



INGWELALA

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Dear Members of Ingwelala

12 April 2017

## Message from the Chairman - No. 31

### Project Sky Hawk and allied matters

A very successful Members' Evening was held at The Bryanston Country Club on 16<sup>th</sup> March 2017. Andrew Hauptfleisch arranged the Members' Evening which included a talk by our guest speaker, Will Jansen, CEO of "Will of Africa", who chose as his topic "Humans and Our Influence on Conservation." The talk covered the influences that we as people have on our current form of conservation. [Will of Africa](#). "Will of Africa", and also Lorraine Doyle of Africa Nature Training, were most inspiring, and warmly received by those present.

The gist of the presentation is that as we have a passion for Conservation, we need to support that passion and stay abreast of developments – which includes a greater consideration for Biodiversity in addition to our traditional Conservation ethos. Adding Biodiversity to our language means adding an appropriate appreciation for species that evolve, for naturally new and disappearing species, both fauna and flora. This also requires some change to the way the largest and most sustained intervention interacts with our environment i.e. humans and our use of natural resources.

Judging by the resounding concluding applause and the spontaneous applause for Lorraine's description of "Passion for Biodiversity", Members were in solid agreement with the theme – Biodiversity and Conservation.

Of late there have been several articles and reports in the media in this regard, from the encouraging to the disappointing, including the recent arrests at the Kruger's Phalaborwa Gate, less than 30 kilometers away from Ingwelala as the crow flies. Take a look at [SANParks employee, cop arrested for alleged rhino poaching](#). Look out for similar articles in the media. See also [Rhino Poaching Statistics \(Graphic\)](#).

We continue to support the Umbabat and Nkorho Private Nature Reserve Associations (UMBABAT, NPNRA) and thank the Nkorho Board, Exco and Chairman for the time and attention that they have personally given recently to progress and clarify many of the issues that are both current and urgent in the Nkorho and Umbabat frameworks. These include the intention to identify the key and urgent issues, clarify some of the unclear and more outstanding issues such as the Protected Areas Act and possible assessment rates charges (already in process from an adjacent municipality) as well as ensuring the future engagement with all related parties. This is highly appreciated.

We have followed the correspondence and the follow ups of the various meetings in update of the processes and opinions and fully support the engaging manner in which Nkorho and its Chairman have represented our interests in ensuring that our combined desire and intent to fully collaborate and participate in the various initiatives related to security and conservation – we need this combined voice in taking on challenging legislative amendments and possible impacts or burdens on the individual properties and their ownership structures.

We endorse our past comments and commitment to the understanding and development of a clear framework and plan around how we manage the application for our respective properties to be registered under the Protected Areas Act and to importantly include those properties that are currently not classified as such. We feel that the engagement as Nkorho and Umbabat with The

Global Environmental Facility (GEFv) Project (in its fifth round of funding) is fundamental to our own success. The combined experience, expertise, co-operative links and knowledge of the process and local environment is critical in getting the registration and planning concluded in the best possible way. We therefore support all efforts in gaining agreement and commitment from the GEFv team, housed in the K2C Biosphere office, to continue to assist the Umbabat.

The GEF Project motivation includes: The Biodiversity of South Africa is protected from existing and emerging threats through the development of a financially sustainable, effective and representative national protected area network and improved land use practices in buffers around parks with a focus on community benefits and partnerships.

The project seeks to improve protected area management. It does this in three interrelated areas:

- protected area expansion (through declaration - particularly of areas already under conservation management, like Sibon).
- Management effectiveness (through improvement of governance and hence management agreements with neighbours like KNP as well as other governance structures)
- Economics which is rather loose as it covers different aspects in different areas. For us, we are looking at cost effective protected area expansion (private land), socio economic beneficiation (which includes the direct and indirect benefits e.g. employment and clean water).

Clearly the project requires the combined support of all the landowners in our area.

If KNP is spending R250 million just on wildlife protection (Buffet donation alone), it merely shifts the criminal element pressure to the adjacent private areas. How should we react?

KNP has an extensive air wing (helicopters and fixed wing). Much of this has been obtained through outside assistance and donations. KNP has abandoned the use of drones to achieve similar effect - it turned out to be less reliable and more expensive. A neighbouring reserve has a full night vision equipped turbine helicopter - paid for by Members.

The donated aircraft in Hoedspruit (the “Rhino jabbie”) does 30 to 50 hours a month on call outs in the APNR area. Most private aircraft do this in a year! Reports of Botswana, Namibia, Kenya and other African countries using aircraft for conservation are easy to find - and many (famous) people are putting effort behind these.

[Lindbergh Foundation and Kenya Wildlife Services](#)

[News24 Rhinos General Jooste](#) General Jooste delivered that wonderful presentation at our November 2016 AGM.

[Save the Rhino Trust in Namibia](#)

In response to this widening concern for the “general degradation of the planet” and to protect our environment, Management in early 2016 conceived Project Skyhawk to support wildlife conservation and anti-poaching in our greater area as a Management led project (rather than an Ingwelala project) to acquire a suitable anti-poaching surveillance aircraft. Management, after consulting with the Board in January 2016, thereafter issued an appeal to Ingwelala Members and there has been a tremendous response from the Members. This wonderful initiative and opportunity was described to Members by former Chairman Kevin Alborough in his Chairman’s Message No.27 in September 2016 [Ingwelala Chairman Message #27](#). Members responded fantastically – a Big Thank You again – and as described in the 13 March 2017 Message from the Chairman - No. 29 on Project Sky Hawk. [Ingwelala Chairman's Message #29](#) . The original presentation to Members back in March 2016 is accessible below.

Following the conclusion of the Ingwelala Special Members Meeting on 16th March 2017 to elect appropriate directors to the Audit Committee, The Chairman engaged the Members present and an absolutely frank and direct briefing of Project Sky Hawk transpired.

It is worthwhile re-stating the reasons why an aircraft being available to us in our environment is valuable. These include:

- 1 An aircraft can cover larger areas, and quickly, in surveillance and pursuit
- 2 This aircraft is low and slow flying which gives good visibility of the ground including disturbed areas
- 3 Using an aircraft delays poachers escaping once discovered, as the poachers take cover to avoid being seen from the air and this enables the ground crews to catch up
- 4 From the Ingwelala runway, a very quick response, immediate in daytime, and at day break, to any incident in the patrolled area
- 5 Aircraft have been found to be effective in KNP, the APNR, and Sabi Sands and in SANParks and provincial protected areas. KNP are expanding their fleet.
- 6 The existence of a state of preparedness is a major deterrent factor to poaching – dogs, aircraft, patrols, etc.
- 7 This aircraft is relatively cheap to acquire and maintain
- 8 Aircraft from Hoedspruit and Kruger take too long to get to our sites, and can't overnight at Ingwelala runway
- 9 Drones have not worked as well as expected in KNP and other places. Drones come with legislation (Civil Aviation Authority compliance, private pilot license) and range limitations.
- 10 Could possibly be used for medical or other emergencies
- 11 Review of wildlife movement and use as a conservation tool,
- 12 An aircraft enables proactive planning of patrol deployment
- 13 A 'birds eye view' of the area provides very useful management information (water point impact etc.)

There is now widespread belief in the need for Project Sky Hawk and similar projects. And it is in this latter regards that a solid and well supported proposal has crystallised - create a "development entity", somewhat independent of Ingwelala, to undertake development projects in our area, to raise funds for these projects and to manage and discharge these developments.

Overall, our aim is not just to look after our bit of land – this is ineffective against poaching, we are working together with our neighbours and other law enforcement agencies for the good of the entire area. Project Skyhawk is just one aspect and are confident that our neighbours will also support the wider GKEPF initiatives.

The aircraft certainly won't be a "silver bullet" to deter poachers - there will be many days the plane will not fly or cannot - or pilots are unavailable or sick etc. But it is an incredibly efficient machine when it is airborne, saving many man hours and patrols, and it is a significant deterrent.

The Skyhawk project and initiative is not to get involved in engaging and apprehending any poachers. The sole purpose is to provide an airborne deterrent and if there were an incident then this airborne vehicle would be used to restrict the movement and easy escape of the perpetrators. This will allow the ground tactical units to have a good chance in catching up and apprehending them in whatever manner is required. So no "air-to-ground" hostile entanglement.

It is expected that the aircraft will hold its value and be re-saleable in at least the R420 000 paid to acquire the aircraft, maybe higher given that aircraft are values in US Dollars. And if the project does ultimately achieve its stated objectives, the aircraft may well be sold and is similarly likely to recoup its cost. In the event of a sale, the envisaged Trust's Trustees will need to apply their minds as to how the proceeds are subsequently deployed.

Ingwelala has previously resolved to build a modest hanger at the airfield from both own and donated funds. This improvement to fixed property will be used to house aircraft, at the owners' risk, as is currently the position. The search is on for a demountable and transportable steel building that can be acquired economically, and erected at the Ingwelala airfield.

Operating costs. We have received from various authoritative sources information about running costs and estimate the following for Ingwelala, with a contingency of an extra 25%:

<b>Estimated running cost to Ingwelala and the Trust of Project Skyhawk</b>			<b>Annulised basis R</b>
Hangarage, landing and parking fees		Hanger provided by the Donors and Ingwelala, as described above	0
Insurance - current estimate		Current best estimate based on cost of the aircraft and estimated usage	28 000
Servicing, oils, tyres, labour, repairs and maintenance		Annually, best estimate	20 000
Fuel		Annual basis, available at the Ingwelala fuel station i.e. no additional storage infrastructure	56 000
Flying time per week, Ingwelala matters	4	Hours	
Litres of fuel per hour	15	Litres, say at R18 per litre	
Fuel cost per hour	270	Say	
Annual flight time	208	Hours, say	
<b>Annual operational cost</b>		<b>Best estimate</b>	<b>104 000</b>
Contingency	25%	Say, extra cost	26 000
			<u>130 000</u>
Equivalent to per Ingwelala per share per month if all paid for by Ingwelala	1 500	Shares at Ingwelala, i.e. per month	7.22
Current monthly levy per share is		Current Levy per share per month	<u>350.00</u>

This analysis reflects the running costs of the Project Skyhawk at about an additional 2% of the current levy, a not substantial cost but an additional cost to Ingwelala. The Board does not seek to change the annual levy for this amount and will need to find budget from other areas. It is planned that in the first year the available remaining donor funds will contribute in part to these first year running costs. Further income would be possible from paid usage by other users e.g. SANParks, KNP, APNR, GKEPF, Nkorho, Umbabat, Wildlife College, air wings, others.

Support for this "development entity" arose before, during and after the Members' Evening, and has this motivation. (Taken from Chairman's Message #30 dated 13th March 2017):

*This envisages the formation of a "Development Foundation" independent of Ingwelala, the purpose of which will be to raise, receive and manage funds to advance wildlife conservation, anti-poaching and other objectives in our areas much along the lines of similar efforts to provide funds for development at schools and clubs, and for adjacent communities For example, Wilderness Safaris, &Beyond and St John's School all have Development Foundations for support. [Wilderness Trust.com/](http://Wilderness Trust.com/), [&Beyond Africa Foundation](#) , [Old Johannian Foundation](#)*

*A formal legal trust could be created, titled perhaps “The Friends of Ingwelala / Nkorho / Umbabat Development Trust”. The formal trust deed founding document will need to be quite clear to provide for a specific development purpose, the objective the “Development Trust”, a Board of Trustees (drawn other than from serving Ingwelala Directors) and a mandate to seek and receive funds from Donors and apply these to the Objects. A perfect home for Project Sky Hawk in due course?*

I am delighted to report that several senior and experienced Ingwelala Members have offered to assist in the creation of such “Development Foundation” and to possibly serve as Trustees. In fact a readily available draft of the trust deed for a development foundation has been received and requires editing before finalisation and the next steps including registration with the authorities including registration as a Public Benefit Organisation (PBO) to enable new donations perhaps for new projects, to be made donations tax free.

It is proposed that once this legal entity exists (e.g. “The Friends of APNR / Umbabat / Ingwelala Development Trust), this Trust will create an independent-of-Ingwelala special purpose vehicle to own and operate the Project Skyhawk aircraft, and in due course whatever further projects that may be conceived by the Friends.

So as soon as the legal requirements are completed the aircraft ownership will be moved to the special purpose company owned by the Trust and in this manner the aircraft and the perceived and real attendant risks will be separated from Ingwelala and ring fenced in this special purpose vehicle with its limited liability capital structure.

It is envisaged that Ingwelala will contribute its fair share of the running costs of Project Skyhawk in some proportion to services rendered to Ingwelala, in the same manner that Ingwelala incurs other security and conservation costs (including the Nkhorro levy for group security e.g. Ntomeni Rangers) as is currently the position.

The following topics, inter alia, need to be addressed and the Board will work with the known and forthcoming volunteer Trustees to achieve a properly established development trust and the transfer of ownership of the aircraft.

- 1 Drafting a Trust Deed or editing an existing document, including establishing the purpose of the development trust and its powers
- 2 Sourcing, selecting and appointing Trustees
- 3 Seeking PBO (Public Benefit Organisation) status to facilitate donations tax free contributions
- 4 Establishing the special purpose vehicle and subsequently effecting the ownership transfer
- 5 Taking care of the various tax registrations, and the required corporate governance documentation
- 6 Determining the Standard Operating Procedures for the aircraft operation
- 7 Confirming the required insurance of equipment and personnel
- 8 Establishing an operating budget
- 9 Drawing and agreeing the various agreements, between the development trust and the special purpose vehicle and inter alia Ingwelala, Nkorho, Umbabat, APNR, SANParks, KNP, GKEPF, GEFv, the Hoedspruit Wildlife College and the air wing, as well as with neighbours.

Naturally, the Foundation will benefit by the participation of more Friends, either as a Trustee, a legal professional, a project owner, and of course a donor! Are you available? For more information please contact the General Manager or myself.

Thank you again to the so many Members who voluntarily funded Project Sky Hawk and in so doing requiring only minimal funding from the regular Ingwelala budget.

Safe travels to all over the Holiday seasons in April and May. And special Happy Easter Greetings to our Christian Members and Chag Sameach to our Jewish Members.

Sincerely

A handwritten signature in black ink that reads "John Saker". The signature is written in a cursive style with a large initial 'J' and 'S'.

John Saker

Chairman

## Who is Who? A reminder!

**Ingwelala** = our four sections, each in their own companies - Argyle, Buffelsbed, Sibon and Op Goedehoop

**Nkorho** = the association comprising mainly the shareblocks in the Umbabat – Ingwelala, the entities comprising N'tsiri, Cass, Mansimvula, Motswari and Ndlopfu.

**Umbabat Private Nature Reserve (UPNR)** = the proclaimed properties in the area. Not all properties are proclaimed as nature reserve.

**The Umbabat Private Nature Reserve Association (UPNRA)** = the voluntary association of land owners organised into the Nkorho Association (mainly shareblocks) and the Umbabat Wilderness Conservancy (UWC, mainly private individual land owners, generally formerly known as Group 13).

**GKEPF = Greater Kruger Environmental Protection Forum**, an initiative between the APNR and the KNP for the landowners and their associations to work together to manage the APNR properties and the boundary with KNP, and to address common matters e.g. anti-poaching initiatives.

**APNR = Associated Private Nature Reserves**, ([APNR](#)), is an association of privately owned nature reserves bordering on the [Kruger National Park](#). Collectively they represent 1,800 square kilometres (180,000 ha) of land dedicated to conservation. In June 1993 the fences between KNP and the APNR were removed, and in 1988 between Umbabat and KNP!

The following reserves are members of the APNR:

- [Balule Nature Reserve](#)
  - [Greater Olifants River Conservancy](#)
  - [Olifants West Game Reserve](#)
  - [York Game Reserve](#)
  - [Parsons Game Reserve](#)
  - [Olifants North Game Reserve](#)
  - [Grietjie Game Reserve.](#)
  - [Mohlabetsi South Nature Reserve \(Including Jejane Private Nature Reserve\).](#)
  - [Mohlabetsi River Nature Reserve.](#)
- [Kapama Game Reserve](#)
- [Klaserie Game Reserve](#)
- [Timbavati Game Reserve](#)
  - [Motswari Game Reserve](#)
  - [Ngala Game Reserve](#)
  - [Tanda Tula Game Reserve](#)
  - [Umlani Game Reserve](#)
- [Thornybush Game Reserve](#)
- [Sabi Sand Game Reserve](#)
  - [Mala Mala Reserve,](#)
  - [Djuma Game Reserve,](#)
  - [Lion Sands,](#)
  - [Sabi Sabi Private Game Reserve,](#)
  - [Londolozi Private Game Reserve,](#)
  - [Singita Game Reserve](#) and
  - [Ulusaba Private Game Reserve.](#)
- [Umbabat Game Reserve](#), also known as Umbabat Private Game Reserve [Umbabat Map](#)

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## Presentation to Members at March 2016



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