

IN THE LOOP

ISSUE 03 | AUGUST 2019



HI ALL,

Schlern, Seiser Alm, Italy - Flying with eagles

SINCE OUR LAST IN THE LOOP A LOT HAS HAPPENED.

We hosted our TFI/Instructors seminar which was very well attended and supported. Thank you to you all for your participation. We are now implementing and continue working on all the initiatives we have embarked on.

Kevin and I, attended an ARO stake holder meeting with SACAA. This was challenging for all the ARO's as SACAA is not coping with the day to day operations and their new challenges at hand.

Our volunteer team is working as best they can on all SAHPA aspects that need attending.

1. Changes to TPM to suit our needs and working on the ARO - this is taking more time than anticipated and we are making slow progress.
2. Working on the digital website and streamlining our forms - Louis has done an outstanding effort and is continuing with the processes. We need all SAHPA members to please register.
3. Improving communication - this is an ongoing challenge especially on the commercial side.
4. Commercial competitiveness is a challenge.
5. Accidents: two fatalities - we are very sad and will continue with our efforts to improve safety at all levels. Once the accident investigations are complete the findings will be available.

The Barberton competition was more of a social event with 58 social pilots flying and 28 competition pilots entered. Thank you to Anton and Ronnie and the supporting team that assisted in making this competition fun and a success.

Pete Wallenda

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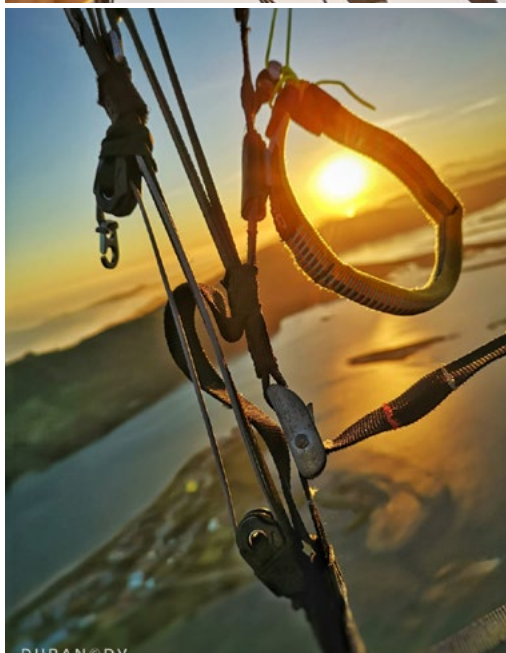
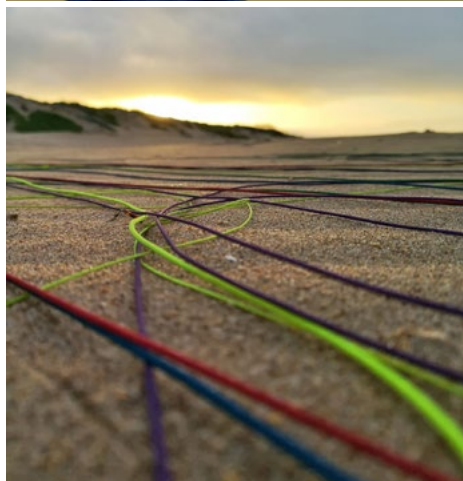
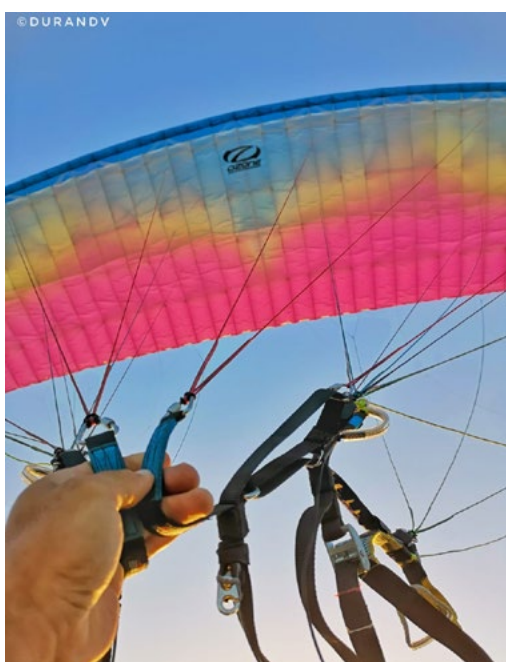
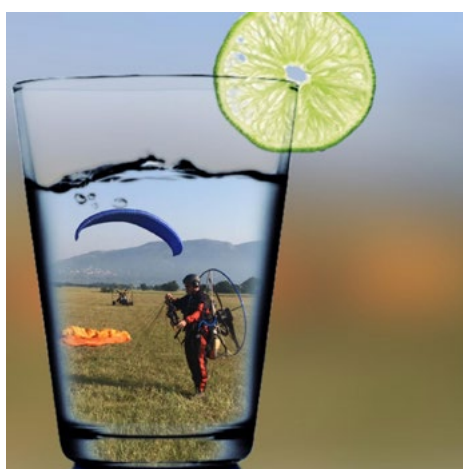


SAHPA GALLERY

SEND US YOUR FAVOURITE PICS (AND A SHORT DESCRIPTION) AND WE'LL INCLUDE THEM IN THE NEXT ISSUE OF IN THE LOOP: MARKETING@SAHPA.CO.ZA



BARBERTON PRIZEGIVING AND WINNERS...



COMPETITION CORNER



FOLLOW US!



Coming up is the World Paragliding Championships in Macedonia at the beginning of August.

The "worlds" is different to the Superfinal, it that it is about country representation rather than individual pilots, and only happens every two years, and you have to be in the top 500 to qualify.

The South African Team this year is:

- Russel Achterburg
- Theunis De Bruin
- Stefan Kruger
- Khobi-Jane Bowden
- Jan Minnaar (*Team Manager*)
- Francois De Villiers (*Assistant Team Manager*)

Keep a watch on the SA Team Facebook page for updates and photos.

During the last two weeks of March, the toughest paragliding competition took place in Baixu Guando in Brazil, the PWC Superfinal.



CLICK FOR VIDEO

Toughest, because you can't just enter, you have to compete in one of the 5 PWC's throughout the year, and you have to finish in the top 25 in one of these competitions to qualify for the SUPERFINAL.

The superfinal takes place over 11 days, with the worlds top 125 pilots.

This year Russel Achterburg, Andre Rainsford, Theunis De Bruin and Khobi-Jane Bowden qualified.

We had been to Baixu Guando the previous year, so were familiar with the area, however we were not ready for the conditions that were thrown at us on the first few days.

When we say light climbs under 8/8's this is an understatement. On day two, 125 of the world's best pilots launched, and 100 went on a death glide after the start, as there was not one small bubble of rising air. However, a brave handful headed in to the hills, where the only chance of energy was to be found, and for the first time in a World Cup Superfinal history a woman won the day, Petra Slivova.

After day three conditions returned to usual 'race track' style, and the gaggles marched

through the sky, where seconds made a difference between 1st and 20th place.

A total of 10 tasks were flown, the last 7 between 80 and 100kts, in average of 2 hours and with only 3 minutes separating the first 80 pilots into goal, it shows how tough the competition was.

An amazing experience to be part of this group of pilots.

For a feel of the great scenery and how it looks to be in the sky check out link above.

Next on the calendar, was our very own Barberton.

The field was small, but the energy good, and the town of Barberton had really thrown themselves into making it a very positive experience.

There were 4 tasks overall, with increasing difficulty from one day to the next.

The conditions were not the best we have had, no high bases, but light winds which allowed tasks of 30 -35kms.

Lots of newcomers and intermediate pilots had good opportunities to race each other and learn more and more each day. The competition was won by local pilot, Anton Naude.

Barberton really gave its all this year, so plan now to book for next years competition.

Khobi-Jane Bowden





MARKETING

THE FLYING ADVENTURE "INTO THE OPEN SKIES I GO TO FEED MY MIND AND FIND MY SOUL"

We live in a world that has been transformed from paper to a digital world, we need to stay with the flow or will be left behind. We are all very successful in marketing ourselves, schools, agents what's-up groups, Facebook pages etc, and create our own digital world that we share our life's with friends all over the world, we follow a group and learn from each other. Whoop Whoop.

With this said. Welcome onboard. "is it's a new approach and we want everyone to get onboard and make it happen." A similar phrase would be; "It's a new approach and we want everyone to jump in and make it happen." To get someone on board here means to get someone's co-operation or support. So how do we bring all of us together and share on a common platform, my task to put the foundations in place and have joint venture and become SAHPA A-Team.

SAHPA social media options we put in place by sharing information to all pilots, friends and the world.

1. We have a SA Team FB page, and Andre (thanks Andre) writes a good blog which we could encourage all to follow. <http://andre-comps.blogspot.com/>
2. Check out the SAHPA website www.sahpa.co.za a lot of things are happening here, stay in touch and be on top of your game.
3. SAHPA YouTube channel <https://www.youtube.com/channel/UCa13LeKJykD7aCpU5EXBOGg>
4. SAHPA Instagram <https://www.instagram.com/sahpa1/>
5. SAHPA Facebook page <https://m.facebook.com/SouthAfricanHangGlidingAndParaglidingAssociation/>
6. In the Loop (Newsletter) <https://www.sahpa.co.za/category/newsletter/>
7. SAHPA Join Our Mailing List and Mailing List Archives
8. PG & PPG Trader. <https://www.facebook.com/groups/216021061889268/>
9. Follow the SA Paragliding Worlds Team here: <https://www.facebook.com/SAParaglidingWorldsTeam/>

WHAT ELSE ARE ALSO AVAILABLE OF THE BIGGER PICTURE.

SAHPA clubs. <https://www.sahpa.co.za/community/clubs/> and the SAHPA schools got links to their own channels so become a follower, like some pages, join them on Instagram, share your memories on the SAHPA Facebook page.

SAHPA X-Country League www.xcontest.org/southafrica/. Become a member as new champions are born here.

I am open to suggestions, send me a email, marketing@sahpa.co.za or use the SAHPA suggestion box and let us know what on your mind. Where can we improve and what do you want to see, any suggestions will help. Thanks for contributing to the successes we already have and can see. The tied has turned and good things come with it.

Remember to fly it your way, as paragliding will leave you speechless & makes you a story teller, Ronnie Beukes

NEWS FROM THE SAHPA OFFICE

Please could I bring your attention to a few important issues that have come up recently:

1. SA POSTAL SERVICE:

Our SA post office system has become extremely unreliable and licences are not arriving at their destinations, not only overseas but now locally as well. We strongly recommend that you either choose the option of courier/ PostNet because to have a licence reissued/reprinted CAA requires an avadavat as well as R 400.00 to reprint.

2. CAA LICENCES:

CAA Licences currently take approximately 3 weeks to be processed and are on a first come first serve basis. For this reason we request that all renewals are sent in at least 4 weeks before the licence expiry date. CAA's system was down for 2 weeks and so there was a further delay because of this but they are now back on track with licence processing and all pilots must have their licences to be allowed to fly.

A generic SMS is sent to all pilots by CAA when they have processed the licence. You can use this as proof but the actual Licence will be sent to SAHPA in a batch and we will then notify you when it is ready for distribution/ collection.

3. LOGBOOKS COPIES:

- All hand written logbook copies must be certified by a commissioner of oaths.
- Digital logbook copies may be signed by pilot and instructor and do not have to be certified. We are currently trying to get clarity on this but for now please be informed that this is required by CAA.

4. APPLICATION/RENEWAL FORMS:

We are still receiving paperwork with tippex on. Please No tippex- the forms will have to be redone as they will not be accepted by CAA. Please also ensure that all the paperwork is signed and attached to avoid any delays in the processing. Please also make sure you have completed all the sections on your forms.



NO MORE “PARAWAITING” FOR THERMALS

LIGHT IS RIGHT - THE AIR CONCEPTION TORNADO 280

Nothing beats the feeling of seeing the smile on a beginners face after their first flight. Sharing that 3D perspective of the world after running into the sky with a “buttfan” on your back, is just something you have to experience.

Training more than 70 students over the last 2 years on the same 2 motors has proven the strength of these titanium beasts. Youngsters and ladies are now also able to share this unique birdseye view due to the extreme power to weight advantage. (The new Nitro 200cc only weighs 17.8Kg)

The swing arms on the very strong titanium frame offers free flight agility for all pilots looking to go thermal hunting or those folks going on long hands off XC flights due to its fantastic weight shift authority.

POWER

The best power to weight ratio Paramotor you can get today - a very

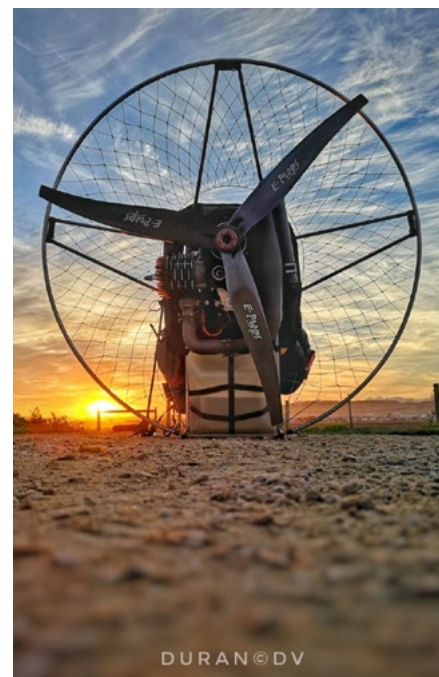
linear 266cc motor pushing 92Kg of thrust. Electric Start and soon to be released Dual Start opens up a realm of options for pilots wanting to do tandems or fly faster with smaller more agile wings. Like the Americans say: “Rather have it & not need it, than need it & not have it”

WEIGHT – 20.8KG

Airconception has the leading edge when it comes to power to weight ratio due to the fact that they manufacture their own motors. This is far more important than you think when you are partaking in races like the Icarus where every kilo extra counts. This enables all pilots and beginners alike to do more flights in one day.

STRENGTH

The Race titanium frames are made from T9 titanium and has proven to be one of the strongest paramotors out there. This maximizes flying time and avoids spending copious amounts of

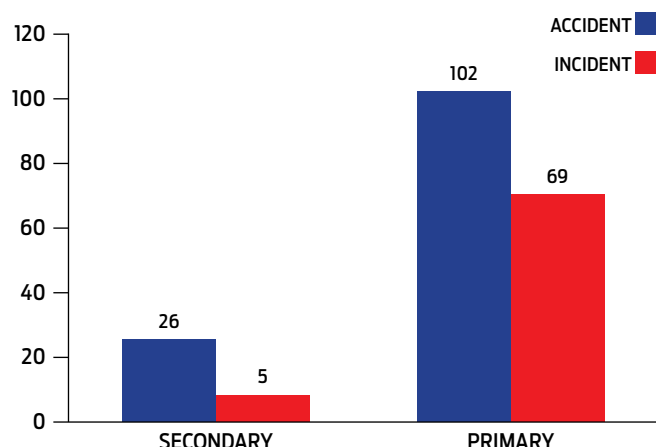


money on repairs and props when having a bad day. The 16mm Titanium frame has taken some serious butt landings without it costing customers money. When you do manage to bend the frame, you can bend it back without compromising the integrity of the material unlike other alloys and carbon composites.

Basjan van Heerden, Paramotor Africa
www.paramotorafrika.com

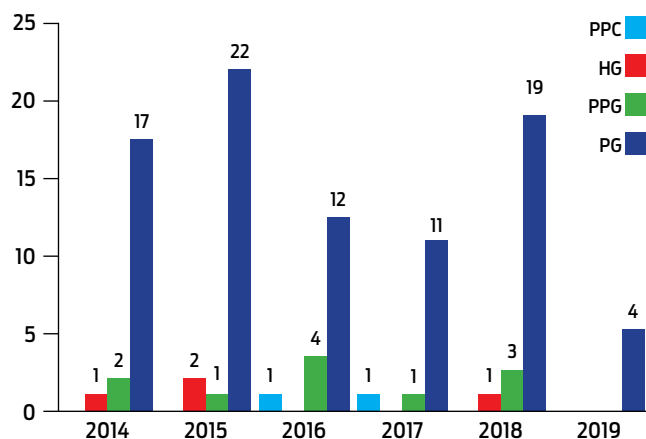
SAHPA INCIDENT AND ACCIDENT DATA

SAHPA has been engaged in an exercise to convert our historical incident data into an electronic format that is suitable for analysis be it from the SAHPA committee, clubs, instructors or you the general membership. Bearing the sensitivity of the data at hand, we will release it in a responsible manner with the aim being that of education to make our sport safer for us the pilots. We have over 200 incident reports since January 2014 that have been manually captured, the envisaged goal is to provide these stats in a suitable format on our website - preferably in a format that allows users to do some of their own analyses e.g. being able to drill down to specific sites, disciplines, times of the year, etc. The angles from which one can perform these analyses are numerous and the lessons just as vast in number. The following are some very high level stats which have been drawn from the available data, its meant to whet your appetite for what's coming, and if you haven't already registered as a user on the new SAHPA website then please do so immediately as this will be the place where we envisage the release of the data i.e. it will be for members only whose access is controlled via a secure login. That said, here's some high level results of incidents/accidents reported between 01 January 2014 and 05 March 2019. NB. The following excludes fatal accidents - at the time of writing this data was not available due to there being further complications and red tape with fatality data, however we are investigating a way forward in having this data included.



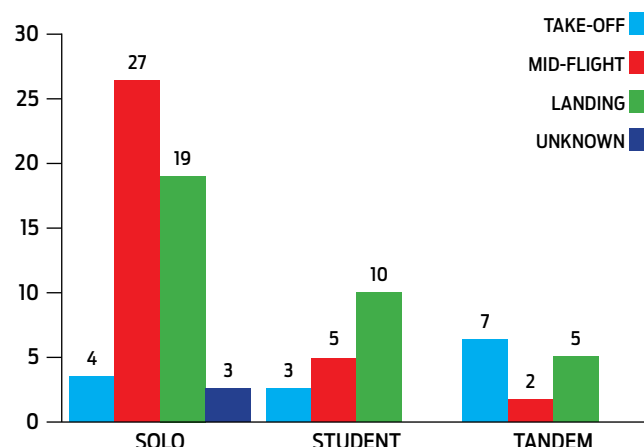
ALL REPORTS

In total we've had 202 reports of which 171 were primary reports. Primary being the main report and secondary being additional reports which may have been reported on the same incident/accident. This means that we have 171 total incidents/accidents over the period under analysis, which can be further split into 102 accidents (serious injury or damage to person, equipment, or property) and 69 incidents (occurrence that could have lead to an accident or from which a lesson can be learnt).



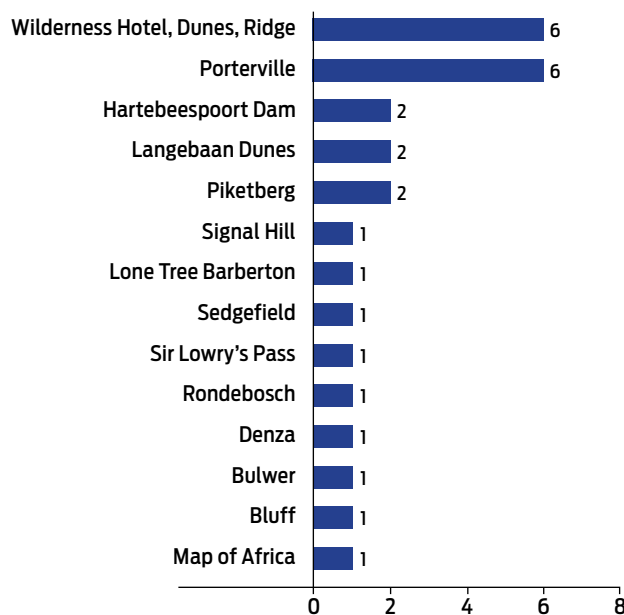
ACCIDENTS BY DISCIPLINE OVER TIME

Focussing on just accidents and primary reports (so we're not double counting any single event) we can see that the majority of accidents come from PG which is not unexpected given the number of pilots and flights for this discipline.



PG ACCIDENTS BY TYPE AND PHASE

Focussing further on just PG, we see that the majority of solo accidents take place (or start) mid flight, conversely for students the majority of accidents occur during the landing phase, and for tandems its during the take-off phase.



SOLO PG MID FLIGHT ACCIDENTS BY TAKE OFF SITE

Lastly, honing in on just the solo PG accidents that occurred/ started mid-flight we can see that the Porterville (Dasklip and Pampoenfontein launches) and the Wilderness ridge (hotel, dunes, ridge) sites share the top spot with 6 accidents each from January 2014 up until March 2019.

There's a lot more questions you might be asking such as what were the level of injuries, causes, pilot experience, wing class, time of day, season of the year, etc. All very good questions that can be answered when we release the data.

Stay safe, *Ria*



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FAN TOURS

PPG is all about flying together and enjoying the freedom of flying combined with the flexibility of taking off and flying virtually anywhere. This is something that we should celebrate...queue the annual "Fan Tour" The inaugural Fan Tour was scheduled for September 2016 – destination Namibia. Together with the growing PPG community in Namibia and under the watchful eye of Lafras Uys, we kicked off the planning of this action packed fairytale.

With much fanfare (pun intended) we had almost 20 pilots indicate that they will be joining us on the tour. Sadly commitment attrition took its toll and on the day of leaving Johannesburg we were two pilots with one waiting for us in Namibia. To add insult to injury we didn't even know each other from a bar of soap and had 30+ hours of travelling together ahead of us!

The 2016 tour formally kicked off with some thermic flying in Windhoek; yes it is thermic at 5am in Windhoek. From Windhoek we routed west towards Henties bay which was our base for the remainder of the tour. Flying in Henties is special since the micro climate there is very unique in the sense that it is overcast most of the time, making flying very smooth, however, less than a kilometer inland the cloud cover dissipates abruptly and flying becomes more of a survival exercise and less of a leisure activity. During our stay in Henties we managed to cover over 350km of flying and saw some of the most amazing and isolated sights imaginable. A personal favourite of mine was flying over and landing next to a shipwreck just off the coast:

1&2 We left Namibia with heavy hearts, not only missing the amazing flying spots but also because lifelong friendships were forged in the process.



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3 The year is 2017 and our Fan Tour grew to seven pilots, that is seven pilots actually joining us on tour J The peeps from Namibia joined us in Tzaneen for the start of the tour. Tzaneen is a wonderful spot for PPG since the weather is flying-ready throughout the year. We tempted fate by scheduling the tour in August and had a 100% success rate when it comes to flying days. The gaggle of fan pilots had a jolt flying over the Tzaneen dam, up the valleys and under the arch bridges. We made our way back towards Johannesburg passing through Mokopane and doing some displays at the Kierieklapperfees.

In 2018 bad weather caught up with the tour and although we had a full house of pilots we were grounded for 3 days forcing us to course correct and adjust our plans. What was meant to be a traverse of the Vaal river ended up in flying the "three dams" Starting in Parys we made our way to the Vaal dam, then routing to the Koppies dam and ultimately back to Parys buzzing the river and dams in the area. What made this trip memorable was that we landed right at our overnight stops, just a hop and a skip away from the chalets. Flying over the water masses early in the morning and late in the evening is always memorable and something that we'll cherish forever.



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4&5

It was all back to basics in 2019 and we hit Namibia and Botswana hard for the most recent fan tour. Starting by travelling through the delta all the way up to the Caprivi and then traversing the entire stretch of the Kavango river as it runs through Namibia.

This was arguably the most isolated Fan Tour ever and one for the history books. Flying along the Okavango and Kavango river is a paradise filled with wildlife and to top it all you can see for days ahead due to the crisp and clean air.

6 Paramotor flying drew the usual crowds and whether we took off from a soccer pitch or next to the road, we always had willing locals cheering us on or helping with the required "documentation" to fly at a given spot...

7 Namibia/Bots 2019 was amazing and with a wonderful group of friends this sport is growing at a rapid pace.

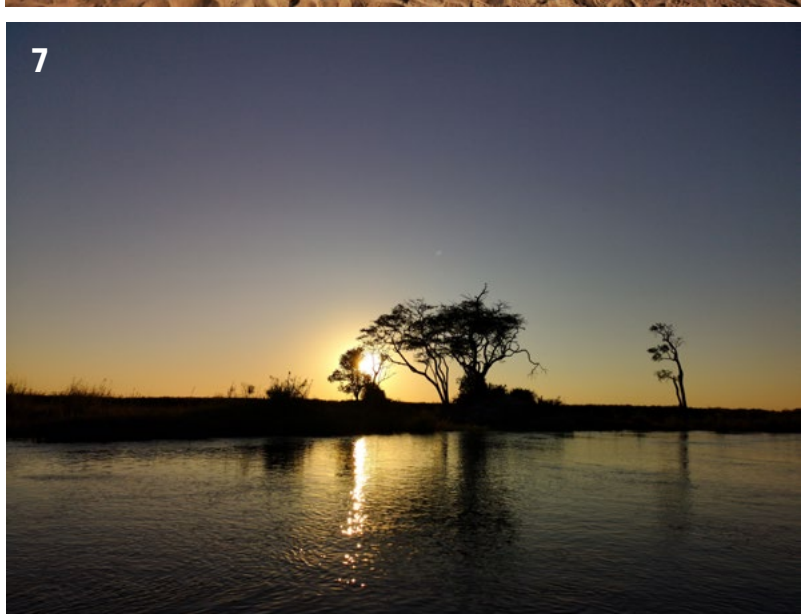
8 Planning for the 2020 tour is underway and chances are that we will be travelling to Mozambique to break new ground all the way from Bilene past Inhambane. Watch this space, keep a space in your diary, and budget, and make a plan to join the Fan Tour 2020. *Nico-Louis Minnie*



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WHERE TO...

Much “good stuff” has happened since the last in the loop. We have had a much needed and in many’s opinion very successful instructor’s seminar, that confirmed the need for regulatory changes to better our sport and confirmed the route envisaged by this committee as being on the correct track.

There was healthy debate on many topics, sometimes notably heated as is expected with many passionate people in a room. Let it be said that there was valuable contributions from all and the facilitation arranged by the Exco bore some good fruit in understanding our common pain points.

There was a lot of polarisation on the merits of SIV course for TFI pilots. This I am sure will remain a hot topic for some time in the same way PPL instructors in USA and Canada debated and differ on full stalling as opposed to approach to stall.

The PPG group took the proverbial “bull by the horns” and have made significant headway into re aligning their training so the cross pollination between powered and non-powered is fluid and relevant. The view of them (powered) and us (non-powered) has changed and the plans to make movement and recognition of similar skills and training for the differences really promising. It is how it should have been. Pilot retention and ease of renewing is a priority and is a point of focus.

The work done (bar some side minor discussions) is now ready to be converted in to a much needed regulatory re-write. It comes at the opportune time of the re-directing of ATO’s currently managed under part 141 into a different part of the regulation or separate part as per the industry SACAA vision. The SACAA seems to be looking objectively at what the rest of the world does. Risk orientated intervention and planning is the base in aviation the world over.

The input on the MOP and the TPM have come to a close, with these comments and inputs the team can now work to better both documents.

SACAA has informed SAHPA that the current MOP for the ARO is one of the better documents in circulation based on their initial inspection since the demise of RAASA. They believe with minor tweaks it will be accepted as in line with regulation as they interpret it – please note that their

interpretation differs somewhat from the now defunct RAASA management’s interpretation.

SAHPA members, if necessary may be asked for comments as the regulation amendment is developed and the TPM elements get engineered into the CATS.

There was a lot of synergy and unity at the seminar if one looked at it from a macro perspective.

IMMEDIATE SAFETY CONCERN

Apart from the weather at this time of year– watch out for those whirlwinds!!

The effects of not having our SAHPA discipline specific seminars to regularise and standardise our training, may be a contributing factor in the recent spate of fatalities but deeper analysis shall either confirm this to be true or a mere myth.

The incompetence and systemic failures to issue investigation authority to SAHPA investigators by the AIID has been brought to the fore and the DOT is aware of their failings. We hope this will be resolved asap.

SAHPA is in the process of capturing (with a view to analyse) the accident data for trends.

While the recent official preliminary accident reports are not yet finalised, there are some warnings surfacing that need to be considered by pilots especially instructors training ab-initio students.

The current trend for every Joe Soap out there to become “the next facebook movie star, Instagram hit or any of the new video media sensations has some very real and disastrous potential consequences.

Pilots are fitting themselves, their equipment and wings with cameras.

The flying seems to be becoming secondary to the capturing of footage and in recent times doing it in a way that requires minimal editing.

Pilots are forgetting to aviate, navigate and communicate in search of obtaining exciting footage.

Often exciting footage = dangerous positioning and proximity to terrain etc.. This in history has normally been left to experts and requires detailed and proper planning. Our flying world is now becoming the stage for any person with a go pro to be the “hero”.

Students seem hell bent on capturing their first flights and showing their mates and family how “cool “ they are.

Seriously In the interest of safety this is best left to later in ones flying career. Other methods of gathering the footage from the ground or seasoned pilots’ knowledgeable and experienced in taking such should become the norm.

All that is needed to understand this point is to try and apply for a position on any film set and see what credentials are needed.

So to my current bugbear, cameras fitted on the helmet with long stalks and gimbals just waiting to get tangled in your lines or cause merry havoc with the helmet slipping backwards or to the side, needing “fixing while in flight.

The catastrophic aftermath of the fitment of cameras to the helmet when one impacts results in serious unintended focused pressure points on the helmet and circumvents what the helmet is design to do ie. spread the impact.

Michael Schumacher’s injury (we believe) was due to such a placement on his skiing helmet, if the rumours are to be believed.

SAHPA will be requiring all their schools in their ATO to disallow the fitment of cameras to helmets and will be suggesting the discouraging by all instructors of students placing cameras on their person or equipment while training. Some of the forward thinking schools are already implementing this .. well done.

There may be a need to set up a course for pilots wishing to take this type of film footage and develop safe and acceptable systems and placement of cameras to facilitate this. It seems it is becoming a social media necessity which we need to address.

We are moments away from pilots each flying with their own flight following drone... just imagine.

Furthermore, conditions sometimes are unsuitable for filming and bring serious risk to the pilot and those in proximity. At present, as there are no regulations inhibiting this, maybe the use of chest mounted cameras would be safer than those on the helmets. Common sense should prevail but where it can’t, unfortunately rules tend to pop up. We really do not need any more rules.

Please note we are not against filming, merely during early license training and undertaking it in unsafe ways.

Let’s be safe out there and go nowhere where our mind has not gone before – hopefully many hours before!

Kevin Storie



ALOIS MARUME

I met Pete Wallenda at the hill where I was working as a porter (carrying tandem paragliders up Lions Head) Pete and I just clicked and he offered to teach me to paraglide, without hesitation i jumped to the opportunity. I started working at Wallend-Air in April of 2012 and straightaway started with my ground handling ... all went super easy as I have been working with paragliders and seeing gliders for 3 years before then ... in November I was airborne and hooked on the spot.

In January of 2013 I got my first licence (basic licence) and the real flying began. I started flying different sites and then I started to fly long distance cross country, like flying from Porterville to Clainwilliam and also from Dasklip to the Pass and back to Flyers Lodge.

ALOIS MARUME – THE ROAD TO TANDEM!

Student	July 2012 <i>Wallendair</i>
Basic licence	March 2013 <i>Wallendair</i>
Sport Licence	July 2014 <i>Wallendair</i>
PG Assistant Instructor	October 2018 <i>Wallendair</i>
PG Tandem	April 2019 <i>Stephan Kruger</i>



MY FIRST COMPETITION

“**W**OW THAT’S FAR!” when driving into the Barberton valley these were my first words to Hans as he pointed out the site where we would be flying from. I had also noticed the distance between the takeoff and one of the previously used turn points past the Agnes mine, and to say that I was feeling overwhelmed would have been a bit of an understatement. The next ten or so minutes that it took to get to the golf course (landing field) were completely silent from my side. Hans on the other hand couldn’t stop going on about all the previous happening of past competitions.

Arriving at the takeoff for the first day of competition I felt a bit like a lost sheep. I watched as the seasoned veterans gathered near the front on the ridge, and began readying themselves for the task ahead. It looked a bit like an ant’s nest, absolute chaos for anyone looking on from the outside, but actually every pilot was merely going about their preflight routine in their own precise way ... well almost everyone. I was a bit slow off the mark, but got it done after some guidance from those who knew what they were doing. One of the greatest things for me was the fact that in and amongst all of the chaos, some of these “seasoned veterans” still had the time to talk to the group of novices, and some of the other pilots, through the course and to point out the best lines to take to give us the best chance of making it to the goal.

One of the many concerns that I had going into the competition was getting in the way of the top “racing snakes” at the sharp end of the competition. Well, I soon realised that was the only a problem I had dreamed up because, at the start of the task, when everyone pushed off to the first turn point and I thought I better try and follow, I had a funny feeling, it felt like my glider had suddenly found a reverse gear. Thankfully this was not the case, but rather just a highlight of the performance difference between my en-B and those CCC gliders fighting for the lead.

Partway through the course I realized that this wasn’t all bad, because now I had a some markers on the course that were showing me the direction of where I should be going, but more importantly where I could find some more lift. Another great thing about being slower on the course was at one point in the task I found myself with a front row seat to the race that was going on for the goal line honours, as the top dogs came cruising past below me while I was trying to squeeze as much height as I could out of the thermal that I had grabbed a hold of.



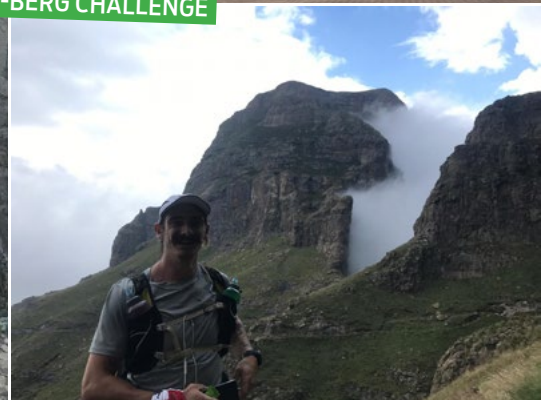
Flying the Barberton competition was nothing like I had imagined ... it was immensely better. Flying the comp was amazing to say the least. It pushes your flying to a whole new level, opening your eyes to what is possible on a paraglider, encouraging you to try new things, and if you land out somewhere trying something new, there is a friendly team that will come and find you - where ever you may be. It was without a doubt the best week of flying I have ever had, filled with an amazing group of people that are so willing to help and give pointers to anyone that is willing to listen and learn.

As a novice myself, if I can give one bit of advice to any other novice, or any pilot out there who is unsure whether or not to enter their first competition, it would be this, “Do it! Just do it! It will be the best thing you’ve done. It is a week of great flying, with a great bunch of likeminded people and an experience that you will not soon forget. So get those gliders ready, Barberton 2020 is coming, and I’ll see you there!”

Brandon Orpwood



PICS FROM THE X-BERG CHALLENGE



PARAGLIDING REPORT BACK

It has been an extremely busy time for all of us these past few months. An awful lot has happened as we slowly progress towards getting our ship seaworthy again!

As you're all aware there was a meeting of the TFI's in Cape Town, as well as an Instructor Seminar. These were found to be highly beneficial. Seminars like these have not happened for an awfully long time. We will endeavour to make them regular annual events. Hopefully most of you who were not able to attend will have had a chance to read the minutes!

SAHPA continues with its progress towards amending and correcting our Training Procedures Manual and MOI to come in line with the Civil Aviation Training Schedules and Civil Aviation Regulations. At the risk of repeating ourselves the most exciting progress would be the concept of a license endorsements... In short, simply, renewals and upgrades would not need to go through the CAA but would be handled internally! This would represent a tremendous time and cost saving to all of us. This would definitely mandate a functioning Club infrastructure, and this would come with it's own benefits. In addition the mooting of an "Adventure Flying" amendment to CARS has given us a unique window to make some long overdue changes, most notably becoming self-governing.

On the competition front we have had some notable achievements in Europe in the past month predominantly by Theunis De Bruin and Stef Junker...We eagerly await the World Champs!

Unfortunately we note the sad passing of Chris Hersov and Dirk Chalmers. Our deepest sympathies and prayers go out to all of their family and friends. This is a very harsh reminder of the fact that our sport can sometimes be a very fickle mistress.

Please understand that there are certain legislated pathways that have to be followed prior to us releasing any information. There will never be any attempt to obfuscate the facts. Also be informed that we continue, as a committee, to analyse our safety data and our results, most notably with respect to accidents. In the very near future we will commence publishing a quarterly accident report in an attempt to educate all of us and enable us to learn from each others mistakes.

On the hike and fly scene next years X- Berg has an exciting new route, check it out here: <http://xbergchallenge.com>

And X-Magalies Is about to be reinvented and re-launched to incorporate both Trail running and Mountain biking... Rope in your non-flying friends and race against them!

A brief reminder to be extra cautious and vigilant in the upcoming change of season, especially before the first few rains.

Adios Amigos!
Mark Human

