

in the loop



ISSUE 3 • NOVEMBER 2013

Dear members,

A lot has happened since the last newsletter, including some exciting developments on the PPG front which include the in-house design and build of a PPG frame by Tony Gibson, Riaan Struwig and Duane Johnson. Its first test flights have been successful and we will focus on South Africa's homegrown 'Spider' more in the next

issue. Congratulations to the design team.

On Saturday 2 November 2013 Aero Club of South Africa's annual awards dinner was held at the Wanderers Club. The team that represented South Africa at the 13th FAI Paragliding World Championships in Bulgaria earlier this year were awarded their national colours. Andre Rainsford was named Pilot of the Year and our angel in the SAHPA office was awarded her Gold Wings!

Read the citations on page 3 of the newsletter. Other hot topics in this newsletter include the court case, our ARO and MOP, safety and we'll briefly touch on ATO.

Grab a coffee, beer or glass of wine and settle down to catch up.

warm regards,

Chrissi

Court case

On 20 September 2013 Judge Gamble ruled on the Bewick v SAHPA & CAA, finding tandem paragliding in 2004 was illegal. The first I heard of the ruling was when the media started calling me on Friday afternoon. What followed was a mad catch up session trying to familiarise myself with the case, the 120-page ruling and the implications for the association... while at the same time fielding calls from the media and association members. After consultation with our lawyers, we decided to recommend, and later advise TFI pilots not to fly for reward until the appeal had been lodged, which would automatically suspend the ruling. Although the ruling related to tandem practice in 2004 and not the current TFI system, the implications of another incident or accident, could have far-reaching effects, not least of which on our insurance policies. In terms of the bigger picture of recreational aviation, this ruling also has implications for other sports that provide tandem flights for reward.

The letters from SAHPA to the TFIs were met with mixed reviews - I would like to thank the TFI pilots who stood by SAHPA and elected to stay grounded.

Legal costs incurred by the court case as well as the appeal are being covered by an insurance policy that was taken out by AeroClub to cover its sections. Both AeroClub and RAASA have been incredibly supportive during this period, and on behalf of the association, the committee and all our members, I'd like to extend my thanks to Kevin Storie and Neil de Lange for their support of SAHPA.

News just in: "The Fourth and Fifth Defendants are granted leave to appeal to the Supreme Court of Appeal against the whole of this Court's judgment of 20 September 2013." (the fourth defendant is SAHPA, the fifth defendant is CAA). I will continue to share relevant information as and when necessary.



Membership Stats

Total renewed members at the end of October 2013 are 581, comprising of 57 Hang gliders, 143 powered and 468 paragliders.



468



143



57

MOP

(Manual of Operations)

You have probably heard the abbreviation MOP thrown around a lot recently, so here is a short explanation on what it entails and why it's important.

The MOP is a document that specifies our operating procedures and governance of SAHPA members, schools and clubs. It's a document that outlines the guidelines, methods and minimum required regulations for the association and its members to be compliant with the requirements of corporate governance, relevant regulations (SA law) and our articles of association.

Our MOP is split into two sections - Section 1 covers organisational governance, section 2 covers our operations. An ATO (flight school) requires a third section, namely a TPM or Training Procedures Manual.

It's a good idea to familiarize yourself with the MOP at an early stage of your flying career - it includes our code of ethics (which all SAHPA members sign up to), disciplinary procedures, renewals, licence privileges, licence requirements, quality, safety and much more...



Get in the air...
and post your pics to our facebook page

ARO

(Aviation Recreation Organisation)

SAHPA is a recreational association, looking after the interests of hang gliding, paragliding, powered paragliding (PPG) and powered paratriking (PPT). Our 'wings' are classified as non-type certified aircraft, together with other 'wings' in the AeroClub sections (have a look at www.aecsa.co.za for more info on the other sections).

There are regulations within the South African law that govern non-type certified aircraft and grant them exemptions from the regulations that apply to broader aviation activities. These exemptions are conditional - we need to show that we are able to oversee our flying activities and foster an ethical and safety conscious culture. Part of how we do this, is via our MOP.

Our ARO certificate has expired. To get our ARO certificate renewed we need to have an MOP that is approved (by RAASA - please see abbreviations below). This committee has put the MOP at the top of their list of deliverables, and we have to date had a working group of three days per section, to try and address all the requirements.

We are finalising the content as well as having it formatted as per requirements, and this will be available on our website in the next week or so, for your perusal and suggestions. We will issue an email to all members informing them of the MOP for review on the website. From the issue of the email you will have seven (7) days to give us constructive input, which the committee will consider for inclusion before we submit the MOP to RAASA.

ATO

(Aviation Training Organisation / flight schools)

In order to be able to offer remunerated aviation training in South Africa, flight schools need to register an ATO. SAHPA has explored various scenarios over the past years, however we do not believe that the scenario of SAHPA becoming the ATO is a sustainable solution. The law states that anyone offering aviation training needs to work under an ATO thus all SAHPA affiliated schools and instructors (be they A, B or C grade instructors) need to register an ATO, or work under an ATO. I believe that in the past the concept of an ATO has put many people off attempting the registration process, as the belief is that the CAA is applying the same onerous requirements to our operations, as it does to a 'Big Plane' ATO.

I do not believe that this is the case. I believe it is up to SAHPA and the instructors to educate the CAA on our operations and I encourage schools to start making steps to being compliant. I will shortly be submitting a report on ATOs, my findings, opinions and recommendations to the committee and instructors, which I am sure, will open up a lot of debate. We are looking for solutions on how to make the process easier, not create hurdles, but I encourage you, if you are an instructor, to do your own research as well, and not rely only on the association to make decisions that affect your business.

For your information, the Soaring Society of South Africa (SSSA) has registered a blanket ATO that covers their clubs, however the clubs provide training free of charge - i.e. no instructors at clubs charge a pilot training fee. Within the Soaring Society there are four commercial businesses / schools. Each of the four has registered its ATO, thus taking responsibility and accountability for their own business.

Holidays

Summer is here, and hopefully it's the beginning of some fantastic flying.

A few things to think about:

1. If you are visiting a new site, please be sure to familiarise yourself with the site rules and fees. Find a local pilot who can give you a site and weather briefing.
2. If you are flying at your regular site and there are a lot of visiting pilots, please take the time to give them a brief introduction to the launch, flying conditions and landing areas.
3. Check the weather and always be aware of the chance of overdevelopment and gust fronts.
4. Check your equipment - have a read through <http://xccomps.blogspot.com/2012/11/safety-your-equipment.html?view=timeslide> Yes, it relates to specifically getting ready for a competition, but it can apply to your trip to the seaside just as much.
5. Respect and be considerate to other pilots you are sharing the air with.
6. Stay hydrated, but please don't drink and fly!
7. Wear Sunscreen (watch this on youtube...)

Abbreviations:

RAASA:

Recreational Aviation Administration of South Africa. The body designated by the DCA in accordance with the Aviation Act and Part 149 of the CARS to manage, control and oversee Aviation Recreational Organisations (AROs), and Sport and Recreational Aviation in South Africa, including the issuing of all licenses and authorities to fly related thereto.

DCA:

Director Civil Aviation.

Aero Club South Africa - Annual Awards 2013

Nominations from South African Hang-gliding and Paragliding Association

Candidate:

Andre Rainsford, winner of the Porterville Paragliding World Cup, February 2013.

Nominated for:

Lewis Lang Trophy (Pilot of the Year)

Motivation:

The first Paragliding World Cup event held on African soil could not have come to a more perfect conclusion. South Africa's top ceded Andre Rainsford won the event after six days of hard racing against some of the sport's most elite pilots. By the end of the second last day, Andre was lying in second position overall, behind German Andreas Malecki. The last task saw the international field of 125 world-class pilots complete an 88km race to goal via two turn points. Andre's performance on the day secured him the first place in the Porterville Paragliding World Cup, just 20 points ahead of second placed Felix Rodriguez from Spain and 24 points ahead of third placed Washington Peruchi from Brazil.

Background:

Andre Rainsford started flying in 1998 after spotting a paraglider flying on the Eastern Knysna Heads, and entered his first competition that same year. 16 years later he has represented South Africa at the World Championships a total of seven times.

Andre is probably one of the most successful and driven competition pilots the South African paragliding community has seen to date. He has an impressive track record of podium finishes in South Africa, and also competes on a regular basis in the high profile Paragliding World Cup events held across all continents. In late 2012



Andre placed 2nd in the Sun Valley (USA) Paragliding World Cup event.

He actively campaigned for over three years to have Porterville included on the World Cup tour and was instrumental in raising the profile of the flying site both with the Paragliding World Cup association and international competitors.

This is what Andre had to say on his World Cup win: "When competing against the cream of the crop, many would be satisfied with a top ten

finish, or maybe even a task win or a podium. Once you have achieved any of these you then wonder if an outright event win is possible... After the Sun Valley experience I wrote that a podium finish at a World Cup event was something on my bucket list. Right at the top of that list for paragliding was a World Cup win, and on "the list that no-one mentions" the desire to win a World Cup at home. So, after ten years of preparation, a seriously awesome glider and two ounces of luck... I am thankful, relieved and quietly working towards the next good finish!"

Candidate:

Louise Liversedge.

Nominated for:

Gold Wings

Motivation:

Louise Liversedge has been working for SAHPA since 1996. In recognition of both her long service and her unwavering loyalty to the association for almost two decades, we would like to nominate her for the award of Gold Wings.

Background:

When Louise and her husband Heath moved back to Pretoria from Witbank in the mid 1990s Louise responded to an advert for a position at SAHPA - and 18 years later, the rest as they say is history.

Over the past almost two decades she has seen the sport advance, both in terms of disciplines, technology, capability and scope. She has seen countless new pilots coming into our sports - and even seen some of them blossom into international super stars and world record holders. She has assisted the administration of at least a dozen Protea teams travelling to various countries around the world to represent South Africa. Louise has supported countless voluntary committees, and has always been



patient, welcoming and helpful to the often relative novices. She has witnessed growth via new instructors; new schools and new sites registered across the country. She deals with the personalities, politics and dynamics of our sports without batting an eyelid.

Louise just seems to take everything in her stride - her loyalty to the organisation is unwavering, and her insight into the SAHPA mechanics

unmatched - from the MOP and its addendums through to third party insurance, website, renewals, new applications or competition registration - Louise is the glue that keeps SAHPA together.

In essence, Louise is SAHPA... and on behalf of all the members, present and past, we would like to thank her for her invaluable contributions to keeping SAHPA members airborne.

Some notices:

Payments but no reference

SAHPA has a few payments in our account with no references other than "SAHPA membership" or "license fee". If you have paid but have not received correspondence from SAHPA, please forward your proof of payment to office@sahpa.co.za so that your application/renewal can be processed.

Office closed in December

The SAHPA office will be closed from 17 December until 5 January 2014. Please ensure that all applications & renewals are sent in well in advance to avoid any delays in the processing of your renewals before we close. In case of emergencies please contact your local club or SAHPA committee member.

Household insurance

Oscar Plange recently wrote us advising that his household insurance covered damage to his glider, no matter how it occurs, and this forms part of his normal comprehensive household insurance. Check your household insurance, to see if it covers your gear too. Otherwise, drop the SAHPA office a line and Louise can share details with you.

Facebook

Like us on Facebook and post some of your experiences. Please use the Facebook page for any news you would like to share with members.

<https://www.facebook.com/SouthAfricanHangGlidingAndParaglidingAssociation>

Focus on Safety

Below is an excerpt of a mail sent to the FlyTribe forum by FlyTribe Club Safety Officer Charles Swart.

1. It seems that new pilots tend to do very little ground handling exercise. I would like to encourage everyone to do so even in slightly stronger conditions. I have always maintained that one of the most crucial aspects of any flight is to be able to launch at will, first time. It takes so much angst and pressure away if you have a clean launch first time, and this is only consistently possible if you have good ground handling skills. Also, if you can handle your wing on the ground, you will be able to handle it in the air.
2. Very much in line with point 1, you have to remain proficient in both forward and reverse launches. As we are getting to summer where we often have no to very light wind conditions, you have to be able to switch to a forward launch without a thought. You will get away sooner and there will be less pressure from other pilots in the Q.
3. Only fly when you are comfortable with the conditions and gradually build up your experience by slowly pushing your envelope. Never be afraid to ask for advice. We have some vastly experienced pilots in the club and most of these will be more than happy to help with your development if you are interested in flying XC.

Coming in for landings at the Glen Club,
Cape Town - courtesy Ant Allen

