

SOUTH AFRICAN HANG GLIDING AND PARAGLIDING ASSOCIATION

Incorporating Powered Paragliding & Hang Gliding

Non-Profit Organisation – Empowering the Free Flight Community of South Africa

Company Registration Number: 2005/028858/08

P O Box 191, Celtis Ridge, 0130
Tel & Fax: ++27 (12) 668 3186/ ++27 (0)74-152-2505 Fax: ++27 (0)86-611-1005
E-mail: office@sahpa.co.za Website: www.sahpa.co.za



July 2012

SAHPA NEWSLETTER JULY 2012

Dear SAHPA Members,

SAHPA ELECTIONS 2012

The SAHPA elections and AGM was held in Barberton on the 21st of June 2012. The Ballots were audited at the AGM and the results were as follows: Chairman:

Chairman:	Wayne Heuer
Treasurer:	Khobi Bowden
PG Section Representative:	Anthony Allen
Powered Section Representative:	Riaan Struwig

For the official verification document please see: http://www.sahpa.co.za/docs/SAHPA_Comittee_Votes_2012.pdf

Members co-opted onto the committee

HG Section Representative	Egg Van Dijk
PG National Licensing & Safety Officer	Hans Fokkens
HG National Licensing & Safety Officer	Egg Van Dijk
Powered Section Licensing & Safety officers	Tony Gibson/ Keith Pickersgill

The minutes of the AGM will be available on the website shortly.

Gauteng Restricted Radio course

The next restricted radio course will be held on 18 August 2012 (Saturday) – 8am to 1pm & 19 August 2012 (Sunday) – 8am to 1pm. This will be held at the Aero Club of SA boardroom (Hanger 50, Hurricane Road, Rand Airport, Germiston). The cost is R 925.00 (**Payments to be received by Friday 4 August 2012**)
BOOKINGS ESSENTIAL as limited space available and bookings will only be confirmed once payment has been made.

If you are interested please RSVP to SAHPA by Friday 4 August 2012. SAHPA office: office@sahpa.co.za

News from SAHPA:

The SAHPA office will be closed on 10 August 2012

SAHPA RENEWALS NOW DUE

SAHPA has received a lot of renewals already, thank you so much. Because of the high volume of renewals there might be a slight delay but we are doing our best to get them finalised and back to the pilots as soon as we can.

For those who have not renewed, please contact the SAHPA office or go directly to our website http://www.sahpa.co.za/index.php?option=com_content&view=article&id=8&Itemid=6 to download the necessary documents for your renewal

All licenses expire on 30 June of every year. The penalty for late payment is that you have to pay the full amount, whether you pay 2 or 10 months late. Renew your membership and licence before date of expiry. You will be *flying illegally when your membership expires*. Pilots must comply with all renewal criteria.

Please inform SAHPA (in writing) when you stop flying permanently so that we can update our records.

In order for the SAHPA office to speedily process and issue your licence please ensure that the following documentation is sent and signed off by the either a Club L&SO, Instructor or safety officer.

Instructors who have not renewed their licence and ratings by 1 July will not be allowed to do any training and if student applications are submitted, they will not be processed and the student will be notified of this accordingly.

To avoid any problems we ask that the Instructors renew their licenses before the due date to avoid any problems.

What do I need to do to renew (*please take note of a few additional documents*):

You are welcome to scan and email or fax the above to the office but please send the original documents in the post as well.

Kindly submit the following

Standard Renewal

- The SAHPA form is completed and attached to your payment
- The minimum flight and hour requirements have been met or a signed off skill test is submitted
- Section D of the form is signed by a CLUB LICENSING & SAFETY OFFICER or Instructor
- Medical certificate of fitness is attached
- Copy of ID/ passport
- Copy of previous year's licence
- 1x Color ID or passport photo
- A copy of your logbook with the flights for the past year for each sport is attached. If a skill test is required then a copy of your logbook with the flights showing the 5 signed off flights is attached (abbreviated logbook form is not applicable with a skill test), A Skill test is required when the minimum flight requirements have not been done.

Instructor rating & TFI Rating Renewal

- The SAHPA form is completed and attached to your payment
- A valid First Aid certificate is attached (Section C)
- Section D of the form is signed by a CLUB LICENSING & SAFETY OFFICER
- Section E or F is completed in full
- Medical certificate of fitness is attached.
- Copy of ID/ passport
- Copy of previous year's licence
- 1x Color ID or passport photo
- A copy of your logbook with the flights for the past year for each sport is attached.

In addition:

- If you take part in hang gliding and paragliding and/or powered paragliding, each section of the form must be signed by a Club Licensing & Safety Officer or Instructor for each sport
- Tandem rated pilots and pilots from the age of 60 have to submit a Medical Fitness Certificate signed by a medical practitioner.

Please note that flying licenses and ratings can only be issued when all required documentation has been received. Payment, on its own, is NOT enough for licence renewals.

Satellite SAHPA offices

With the approval of SAHPA, Tony and Riaan of **FLYING UNLIMITED** have kindly put their administrative expertise at the disposal of Gauteng PPG pilots to assist with a more centralized means of submitting SAHPA paperwork via Rika Smuts and in Cape Town, **THE AERIAL PERSPECTIVE** (in Bo-Kaap) – Lucia Bellairs - have also offered a similar service for pilots to pop in, have a chat, get signatures and docs sent off to Louise at the SAHPA office (makes sense since each office has a safety officer of sorts for signing off).

NOTE: Where documents need higher authority or other type sign-offs, these documents will be so forwarded to assist in expediting the process.

Both businesses are doing this voluntarily and it is not our core business so please be patient, although we are certain to make things happen a little faster than if left to most pilots, who seem to fly better than they deal with paperwork ;-)

Competitions

PRESS RELEASE !!!!!!!!!!!!!

SOUTH AFRICA TO HOST WORLD CUP EVENT IN 2013 Issued on behalf of: Waldo Minny

South Africa has been successful in securing a Paragliding World Cup event, which will take place at the world-renowned flying site of Porterville, from 23 February to 2 March 2013. The event is one of six events in the prestigious international Paragliding World Cup tour, which sees the world's top ranked competition pilots competing at the highest level of this free flying sport. It is also the first event of it's kind to be held on the African continent.

The small Western Cape town of Porterville is often referred to as the paragliding and hang gliding mecca of South Africa and has a well-earned reputation both locally and internationally for delivering challenging and exciting competition tasks over the picturesque Cederberg mountains.

Participation in the event is on a qualification and invitation basis and pilots from countries including France, Switzerland, USA, Germany, Venezuela, Spain, Portugal and the Nordic countries, to name a few, are expected to attend. The field will also include

top ceded South African paragliding pilots, including world distance record holder Nevil Hulett, who flew an incredible 502.9km in December 2008.

“This is a great opportunity and an honour for the South African paragliding community,” says event organizer Waldo Minny. “We will be pulling out all the stops to ensure that we deliver a seamless and memorable event, and hope to be successful in our bid of hosting the Superfinal event in December 2013.”

On the short-term project list are the following competitions:

1. **W Cape “GATSKOP” mooted for 19 – 21 October** (inclusive) 2012 (Organisers the GLEN & OVERBERG [amalgamated] CLUB).
2. **Porterville December 2012 Cat II** competition – SA Winelands headed up by Waldo Minnie and assorted committee (more volunteers needed PLEASE!). Comp dates planned for 16 – 22 December 2012 (Practice Sat 15 December 2012). **REGISTRATION is NOW OPEN**
3. **PWC Porterville February 2013** (ALL help appreciated).
4. **Barberton Open 2013** Cat II – set to run same dates as this year – **16 to 22 June 2013** (sat 15 practice day, with Monday 17 June being a public holiday, due to 16th being a Sunday). Organisers LSSC, Mias, Andrea and crew (thanks again for a BRILLIANT 2012 event!!!).

Important Flying Site News –

Sedgeview Paragliding Site (on Property of H.E. Rohwer) – From HE Rohwer (owner)

“As owner of the property on which the above-mentioned site is situated, I would like to inform you of changes pertaining to the management and control of the site, in order to ensure the sustainability and availability of this location for flying enthusiasts and visitors.

I have decided to cancel the existing agreement with the local paragliding clubs on the Garden Route (*Wild2Fly, Skywings, Skybound, and Head for Heights*) with immediate effect and will take personal control of the site in future. In order to facilitate future cooperation between the official representatives of the flying fraternity and myself, I will forward further information to you as soon as possible with the request to convey this information to those members of the paragliding fraternity with whom you are involved. This present letter serves initially as a notification of changes to the status quo.

I will be setting up a program for the development of the flying site with a view to environmental improvements and maintaining general safety. In future pilots of all grades will be expected to pay a fee to fly from this site, the intention being to fund the upgrading of the facilities. A fee structure will be announced in due course. It should be noted that the properties in the area are privately owned and that, should the privilege of access to the flying site be abused, the site may be temporarily or permanently closed without prior notice. No fees will be refunded under such circumstances!

In order to make this transition as smooth as possible and to maintain the necessary control, I would like to invite commercial pilots that regularly use this site, to assist me in monitoring the activities on the site, as well as ensuring that only paid-up pilots fly from this site. A list of paid-up pilots will be forwarded to SAHPA on a regular basis and I would appreciate it if you would check that these pilots are in fact in possession of a current SAHPA licence to fly. Would you then kindly confirm this with me as soon as possible. I would like to ensure that only licensed pilots fly from my property and would request your cooperation in this regard.

To view the original letter from the Professor as well as the **NEW SITE RULES and NEW FEE STRUCTURE for 2012/2013** http://www.sahpa.co.za/index.php?option=com_content&view=article&id=20&Itemid=16

Lone Tree Hill, Barberton- Mias De Klerk

Access to Lone Tree Hill has been restored. Big thanks to Andrea from Barberton Odyssey who will be handling the new permit system for us.

Access to Lone Tree Hill for any purposes will be subject to the following:

1. Sign indemnity and R20 site fee.
2. Adhere to ALL the SAPPI rules and regulations as stated on the indemnity and/or other notices.

Vehicles will be allowed access to Lone Tree Hill only:

1. Driver has signed a vehicle permit and has a copy in the vehicle.
2. Paid R50 deposit for the boom gate key.
3. Adhere to ALL the SAPPI rules and regulations as stated on the permit and/or any other notices.

Flying from Lone Tree Hill is only permitted if:

1. You have a current SAHPA license.
or
2. You are a registered student and under supervision of a SAHPA instructor.
3. You adhere to site rules as published by Barberton Odyssey.

SAPPI has NO obligation to allow us access to Lone Tree Hill; this is a privilege that deserves to be protected by those who value the flying site. Any person(s) who act in a way that MIGHT jeopardize this privilege will be reported to Barberton Odyssey and dealt with severely.

Thank you for assisting us in keeping this one of our favorite launches in the country!

Andrea (Barberton Odyssey) - 0791801488, andrea@agnesgold.com, 23 Crown Street, Barberton.

Hartebeespoort Dam site is finally open again – James Braid

At long last, arguably one of the best sites in the country, the Dam, has finally re-opened. The new cable way system opened its doors to the public on the 7th of July 2012. Since then, the winter weather has not allowed much paragliding activity to take place but that is expected to change as Spring approaches.

For pilots who are interested in flying at the Dam, below is some, hopefully useful, information. The site is managed by the committee of the 1st Paragliding Club. The site rules and other related information can be found on the club's website: www.1stpara.wadirum.net

All the take-off and landing areas fall onto private property and as a result, the site is always in a fragile situation, as our privilege to access the land can always be revoked. It is imperative that we maintain a good track record and relationship with the various land owners, if we want to keep the site open.

The site, due to its nature, is rated Advanced. The south side ramp still exists but launching has become somewhat complicated, due to various civil structures that have been erected below it, disrupting the airflow. The launch is effectively a cliff launch; launching into winds other than S and SW should not be attempted. First time users should ask experienced pilots for advice. The south side landing has a new (bigger) power line on its eastern slope. The size of the field has become somewhat small for our new high-performance glider. Pilots should plan their approach carefully and perhaps land upslope to avoid overshooting and hitting power lines and telephone lines.

The north side is very gradual and as a result, pilots are always low to the ground until they manage to climb away in the first thermal.

Suitable wind directions are from NE through to NW. The landing field is still the large horse paddock directly below the mountain. Pilots must try land away from the horses.

Since the site is rated Advanced, pilots need to have a Sports license (or FAI or IPPI equivalent) to fly at the site. The old sign-off procedure has been scrapped as it was rarely followed and the knowledge transferred in that process is effectively the same as the content of the Sports license exam. Most pilots who used to fly at the Dam held a Sports license anyway so only a handful of pilots are affected by this change. The one benefit of this is that pilots will hopefully be inspired to do their Sports licenses earlier and benefit from the knowledge and experience gained, in all their flying.

The airspace around the Dam has become somewhat congested and the club has taken various paths of action to try and prevent a mid-air.

Pilots who fly at the site are encouraged to have a close look at the airspace maps posted on the website and the maps soon to be erected on the site itself. The Lanseria TMA has encroached right up to the southern side of Hartebeespoort Dam, meaning that pilots may not fly over the Dam to Oberon any more. Flights to JHB are still possible, but pilots are required to remain east of the R511. The ceiling directly above the site still remains at 700m ATO.

A navigation beacon VOR HBV exists very close to the "Brits factory".

This is the navigation beacon used by the commercial airliners when departing from Lanseria. A straight line path puts these big heavy aircraft directly overhead the Dam at 8000ft ASL - approximately 800m ATO. It is thus crucial that pilots do not break ceiling above the site! An infringement may result in a serious mid-air collision.

The special rules traffic, comprising light aircraft, share the same airspace as us at the Dam, but communicate on 125.8 MHz. They rarely keep a good lookout above their instrument panels and as such, pose a major risk to us too (or perhaps we pose a major risk to them?). The club has published a NOTAM, notifying these pilots to keep a good look out in the immediate vicinity of the cableway station. In addition, the club has also made an application to NASCOM to implement a permanent FAD (danger area) around the cablecar, to try and discourage light aircraft from directly overflying the site.

Pilots should be reminded that safety is their prerogative and as such, it is strongly advised that paraglider pilots who fly at the Dam, become airband radio competent and use it to their advantage.

The restricted radio license courses currently being offered contain vast amounts of useful information about airspace and radio procedures and are a worthwhile and valuable exercise. There is growing pressure for all PG pilots to fly with an airband radio and the committee of 1st paragliding club is in favour of this. There is a good chance that in the next few years, all pilots flying at the Dam will require such a radio and be competent with its use.

The site access is controlled by a Dam Access Card (DAC) that any pilot from any Gauteng club, provided they satisfy the minimum requirements, can obtain from their club. Details can be found at www.flyharties.co.za Holding a DAC card allows one to purchase a slightly-reduced "paragliding" cable car ticket from the cableway station. The monies raised from the DAC system are used exclusively to cover the site expenses, in particular the land leases currently in place.

All pilots are welcome to fly at the Dam. There is valuable information to be found on the websites listed above. With the new real-time 3D scoring and tracking software, it won't be too long before we host a good competition at the Dam again.

A final note: all our paragliding sites generally fall on private property and as such are always in a fragile state. It is our privilege and not our right to access these places. Similarly, we share a privilege to fly with other aviators above them and as such we need to respect that privilege, show good airmanship and respect the site rules and rules of the air. If we strive to do this, we will continue to have some of the top sites in the country (and world).

NEWS FROM THE SECTIONS:

Paragliding – Ant Allen

General

With the AGM having come and gone there are pretty much the same faces serving your interests and we may, from time to time co-opt other members who have specific fields of expertise to secure certain objectives (if left to do things unaided objectives may take longer or may not happen at all!).

Of course, as always, we are here for you and we welcome constructive input and the time and expertise of those who are prepared to assist in serving our common interests. WE NEED YOUR INPUT PLEASE.

Barberton 2012 feedback (full results on the PWC site)

A huge thanks to the land owners (SAPPI), organisers and the pilots for a brilliant, well-organised and highly enjoyable competition!

Six out of a potential seven tasks tested the pilots with challenging and technical flying. Well done to all participating pilots for hours of safe flying without serious incident (barring one out-landing and a not too serious injury).

The overall standard of competition flying has improved dramatically since I was last involved and making goal is now old hat – how fast you make it and how quickly one enters the start gate after opening are now decisive factors in one's end score.

Technology in wings and instruments has advanced so much so that just a marginal lapse in concentration can lead to a few seconds difference in final glide to goal or other technical moves around turnpoints en route. It makes for exciting, rewarding race flying and the evidence is there to reward the risk takers.

From the C4 Cape Team (placing third on the team podium) aka, Die Kaapse Vlamgatte, a special word of thanks to the local farmers for burning fire breaks on two consecutive days, enabling the aptly renamed "Vlamgatte" to tarnish pristine white wings with soot and make goal as a result (better a dirty goal wing than a sparkly non goal wing!).

Special mention must be made of Anton Naude's ability to place inside the top 10 on his tandem. Well done Anton!!!

Instructors' seminars and the MOP

I'm proud to say that the national series of instructor seminars were amongst the most professionally run and objectively managed I have yet seen in my 20-odd years as a SAHPA member. Credit to all participating.

That said, we're not out the woods yet, but we have a whole lot better idea of what our objectives are and we are getting a handle on where our sports are heading. The control thereof is back in the SAHPA groups hands and we need to continue in the responsible manner now evident in our instructor core.

The MOP project met with enthusiasm for change and the volunteer-driven process fared well with the tight deadlines afforded for submission of change. The process is ongoing and motivated changes may be applied for every two years via RAASA and the CAA, to be so amended if approved. Kudos to our re-elected chairman, Wayne Heuer, for driving this task admirably.

Instructor Seminars 2012 – Hans Fokkens

The Instructor Seminars are aimed at Paragliding (PG) and Powered Paragliding (PPG) instructors, Assistant instructors and club licensing and safety officers (LSO). For 2012 there were three seminars. The previous seminars in 2010, were held in Wilderness and Barberton. This year, a questionnaire was sent out to gauge who would attend and where the seminars should be held. The first seminar was held in Cape Town, during the week, 20-21 April, the second was held in Bulwer over a weekend, 12-13 May. There was a third seminar in De Aar for those instructors that could not be present at the first two.

The 1st and 2nd seminars were lead by Hans Fokkens, the national licensing officer. At the Cape town seminar the Aero club was represented by Kevin Storie and at the Bulwer seminar RAASA was represented by Neil de Lange. Both gave a presentation

about their organisation's activity and how it affects paragliding. It was mentioned that SAHPA is represented at the bi-monthly Aero Club meetings by Waldo Minnie. Our issues can be tabled there.

The Agenda for the seminars included

- 1) a review of the previous seminars and the results thereof.
- 2) A discussion about a new magazine or some method for SAHPA to communicate with its members. Social media was suggested and has already been implemented to a degree.
- 3) Licence renewal requirements. It was agreed that the requirements are quite onerous. This is probably because, when the system was first set up, paragliding was a little different and flights were simpler. Meaning there were more flights done of a much shorter duration. This has been addressed in the new revision of the MOP.
- 4) Training methods were discussed at length, it was agreed that the modern beginner wings are quite different to the older style training gliders. This then requires new pilots to be trained how to fly the newer style wings. When a new pilot acquires a glider they should be given a conversion course or a familiarisation to the new wing. It was also suggested that the last third or quarter of a course needs to be completed on a modern generation wing. Ground handling needs to be emphasized more. Instructors are supposed to be able to, and should demonstrate everything that they teach.
- 5) When converting from PG to PPG, 10 PPG flights are required, it was suggested that the same be applicable for converting from PPG to PG.
- 6) A revision of our training manuals, exams and the MOP are required. Separate teams have been allocated to deal with these issues. Any persons that would like to assist will be welcomed.
- 7) The period of service of the committee is not long enough to achieve positive results. This is possibly why SAHPA has been a little stagnant over the years. It is a requirement of a section 21 company, which SAHPA is, to elect new board members every year. The way to overcome this is by getting project teams together that will run with a job until completion.
- 8) There was a lecture presented by Hans Fokkens regarding Human performance factors relating to safety. This topic was discussed as well as to how it relates to PG and PPG.
- 9) A safety report from Charles Swart, the SAHPA Safety officer. It has been a trying period, with three fatalities in almost as many months. It is also known that, as always, not all incidents are reported. Accidents and incidents need to be reported so that trends and weaknesses in the system can be identified and then communicated to prevent them from happening again.
- 10) Ethics were discussed at length; the important thing for all is to not bring the sport into disrepute.

On the morning of the second day we split into subgroups to discuss in detail various pertinent points. These groups included, a revision of the MOP, the training manual, PPG issues with regards to the MOP, Marketing and the trainee instructor syllabus.

The seminar's ran smoothly, without any politics and hopefully many positive results will emerge.

All images: BEV ALLEN



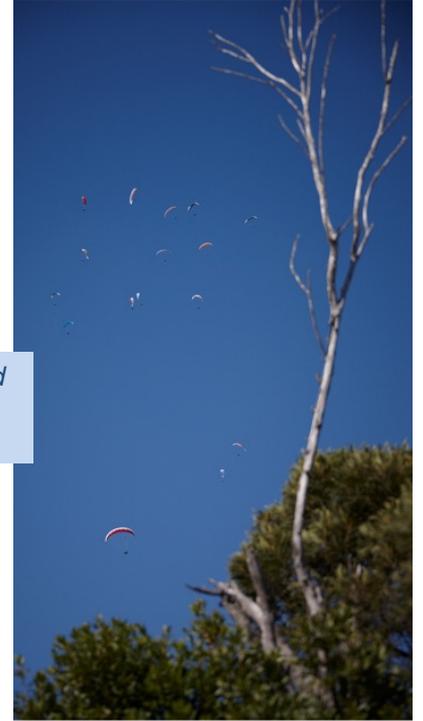
Nevil Hulett and Ant Allen arriving at goal

Andrew Smith and Russel Achterberg on their IcePeak 6's push the lead goggle





Anton Naude fires up his tandem off Lone Tree Hill



A creative shot from takeoff depicts the lead gaggle just before setting off to the 1st turn point



Straight off launch, Graham Fisher seeks the ride to get him up to the lead gaggle who are working on excellent height gains before the start opens...