards Rustenberg, up north past the Bospoort Dam and back to Brits. Nigel and Dale finished with only 10 flight and zero landing penalties and a total of 210 for the day. Barry and Mary closely followed them with 306.

#### **Day 2 Rally flying:**

This route took us to the northeast of Brits in an area that none of us had really flown before. After four days of pressure and concentration, every crew was glad to see the finish. Nigel and Dale first again with only 10 flight penalties, zero landing and a total for the day of 110 with

Barry and Mary giving them a hard time only 33 penalties behind. This time Hans and Ron pulled out all the stops and finished with 280 for the day. With a logger failure for Frank and Quinten it really spoilt there day but the have proved there ability on previous events. Morn'e and Jurie du Toit won the sportsman class. With Brett Williams and his daughter, Christine 2<sup>nd</sup>.

The Precision team chosen to represent South Africa in Denmark later this year is:

Nigel Hopkins, Hans Schwebel, Ron Stirk, Jan Hanekom, Barry de Groot, Ernie Alexander, Dale de Klerk, Walter Walle.

The Rally Flying team is:

Nigel Hopkins & Dale de Klerk  
Barry de Groot & Mary de Klerk  
Hans Schwebel & Ron Stirk  
Ernie Alexander & Mike Ehrman  
Jan Hanekom & Hugo Stark  
Frank Eckard & Quinten Taylor

There will be a combined effort of Rob Spencer-Scarr and Chris Booysen to manage the whole bunch.

