

IN THE LOOP

ISSUE 04 | DEC 2019



HI ALL,

SAHPA has engaged with the regulator CAA in an effort for them to understand our sport and for us at SAHPA to understand what the law requires of us.

Our first meeting was to get to know one another and to move forward leaving the past behind. We proposed to build on this initial step and we invited them to come and experience our paragliding operations first hand. This plan took a while to put together as it had to work for both them and us. They agreed to come to both Cape Town and Wilderness and to take a closer look.

Their paragliding adventure started in Cape Town and ended in Wilderness...

As you might all know, a six-man team from CAA came to observe our operations and familiarize themselves with some of our sites in the Western Cape.

We started in Cape Town and went to Signal hill and we walked them up Lions head. We briefed the CAA team on our solo flying and how the TFI operations work in and around Cape Town.

Leaving Cape Town, they moved on to Wilderness and surrounds. I followed the team to the Garden Route to oversee. My plan was to give them flights both solo

and TFI to experience our sport first hand if possible.

We collected them at 0900 from their hotel in Wilderness and advised them to be ready for some action - bring water and be ready for some fun!

We took them to the Carpark at Kleinkrantz. There they were briefed on the lower and higher take offs and Johan Anderson did a quick flight from the top take off to complete the briefing with a practical.

The next stop was the training dune at Kleinkrantz for practical instruction.

All CAA members first signed the necessary paperwork to continue with the instructional training flights off the dunes.

The team was instructed to take their shoes off, roll up their long pants and each one had to carry their own equipment to the dune.

Each CAA team member had one flight from the dune, the same as we would do with our students on the first day of an intro course.

(We have all these first flights on video and photo footage as proof!)

Each member had a super flight and

were huffing and puffing after all the action. These guys are mostly office bound so they normally do not get all this action while sitting in the office.

SE was predicted so we moved to the Map and each team member had a TFI flight. Again, all necessary paperwork was explained and completed before each flight. TFI pilots landed both at the top and bottom with them all the while answering their questions on all the action that was happening around them. We finished with them on a high note just after lunch time. They were debriefed on the day's action and answered all their many questions they fired at us.

Our TFI pilots were more than happy to take the team for flights. Some were lucky enough to have a flight compliments of our girls' team.

It was a very exciting memorable and successful day for both Sahpa and CAA.

The general feeling was that the team was really impressed with our operations and found it to be professional and fun. They were very thankful for the effort and time that was put in by the Cape Town and Garden Route teams to educate and inform them of our





operations.

That evening we met the team for an informal dinner where we shared ideas and views of what is and what will be coming.

Thanks to all of you for your input and effort helping to make this day a success. We could only achieve this because of the team effort!

Following up from the CAA team visit to Cape Town & Garden Route, Kevin, Steve and myself went to a four-day ARO workshop in Johannesburg. The focus was 'Part 149' which controls the way the ARO's are governed.

This was a challenging meeting and the first time the CAA interacted directly with the ARO's. Walking into the facility initially was quite a stiff affair but when we met the CAA delegates that had

taken the time to understand SAHPA and the way we operate it was actually a welcoming meeting.

The meeting was open and positive with all members participating and although tough at times, the CAA team was always willing to listen and engage with all the ARO's.

The goal was to make 'Part 149' work for all and to 'panel beat' the regulations, streamline and make them less onerous. This seemed to be an almost impossible task to tackle as there were so many different applications it had to work for.

We had a look at 'Part 149' and found a provision that allowed us to ask for self-governance which we subsequently investigated and have since applied for in writing to the director of civil aviation as it is within her right to

grant us this.

Self-governance would be a huge change and win for SAHPA. If the director refuses our request to self-governance, then we can if necessary still take our case to the appeal committee at DOT.

On the home front, the digital change from paperwork is ongoing with Louis Stanford at the lead and Ria is working on all safety matters as he is involved with the accident and incident reporting and formalising all processes and procedures for SAHPA.

On the other front Kevin is leading the appeal to get representation for SAHPA at CARCOM to be involved with rule/law making for civil aviation.

We thank you for your continued input and support.

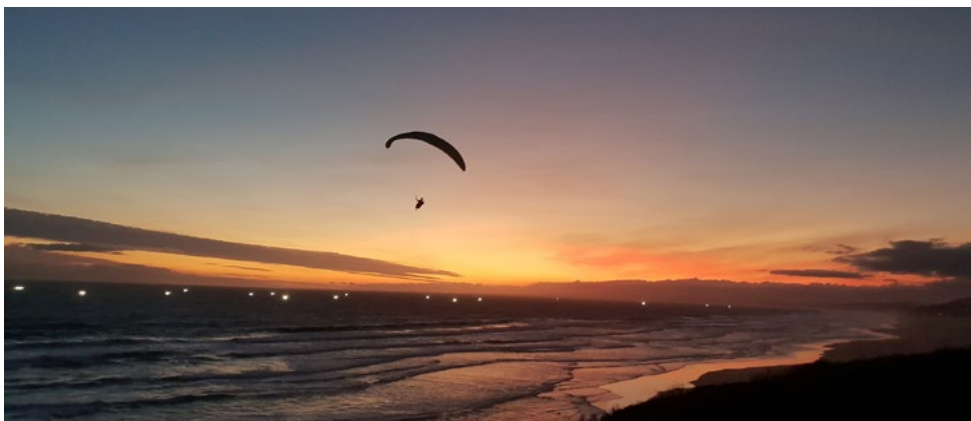
Pete Wallenda





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



SAHPA OFFICE NEWS

SAHPA OFFICE CLOSING FOR THE HOLIDAYS: 20 DECEMBER - 5 JANUARY 2020

It has been a challenging year with a lot of changes happening especially the change over from RAASA to SACAA in April, and Lisa and myself would like to thank you for your co-operation, patience and understanding throughout the year.

To avoid delay in having your licence processed before the offices close. Please ensure that your paperwork is submitted by no later than 6 December 2019.

CAA will be closed from 20 December until 2 January 2020.

Pilots do receive an sms from CAA to say the licence is ready for collection but please wait for SAHPA to notify you as it is only then that SAHPA has received the batch of licence back from CAA.

There have been quite a few changes on the format licence applications and renewals are to be submitted and so to make it easier for all we have made a list of the general changes:

1. FLYING WITHOUT A CURRENT LICENCE

CAA checks the expiry date of your licence against the current logbook copy you have submitted. There have been a case whereby pilots licences have expired months ago yet continue to fly. These pilots will be handed over to SACAA enforcement for further investigation and could lead up to a fine.

SAHPA urges all pilots to make a note of when their licences expire and renew them on time. SAHPA does send notifications via email but it is still the onus of the pilot to ensure that their licence remains current.

2. FORM CHANGES

This has come into effect as from 3 November and no old forms will be accepted regardless of the sign off dates. The Applications/renewal form, medical fitness, skill test form may no longer be sent to the instructor for sign off via fax/ email. Both the pilot and instructor signatures must be original. Any Grade A/B instructor may sign off the forms (including instructor renewals). PLEASE No Tippex is allowed on any of the forms.

- The application/renewal forms have changed - All members (including all instructors) are to use the new CA 62-16 form (Available on the website)
- The skill test form has changed – In future please use CA 62-15 form (available on the website)

The renewal documents must reach SAHPA within 60 days of instructor's sign off date. If not, you will be asked to resubmit the documents.

3. LOGBOOK COPIES

The Logbook MUST have a 'summary'. This is a line drawn and written tally of all category hours, The Hours Tally must concur with that filled in on the CA 62-16 form.

- **Handwritten logbook copies** - Must be certified by a Commissioner of Oaths (SAPS/ SA Post office).
- **Digital logbook copies** - can still be printed and signed by pilot and instructor.

*Note: Pilots maintaining electronic logbooks are expected to make printouts every 90 days kept in a binder. For renewal do the summary on the last page by hand, sign & scan it. If your Instructor is printing & sending to SAHPA on your behalf, he should email you a scan for your binder.

4. ORIGINAL MEDICAL FITNESS FORM

All applications /renewals require a medical.

- **Self-declaration** - if under 60 years of age and no mentioned medical conditions as per prescribed form.
- **GP Medical** - 60 years of age and older / medical conditions as per prescribed form.
- **STD Tandem/ TFI ratings** – Class 4 Medical certificate from an Aviation Medical Examiner (Original Yellow or Certified copy of original)

* Note: Dates on medical fitness form may not be older than 3 months.

We would like to wish you all a wonderful festive season and a prosperous 2020. Please drive and fly safely!



Some footage from Task 4

<https://youtu.be/nY7S9WfMvsY>

How privileged are we that our wings now propel us to such great distances on such a regular basis.

Competition Tip: When choosing where to go, pick a place that grows olives. This rule was formulated by Andrew Smith some years back. It turns out that if the region of your selected competition grows olives, your chances of accumulating flying time is maximised.

Wikipedia explains it:

“Olives like hot weather and sunny positions without any shade, while temperatures below -10 °C (14 °F) may injure even a mature tree. They tolerate drought well, due to their sturdy and extensive root systems.”

The Olive formula: lots of sun + not much rain + dry unstable air = high cloudbase + strong thermals + many hours of flying

And as we passed many acres of Olive groves on the way to the Pico do Gavião launch every day, we knew it was going to great!

Competitions Coming Up – our very own Pre PWC at Porterville, currently 75 pilots paid up, so if you can come and join us, do so.... And if not follow your favorite pilots on live tracking. Remember the pilot who wins overall gets a selection for the PWC Super Final in Brazil in March 2020.

COMPETITION CORNER

It was a busy summer for flying in Europe for the dedicated SA competition pilots. Members of the SA team who were heading for Macedonia using the European comp scene as a warm up for the Worlds.

Theunis De Bruin did SA proud by having a good run in Spain (2nd Pre PWC Piedrahita, 4th Spanish Open) culminating at the Pre Europeans in Serbia in which he took first place.

The SA Team then descended on Krusevo for the 16th Paragliding World Championships. The organization was great, given that it was the tried and tested team from the PWC, with local pilot and PWC president Goran as the meet director. Tasks were well set and we flew a massive 10 out of 10 (with one rest day).

Task 1 81.5 Km

Task 2 89.1 Km

Task 3 83.6 Km

Task 4 112.3 km

Task 5 98.9 km

Task 6 130.2 km

Task 7 98.2 km

Task 8 65.4 km

Task 9 91.9 km

Task 10 96.1 km

The field was incredibly strong, with an average of 80 – 100 pilots making goal and the first 60 -80 pilots arriving within 8 minutes of each other. The world of competition flying has become very

professional and therefore very competitive. Team SA put their heart and soul into every day and the pilots were so well supported by their team leader Jan Minnaar and his assistant Francois De Villiers. The French and the Italians jointly won the Nations with Joachim Oberhauser from Italy becoming World Champion and Meryl Delferriere from France the Ladies World Champion.

Nice video with a summary of the worlds.

<https://youtu.be/FBW21p6GIH8>

Jon Pio, Andre Rainsford and Khobi-Jane Bowden then headed off to Pico do Gavião in Brazil, for another massive 8 days of flying in the fourth round of the PWC.

Brazil always delivers, so if you have the chance, go !

Task 1 69.6 km

Task 2 81.7 km

Task 3 104.5 km (100 km FAI triangle)

Task 4 100.2 km

Task 5 108.4 km

Task 6 90.9 km

Task 7 94.3 km

Gone are the days where 100 km task was a rare and exciting thing, due to the mass gaggles and the speed at which we now fly the overall results are compressed to such a point that there is hardly much difference in the top 80 places.

ACCIDENT INVESTIGATION PROCESS

Accidents are unfortunately something we have to deal with in aviation. I always say to any new instructors, prepare yourself it is merely a question of when not if. There is often many questions (some never answered) and sadness, sometimes anger in any accident especially a fatality. Many SAHPA members are not sure what to do and what is the process that follows so maybe this article can elaborate somewhat.

There are many elements of this that need some explaining so one can manage expectation of the families involved, fellow pilots and the public at large.

It is regulation that any incident or accident should be reported and this is made easy from a SAHPA perspective with the reporting system now on the SAHPA website. It will be wonderful if we can all use it so we can start seeing trends and help in our understandings of the sport we love.

The need for more information comes into play especially with accidents where casevac is required and where hospitalization is required in regards to the pilot, persons involved or bystanders (persons on the ground, furthermore if there is any damage to property where a third party claim against SAHPA's insurance may be needed. We need good fact to ultimately to figure out what went wrong and can we prevent similar going forward.

Take photos, videos etc. and submit them along with the report. The more reports, the better the data for the possible investigation. Not every incident or accident is investigated.

When it comes to a fatality or a serious accident with severe injuries, this is when an investigation normally starts. Firstly, it is not to be punitive but rather to find the cause and to educate so we can prevent similar in the future.

At the time of an accident, SAHPA as per legal guidance will normally issue a simple statement and will not divulge names etc. We attempt to inform family members etc. to avoid them getting shocked finding out via public media. At this stage we do not know why the accident happened and it is legally best not to assume anything, hence we merely state it shall be investigated.

In a fatality DOT's AIID department is notified and they will appoint an investigator. Note this is not SAHPA.

There is normally an investigator on duty 24 /7 and their

contact details can be found on the CAA website. One can also contact SASAR.

Remember to contact SAHPA's NSO or the chairperson etc. Nb. the police have to be called and nobody must move the body or equipment except for purposes of administering first aid or making the equipment/accident scene safe. Try to take photos from all angles if you are on the scene. It helps piece it together later. Try also to protect the scene from thieving locals but do not risk your life.

AIID has no experts for our type of aircraft and thus they request SAHPA to provide an expert whom they officially appoint by way of a letter. This can take an inordinately long time. AIID is not quite functioning effectively in recreational aviation.

Now this is where it gets interesting. AIID expect this expert to do their investigation for them for Free. SHOCKER. The Expert cannot claim any costs which is pathetic and not acceptable. Furthermore THERE ARE PLANS by AIID to no longer investigate PG and HG accidents including powered versions of our craft in the future. Let's hope they allow ARO to investigate going forward as we need to understand what went wrong to prevent similar occurrences.

As you can read this irritates me somewhat that the CAA investigator does nothing and gets one fat salary and all experts in the recreational arena cannot even be reimbursed for travel and they do all the work. This is just wrong on so many levels.

Any equipment test or couriering of wreckage emanating from the investigation must be approved in writing by the allotted SACAA accident investigator presently. This generally means vital information can be lost as this process is not fast.

After the permission letter has been issued (which has taken in excess of 28 days in some recent cases) then the SAHPA expert to actually start work to produce a report and to do the piecing together of the causal factors and ultimate reasons for the accident/fatality. Please understand there is normally a preliminary accident report issued by the AIID, but often this does not happen. .

Note, the investigator's appointed expert nor the investigator should generally share or issue the reported findings to anybody especially not the direct family.

Legally, one is strictly prohibited from doing this and this is contained in the letter of appointment.

Often many families and those that have lost this precious person or these persons in the aviation accident want answers to help them deal with their loss. This we understand but have to remain as professional as possible. All we can say is that there was an accident and give some indication what we are looking into.

We do not pronounce the cause or reason for the accident as often this can change based on the investigation. We can never give over any official documentation such as our findings or photos from the official report or the expert's report on findings which I am sad to say has unfortunately happened in the past. This can have catastrophic legal consequences for both SAHPA and especially the investigator.

Often, there are insurance companies involved and estates that need winding up therefore there is always pressure for answers.

This we cannot give and may only come from AIID.

SAHPA members always want to know "what happened" and many Avcom and WhatsApp group 'experts' provide so called definitive answers, normally based on amazing levels of assumption and conjecture. We really suggest restraint here.

The media love publishing horrific photos and as one knows the emergency responders are normally paid a back-hander to give info and on the scene photos to the press to break the news first. So very sad, but this is the world we live in. I believe this is the sick side of first responders in the emergency industry. It is not ethical.

So back to what happens. The report from the SAHPA expert or experts normally becomes the final report that the AIID investigator uses along with some other documentation to finalise into the official Accident report. This normally goes to a panel for assigning causal factor codes, i.e. the reasons for the accident and then the accident report is officially finalised and published. This can take anything from (3) three months to (10) ten years dependent on the complexity.



Only then can the family and insurance companies consider the accident report complete and can act upon the contents.

Naturally via the NSO and our safety committee, based on feedback from the expert/experts can SAHPA implement preventative calls and rulings if there is information found that can immediately save lives. It has to be dealt with carefully and cannot prejudice the report or the investigation. This is normally done by ways of warnings or suggestions to the community.

I trust this assists our members. Remember do not fly anywhere where your mind has not gone before and then maybe we shall reduce our risk of having an accident in the first place.

To the SAHPA committee and the team behind the scenes:

Thank you all, 2019 was quite a journey. We had fun and laughs, we had our disagreements, but in the end, we got results. There is not a new committee for 2020, a sign of the confidence we received from our members, trusting in the direction this team is taking us in 2020. We also need to compliment the team behind the committee!

May all your wishes for 2020 come true.

To our members from the SAHPA committee side:

2019 is running out. May the stars shine bright on your world. Wave goodbye to the old & embrace the new with hope, dreams and ambition. May you have a fun-filled year-end and a prosperous 2020! New is the year, new hopes, new is the resolution, new are the spirits, and new are my warm wishes just for you. *The Committee*



X-BERG CHALLENGE 2020



Bookings are open for the X-Berg Challenge 2020 edition. One of Africa's most unusual and thrilling adventure races is set to return in March 2020.

In the midst of March, shaded by autumn leafy trees between the rough-hewed mountains, athletes of all forms prepare for a demanding yet exhilarating escapade. The X-Berg Challenge, a four-day hands on adventure race, invites those far and wide to undergo one of the most unique competitions in South Africa.

Set in the Drakensberg, a dramatic escarpment of untapped grasslands and grand mountains that pierce the sky, the X-Berg Challenge consist of a self-navigational course of exploration and pushing fitness abilities to the next level.

Participants can choose to compete as either a trail runner, mountain biker, paraglider, or all three.

Planning their own routes to pre-determined turning points, athletes use a GPS to navigate through the Drakensberg to reach the finish line. For support during those trying times, competitors can opt for a second - a family member or friend that follows them via live signal tracking - or make use of the supply boxes at each turning point.

Nick Neynens, an X-Alps athlete from New Zealand, decided to answer this call to adventure. Choosing paragliding as his discipline, Neynens embarked on a wild African journey. Battling weather conditions, landing in unknown territories, and experiencing a taste of African culture are just a few of the moments Neynens witnessed during his race.

The X-Berg Challenge presents participants with a variety of choice. One can either choose to complete the course solo, or work in a team as a relay option. Pre-planning one's course is essential, offering the opportunity for athletes to test their tracking skills and creating a new sense of adventure to the race.

Paragliders and trail runners can expect to cover 160km and if mountain biking you can expect to cycle about 350 km (depending on route finding). The straight-line distance is 137km as the crow flies.

"Walking into the night, washing in a stream, navigating shepherds paths," Neynens explained, "it is very authentic." Neynens found himself wandering the crowns of the mountains when the darkness was looming. Deciding to find shelter for the night, he walked down to an African village. He was invited for a small meal and accepted as a guest. Little did he know, the hut he was to sleep in harboured more than just himself. Squished against his hosts, Neynens got very little sleep that night – but he certainly obtained an unforgettable experience.

Neynens completed the epic voyage, coming first in his discipline and second overall in the 2014 race edition. One of his most serene moments was, "spotting springbok and jackals" while floating through the air. He used the X-Berg Challenge as a self-skill and fitness test for the X-Alps, paying homage to this experience.

The X-Berg Challenge is back for the eighth time in 2020. The race will be held on the 25th to the 28th of March 2020. If you deem this race a tad too extreme for you, the X-Berg Mini Challenge is the perfect replacement race.

Following the same format as the longer extreme challenge, the mini is a two-day race covering 60 kilometres as the crow flies. If trail running or hiking you are in for about 75km on your feet and if mountain biking around 190km depending on your route finding.

The X-Berg Mini is set to kick off on the 27th to the 28th of March 2020. Bookings are now open for you to undertake the ultimate saga in one of South Africa's most exquisite destinations.

As Neynens said, "it is a real adventure, interesting flying, and gorgeous scenery."

Don't miss out! Visit <http://xbergchallenge.com/enter/> to enter, or for more information, visit <http://xbergchallenge.com/>

SEASONS GREETINGS TO YOU ALL

It's been an interesting year to say the least. As vice-chair of SAHPA I've gained a greater understanding of the workings within our association. Some changes happen quickly, and others not quick enough. The 2018 AGM laid the groundwork for members to have a greater say in how SAPHA is run by means of a unanimous vote in favour of allowing for proposals to be electronically voted on, thereby negating the need to wait for an AGM or SGM which by their very nature are biased by the location of these meetings. This is a major step for us, and as in any democracy, it's important that all members apply their minds and votes when it comes to the running of our association, and more importantly our sport. Which brings me to my first topic, the SAPHA forums.

By the time this newsletter is released the SAPHA website will have a new feature in the form of a forums section. Forums are a place for our community to engage with each other. This brings a range of benefits including a resource for selling of used equipment, educational discussions, etc. We will need moderators to step up and volunteer their services and I hope that you will put your hand up to assist. It is envisaged that this space will allow all members to express their opinions, something that is critical when it comes to voting on major changes such as the proposed changes to instructor requirements, or the proposed return of the tandem student fee to R50.

Earlier this year I wrote an article in this newsletter detailing various initiatives that could be employed by SAPHA to achieve its mandate of growing the sport. These initiatives cost money, something which is easily solved by returning the tandem student fee to R50. I say returning because R50 is the amount that was charged several years ago, until a previous committee made the decision to reduce this to R10. Over the past year we have sought comment from the various roleplayers and I am pleased to say that most members including TFIs and tandem business owners support this increase in order to grow the sport. This is a significant change for SAPHA and something that is too important for a selected few (i.e. the committee) to decide on, hence in the near future you can expect to have your say in this proposal both by means of discussion on the SAPHA forums and then by voting on the proposed resolution.



Onto my next topic, safety. At the end of October I accepted the nomination for that of National Safety Officer. I see this as an administrative role which I look forward to assisting with. Kevin has stepped down due to a conflict of interest with his other duties, however he will be part of the safety panel which will be consulted on all safety matters. In this regard, I am a junior instructor and know well that my experience is limited, so if there are any concerns rest assured that we will have our safety panel constituted as per our TPM and this body will be the decision-making body and most definitely not me alone. My number one goal as NSO is to make sure that this panel starts playing an active role in our sport. You'll be glad to know that SAPHA continues to make digital strides with one such example being that of online video meetings. The following are my goals as NSO:

- Regular safety panel online meetings
- Incident data release (on the website behind a secure login)
- Incident reviews and recommendations

That's it for me, for now. I wish you all well over this festive season.

Stay safe

Ria Moothilal

SAPHA Vice-chairman and NSO

A BRIEF HISTORY OF MAP OF AFRICA



This is specifically about The Map of Africa as a property and not the impact paragliding had on Wilderness, which is a story in itself.

I started paragliding in April 1991 and my first flight at the Map of Africa was May 1991.

When I first arrived at the Map of Africa in 1991, it was a big grass field with a few big pine trees to the right of the intended flight path which would end at the beach at Leentjiesklip. There were a herd of cows grazing on the take off and we sat waiting for the wind to pick up as a no wind launch would result in a tree arrival or a hang up in the telephone line that crossed the mouth of the gully.

My first flight time was 1minute 40sec with a wind speed of 12km from the South East and then two hours later it was un-launchable at 22km.

The local club at the time was a Hang Gliding club called Wings over Wilderness.

The local paragliding pilots were Bryan Turner, Leon Steenhuizen, Smallie and Joe Meerholz, at the time they where outnumbered by the hang glider pilots, who had used the site since the late 70's such as Corrie Venter, Pete van De Berg, Tony and Imelda Egan and Paul Fick.

In Cape Town where I was living during this period, there was the Glen Club and the two dominant schools were Daedalus Fun2Fly owned by Jay Van Deventer and Parapente owned and run by Pete Wallenda and Carolina Rocchinotti. There were regular informal fly aways to Wilderness over the long weekends. Deadalus would come to Wilderness and Parapente's preferred site was at the old Brenton on Sea Hotel.

A couple of months into 1992 Easter long weekend I started instructing with Daedalus and every long weekend became a flyaway to Wilderness because of the favorable weather conditions, and we regularly used the Map as our training site.

During the early days Bryan Turner was the pilot looking after the Map and liaising with the owners.. Most Sunday afternoons you would see the owners Dad, under the big pine trees with a picnic basket. The owners had bought the property in 1987 and the arrangement for the pilots to use the site was simple "the paragliders were to keep the young pines out and allow the cattle to graze and put up with the patties!"

Paragliding was also growing in George, Kynsna and Plettenberg Bay and the locals soon numbered about 35 paragliding pilots.

Daedalus still organised many flyaways staying at the Faerie Knowe Hotel, and Parapente was doing the same in Brenton.

In February 1995 I moved to Wilderness with my school Cloudbase Paragliding. Map of Africa became its defacto home. The runway at George Airport had been extended and The Map fell into the CTR buffer zone. The threat of losing the site was nullified by negotiations with George ATC. The club supplied and installed a radio on the SAHPA frequencies in the control tower and a hand painted sign appeared on the style over the fence "Phone ATC 044 197 6876" (no Cell phones but there was a tickey box next to the Bundu Café) so you could let them know you where flying at the Map.

Years later Coca-Cola erected the windsock pole and supplied wind socks, and after discussions Telkom took down



the line in the mouth of the gully. In 1997 we needed off street parking so Cloudbase Paragliding erected a new fence after discussing with the owner and the present day car park wedge was created. In 1999 the George CTR was increased and the Map fell inside it. The SAHPA radio in the ATC tower was deemed illegal as it was not ATNS property and it was removed. It became compulsory to obtain permission prior to flying, and to report after finishing.

In 2000 the two big pine trees were also removed from the flight path, and because there were only a few cows left, Cloudbase roped in Oom Potty (a local resident) to cut the grass.

In 2002 the owners leased the site to Cloudbase Paragliding. The split pole fence replaced the old wired one and the first Iweather station was installed.

Wilderness beach was becoming popular and the municipality requested we be responsible for beach landings as well and the current beach landing conditions were proposed and accepted.

In early 2016 the Map Jump Club was established with Cloudbase Paragliding the custodians of the site.

With ATNS expanding its responsibilities a memorandum

of understanding was negotiated by myself on behalf of SAHPA, this brought about the current 'paragliding box' which allows us to operate within the CTR Below 1500ft ASL at historical paragliding sites. We lost a little of our airspace but gained a lot more. We now operate under a Notam and so no more having to call ATC.

The owners have always considered paragliders first when it comes to the use of his property and considering that it is the prime property in Wilderness we are certainly very

privileged to be able to fly from there. In recent years, the owners have spent more and more time in Wilderness and they fought many battles fighting the red tape of bureaucracy on the free flyers behalf.

They asked me recently where I would build a house on the Map. My heart stopped, I pointed to the obvious

place. The owner looked at me and said "hell no" what about the paragliders!

The grass is once again being grazed, but not by cattle, we now have Map sheep, and on the day that South Africa won the world cup, we also had our first Map lamb born with a distinctive sign !

By Jan Minnaar



ITS NEVER TOO LATE TO FLY

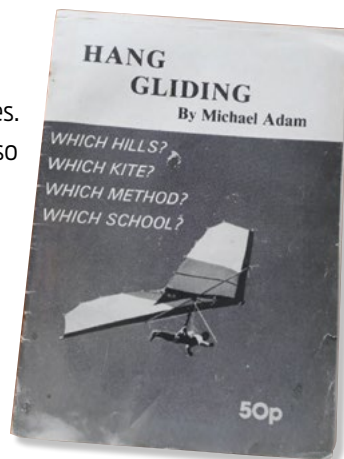
Hang gliding had come to the UK by the 1970's, attracting thrill seekers and promising the average person bird like abilities. Hang gliding was a new and topical subject, so a lot of magazines carried stories about it. It was from a magazine that I discovered hang gliding. I sent off to the IBIS school of hang gliding in Wales for a brochure which promised that I could not only fly, but do so easily.

At the time, hang gliding was regarded as an extreme sport, with perhaps just a few hundred people in the UK doing it. The only other extreme activities involving flying were parachuting, which only the military guys were doing and ski jumping. Nevertheless the advertisement held the promise of becoming a God like being, free from the limits of gravity. Perhaps that was the attraction, maybe it still is. Soon the black and white brochure came in the post. I still have it.

Its slick marketing language had me sold in minutes. Every worry was allayed, and every question answered like: 'How safe is it?' and 'Can anyone do it?'. Wow, this is actually a safe sport', I thought.

I believed every exaggerated promise, and salivated over every photograph. Yes. 'I can do this!'

I quickly paid for the course, which included accommodation and breakfasts.

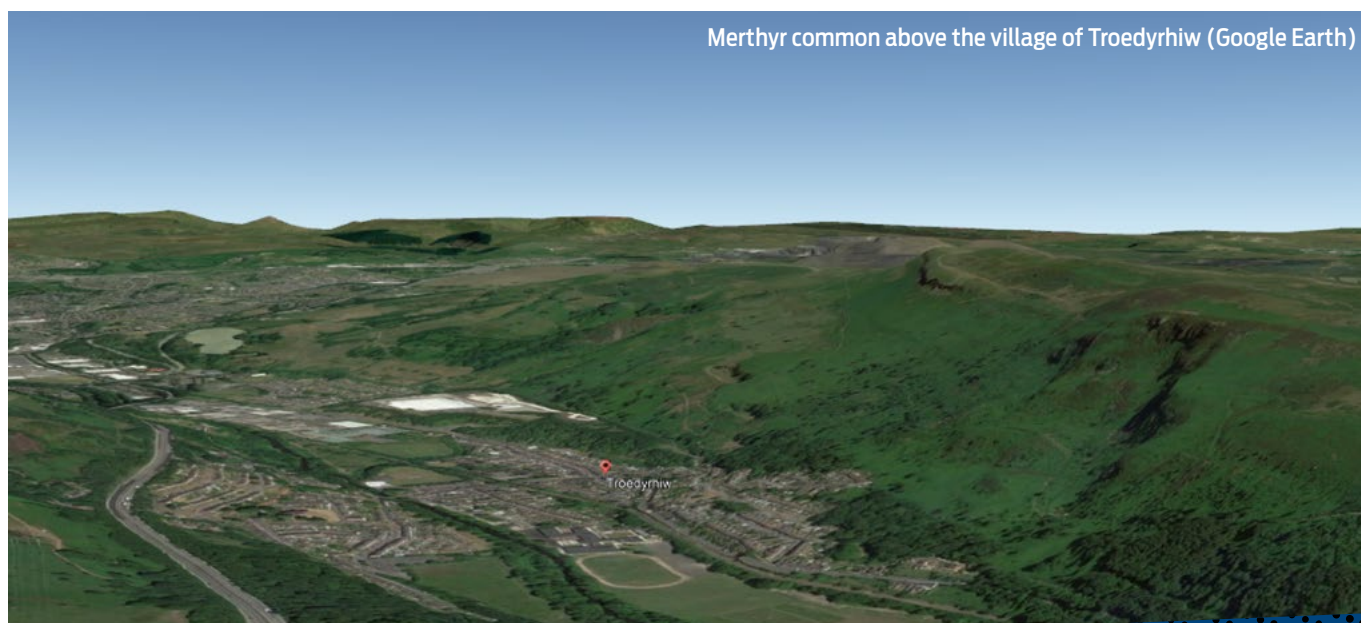


The training gliders were called kites, simply a diamond shape with no battens, rigging them took only three minutes. The sail would flutter in the wind before the take-off run. The sport was regulated by the BHGA, but even so accidents were common. Everyone had some mishap during training, but those that survived went on to fly from Merthyr common, and take off into a west wind from 400 m ASL, a great site for top or bottom landings. For this a different glider was provided, similar to the ones we fly today. The villagers in the valley below collectively called us 'The Kamakazi'.

Surviving the accidents was easy, surviving the breakfasts not so. There were about ten of us on the course, all under thirty. We weren't supposed to crash but we all did and it was always funny. I don't remember being scared. Nobody knew what the weather was going to do, so we just drove up the hill and waited. Sometimes we waited all day, often we sat through the next day and the next.

Usually there was something wrong with the wind. Before the course I thought wind was just – well, wind. No. For hang gliding, we needed a special sort of wind. Even when the special wind eventually came it would often have something wrong with it. We couldn't see what it was, so we waited until somebody brave took off, and returned to declare the wind was the right sort or not, so that we novices could fly in it.

Merthyr common above the village of Troedryhiw (Google Earth)



Lennox, demonstrating to our student group how to prepare for take off



Sometimes he didn't come back. We called that guy the wind dummy.

But there was sufficient hang-gliding wind, that I flew enough to become a novice. I returned to the Welsh valley several times that year, but just as I was getting confident something happened.

It was life. Marriage, children and my job, which brought me to South Africa. Hang gliding now would be irresponsible, besides that, Johannesburg was quite scary enough.

It would be 35 years before picking it up again, by which time I had moved to Somerset West and my children were adults. Through the SAPHA website I located an instructor: Lennox Olivier at Big Sky Hang Gliding. I wasn't that fit, but I just needed a short run, once I was off the ground I would remember how to fly. 'It will be like riding a bike', I thought.

Training was at the Atlantis dunes, some of which 'tower' twenty metres high. Once the training glider was unpacked and rigged, the work started. The technique was to grab the glider and run like hell, then ease out the control bar, each time starting higher up the dune. If you do this, we were told, then you will fly – easy. After the first day I had pulled my quad muscles, but no worry, I can do this - remember? By day three my pulse was failing, everything hurt, I couldn't think, I couldn't breathe. Just one last run I thought, get some altitude and it will all come back to me, then, I can go high, and I won't need to run so much. So, from about ten metres up a dune, I gave it all. This was a fast run. At full tilt I pushed out, and shot up in the air, I was flying at last.!!! We, that is the glider and I, then stopped. Very briefly that is, before the sand rushed up to greet my face. Technically this is called a 'zoom'. I had pushed the glider upwards too far whilst running like a rabbit. My horizontal speed and energy turned vertical

and the glider had stalled about three metres up. The old kites I flew in Wales were much more forgiving. Technology had moved on and I hadn't. Admitting failure I quit. Like riding a bike was it? I was sixty one.

I could easily write that failure had thrown me into some deep depression, and that I had turned to booze and drugs. I didn't, I was too busy working. But my desire to fly persisted. A year passed and I realized that I'd become properly fat. But since leaving an imprint of my face in the sands of the west coast, I had moved to a farm in the Stellenbosch hills, a good place to get fit. I forced myself to walk around the local hills for hours on end dragging a pair of sore knees with me. My stomach shrank. I began to jog. Then run. I was often in pain but the vision of gliding kept me going. A year passed and then another, until I could summit Koopmanskloof in eleven minutes. I was like Rocky, but running on actual rocks.

Fit enough to try again, I called Lennox. He vaguely remembered a fat student. So, at sixty four I took the course again. This time I ran up and down the dunes like they were molehills, and passed without breaking a sweat. I bought a new glider through Lennox, and glad I did, because the support, help and advice he gives is amazing.

Since getting my license, I have flown from Dasklip and landed OK, and from Sir Lowrys pass where I didn't. I have done top landings, too. A bad landing at Rondebossie a year and a half ago, ripped many tendons off my shoulders, and that should have ended it. But it hasn't, it's just slowed my progress. Because during one rare flight there were eleven gliders in the air, and for a brief moment I looked down and counted ten of them.

I wish I were stronger and braver. I wish I had more time. I've made friends through the Cape Albatross Hang Gliding Club, many of whom also sprout grey hair, and that makes me feel better. I am not reckless like I was before, so perhaps it was just as well that I stopped when I did. I have learned to fly, and importantly, I have learned when not to fly.

As long as I pass the medicals I will keep at it. More magic moments surely await, those which make the commitment worthwhile.

I see no reason to let age stop me, but it's much more scary than my Welsh escapades 40 years ago. Having said that, I am waiting and watching my wind app for some nice smooth wind - the special type of hang glider wind. Some things have not changed have they?

Yours truly at Rondebossie

Richard Goodland



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



Charlie's Photography





HEADLINE

Here is Jay's flight.... now that's bucket list stuff hey?!...

Well spring has sprung with a vengeance and already it is almost summer.

Hopefully you had those reserves repacked during the winter? Spring is traditionally the time for big XC flights. The world record was decimated in northern Brazil TWO DAYS IN A ROW! But if you have aspirations that high, google their high-wind Cobra launch from flat ground! Yup that sure takes some cahones!!

Locally we've already had Josh Degenaar crank out 255kms winning in the Northern Cape: <https://www.xcontest.org/world/en/pilots/detail:Josh>

More locally Barry Pederson had an epic flight heading EAST from Sir Lowry's and Jay Van Deventer flew from Sedge back to Map I'd Africa, along the BACK mountains, also a fantastic flight.

Launching at Sir Lowry's. Barry's 127km flight looks like this: <https://www.xcontest.org/world/en/flights/detail:BarryBirdmen/30.10.2019/08:50>

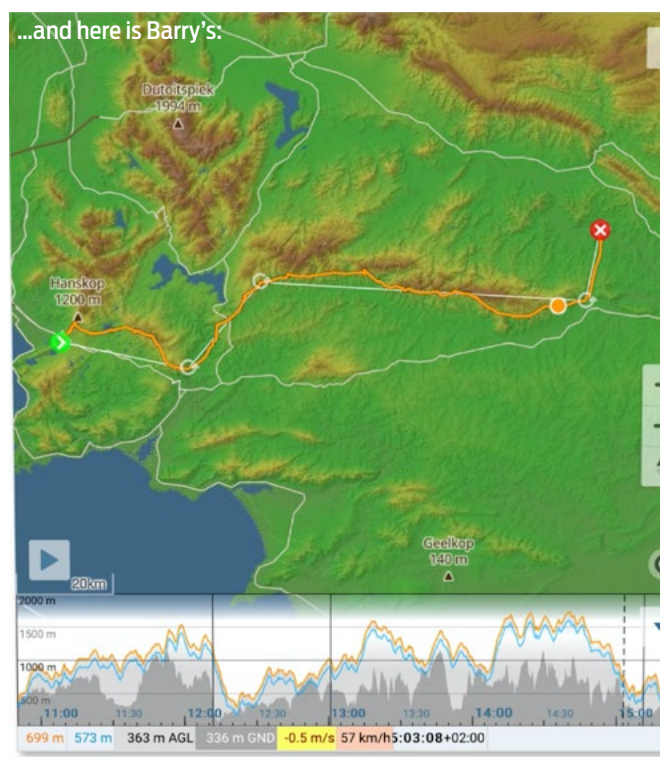
Back in Gauteng, where the squatter sheds have taken to "thermalling" on their own, we have now had 2 rains, so hopefully the official start of season has arrived.

Keep your eye out for a Hartebeespoort comp to be held early in the new year. Time for a North/ South challenge.... Porterville can be the warmup?

I'd like to urge ALL PILOTS to register on XContest... it's a really fun way of keeping track...the fact that a muppet like me can be sitting in 10th place shows how few of us are on XContest or that people are not regularly logging their flights... John/ Grant/ LongPete?? (Although I still firmly maintain that 65kms from Rustenburg is worth at least 100kms up the Porterville ridge!)

Adios Amigos!

Mark Human





MARKETING

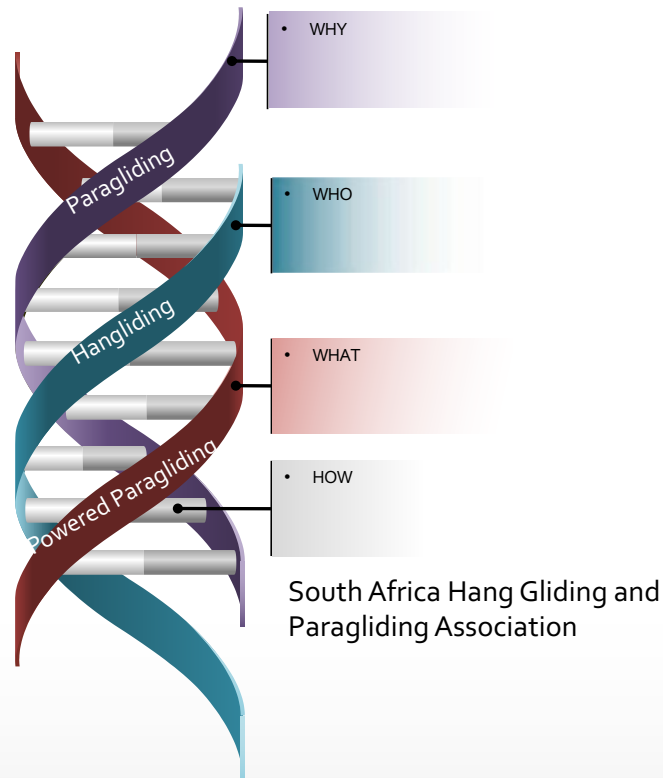
RONNIE BEUKES

Paragliding South Africa 2018/2019

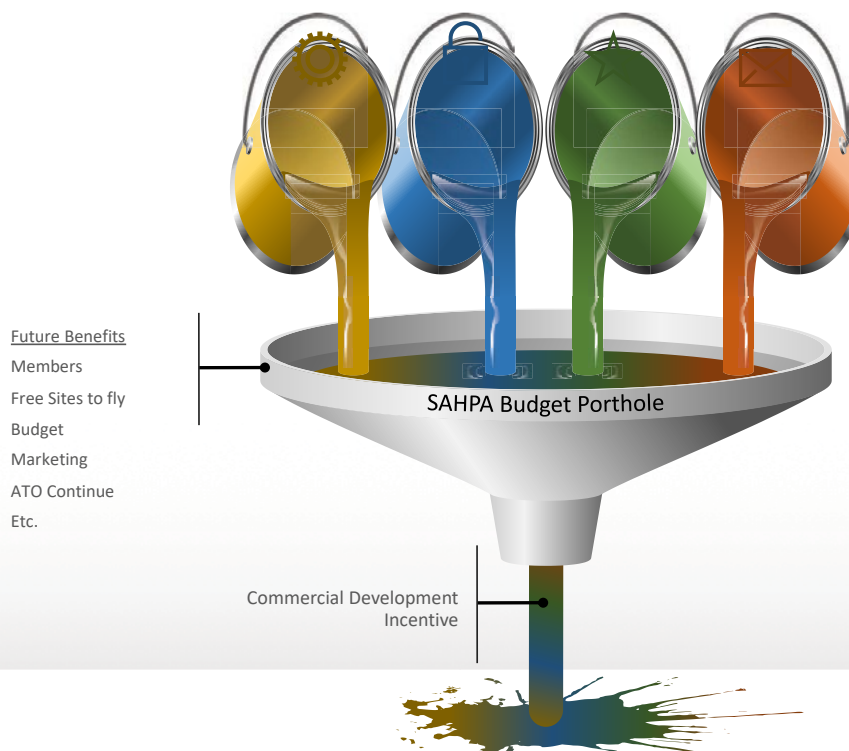


HIGH LEVEL ASSESSMENT





When scaling, group all elements to be scaled. Scale as needed. Use the "Increase Font Size," "Decrease Font Size" buttons or manually change the font size for the editable text.



Background Thoughts

- The flying population is static
- SAHPA's mandate.
 - Administration / Safety / Licencing
 - And surely: **Developing and growing the sport?**
 - ✦ Not doing so well in that last one . . .
- Sites are not expanding; flying areas are increasingly under threat
- Fact: 70% of all disposable income is spent in a 70km radius of Centurion (data 2008)
 - There are only 3 credible sites within a reasonable drive from Johannesburg (Bambi – 247, Eagles – 138 and Harties Dam 'Cable Car' (78km)
 - There are tens of possible sites in this area: no development - limited access.
- Cape Town is the top international tourist destination in SA
- The only time we make the news is when there is an accident

Some Numbers

Estimated Market Size		Training Fees	Equipment			Flying Trips	SAHPA
			Start	Upgrade	Repairs		
750	Pilots Total						
500	PG Intro (100xR4,500/year)	R 450 000					
	PG Licence (30xR12,000/year)	R 360 000	R 750 000	R 3 000 000	R 2 000 000	R 200 000	R 1 000 000
200	PPG (50 X R15k)	R 750 000	R 7 400 000	R 1 800 000	R 1 500 000		
20	Hang glider						
	PG Inter./Adv. Training	R 1 500 000					
	Sub-Total (No TFI)	R 3 060 000	R 8 150 000	R 4 800 000	R 3 500 000	R 200 000	R 1 000 000
	30,000 TFI customers/year	R 30 000 000					
			Income per instructor (30 Instructors : training fees only)				R 102 000
			Total Income for the industry (Excluding TFI)				R 20 710 000

**These are estimated numbers based on best available information*

What goes into the numbers?

Included:

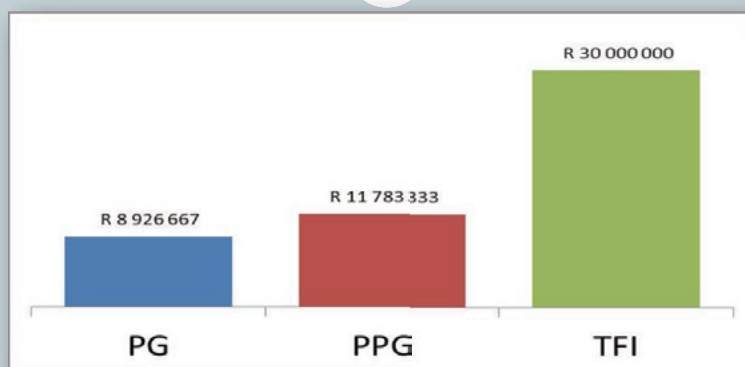
- SAHPA fees
- Training – Intro / Licence / Advanced
- Equipment - New and Used
 - No attempt at separating the equipment sold privately or imported privately, from that sold through organised retail
- Travel 'goody bags' only

No attempt was made to account for:

- Private travel costs
- Overseas pilots (Inbound – formal or informal tours)
- Site fees
- Club fees
- Clothing



Where is the Money?

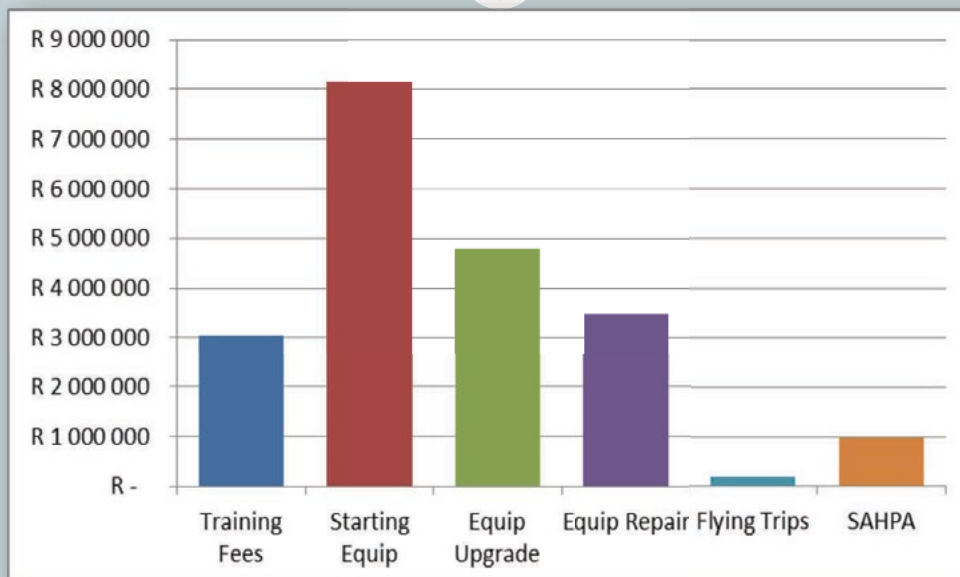


Notes:

- PPG equipment is clearly greater per pilot than PG
- The real money in the sport is in TFI
 - ✦ Is TFI a benefit or a distraction?
 - ✦ Are we leveraging the opportunity created by TFI?
 - TFI is 145% of all other spend in the industry!
 - If only 1% of TFI ended up as licenced paragliders – this would increase the current trainee numbers by 300% and inject R2 million into the industry (the first year)
- A few instructors pick up the bulk of the training business (Average = R102,000/year)



PG and PPG spend



So, what should the response be?

- Grow the sport! “If you are not growing you are dying.”
- Focused promotion and use of the media (formal and social) to create awareness and attract new pilots
- Actively feed off the TFI flights to pull new pilots into the sport
- Actively develop new sites:
 1. Near Gauteng (where the market is)
 2. Near Cape Town (where the tourists are)
 3. the balance of the country will feed off this growth



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&
Happy New Year*

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and a prosperous 2020
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A WONDERFUL **CHRISTMAS** AND A HAPPY NEW YEAR.
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