

# SOUTH AFRICAN HANG GLIDING AND PARAGLIDING ASSOCIATION

*Incorporating Powered Paragliding & Hang Gliding*  
Non-Profit Organisation – Empowering the Free Flight Community of South Africa  
Company Registration Number: 2005/028858/08



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November 2012

## SAHPA NEWSLETTER

Dear SAHPA Members,

*Can you believe it we are nearing the end of 2012, time flies. As we are nearing the holiday season there are a few very important items you need to be informed about and would appreciate it if you could take some time and read this last newsletter for 2012.*

## SAHPA OFFICE NEWS

### SAHPA POSTAL ADDRESS

Please ensure that you use the correct postal address for SAHPA as a lot of post has been sent to the incorrect address:

The Address to be used **P O BOX 191**  
is **CELTIS RIDGE**  
**0130**

**PLEASE DO NOT ADD** anything else to the above address (for example Midrand or Centurion, etc) as the mail gets routed to an incorrect post office and SAHPA will not be held responsible if your envelope goes missing.

### OFFICE CLOSED IN DECEMBER

The SAHPA office will be closed for 17 December until 6 January 2013.

The Cape Town SAHPA satellite office hosted by THE AERIAL PERSPECTIVE will also be closed from 14 December to 14 January 2013.

Please ensure that all renewals are sent in well in advance to avoid any delays in the processing of your renewals before we close.

### PILOT CURRENCY LIST

A list of members, TFI rated pilots and Instructors will soon be available on the website. This will fall under the Member information and will display as follows:

Name	Member No	Licence type	Expiry date
Joe Soap	12012	HG Novice	30-06-2013

### RAASA LICENCE

Just a reminder that the postage fee of R40.00 is payable to RAASA for your RAASA licence and not SAHPA. This is for registered postage. This was communicated to SAHPA very recently and we urge the pilots to pay the fee as to reissue the RAASA licence can cost up to R700-00 should it be lost in the postal system. Some of the SAHPA satellite offices offer SAHPA/RAASA approved bulk courier delivery – check with them first and save R40 postage.

SAHPA will still be the authorised recreational organisation for hang gliding, paragliding and our powered section. The only thing that changes is that RAASA has to physically issue our licenses. During the past 3 years there was an agreement that SAHPA could issue the licenses as RAASA were still sorting out the other sections first. We were one of the last to have to comply. SAHPA and the rest of the recreation aviation sections have all had to hand this portion of their section over and it is not just SAHPA that was or is affected. Micro lighting, parachuting, gliding, Gyro, etc are all in the same position.

### IMPORTANT: TANDEM RATED AND TFI RATED PILOT

As per the MOP it is required that all Tandem rated and TFI rated pilots must submit a Class 4 medical and the general medical fitness form signed off by a medical practitioner is no longer applicable for the above ratings.

As from now all tandem applications and renewals must be accompanied with a completed class 4 medical. This form is available on the website.

All foreign TFI applications and renewals require that a work permit be submitted to SAHPA together with their forms.

### **SAHPA RENEWALS**

A big thank you to those of you who have renewed your licenses already, There are currently 545 current pilots but there are still quite a few pilots who have not yet renewed or have outstanding paperwork. If you have not received a current licence, you may not fly.

**PLEASE RENEW.** A list of unlicensed pilot will be sent to RAASA shortly and we would like all of you renewed before this happens to avoid any further action.

To renew please contact the SAHPA office or go directly to our website [http://www.sahpa.co.za/index.php?option=com\\_content&view=article&id=8&Itemid=6](http://www.sahpa.co.za/index.php?option=com_content&view=article&id=8&Itemid=6) to download the necessary documents for your renewal

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

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

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

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

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

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

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

Kindly submit the following

## **Standard Renewal**

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

## **Instructor rating & TFI Rating Renewal**

- The SAHPA form is completed and attached to your payment
- A valid First Aid certificate is attached (Section C)
- Section D of the form is signed by a CLUB LICENSING & SAFETY OFFICER
- Section E or F is completed in full
- Medical certificate of fitness is attached ( TFI and Tandem rated pilots must submit a Class 4 medical)
- Copy of ID/ passport
- Copy of previous year's licence
- 1x Color ID or passport photo
- A copy of your logbook with the flights for the past year for each sport is attached.

In addition:

- If you take part in hang gliding and paragliding and/or powered paragliding, each section of the form must be signed by a Club Licensing & Safety Officer or Instructor for each sport
- All Tandem rated pilots must submit a Class 4 medical.
- Pilots from the age of 60 have to submit a Medical Fitness Certificate signed by a medical practitioner.

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

## **SAHPA CHAIRMAN REPORT**

This year SAHPA has once again ended up with yours truly as Chairman. A quick word of thanks to the office bearers Khobi Bowden, Hans Fokkens, Anthony Allen, Riaan Struwig, Tony Gibson, Keith Pickersgill and on the Hang gliding side Egmont Van Dijk who all make valuable contributions to SAHPA. Not to forget our long standing and very loyal Louise Liversedge.

Another day in Paradise as the saying goes. Our members in all our disciplines have endured another year in an economy that seems hell bent on preventing me from flying due to the administrative duties of SAHPA, my School of Free Flight and me becoming a free agent. Irrespective of this we have had lots of excitement this year with the licensing being conducted by RAASA and the handover has raised members suspicions needlessly because the matter of licensing is really quite simple, RAASA will be issuing our licenses. This aspect has been dealt with in meetings between ourselves and RAASA. It has been gazetted and we have to comply, but it has not been without extensive consultation and RAASA are supportive of SAHPA and our role as an ARO.

Our year ahead is looking full of promise and opportunity and to the delight of all the competitive pilots we look forward to hosting the Paragliding Pre-World Cup competition in December. Our national competition the Winelands has traditionally been well attended by pilots from all over the world and this competition has drawn the attention, thanks to the diligence of the organizers, of the paragliding world cup circuit and we have been awarded this most prestigious event. This will do wonders for our sport and the opportunities will be felt many months after the event has passed. There is quite possibly the Paragliding World Cup Africa to be held in Feb or March and this is being confirmed.

The PPG section have taken tremendous steps forward and shown that they are indeed a section that has potential for growth and have just been out to the World Championships.

Despite the exciting competition events we have a wonderful summer season to look forward to with pilots of all levels getting to do what we love and that is to fly. Our MOP has been reviewed and it can easily be said that this has been the most consultative review ever in the history of SAHPA. More work is to be completed and we have about sixteen months to further review it together with the regulations. We must be careful of not falling into the trap of overregulation and creating a burden for ourselves but at the same time we must maintain our standards and safety

programmes to keep accidents out of our sport.

Financially we are on solid ground and have plans to reintroduce the methods of communication and our own newsletter in a formal media such as the Go Fly magazine. In addition to these traditional methods of communication we have embarked on a total administrative review to develop and enhance the SAHPA web site and administration to make it easy for pilots to populate forms and renew license requirements. We have not opted to make use of the Aero Club Fundi System as it does not suit our needs.

Overall these are exciting times and we the PG, HG & PPG pilots have to get to know our MOP as well as understand the regulations to which we subscribe. We should not forget that change is inevitable in our field of aviation and never before has these been so evident than in the glider designs and performance, which we are witnessing, in our short lifetime.

I as Chairman thank all our members for their support and dedication to the sport which we are all so passionate about and trust that, we remain safe and promote the best values amongst ourselves to keep flying.

**Wayne Heuer (Chairman)**

## **SAHPA PARAGLIDING SECTION**

It's always a good sign to see the last page of the newsletter getting longer with so many new members and licenses being granted.

Welcome and congratulations to all the new pilots in the respective sections (and the schools for their productivity) – I hope that your enthusiasm and time allow many of you to get to share some cross-pollination across the disciplines under the SAHPA banner in the many years of magic flying you have chosen to embark on. This exciting path is also often the stepping-stone into the big wide world of commercial aviation, as many members past and present have shown.

Just at a brief count the numbers illustrate the highest growth in the Western Cape, Gauteng and Southern Cape respectively with other centers showing lower numbers but consistent growth. I am sure our retention rate and critical mass will improve as a result of our improved licensing systems and ongoing attention to instruction quality.

Peak summer is just weeks away – 21 December to be precise – and that means your active flying skills should already dialed in. If not, brush up on them first with some early morning half-awake

thermals.

Many clubs have also begun the 2012/3 flying season with gusto and a few excellent league tasks and some notable XC flights have already been flown. Well done to Josh Degenaar KZN for his recent 227km on a Swing Astral 7, high end intermediate wing. The Brazilians have been stirring the record pot too falling only marginally short of Nevil Hulett's open distance record – they have filed a new claim for declared distance to goal though.

Thanks to Waldo Minny and his tenacity for putting South Africa squarely on the competition map with the upcoming Pre-PWC in December at Porterville and the full blown PWC again at Porterville in February/March next year. World class stuff Waldo. Thank you!

Despite the ease of communication at one's fingertips nowadays I still do not believe we are communicating nationally as a group – sure there are many forums and discussion groups but in order to obtain a fair picture one has to hunt for information across the discussion groups. It still does not flow freely. If you haven't already joined the SAHPA Facebook page, look it up, sign up and post news, information and comments there and your committee can respond faster to a dedicated channel of communication.

Have a wonderful festive season and a great new year with plenty of fantastic and safe flights.

**Ant Allen (Paragliding Representative)**

## **SAHPA POWERED SECTION**

I would like to use the opportunity to thank every student, pilot, instructor and especially the school for the assistance and guidance over the last six months. I took over in July and as mentioned before the previous group (some again on this year committee) did a great task under difficult circumstances. During this year instructor seminars task groups were formed to look at the amended MOP and especially the TFI Ratings. We will continue with these steering committees and they will be responsible for the following task over the next 2 years to ensure every item is in place for the new proposed MOP. Some might not know but we can only submit the MOP to RAASA and CAA every 2 years.

**Group 1:** Amended MOP with new propose structure for PPG/PPT & PPC, proposal to get the license grate more in line with International FAI regulations, i.e. PF1/2 and PL1/2 - (All Class A instructors)

**Group 2:** Approval and guide line for Class C PPG/PPT (PF2 & PL2) TFI ratings - (All PPG/PPT and

PPC TFI's and all Class A Tandem instructors)

**Group 3:** Setup up of Proper Display ratings for Power section, to include Show and Night display ratings. These Ratings get issued by RAASA - (Current Display rated pilots for PPG/PPT and PPC)

The committee also appointed regional NLSO for the power section with Keith in CT and Tony in Gauteng. Over the last few months we noticed a serious lack of discipline and pilots not flying with correct ratings and equipment. Not to be seen as negative but in line with the new Licensing structure we started investigating all the complaints and handed them over to the NLSO for investigation. In some cases handed pilots over to RAASA. Keep in mind that as soon as you operate outside the boundaries of SAHPA MOP we must hand you over to RAASA.

On a more positive note, we noticed a great growth in the powered section. It is time for us to start taking control of our section and to break away from the old habits. Due to the changes in the MOP we have found that certain criteria no longer apply. One example is the Reflex wing technology. It has been proven to be the safest airfoil for Paramotor wings, yet we can't get them tested to the Paraglider standards. These wings don't collapse unless extreme measures are applied. Testing agencies have not been able to certify them correctly due to not being able to assess the recovery of the wings. Our old MOP does not cater for this and is being amended to accommodate the changes in technology.

It is important to just make sure we keep our standards up and operate within the guidelines of SAHPA MOP.

Know for the fun part....Almost time for Holiday! Most of the Gauteng pilots will be going down to the coast. Please remember to get in contact with the local clubs/schools and safety officers to find out the rules and regulations. Remember we are guests in their areas and in some cases at their schools. Pilots must stick to their rules and regulations and uphold air law at all time, "Airmanship" If you do go to an area and there is no PG or PPG representative get in contact with other aviation clubs like Microlights or airports. SAHPA appointed a lot of LSO's in PG and PPG and they will be on the sites and in the area and they will inspect equipment and licenses. Make sure your license is valid and correctly rated for equipment you using.

From a technical point, most inland pilots do not know the coastal conditions, again speak to local pilots and join them for some fun flying. High altitude pilots will be going down to the coast must also remember to reset your carburetors and take note of the summer conditions. Some suppliers and dealers have life jackets available specific for PPG/PPT. It is advisable to have one. Before you leave service your equipment or get it inspected, have spares available during your trip.



Lastly, enjoy your holiday, drive safe and look after your families. All the best for the festive season and all the best for 2013.... "FLY HIGH"

**Riaan Struwig (Powered Section Representative)**

### **NATIONAL LISENSING OFFICER (PARAGLIDING)**

The weather has apparently been bad around the country, I say this because I have been very busy processing new rating approvals for the higher level licenses. This being the Tandem, TFI and instructor ratings. While this is a good thing, there have been a few problems with the paperwork. The SAHPA paperwork is quite onerous, but this is to protect us from incompetence being unleashed on the public (and fellow pilots). Paragliding is a very easy form of aviation to learn, therefore incompetence is a real threat. If you are one of those people trying to achieve a higher rating or licence level, speak to your club licensing and safety officer or local instructor. If this is problematic you may contact me. Please remember though, I am in no way obliged to mark exams etc gratis/probono/for mahala. I strive to do this properly so it does take up some of my time.

It is once again the XC time of year which brings with it, stronger conditions. This means that I have to remind you, to not lose your respect for the air. Err on the side of caution and your flying career will be longer. Rather walk away than be carried away. I know, cliché, but as NLSO, I have to say it! Fly high, fly far, fly safe, enjoy.

**Hans Fokkens (NLSO)**

### **SAHPA ACCIDENT INVESTIGATING OFFICERS**

PARAGLIDING	HANG GLIDING	POWERED SECTION
<b>Gauteng:</b> Kevin Storie 083-233-1063	<b>Gauteng:</b> Shawn Fowler 082-538-1512  Michael Coetzee 082-892-3664	<b>Gauteng:</b> Tony Gibson 082-948-2001
<b>Mpumulanga:</b> Rupert Nieuwenhuis 082-886-4925	<b>Mpumulanga:</b> Egmont Van Dijk 082-902-9563	<b>Mpumulanga:</b> Anton Naude 083-462-1616

<b>Kwa-Zulu Natal:</b> Josh Degenaar 083-01-4039  Hans Fokkens 082-395-3298	<b>Kwa-Zulu Natal:</b> Dave Povall 072-898-1808	<b>Kwa-Zulu Natal:</b> Gerhard Pretorius 083-251-3966
<b>Southern Cape:</b> Jan Minnaar 082-777-8474  Jorge Bueble 072-612- 8168	<b>Southern Cape:</b> Johan Anderson 083-229-2919	<b>Southern Cape:</b> Jan Minnaar 082-777-8474  Jorge Bueble 072-612-8168
<b>Eastern Cape:</b> Cal Dyker 082-655-3215	<b>Eastern Cape:</b> Dirk Van Loggerenberg 084-440-2974	<b>Eastern Cape:</b> Jan Minnaar 082-777-8474  Jorge Bueble 072-612-8168
<b>Western Cape:</b> Wayne Heuer 083-251-9892  Anthony Allen 083-463-7113	<b>Western Cape:</b> Lennox Olivier 083-230-8780	<b>Western Cape:</b> Keith Pickersgill 082-414-8448  Pete Wallenda 083-300-1755
<b>Northern Cape:</b> Arnold Pansi 082-340-0477	<b>Northern Cape:</b> N/A	<b>Northern Cape:</b> N/A

## **SITE NEWS:**

### **OPERATIONS LETTER BETWEEN LOWVELD FLIGHT INFORMATION SERVICE AND SAHPA**

#### **APPENDIX A: ACTIVATION FORM (IDENTIFIED FLYING AREA)**

##### **INTRODUCTION**

There is a requirement for Paragliders to operate in the greater Lowveld Airspace, previously not granted, on an ad hoc basis. This “temporary” Operations Letter will cover aspects to ensure that all parties involved are informed of the provisions laid down to ensure a safe and efficient flying

environment.

### **AIM**

It is imperative that communication channels are clear and direct. This Operations Letter will serve as the basis for future dialogue. Lowveld is the originator and any amendments will be routed via Lowveld FIS. All procedures laid down are binding.

### **EFFECTIVE DATE**

This Operations Letter is effective from 17 October 2012.

### **AMENDMENTS**

Any change shall be made either in the context of a meeting between the two parties, or by exchange of correspondence, with acknowledgment by all signatories concerned.

Whilst temporary deviations from these procedures may be agreed between the parties concerned, as specified in paragraph 13 below, permanent amendments to this document shall be effective only in the form of a written amendment duly signed by authorized representatives.

### **PROCEDURES TO BE FOLLOWED FOR BOOKING OF AN IDENTIFIED FLYING AREA**

Lowveld FIS requires a 24 hour (or greater) in advance notification of the intended flight in order to timeously plot the indentified area on the radar maps, as well as to submit the necessary NOTAM's. Bookings are only required for pilots who wish to operate above 1500ft AGL in LASS Airspace. LASS's airspace is defined in AIP, ENR 2.1 - 58 and 59 from (a) to (k). Activation can be done by means of dialing Lowveld FIS during times as specified on telephone number (015) 799 2589.

- a. Weekdays: 08h00b to 17h00b.
- b. Weekends and public holidays: 09h00b to 17h00b.

All the information that Lowveld requires will be filled in on the activation form. Pilots who prefer e-mail are at liberty to submit this form to [hoedspruitatc@gmail.com](mailto:hoedspruitatc@gmail.com). Alternatively, the fax number to use is (015) 799 2426. If making use of fax or e-mail, please phone Lowveld to ensure receipt of your request. All activation forms will have a reference number to ensure safe and efficient management of the Lowveld airspace.

Once all the areas have been plotted, Lowveld will Endeavour to keep all affected traffic clear of the identified flying area. If not possible, traffic information will be provided to the affected traffic.

APPENDIX A

## ACTIVATION FORM FOR OPERATION IN THE LOWVELD AIRSPACE

Ref:  
\_\_\_\_\_

<b>Call sign:</b>	<b>Pilot in Command:</b>		
<b>Area of Operation:</b>		<b>Co-ordinates:</b>	
<b>Max Operating Level:</b>		<b>Max radius around Site:</b>	
<b>Time From:</b>		<b>Time To:</b>	
<b>Contact Person:</b>		<b>Contact Number:</b>	

**HARTEBESPOORT DAM**

Due to the growing congestion of air traffic in the Hartbeespoort Dam valley, I have over the years been very concerned about a mid-air collision involving a paraglider and a light aircraft, overhead the Dam - especially since PGs are not required to communicate with other traffic using an airband radio.

As such, on behalf of 1st Para club, I drew up a proposal for an FAD around the Dam site, 5km radius, from ground level to ceiling, and submitted it, with Aero Club's approval and support, to Nascom - the CAA's airspace committee. For those without a Sports license, an FAD is a Danger Zone with an associated warning, published on all aviation maps and in the various AIP and AIC documents - basically the law books of aviation. An FAD is not a chunk of airspace, only a danger area. The idea of the FAD is two-fold: to warn general aviation pilots to keep a good lookout for PGs in the area concerned and to create awareness that PG does exist and is well established at the Dam.

Kevin Storie (on behalf of Aero Club) and myself presented our case at Nascom about two months ago. To keep it brief, with lots more work undertaken by Aero Club and myself, the Nascom committee finally approved our FAD application last week and so it will be implemented shortly. This is good news for us but does not remove the risk.

**Some important things to note:**

1. Safety is your prerogative, not the club's or anyone else. Pilots are strongly advised to fly with an airband radio and to be very vigilant when flying in such a congested area. Members of the Nascom committee suggested we fly in brightly coloured clothes, choose gliders with highly contrasting colours, and possibly fly with a strobe light. The message, although these may be somewhat impractical: make yourself as visible as possible!
2. We (pilots of all aircraft) are all equally entitled to fly in the same airspace. Discipline and respect of the airspace is required.
3. If you do feel that an aircraft is not respecting the rules of the air or the warnings of an FAD, try and catch its registration so that we can notify the operator of our existence and the potential danger that he is imposing. Most pilots are unaware of the PG activity at the Dam - hence the FAD initiative.
4. Without Aero Club's support on matters like this, we would be nowhere. Our Aero Club membership is vital, they fight for our rights to maintain our free-flying sport as free as possible. A big thanks to Kevin Storie for tirelessly taking on the fight.
5. Adhere to all airspace, violations (and violators) will not be tolerated lightly.

[Click here to view a map showing the FAD](#)

Your cooperation with this would be most grateful. Enjoy the Dam!

**Reported by: James Braid**

**GARDEN ROUTE POWERED PARAGLIDING**

The Recently established Garden Route Powered Wings club is managing Powered Flying in the Garden Route from Mosselbay to Plettenberg Bay. As you know this is a highly sensitive area in terms of residents and holiday goers. In order to avoid incidents that can jeopardize the region for all forms of flight a set of rules and guidelines has been drawn up. It is essential that you familiarize yourselves with these rules AND sign the declaration AND send it to the club before you fly in this area.

All info obtainable from:

- SAHPA website (members info under Powered Paragliding)
- [www.ppg.co.za](http://www.ppg.co.za)
- [www.xplorer.co.za](http://www.xplorer.co.za) under local info
- Contact Pieter Wolmarans ([083 296 4000](tel:0832964000) / [ppgbrak@gmail.com](mailto:ppgbrak@gmail.com) )
- Contact Roger Titley ([082 4555 820](tel:0824555820) / [Roger@creatures.co.za](mailto:Roger@creatures.co.za) )
- Contact Hannes Steyn ([073 559 3881](tel:0735593881) / [Hanneskalahari@gmail.com](mailto:Hanneskalahari@gmail.com) )

### **SKYWINGS PARAGLIDING CLUB SITE RULES AND REGULATIONS**

From the 15th of November 2012 all Skywings registered sites will become members only sites. See list of sites on website [www.skywingsparaglidingclub.co.za](http://www.skywingsparaglidingclub.co.za)

For more information go to [Skywings Rules and Regulations](#)

## **PROPOSED RESTRICTED AIRSPACE FOR THE AFRICAN CUP 2013**

**AIM:** To provide a brief overview of the proposed airspace restrictions for the 2013 African Cup of Nations to Aviation stakeholders.

**SCOPE:** Airspace security concept, Game Schedule, Restricted airspace, Restriction, Authorisation process.

**AIRSPACE SECURITY CONCEPT:** Restricted airspace (venue control 132.25) 5nm around active stadium. (PE3NM). Air Patrols – Hawk fighter aircraft. Possible Interrogations and diversions

### **RESTRICTED AIRSPACE – GAUTENG**

A circle radius 5NM centred at S26°14'05.21"E027°58'57.45"(Soccer City Stadium- FAJS), extending from GND to 7600' AMSL

**Gauteng Promulgated dates and Times :** 19 January 2013, from 15H00 to 21H59  
10 February 2013, from 17H00 to 21H59  
Venue control 132.25.

### **RESTRICTED AIRSPACE – NORTH WEST**

A circle radius 5NM centred at S25°39'44.94"E027°13'19.18"(Royal Bafokeng Stadium – FAPN),

extending from GND to 8200' AMSL

**North West Promulgated dates and Times**

22 January 2013, from 14H00 to 21H00  
 : 26 January 2013, from 14H00 to 21H00  
 29 January 2013, from 16H00 to 20H00  
 30 January 2013, from 16H00 to 20H00  
 3 February 2013, from 14H00 to 18H00  
 Venue control 132.25.

***RESTRICTED AIRSPACE – MPUMULANGA***

A circle radius 5NM centred at S25°32'42.06"E030°55'46.83"(Mbombela Stadium – FAKN), extending from GND to 5500' AMSL

**Mpumulanga Promulgated dates and Times :**

21 January 2013, from 14H00 to 21H00  
 25 January 2013, from 14H00 to 21H00  
 29 January 2013, from 16H00 to 20H00  
 30 January 2013, from 16H00 to 20H00  
 3 February 2013, from 17H00 to 21H00  
 6 February 2013, from 17H00 to 21H00  
 Venue control 132.25

***RESTRICTED AIRSPACE – KWA-ZULU NATAL***

A circle radius 5NM centred at S29°49'44.40"E031°01'50.03"(Moses Mabhida Stadium – FALE), extending from GND to 3000' AMSL

**Kwa-Zulu Natal Promulgated dates and Times :**

23 January 2013, from 14H00 to 21H00  
 27 January 2013, from 16H00 to 20H00  
 28 January 2013, from 16H00 to 20H00  
 2 February 2013, from 17H00 to 21H00  
 6 February 2013, from 14H00 to 18H00  
 Venue control 132.25

***RESTRICTED AIRSPACE – EASTERN CAPE***

A circle radius 5NM centred at S33°56'16.11"E025°35'57.97"(Nelson Mandela Stadium – FAPE), extending from GND to 2000' AMSL

**Eastern Cape Promulgated dates and**

20 January 2013, from 14H00 to 21H00

**Times :**  
24 January 2013, from 14H00 to 21H00  
27 January 2013, from 16H00 to 20H00  
28 January 2013, from 16H00 to 20H00  
2 February 2013, from 14H00 to 18H00  
9 February 2013, from 17H00 to 21H00  
Venue control 132.25

**Restrictions:** No Aircraft will be allowed to enter any of the temporary restricted airspace during the promulgated periods, unless specific authorisation was obtained from the NATJOC via the AFCP.

**AUTHORISATION PROCESS:** Special arrangements may be made for emergency and security flights to enter these restricted airspaces. In order to apply for such special arrangements, the following details must be forwarded to the SA Air Force Senior controller AFCP, via email at [sencon@afcp.co.za](mailto:sencon@afcp.co.za) ( aircraft registration, aircraft type, operator details, reason for request. Closing date for such applications is 12 January 2013.

**AUTHORISATION PROCESS:** Authorisation to enter this temporary Restricted Airspace must be obtained from the Air Force Command Post at:

**AFCP Flight Centre**  
Cell: +27 82 459 1879  
Office: +27 12 312 2936/2410  
Fax: + 27 12 312 2525  
Fax to Email: +27 865 99 0718  
Email: [saafoverflights@afcp.co.za](mailto:saafoverflights@afcp.co.za)

[Please click here to view](#) the complete document.

## **NEW SAHPA LICENSES**

*Congratulations to the following pilots for achieving new licenses and Ratings:*

### **PARAGLIDING**

#### **Basic Licenses:**

ACKER MA	Birdmen Paragliding School, Western Cape
ALDRIDGE MC	Skywalk Paragliding School, Gauteng
ANDERSON JD	Paraglide SA Paragliding School, Western Cape
BERGH MA	Paraglide SA Paragliding School, Western Cape



BILBROUGH RE	Windmaster Paragliding School, Southern Cape
BOTHA JJ	Wallendair PG School, Western Cape
BRENT RE	Skyguide Paragliding School, Kwa-Zulu Natal
BROWN GD	Airventures Paragliding School, Eastern Cape
BUCKLEY CG	Paraglide SA Paragliding School, Western Cape
CLAASSEN DC	Fly De Aar Paragliding School, Northern west
COULSON JD	Wildsky Paragliding School, Kwa-Zulu Natal
DEASY M	Birdmen Paragliding School, Western Cape
DE KLERK WA	LSSC Training PG School, Mpumulanga
DE VILLIERS JF (Jnr)	Skywalk Paragliding School, Gauteng
DUNN M	Sky High Paragliding School, Southern Cape
DU PLESSIS SN	Funventures Paragliding School, Gauteng
DU PLOOY WJH	Paragliding School, Kwa-Zulu Natal
ERASMUS JH	Explorers Paragliding School, Mpumulanga
FOURIE DC	Wildsky Paragliding School, Kwa-Zulu Natal
GUMEDE S	Blue Gravity Paragliding School, Gauteng
HILBERT HF S	SA-Paragliding Adventure PG School, Southern Cape
HILBERT RB	SA-Paragliding Adventure PG School, Southern Cape
JONKER A	Birdmen Paragliding School, Western Cape
KOEKEMOER JM	Paraglide SA Paragliding School, Western Cape
LE GRANGE S	Blue Gravity Paragliding School, Gauteng
MAINERI S	Flytime Paragliding School, Southern Cape
MARE JH	Explorers Paragliding School, Mpumulanga
MEYER MW	Birdmen Paragliding School, Western Cape
MORGAN P	Blue Gravity Paragliding School, Gauteng
NIENABER JJ	LSSC Training Paragliding School, Mpumulanga
PATCHOO R	Wildsky Paragliding School, Kwa-Zulu Natal
SCHEEPERS LDM	Skywalk Paragliding School, Gauteng
SHAW ST	Birdmen Paragliding School, Western Cape
SHERWOOD JR	SA-Paragliding Adventure PG School, Southern Cape
STEYN J	Birdmen Paragliding School, Western Cape
TAYLOR AW	Birdmen Paragliding School, Western Cape
TETLEY A	Cloudbase Paragliding School, Western Cape
VENTER JA	Birdmen Paragliding School, Western Cape
VILJOEN JM	Paragliding Adventures PG School, Gauteng
WARREN G	Birdmen Paragliding School, Western Cape

**Paragliding Sport Licence:**

ACKERMAN P	Cloudbusters Paragliding Club, Gauteng
BARNHOORN CF	Cloudbusters Paragliding Club, Gauteng
CLAASE DE	Glen Paragliding Club, Western Cape
CELLIERS LF	Cloudbusters Paragliding Club, Gauteng
DE BRUYN R	Cloudbusters Paragliding Club, Gauteng
DE BRUIN T	Cloudbusters Paragliding Club, Gauteng
DILLMAN K	Cloudbusters Paragliding Club, Gauteng
HOFMEYR MR	Glen Paragliding Club, Western Cape
KING T	1st Paragliding Club, Gauteng
KONINGHOFER H	Flytribe Paragliding Club, Gauteng
KRUGER C Hillsnacks	Hillsnacks Paragliding Club, Gauteng
MAREE JR Cloudbusters	Cloudbusters Paragliding Club, Gauteng
MAUCHAN PT	Glen Paragliding Club, Western Cape
MINNY W	Cloudbusters Paragliding Club, Gauteng
MULHOLLAND RB	1st Paragliding Club, Gauteng
O'REILLY K Cloudbusters	Cloudbusters Paragliding Club, Gauteng
PALM R Cloudbusters	Coudbusters Paragliding Club, Gauteng
PALM S Cloudbusters	Cloudbusters Paragliding Club, Gauteng
PIO JF Cloudbusters	Cloudbusters Paragliding Club, Gauteng
SEMPLE MJ Flytribe	Flytribe Paragliding Club, Gauteng
VAN RENSBURG C	1st Paragliding Club, Gauteng

**STD Tandem Rating:**

WEBB TE	Glen Paragliding Club, Western Cape
VAN BREDA R	Glen Paragliding Club, Western Cape

**TFI Rating:**

ALLEN ASV	Glen Paragliding Club, Western Cape
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**HANG GLIDING**

**Novice Licenses:**

RUMNEY A	Bulwer Hang Gliding School, Kwa-Zulu Natal
VAN HEERDEN RC	Pretoria School of Hang Gliding, Mpumulanga

**A-Licenses:**

PELLY SC	Cape Albatross Hang Gliding Club, Western Cape
BERGHOUT AA	Hangliding.com HG School, Southern Cape
VAN HEERDEN RC	Pretoria School of Hang Gliding, Mpumulanga

**Hang Gliding Tandem Rating:**

VAN LOGGERENBERG D Hawkwind

PG & HG Club, Eastern Cape

**Hang Gliding Instructor Rating:**

VAN LOGGERENBERG D

Hawkwind PG & HG Club, Eastern Cape

**POWERED PARAGLIDING**

**Pilot Licence:**

ASKHAM BR

Paragliding Adventures PG School, Gauteng

DORMAN SJ

Wallendair PG School, Western Cape

EDWARDS TD

Flying unlimited Powered Paragliding School, Gauteng

ELS JF

Flying unlimited Powered Paragliding School, Gauteng

STAUCH S

Birdmen Paragliding School, Western Cape

**PPG Sport Licence:**

LOUW MHJ

Xplorer Ultraflight Powered Paragliding School, Western Cape

**POWERED PARACHUTE**

**Pilot Licence:**

EDWARDS TD

Flying unlimited Powered Paragliding School, Gauteng

**PPC Tandem:**

BASSON N

Flying unlimited Powered Paragliding School, Gauteng

BERNDT DM

Flying unlimited Powered Paragliding School, Gauteng

BEUKES R

Flying unlimited Powered Paragliding School, Gauteng

HEYNEKE

Flying unlimited Powered Paragliding School, Gauteng

O'REILLY K

Flying unlimited Powered Paragliding School, Gauteng

**POWERED HANG GLIDING**

**Pilot Licence:**

HILL D

Hanggliding School.com, Southern Cape

**FAI OBSERVER:**

GARDNER P

DANIEL D