

*In just two years, the Race of Champions has grown to become a rival of the long-established President's Trophy Air Race.*



SA Flyer's 182 ZS-FPI stays low over the runway to build up speed

There are two main reasons for the race's phenomenal growth. The first is the benefit of having the power of a large and dynamic aviation company behind the race. The second is the different approach to handicapping taken by the Race of Champions.

Naturelink CEO Chris Briers is the driving force behind the race of Champions. He has thrown his considerable persuasive powers and the support of his staff - who make huge personal sacrifices of time - into making the event a success and a

feature of the sport flying calendar.

The key is the sponsorship. For the 2007 race the fuel was sponsored by BP and this was also promised for 2008. However, given the huge increase in the price of Avgas, the cost of this sponsorship became excessive and so, just two weeks before the race, they announced that they were limiting the free fuel to 20 000 litres. At nearly fifteen rand a litre this still represented an almost R300 000 sponsorship. It was therefore decided that the fuel would instead be made available for just R7.00 a litre. Many of the entrants who

had been enticed by the promise of free fuel complained, but few withdrew. There were still more than one hundred entries.

Competitors flew to Tzaneen on the Thursday in perfect weather, which held for the whole three days. Eighty three started Day One but after an action packed race, just eighty finished. The course took competitors from Tzaneen to Marble Hall, then north to an obscure bush airstrip near Vivo, east to Tshipise and back to Tzaneen for a total distance of 335nm.

There was drama near Dendron when John

and Johnny Mayer's Bonanza ZS- RMA had an engine failure while flying just twenty five feet

*An engine failure while flying just twenty five feet above the Springbok flats*

above the Springbok flats. With minimum time to find a good landing spot they did well to put it

down without injury to themselves, although the undercarriage was ripped off by a ridge of earth. Search and Rescue was mobilised and the Alpine Aviation sponsored EC-130 helicopter flown by Chris Briers was quickly on the scene to retrieve the crew.

Roual du Plessis and Marcel Viljoen's Cessna 177 suffered fuel flow problems when the selector would not feed from one tank. They executed a partial power precautionary landing on the road to Tshipise and transferred fuel in bottles to the tank that would feed and,

TEXT: GUY LEITCH  
PHOTOS: FRANS DELY  
GUY LEITCH  
WILLEM GROBBELAAR



**Far Left:** There were over a 100 entrants to this year's Race of Champions

**Left:** There was friendly but intense rivalry between teams. Here father and son team of Chris and Rob Spencer-Scarr wrestle with brothers Tienie and Nick Prinsloo. The Spencer Scarrs narrowly beat the Prinsloos

while a cop stopped the traffic, took off back to Tzaneen.

The attrition of competitors reached a nadir that evening when the brakes on the Raven let go and the aircraft rolled across the taxiway and crashed into a Seneca, causing considerable damage to both aircraft.

The results for Day One had the Cessna 402B of Tertius Myburgh in a clear lead of almost a minute ahead of the C172A of Springbok pilots Arddyn Moolman and Ron Stirk. Cockpit Resource Management for Arddyn and Ron was a special challenge as Ron had lost his right arm in a car accident a few months earlier and Ardy had to change the maps for him! One-armed paper hangars may be busy, but one-armed navigators in a C172 must set a new standard. Previous year's winner Mary de Klerk struggled against her handicap and could only manage 24th.

Day Two was fortunately less eventful. Seventy five started and sixty nine officially completed the race. The first leg was to Potgietersrus Airfield, then south to Middleburg, north east to Blyderivier and then north back to Tzaneen. Many competitors took advantage of the northerly wind to achieve good groundspeeds on the leg to Middleburg and thus the first 26 aircraft home beat their handicaps. Despite having flown with remarkable navigation

precision, the C402 had been forced back to third place and so Ardy Moolman and Ron Stirk were the clear winners, crossing the finish line eight seconds ahead of second placed Cessna FR172J of Dave Bruce and Barry Kinnear.

The final results had Ron Stirk and Arddyn Moolman in first place, Myburgh and Barry in second and Willie O'Driscoll and Stu Low third. This was a noteworthy victory for Durban Wings

*While a cop stopped the traffic, they took off back to Tzaneen*

Club with three out of the top five places going to their entrants. (See table for all the results).

A noteworthy entrant was SACAA CEO Colin Jordaan who reinforced his commitment to General Aviation by flying a Baron 58 with navigator Chris Erasmus. In the past Jordaan has been a keen President's Trophy Air Race competitor and this year they achieved a creditable 19th position, beating SA Flyer's C182 by just three seconds on Day Two!

As usual, the event ended with a glittering black tie prize giving and again, as usual, half the entrants did not know what black tie meant.

One of the features of the Race of Champions is the value of the prizes which include all-expenses paid weekends at luxury lodges. The value of the prizes and prestige of the race may make it tempting for some to cheat, especially by using illegal navigation aides such as the GPS. But like the Olympics, the real pleasure of the race is in the friendly rivalry and camaraderie.

The actual prize giving was mercifully kept as short as possible and a great time was had by all (except those whose hunger could not wait so they went to the next door Spur!).

Many bleary heads woke on the Sunday to find that the three days of perfect weather had deserted them and they were confronted by tricky weather avoidance decisions in order to get home.

When all was said and done and the dust settled, the race was adjudged a great success. The excellent organisation from Eddie Vorster and his team at the Letaba Flying Club and the support of Naturelink staff such as Charmaine de Klerk, Antoinette van der Nest and the maintenance engineers left no room for any significant gripes. Even the usual moans about the handicaps were subdued!

Next year's event will be hosted by the Ermelo Aeronautical Society and if BP continues to subsidise the fuel, no doubt it will be even more popular. ✈️



**Left:** BP once again provided and all-important fuel sponsorship. However this year the price was subsidised down to R7.00 per litre

**Below Left:** A most unfortunate coming together when the Raven's brakes let go

**Below:** The Durban Wings Club mounted a massive team effort and came to dominate the results, with a first, third and fourth place



# Flying the Race of Champions

Guy Leitch

**Z**S-FPI had done well in the first Race of Champions and even better in the PTAR. However, as explained in the box, for the Race of Champions formula, our past success was not supposed to be punished by a raised handicap. But this was not to be and I nearly withdrew when I saw that all C182s had been given 139.75 knots - an impossible five knots more than the 2007 race. The handicappers then reconsidered and the 182 handicaps were reduced to a more reasonable, but still tough, 137.5 knots.

SA Flyer's photo editor, Willem Grobelaar, has a lapsed PPL with about 130 hours. He was keen to navigate and when Larry Beamish pulled out due to work commitments, he was thrilled to step in. I reckoned a little practise would be a good thing, but I apparently made him nervous about his job security when he forgot to add the variation to get the magnetic heading!

We used the actual flight to Tzaneen as the practise. I flew at a comfortable 125 knots and we zig zagged our way to various airfields low level across the dry landscape. Willem turned out to be a star. I was very impressed by his map reading and ability to keep me on the straight and narrow. All looked good for the race.

Then we hit a snag. I had been booked into a different hotel to Willem. Not great for pilot and navigator to be separate. So we quickly plotted both days' routes on the rough tiles of the conference room floor. I used the edge of a folded map as a ruler to connect the turning points and a broken plastic ruler into which I had cut notches to create five minute markers. Crude but effective. It took us barely half an hour to do both plots - whereas many others spend more time plotting than actually flying the race!

Day One was uneventful for us. It's rare to see and pass another aircraft on the first day as the fastest start first. I decided to heed the advice of the 'experts' who reckon it's better to go around rather than over mountains. But when we got back on track the plane in front of us was further away, so I decided to just go straight from then on.

Willem's navigation and map reading was as good as our practise flight and we hit every turning point on the nose.

It helped that he has the eyes of a vulture and could see aircraft turning over checkpoints from ten miles out. On the last leg he accidentally reset the stop watch so we didn't know if we were ahead of handicap when we crossed the finish

*He remained doggedly ahead and below us for mile after mile*

line. Later that evening when we got the results we found we were in an indifferent 25th place. It was a disappointment - but the reality of our tough handicap.

Day Two was about the wind. Again Willem kept us beautifully on track and I took the opportunity to climb for the long southerly leg to Middleburg. I am told that at times the tracking system showed that we were doing over 150 knots and that somehow we were lying second. At the Middleburg turn point we had almost caught up with NAC's CEO Martin Banner, flying a 145 hp Diamond DA40. But he remained doggedly ahead and below us for mile after mile until I descended a bit over Orighstad and finally overtook him. Then a Seneca came rushing past - which was disappointing as we were still far from the finish.

Great navigation and very helpful pictures, supplied by the race organisers, meant we found the hard to see Blyde Aventura airfield directly on the nose. We then we turned north back to Tzaneen. Again I listened to the more experienced and decided to detour round the west of the mountain in a gradual descent. In retrospect it was again probably not the correct decision but fortunately the Diamond never quite caught us, finishing just 100 metres behind.

We joined a very wide downwind to slow down and be comfortably spaced for the aircraft in front. After the excitement of the race I battled

to slow the aircraft and then, when asked to land long, kept it really high, so that the tower began to wonder if I would ever get it on the ground. But cutting the power and cranking out all the flap deposited us firmly on the tar and I still had to use power to taxi to the end.

We had flown a good race. It had, as always, been great fun. Although we were about the twentieth aircraft to land, we were happy with our performance. Even though we had ended further down the rankings, we had improved on our speeds in the past two races and this improved performance is what counts.

Racing brings out the best of man and machine. It makes you far more aware and a better pilot. I'm looking forward to next year. ✈️



**Top right:** The scrutineers make sure that the aircraft are standard and all the paperwork is in order

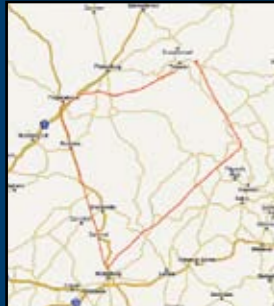
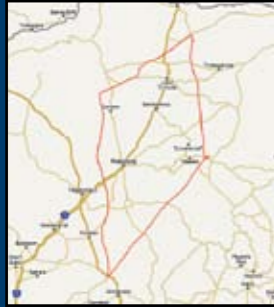
**Above right:** A Cherokee 140 turns out low-level after take-off.

**Left:** For the start of Day 2 the slowest aircraft left first with as little as six seconds separations.

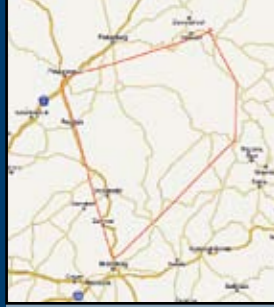
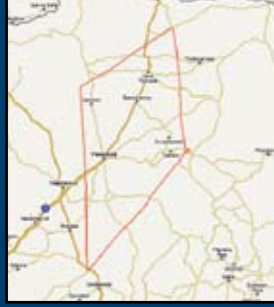
**Right:** Graeme Conlyn in characteristically animated pose starting the aircraft.



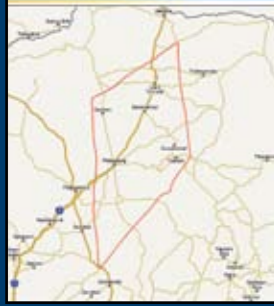
1<sup>st</sup> PLACE



2<sup>nd</sup> PLACE



ZS-FPI



Left: ZS-FPI at the head of a frenetic starting line-up



Below left: Some crews left plotting the route to the last minute



Below: Ricardo Alfonso and a dedicated ATNS team played a vital role in ensuring safety and aircraft separation

# Why Two Air Races?

The Race of Champions (RoC) was started as a protest reaction to the handicapping system of the President's Trophy Air Race (PTAR).

The basic problem is that not all aeroplanes are created equal. Some, like the Lancairs, are super-fast pocket rockets and others like Cessna 206s with pods, are lumbering cart horses. This means that if dissimilar types are to race against each other, the organisers have to set handicap or target speeds. It's rather like golf, where a weekend hacker can take on a pro in a Pro-Am.

Golf handicaps can cause much strife. But this is nothing compared to the unhappiness felt by almost everyone who gets a tough handicap in an air race. The problem with the PTAR is that each aircraft is assessed individually. If an aeroplane has done well in an earlier race, its handicap is increased for the next race. This gives the slower aircraft a chance, but understandably annoys the successful competitors, who

feel they are punished for being successful. For a super-competitive air-racer like Chris Briens this was unacceptable and he decided that all similar type aircraft should have the same handicap. Thus, like Formula One, the objective is to have the fastest aircraft and to fly it better. This may be fine in theory, but is not ideal in practise. In theory everybody has unlimited resources and teams of mechanics to fine-tune your car—or plane. The engine can be overhauled, the induction system tuned, the control rigging reset, the prop balanced and even the whole airframe aligned. The tweaks are infinite.

The reality though is that most competitors don't have their own tame AMOs, so they pull their aircraft out the hangar, give it a quick wash and go race. This makes for some really unfair handicaps. For example a Cessna 206 may have a pod which will slow it down about four knots. It may have wheel spats which add four knots or it may have big tyres which cost three knots. A 206 with

a pod, no spats and big tyres will have no chance against one with the opposite configuration, yet they have the same handicaps. The 206 with pod must either hope to be nothing more than an also ran - or just stay home.

Chris Briens is adamant about this. He says you would never enter the Argus bicycle race with a 'dikwiel' delivery bike and hope to compete against a super light racing bike. So why enter a slow aircraft? He says that the race is called the Race of Champions because they only want Champions – not those who come along for the ride.

Perhaps, but it seems to me the reality is that there is only a handful of competitive racers – the rest enter the RoC for the cheap fuel and the opportunity for a bit of fun. For these entrants to enjoy the race it would be fairer if each aircraft was handicapped individually - as they do in the PTAR.

Only time will tell if the RoC format will outgrow the PTAR.



# RACE OF CHAMPIONS

POS	RACE NO	A/C REG	AIRCRAFT MAKE & MODEL	HP	HCAP	ACTUAL SPEED	GAIN(-) OR LOSS	PILOT NAVIGATOR	PROVINCE / CLUB
1	33	ZS-CNZ	CESSNA 172A	145	104.6	110.09	00:18.4	ARDDYN MOOLMAN (MRS) RON STRIK	Gauteng DURBAN WINGS CLUB
2	61	ZS-OAL	CESSNA 402B	300	178	192.6	00:16.4	TERTIUS MYBURGH ADRIAN BARRY	Gauteng NONE
3	34	ZS-MSP	CESSNA 172R	160	118	123.68	00:15.1	WILLIE O'DRISCOLL STU LOW	K.Z.N. DURBAN WINGS CLUB
4	39	ZS-JTA	CESSNA FR172J	210	121	125.15	00:10.4	DAVE BRUCE BARRY KINNEAR	K.Z.N. DURBAN WINGS CLUB
5	63	ZS-SOT	CESSNA 172R	160	118	121.43	00:09.2	LEON KOEKEMER ANDRE KOEN	K.Z.N. VIRGINIA FLIGHT SCH.
6	98	ZS-MDF	PIPER PA-34-200T	200	167.8	172.62	00:06.3	CRAIG REID CLIFF PIKE	Gauteng BENONI-BRAKPAN A.C.
7	30	ZS-ERF	CESSNA 182K	230	137.5	140.62	00:06.2	CHRIS SPENCER-SCARR ROB SPENCER-SCARR	N'West RUSTENBURG F.C.
8	22	ZS-OMJ	PIPER PA-32-260	260	137.5	140.55	00:06.1	TIENIE PRINSLOO NICK PRINSLOO	Limpopo LETABA FLYING CLUB
9	10	ZS-PTC	BEECH E55	300	199.5	204.69	00:04.6	KOOS COETZER BEN ZIETSMAN	F'State BLOEM FLYING CLUB
10	76	ZS-LEB	CESSNA T303	250	178.7	182.7	00:04.5	GERHARDT VD GRYP KOOS MALAN	Limpopo LETABA FLYING CLUB
11	8	ZS-PJK	BEECH F33A	285	171	174.62	00:04.4	DRIES BRIERS MARIUS SCHUTTE	Limpopo LOUIS TRICHARDT F.C.
12	25	ZS-NHR	PIAGGIO P166S	340	170	172.32	00:03.1	IVAN MARX MARTIN MARX	Gauteng NONE
13	6	ZS-LWP	MOONEY M20J 205SE	200	159	160.78	00:02.4	KIEWIET VLOK GAIL VLOK	N'West KLERKSDORP PILOT ASS
14	1	ZU-AFP	CESSNA 172D	180	121.5	122.48	00:02.4	MARY DE KLERK BARRY DE GROOT	K.Z.N. DURBAN WINGS CLUB
15	53	ZS-HJF	PIPER PA-24-260-C	260	160.5	162.19	00:02.3	HENK SCHEEPERS JOHAN SCHEEPERS	Gauteng NONE
16	84	ZU-JHA	VAN'S A/C RV-6	180	165.5	167.27	00:02.3	LISA MANDEL ALEWYN BURGER	Gauteng ALGOA FLYING CLUB
17	5	ZS-DOT	CIRRUS SR-ZZ	310	177	178.54	00:01.5	DIRK VISSER CHRIS BURGER	Gauteng KITTY HAWK F.C.
18	16	ZS-KEZ	CESSNA FR172J	210	121	121.67	00:01.5	PAUL POTGIETER ESTHAN JACOSSE	Gauteng NONE
19	94	ZS-KMN	BEECH 58	285	192	193.05	00:01.1	COLIN JORDAN CHRIS ERASMUS	Gauteng NONE
20	19	ZS-KJF	CESSNA R182 RG II	235	152	152.19	00:00.2	KOOS KRUGER WILLIE LINDE	F'State NONE
21	54	ZS-FPI	CESSNA 182M	230	137.5	137.18	00:00.4	GUY LEITCH WILLEM GROBBELAAR	Gauteng BRITS FLYING CLUB
22	42	ZS-ITV	DIAMOND DA-40	135	133.3	133.11	00:01.3	MARTIN BANNER JP FOURIE	Gauteng NONE
23	7	ZS-PIX	CESSNA T210L	285	173.5	172.32	00:01.3	CAREL MINNAAR HENRY MILES	Limpopo LETABA FLYING CLUB
24	97	ZU-ZAP	VAN'S A/C RV-8A	160	150.3	149.25	00:01.5	ALAN STEWART MARC GRESSON	Gauteng PANORAMA F.C.
25	13	ZS-PPE	ROBIN R2169	160	129	128.23	00:01.5	AJ COETZER WILLEM COETZER	F'State BLOEM FLYING CLUB
26	78	ZU-LEB	LANCAIR 360	230	200.5	198.38	00:02.1	LES LEBENON MICHELLE PRETORIUS	Gauteng NONE
27	44	ZS-MMH	CESSNA 206	260	137.8	136.59	00:02.3	RON HARVEY BILL SOUTHWARD	Gauteng BRAKPAN FLYING CLUB
28	103	ZS-KSZ	CESSNA R182 RG II	235	152	150.16	00:03.1	WALLY BRINK GEORGE BRINK	N'West VRYBURG FLYING CLUB
29	56	ZS-PKL	CESSNA T-337H II	210	175.1	171.99	00:04.0	STUART SINCLAIR HANS POTGIETER	N'West RUSTENBURG F.C.
30	88	ZS-LAI	CESSNA R182 RG II	235	152	149.37	00:04.3	BRYAN ENGELS MARK HUGHES	Gauteng BABCOCK C.F.A.
31	90	ZS-MTM	CESSNA 210N	300	168	164.6	00:04.5	BRAD LEHMAN JOHN LEHMAN	Limpopo NONE
32	65	ZU-VRV	VAN'S A/C RV-7	180	171.6	167.11	00:06.1	HUBI VON MOLTKE MIKE CATHRO	Gauteng NONE
33	72	ZU-RVZ	VAN'S AIR RV-7A	180	165.4	160.97	00:06.3	ANDREW WEBB PIERRE BOTHTMA	N'West RUSTENBURG F.C.
34	3	ZS-PPY	CESSNA U206F II	300	138.5	135.3	00:06.4	JOHAN MULLER DEON MULLER	Gauteng ERMELO LUGVAARTVER.
35	4	ZS-KJB	CESSNA 210N	300	168	163.27	00:06.5	OTTO WYPKEMA ELMARIE WYPKEMA	Gauteng NONE
36	12	ZS-LMB	PIPER PA-31-350	350	199.5	191.49	00:08.1	ROEDIE BOTES GRANT KRIEL	Limpopo LETABA FLYING CLUB
37	74	ZS-MJR	NAVION NAVION H	285	152.7	147.79	00:08.3	RUDI MARX SENIO DO PEREIRO	Gauteng NONE
38	105	ZS-MSW	CESSNA 182P	230	137.5	133.41	00:08.4	MORRIS DU PLESSIS JOHAN DE LANGE (DR)	Gauteng WITS UNIV FLYING ASS
39	49	ZS-LLD	PIPER PA-46-310P	310	190.5	182.5	00:09.0	KOOS REYNEKE JACQUES REYNEKE	Gauteng NONE
40	48	ZS-KTD	PIPER PA-28-236	235	142.3	137.74	00:09.1	MARK KAPNOUDHIS MARIAN KEARNEY	N'West UPIINGTON F.C.
41	77	ZS-FHM	MOONEY M20G	180	142.5	137.54	00:09.6	CHRIS PRINSLOO MORNE DU TOIT	Gauteng LETABA FLYING CLUB
42	9	ZS-FDZ	PIPER PA-28-235B	250	137	132.3	00:10.1	CHRISTA GREYVENSTEIN COMBRI VD WESTHUIZEN	Gauteng NONE
43	62	ZS-LWG	CESSNA 210L	300	168	160.89	00:10.2	JACQUES PENNELLS WERNER WEIMAYER	Limpopo PIETERSBURG F.C.
44	55	ZS-BVS	CESSNA 206H	300	149	143.12	00:10.5	MARTHINUS NEETHLING HANNES VENTER	Limpopo LETABA FLYING CLUB
45	81	ZS-KLX	BEECH A36TC	300	180.3	171.66	00:10.6	GAWIE COMBRINCK IAN HOWELL	Gauteng ERMELO FLYING CLUB
46	17	ZS-JTR	PIPER PA-28R-200	200	139.5	134.58	00:11.2	FRIKKE VAN ZYL LOUIS VISSER	Gauteng PWC
47	41	ZS-PED	CESSNA 172M	150	111.5	107.89	00:11.4	BIANCA JUSELIUS MATT GILMOUR	K.Z.N. DURBAN WINGS CLUB
48	79	ZS-IBX	BEECH E33	285	171	162.64	00:11.5	JOHAN DOUBELL JANNIE VISSER	N'West KURUMAN FLYING CLUB
49	51	ZU-RVS	VAN'S AIR RV-7	180	171.6	163.1	00:11.5	CLIFF LOTTER LOUIS ALAARD	N'West KLERKSDORP PILOT ASS
50	36	ZS-KKT	PIPER PA-34T-200	200	168	159.7	00:12.1	JOHAN JUSELIUS GAVIN BROWN	K.Z.N. DURBAN WINGS CLUB
51	28	ZS-PNM	CESSNA T206H	310	159	151.88	00:12.3	ARNIE LOWES DOUW WENTZEL	K.Z.N. DURBAN WINGS CLUB
52	58	ZS-NVB	PIPER PA-32R-301	300	153.5	146.15	00:12.5	JAKKALS OLIVIER ALDUS ENGELBRECHT	Gauteng KRUGERSDORP F.C.
53	91	ZU-EPU	JABIRU J430	120	126.8	121.48	00:13.3	ARNO PIENAAR AMY PARKER	Gauteng NONE
54	18	ZS-WZN	ATLAS AL-60C-4M	340	122.7	117.66	00:13.4	CHARL NEUHOF DAWIE RUTHVEN	Gauteng NONE
55	67	CESSNA	182J	230	137.5	131.15	00:13.5	GERHARD BREYTENBACH ASHLEY VID MESCHT	Limpopo POLOKWANE F.C.
56	70	ZS-MRO	CESSNA 210M	300	168	158.39	00:14.1	COLIN RHODES RICHARD CHANCE	Mpumalanga NELSPRUIT F.C.
57	73	ZS-KCN	BEECH A36	300	173	162.44	00:14.4	PETER JOHNSON PETER FREESE	K.Z.N. ZULULAND WINGS CLUB
58	86	ZU-EFW	JABIRU J430	120	126.8	120.7	00:15.4	ANDY BRINK JERRY BEZUIDENHOUT	N'West VRYBURG AERO CLUB
59	24	ZS-MVH	CESSNA 210N	300	168	154.98	00:19.4	PIETER VORSTER BEN VORSTER	Limpopo LETABA FLYING CLUB
60	31	ZS-IAE	CESSNA 182M	230	137.5	128.54	00:19.5	KONRAD KUPFER DEREK BROWN	Gauteng KRUGERSDORP F.C.
62	43	ZS-CNP	CESSNA 180A	230	137.2	128.2	00:20.0	PETER RADMANOVICH PIETER KRIEL	Gauteng KRUGERSDORP F.C.
62	104	ZS-IWK	CESSNA 182P	230	137.5	126.5	00:24.4	FRANK SMOOK KOBUS KOTZE	Gauteng NONE
63	60	ZS-ODX	AM CHAMP 8-KCAB-180	180	130	119.32	00:26.6	DARRELL LEHMAN BETTINA RABEGA	Limpopo POLOKWANE F.C.
64	35	ZS-MLU	CESSNA 182P	230	137.5	125.6	00:26.6	PIETER SMIT PIETER VORSTER	Gauteng HEIDELBERG F.C.
65	68	ZS-NXB	CESSNA U206G	300	140.5	127.72	00:27.5	HOWARD KNOTT PIETER VORSTER	Limpopo NONE
66	47	ZS-IAH	CESSNA 182N	230	137.5	123.02	00:33.3	HANS PRIGGE NORMAN JOOSTE	Gauteng FRETORIA WINGS CLUB
67	69	ZS-NPC	CESSNA TU206G	310	159	139.81	00:33.5	PIETER SMITH DOUW HURTER	Mpumalanga NONE
68	80	ZS-ELO	PIPER PA-28-235	250	137	119.04	00:43.1	HERMAN WENHOLD JACQUES VERGUEIL	N'West BRITS FLYING CLUB
69	82	ZS-CUU	CESSNA 182E	230	137.5	119.17	00:43.5	SIEM VENTER ALF BOTHA	Limpopo LETABA FLYING CLUB