

SAMAA *news*

Issue 4 of 2016



NASAFI 2016

Newsletter of the South African Model Aircraft Association

Published and distributed electronically/digitally.

Our Mission: To add value to your flying experience through communication, information, promotion, education, and the support of dialogue



NASAFI 2016



Van Zyl Koegelenberg

Corrie Coetzee's Scorpion doing a climb-out, against the beautiful backdrop of a rocky outcrop at the NASA airport.

The second NASA Fly-In at Springbok turned out to be a very successful event, enjoyed by all participants, spectators, and anybody related. Al's Hobbies was the main sponsor, and this year Alan also attended Nasafi, and he did a lot of flying, but I will remember the glider part. It was a first to me and very interesting to see and hear about all the technicalities. Thank you Alan and Al's Hobbies.

This year Nasafi was held during the school holidays and it was decided to maintain this as a future date, as many make it a holiday, including the drive to and from Springbok. Nasafi has grown, and "the everybody-knows-your-name" grouping makes it special with much camaraderie during the evenings. This year saw entries from Windhoek as well.

Nasafi opened like last year with a flight from Dries Roets on his trike. He dropped an RC jumper, and with Christiaan Roets with us in his wheelchair, Nasafi was open for business officially. Dries gave anybody interested in the morning a free trip and sometimes there was a

queue of people waiting. Thank you Dries, a man with more than 800 hours on his craft.

With the growth, we saw jets this year, and for most of the five days, it was the fast jets that received attention as this was the first time any jets were seen at NASA or Nasafi for that matter.

Where does one start in trying to summarise an enjoyable event like this? It is almost impossible to list all the magic special moments, but let us give it a try then.

I was still on my way to NASAFI and Springbok when I was messaged by participants waiting for us, two days before the actual start of the event! So, Sunday already saw some activity, and by Tuesday, the official start, things were already happening. Guys like Hennie Deetlefs did not waste any time to get his 170cc *Edge* in the air with prop hangs and low inverted flights. Max Buizer joined later and so the sky started to look better with growing activity.

Carlo Steyn and Louis van Muylywyk from Cape Town brought along a complete workshop and

even assembled a foamie at Nasafi and flew it a couple of times. They also received the prize for best-prepared pilots. It was also Louis that showed off in the helicopter section with how low and how crazy... enjoyed by all.



Die vier Muskietiers van NASAFI... Christiaan Roets voor in sy rolstoel, Hennie Deetlefs in sy NASAFI-hemp, Dries Roets links agter, en Hennie se kleunseun, Euan.



Hercules Myburgh did his usual thing with an array of smaller craft, while Hannes Hattingh, Raymond Myburgh (Sir), Christiaan van der Schyff, and Pieter Engelbrecht represented the Irene Radio Flyers. Their representation included a night flight with a glider, that was found in a tree the next morning. Word on the street is that Johnny Walker might have been the pilot and he blamed darkness at 22:00 as the culprit.

The RC jumpers impressed again, and Hannes Hattingh won the overall prize, even though it was only his 2nd to 5th flight with his new toy. Marius Marais, Pieter Mulder, and Pieter Mostert assisted, and on the last day (Saturday), we saw a record jump. With Nasafi being connected to the official radio of the airport, we arranged clearance with Jan and the jumper was dropped. At the time, Alan Smith from Al's Hobbies was the pilot, as one needed eyesight of a glider pilot. Our GPS device did not deliver the electronic results but we can do mathematics! The catch is for someone to improve on this jump during 2017 of course.



The parachutists did not disappoint, with several successful jumps to the drop-zone.



Land hier, manne!

Dean Grobbelaar, Davon Lambrecht, Corrie Coetzee, Christiaan van der Schyff, and Van Zyl arrived with jets. Van Zyl zeroed his jet due to an incorrect setup, but the other guys loved the open space and got good stick time. Like I said, it was a first for NASA and much time was spent explaining all the technical detail to interested people. We loved Corrie's *Scorpion* and he was enjoying it with many flights. Christiaan was a bit low on flights but *Baby Blue* did very well too. Then came Davon with his *Aston Martin Futura*, followed by Dean with the very fast *Ultra Lightning*. I think Davon flew each flight until the batteries in the craft were kapoet!



Nasafi is not for sissies, and Dean maidenized his *PC21* in a wind of about 25km/h! The good thing about the weather is that the wind is, and was consistent, with very little gusting. Jan Fourie, our organizer that side, also had a few flights... a rare occasion! Even Bossie (Petrus Bosman) had a flight or two in his modified chopper. So, a special week just for that then.

We also included FPV into the activity list, but we just ran out of time. The guys (Louis and Carlo) packed the FPV track, but I do not think anybody got to that in the end. Maybe we should make Nasafi longer next year!(LOL).

The guys from Worcester also need mentioning. Marcel Viljoen, Pieter, and Kobus Stofberg attended all the way from Worcester. They left the big mouths

like Wiets Stolz behind (LOL). They were doing serious flights and Pieter impressed us with his flights, rolling circles, the lot! Their *Camo Porter* with *Camo Jumper* also impressed us big time.

Included in the activity list was a paintball challenge that was hosted by the local paintball club, while Nasafi pilots did the flying. The weather was not assisting but it was a first for the club, and while they did well, I think they will be ready for 2017. The other shooting included a Potato Gun Challenge. That was more than great fun, trying to shoot Carlo's foamie glider out of the sky with a potato gun. This activity was enjoyed by the shooters and the lookers! Definitely it will stay for 2017 as well!



Sé halo vir ou Smiley!



Ray preparing his famous Flaming Chips.

The evenings were spent mostly at the NASA club with different food every evening. Our evening program included a "flaming chips" with Ray Jane van Rensburg, the celeb photographer from Voetspore. Ray will also produce our DVD as usual that will be issued later, all included in the entry fee and with sponsorship from Jan Fourie at Namaqua Electrical. Arno van Zyl (Stoep Stories and Maak 'n Las) also entertained us one evening. On the Thursday morning, many took a round trip from Springbok to Kamieskroon, Leliefontein, Garies, and back, with Arno Van Zyl. During stops, Arno van Zyl provided historical information as well and the "tourists" had a careful look at the plants like *Kruidjie-Roer-My-Nie*, etc. A great way to make the Nasafi week a memorable week for all.



Alan Smith flew a variety of models... glider drew great interest and excitement.



Business end of the very fast *Ultra Lightning*, flown by Dean Grobbelaar.

Other activities included the National Speed Testing, but that excitement is reported elsewhere in SAMAA News.

All in all, a great week, with great people, and a huge thank you to guys like Alan, Jan Fourie, and the guys that made their hangars available for overnight storage. A big thank you to the security guys as well, guarding over our toys every night. I think the food crowd was happy to see us leaving...LOL... excellent food guys, thank you! Thank you to all participants, see you during the school holidays again in 2017!



Dean flying Danie's *Spitfire*... desert camouflage blends in well with the Springbok landscape.



Hennie Deetlefs doen sy ding met die Edge.



Pieter Stofberg checking the Pilatus.



Kobus Stofberg satisfied that Pilatus is airworthy. Hennie en sy crew.



Jan Fourie, the ATC for NASAFI 2016.



Louis van Muylywyk hovering upright...



...and inverted!



Carlo Steyn inverted.



Dis nie altyd warm op Springbok nie...maak die hande warm met die Ultra Lightning!



Marius Marais likes fly-ins.



Hannes Hattingh...no words!



Kids of Noah's Ark Playschool Daycare had a nice outing.



Line-up of aeries waiting to fly.



Nou luister jy mooi vir my...



...dan vlieg ek eerder die Extra.



Sbach in the blue skies of Namakwaland.



In jou eie tyd, op jou eie teiken, staanhouding...



Potato-gun challenge was great fun!



Louis tried a pellet gun.



Van Zyl grounded the potato-gun for stability.



Louis van Muylwyk and his foamie.



Run Hannes, run!



Fuel, fire, extinguisher, ready! Where is that pilot now?



F-18 Tiger jet zeroed...cry...



Christiaan van der Schyff and Baby Blue.



Hangar was a great asset to the participants.



Hannes, Christiaan, and Carolyn.



Daar was 'n gereelde vloei van besoekers uit die dorp om te sien wat ons doen by NASAFI.



All of the NASAFI participants are not shown in this group photo.



Dries Roets en Carolyn Myburgh op die trike.



Sir Raymond Myburgh concentrating.



Ekke, Bossie, Jan Fourie, en Jan se dogter.



See you at NASAFI 2017!

National Speed Testing at NASAFI 2016, Springbok



Van Zyl Koegelenberg

Alan Smith putting maximum tension on the line. Future F3B world championships in Springbok?

The second National Speed testing event took place during the NASA Fly-in at Springbok in October. This was by popular demand from many of the participants at last year's NASAFI.

During the year leading up to Nasafi 2016, one could sense it was "Game On" and people starting looking for something fast. For many, there was a hard lesson between theory and reality. What is considered to be fast on paper is not necessarily fast in reality. We could also see a required skill set grow from 2015 to the 2016 event. It is not just about "putting-voet-in-the-hoek", but slightly more technical.

Unfortunately Peter Rossouw (Angry Bird), our champion from last year could not make it to defend his title. We assume he will catch up in 2017 as we have already heard some promises. But a thank you to Angry Bird, Carlo Steyn, and Louis van Muylwyk would be in order for bringing their fancy camera-based speed measurement system along. The jets were too fast for the older system as it could not measure above 300km/h. Later on we ran both systems at lower speeds, just to confirm that the older manual system actually worked very well, and the compared accuracies were on par.

The speed testing is still growing in South Africa and we had four classes: jets, fixed wing electric, fixed-wing gas/nitro, and helicopter.

Unofficially, we saw Alan from Al's Hobbies doing 172 km/h with a glider, one leg only. In fixed-wing electric, Hannes Hattingh and Christiaan van der Schyff partnered with a maiden flight, also producing the best results in this category at 234.35 km/h.

In fixed-wing gas/nitro we saw some great competition between Hennie Deetlefs, Max Buizer, and Raymond Myburgh, but it was Raymond (Sir) that took it in the end with 191.23 km/h.

Although others tried, the hardware from André van Huysteen just delivered and André won the helicopter class with 230.44 km/h!



Beautiful shield has had two winners so far... Pieter Angry Bird Rossouw, and Dean Grobbelaar.



Van Zyl Koegelenberg handing the beautiful winner's shield to Dean Grobbelaar.



Dean with his Ultra Lightning, that gained him first place in the National Speed Challenge.

SAMAA Annual General Meeting



Thursday 30 March 2017

at the SAMAA offices, Building R4, Denel Technical Academy
131 Atlas Road, Bonaero Park, Kempton Park. 19:00

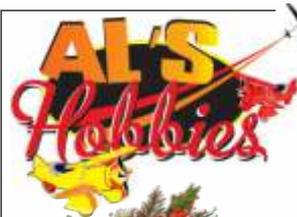
**Agenda to be published/circulated
as soon as available.**

More information is available from the SAMAA office, 011-973-3679
or samaa-admin@mweb.co.za, or from the SAMAA chairman.

Details of all SAMAA management committee members
on the second-last page of this newsletter.

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2017 Fun Fly Masters

at the LOMAC (Lowveld Model Aircraft Club), Nelspruit

R30 000

in total cash prizes at FF Masters.
Split for first three in three classes!

21 & 22 October



More details and info from Johan Sieling

082-898-8810

funflysa@gmail.com



Chairman's report

Marthinus Potgieter

On the 31 March 2016, the SAMAA Management Committee hosted the SAMAA AGM at the SAMAA offices. The AGM was well attended, and I would like to express my appreciation to all the members who made the effort to attend. My official AGM report was published in the last SAMAA news.



Mr Keith Nicholls placed some items on the agenda and he presented them during the AGM. Three issues were raised. Mr Nicholls alleged that during the drafting of the current constitution, the clause that would allow proxy votes at the AGM was accidentally omitted. This allegation was proven false by members and by the chairman who was tasked with writing the constitution at the time. They all agreed that the clause was deliberately omitted because it had been abused by some members in the past to achieve their own sinister goals. It was suggested that Mr Nicholls follow the correct procedure and lodge a constitutional amendment.

The other two issues raised were that the SAMAA does not comply with Part 149 of the Aviation Act, and SAMAA also does not comply with General Commercial Law by not having a Memorandum of Incorporation. In fact, RAASA has confirmed that they are happy with the compliance of SAMAA to Part 149, and the Auditors of the SAMAA confirmed in writing that it was not a requirement for the SAMAA to introduce an MOI. In future, it would be appreciated if members would bring tangible, objective, and constructive items to the agenda and the meeting, and not waste members' valuable time with totally irrelevant nonsense.

Some one hundred and eighty pilots, their families, and helpers met in Klerksdorp from 23 to 26 April 2016 at the PC Pelsler aerodrome for the 2016 SAMAA Power Nationals. This event also saw our first FPV nationals being hosted. I can only hail this as a huge success as I spoke to many people during the event trying to understand the different requirements of every participant and they were all very complimentary. This event was reported in detail in our previous edition of the SAMAA news. I must thank Bob and Marietjie Skinner once again for a brilliantly organised event and all the effort they put into our hobby.

During the year, it came to my attention that, although our Manual of Procedure makes provision for aircraft over 25kg in weight, it is actually in contravention of the Civil Aviation Technical Standard – Cats 24. Currently, under the leadership of RAASA, there is a workgroup called "Project 24" that is in the process of tabling an amendment to the Cats 24, and the SAMAA has joined forces with them to update all specifications with reference to model aviation. The CATS 24 is the over-ruling specification, and therefore it is illegal to fly any model aircraft over 25kg, until such time as this specification has been amended. The CATS 24 amendment will be tabled at CARCOM next year in June and will hopefully be accepted. Special concession to exceed the specified weight limit can be applied for directly from the Director of Civil Aviation and, if correctly motivated, could be approved on an individual basis.

In our last publication of the SAMAA News, Bob Skinner made mention of the difference between an "Air Show" and a "Fly-In". It is of vital importance that all club chairmen and event organisers adhere to the definitions and requirements as defined in the SAMAA Manual of Procedures. I am aware of several clubs hosting "Air Shows" under the guises of "Fly-Ins". This will void all SAMAA insurance for that event. Please remember that the legal Act on public gatherings – which forms part of an "Air Show" – has got nothing to do with the SAMAA or SACAA. It is a national law designed to protect the public from reckless and negligent event organisers. The most common argument we receive at the SAMAA office regarding this issue is that if it were an Air Show, some members may not participate, because they do not have the required proficiencies. They argue that they have been flying for 30 years, and believe they are the best pilots! Indeed, if this is true, why do they not have a proficiency? There are many clubs and groups who host Air Shows, following the proper procedure, and we thank them for their diligence. The minimum proficiency requirement at an Air Show is there for a very specific reason and is based on International Best Practice.

In addition, all pilots with the correct proficiencies who are invited to participate at an event, should make sure that the event has been duly authorised, because if there happens to be an accident – which is always possible – members may be liable if that event has not been duly authorised. I would just like to extend my gratitude to all those clubs and groups with whom I have had interaction over the last year regarding requests for concessions, applications for special event licences, etc. It is a pleasure to serve people who strive always to do things correctly and have a positive approach to the hobby.

Then, obviously, we have the "whiners" who blame the SAMAA for destroying their event. I am aware that you have been running events a certain way for as long as you can remember, and believe that it is the correct

way. Unfortunately, the way you may be doing it, could be fraudulent, and you are actually committing a crime by hosting a public event without the proper consent from the local and national authorities. So please do not be upset at the SAMAA staff and management if they merely perform their duty as the National Regulating Body for aeromodelling.

As you might have noticed, Mrs Linda Dold has joined the SAMAA office as assistant to the general manager. Linda has been formally introduced to the membership previously, and I would like to thank her for the enthusiasm with which she started, and the positive and professional approach she takes on most matters.

I am very glad to announce that Mr Johan Sieling has agreed to take on the leadership of the Fun Fly, and will be launching the Fun Fly Series during 2017. He has already done a lot of planning and I am excited to see it being promoted in all clubs all over South Africa. There are some massive prizes planned for the Fun Fly Masters next year, so I suggest that all our members dust off their "Shot Guns" and get ready. The SAMAA office will handle all the administration under the guidance of Johan. Thank you, Johan, for accepting this challenge and I can assure you of the full support of the SAMAA Management Committee.

Also, as previously reported, ATNS has requested that certain clubs within the CTR (Controlled Traffic Region) of major airports, enter into "Letters of Procedure" - LOP's (or "Letters of Agreement - LOA's) with their local Air Traffic Control Service Unit. The process is well underway. For some clubs it is more complicated than for others, depending on the size of the airport they have to enter into an agreement with. I would like to thank all the chairmen, Bob and Linda for driving this process. We also receive tremendous support from Mr Dave Joubert and his staff at ATNS.

Early in the year, the office also embarked on a process of updating all information relevant to clubs. At the moment there are only twenty clubs remaining to be updated and this process will happen continuously. I would like to encourage all clubs to ensure that their lease agreements or arrangements with their landlords are well documented and signed, and to not just operate on a handshake. Some registered clubs have recently lost their privilege of flying on a specific site after investing thousands of Rands over a long period of time, because of this oversight.

At this time, I would like to take this opportunity to salute Mr Boet Denyssen, our club representative, for the gargantuan effort he has put in this year to visit more than 20 clubs on behalf of the SAMAA Management Committee. We have received tremendous feedback from these visits, enabling the SMC to respond more specifically to the needs of the membership. Thank you, Oom Boet, and well done!

During the year some clubs took the initiative to host proficiency days, and improve the level of competence and skill of their members. My wish would be for all the bigger clubs to host a proficiency weekend at least once a year, and try to incorporate smaller clubs in your vicinity into the initiative. If clubs want to host a proficiency day, and do not have Instructors or Instructor Judges, please do not hesitate to contact the SAMAA office and they will be more than willing to assist in arranging some guest judges.

I anticipate that the SAMAA financial year will end on a very positive note at the end of December this year. We should over-perform on income and underspend on expenses budgeted for. Two years ago, we adopted a new reporting format, and as we gather more statistics every year, our budgeting and forecasting will become more accurate. Since the SAMAA membership subscriptions have remained unchanged for the last two years, the SMC was left with no option but to propose an increase in membership subs, with effect from 1 January 2017.

Regular/Adult subscriptions	= R390.00
Senior Citizen (over 60 years of age)	= R240.00
Junior (older than 18 years)	= R220.00

As usual, some of our more competitive members participated in a variety of international events during this year. At the end of July, Tshepo Molefe, Alan Smith, and Ian Sime participated in the FAI F3J Thermal Soaring World Championships in Vipava, Slovenia. Jan Sime was the team manager. Keith Renecle participated in the FAI F2 Control Line World Championships (F2B Stunt/Aerobatics) in Perth, Australia during May this year. Frederik Potgieter, Luke Johnson, and Stuart Leibbrandt also participated in the FPV Quad Racing Drone Worlds at Kualoa Ranch in Hawaii during October, and Frederik went on to participate in the Osan Drone Race FAI World Cup in Osan City, Korea in November. All results are published (or will be published) in the event reports in the SAMAA news. I would like to congratulate all these members, and thank them for the personal sacrifice they made to represent our country and our sport.

Daniel Ralefeta and his team were awarded the Youth Development Award at the 2016 Aero Club awards evening hosted at the Zwartkops Airforce Base. I would like to congratulate Daniel and thank him for all his hard work promoting aviation amongst our youth. Over the years, Daniel has been part of many success stories.

The Africa Aerospace and Defence Expo (AAD) was not as huge a success as in previous years for the SAMAA. Besides the fact that many of the Aero Club sections did not participate, which escalated the participation cost, the weather was also not favourable. The actual air show on the Sunday was cancelled. The SAMAA will very carefully consider its participation in this event in future, and the potential for promoting model aircraft activities.

Our 2017 SAMAA AGM will be hosted at the SAMAA offices in Bonaero Park on Thursday 30 March 2017, and our 2017 Combined Power Nationals from 27 April to 1 May 2017 at the PC Pelsers aerodrome in Klerksdorp. I would like to encourage all members to diarise these two events, as they are both very important. Please come and support the AGM and provide us with constructive and proactive suggestions so that we may improve our service to our members.

Please note that the SAMAA office will be closed for business from Friday 23 December 2016, and will re-open on Monday 9 January 2017. Please feel free to contact me personally in the case of any urgent issues.

On a rather sad note, I also have to announce the passing of one of our very esteemed members, Cliff Roberts. Cliff passed away at the age of 89 and had been a member of the SAMAA/SAARF/SAMAA for as long as it has existed. Our condolences go to Elva, Glen, Bryn, Gareth and all his family. Cliff was a pioneer and stalwart of aeromodelling in South Africa, and still flew actively until very recently. We look forward to publishing an account of Cliff's aeromodelling history in a future issue of SAMAA News.

The most important thing for me to do, as this is the last report for the year, is to thank every single member for his or her support and participation of aeromodelling and our Association. Without the members, the SAMAA would not have been able to achieve what it did during 2016. At times, we might have differences with each other, but every member is as important as the other. Whether you are the South African aerobatic champion or just a regular flier, the SAMAA needs you, your expertise, and opinions. As some might have noticed, the SAMAA Management Committee has shifted a lot of its focus to clubs and regular members ("Sunday Fliers"). This initiative will continue during 2017, and even be expanded.

As we are approaching the end of 2016, I would like to wish all our members a very Blessed Festive Season, and a Prosperous New Year. Please drive safely and enjoy a well-deserved break.

Enjoy your flying, and always keep safety as your first priority!



From the office

Multi-rotor proficiencies

After an enquiry from the management of Irene Radio Flyers on multi-rotor proficiencies, we accorded Instructor status to André Beukes, since he already holds Instructor Judge ratings for fixed-wing and helicopters. This was done to alleviate the shortage of Instructors, and to create opportunity for more multi-rotor fliers to obtain proficiency ratings.

We realised only afterwards that the current rules for a MR Instructor appointment, requires that the candidate be tested on the Solo and Advanced ratings. We apologise to André, and wish to advise that it was no fault of his, but an oversight from the office. André has accepted this apology.

Proficiency challenge

Proficiency testing is undertaken by many clubs on a regular basis. Currently, about 40% of the membership does not have any proficiency rating, and we are convinced that a great percentage of these members are in fact capable fliers. Here's a challenge...let's see if we can reduce this to 30% by this time next year, but we need serious commitment from each club in the country. Get your members enthusiastic about improving their skill level, and obtaining at least a Solo proficiency. Make sure there are enough club instructors, and SAMAA instructors in your club, so that the system is able to function properly. A member receives a free embroidered badge with his first proficiency (shown opposite).

Office closure: 24 December 2016 to 8 January 2017

The staff in the SAMAA office are taking a break over the festive season, and it is our wish that every official, club administrator, member, their families, hobby dealers, importers, distributors, suppliers, and our parent bodies and affiliates, enjoy a peaceful, relaxing, and safe Christmas and New Year.

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SAMAA Badge and Proficiency Badges

All badges are R30 each. Add R5.00 for postage in a DL-size envelope. Member must hold the appropriate proficiency to be able to order badges.



2017 MGA Glider Nationals



Jan Sime. Photos by Rudi Venter

Craig concentrating to place the Snipe in just the right piece of sky.

F3K Hand-launch at the Nationals

Variable weather and tight competition. This was what entrants in the South African National Championships Class F3K (designated FAI class for Hand Launched Gliders) could look forward to.

To select the teams that will participate in the 2017 World Championships for F3K gliders in Lviv in the Ukraine in July 2017, the Nats were also the second qualifying round for potential candidates.

Alternating with the Open (F3J) class meant that battle was joined over two days, with a resulting spread of conditions. Saturday started out windy and challenging with only the most modern gliders (or foolhardy pilots) venturing too far downwind.

In all, eleven rounds were flown with different levels of challenge, interesting names and pilots failing to attain perfect scores. From the outset, the battle was between Alan Smith and Craig Goodrum, with Tiaan van Rooyen keeping a watching brief if they should stumble.

To put things in context, a quick summary of pilots with two or more perfect scores (1 000) from the eleven rounds:

Craig Goodrum -	Nine
Alan Smith -	Eight
Tiaan van Rooyen -	Seven
Jacques Rooseboom -	Three
Stephane Duponsel -	Two
Ian Sime -	Two

These were also the top six pilots.

Tiaan van Rooyen was the top placed junior with Jens Adrian in second place. As the youngest pilot at this Nationals, Jens has impressed all with his improvement.

Michelle Goodrum kept the ladies in contact with some great flying and ended eighth overall.



Colourful circle of F3K gliders.



Fun Fly Series 2017!

Back after a short absence!

Club chairmen, please contact Johan Sieling to indicate your interest to participate in the Series. Four rounds to choose from to qualify for invitation to the 2017 Fun Fly Masters (*best two rounds used for qualification*).

Clubs and participants are required to complete **Round 1** by 26 March 2017. 27 April to 1 May is an **additional qualifying round** at the 2017 Nationals in Klerksdorp.

Round 2 to be completed by 11th June 2017, and **Round 3** to be completed by 3 September 2017 to allow time for invitation to the...

2017 Fun Fly Masters

at the LOMAC (Lowveld Model Aircraft Club), Nelspruit

R30 000
in cash prizes at FF Masters for
first three in all three classes!

21 & 22 October

Rules for 2017 Fun Fly Series & 2017 Fun Fly Masters to be available and published in January 2017.

Fun Fly rules will be similar to previous Fun Fly rules and regulations, with three classes contested.

NO ENTRY FEE for three qualifying rounds! (entry for mahala!)

More details and info from Johan Sieling.082-898-8810, funflysa@gmail.com



Congratulations to all the pilots who braved the elements and turned in some good scores. Below are the final results:

Thanks also to Rudi Venter who, despite putting his back out, shot most of the pictures seen here.

	Name	1	2	3	4	5	6	7	8	9	10	11	Penalty & Ret	Score	%
		L3x3	3x2.0	3x2.0	1234	L3x4	Ladder	Alp	Poker	3x15	Blade	L3x5			
1	Craig Goodrum	889	951	1000	1000	1000	1000	1000	1000	1000	1000	1000		9,889	100.0%
2	Alan Smith	1000	1000	997	1000	991	1000	1000	1000	1000	1000	1000		9,988	99.9%
3	Tiaan Van Rooyen	1000	1000	1000	988	988	1000	1000	995	871	1000	1000		9,481	94.9%
4	Jacques Roetsboom	962	782	878	871	1000	1000	932	913	813	865	1000		8,125	81.2%
5	Stephan Dupont	894	807	893	880	771	1000	785	8	790	791	1000		8,719	87.2%
6	Jan Sme	824	900	833	882	771	1000	989	923	826	929	1000		8,254	82.5%
7	Rudi Fletcher	800	832	862	888	860	1000	878	151	712	778	843		7,480	74.8%
8	Michelle Goodrum	520	535	815	726	756	771	593	819	880	889	1000		7,438	74.4%
9	Jan Sme	463	689	565	636	209	741	715	333	558	760	1000		6,456	64.6%
10	Shawn Wilson	380	630	681	479	680	741	878	481	731	700	0		6,301	63.0%
11	Jens Adrian	387	395	543	530	597	207	511	309	263	620	938		5,095	51.0%
12	Neil Murray	991	808	755	890	778	771	0	0	0	0	0		6,915	69.2%
13	Juanita Smith	459	738	349	372	412	74	215	128	0	0	0	300/1,4,8	1,847	18.4%
14	Rudi Venter	757	37	618	107	840	0	0	0	0	0	0		1,079	10.8%
15	Julian Penndor	294	733	0	0	0	0	0	0	0	0	0		1,001	10.0%



Pilots in the F3K class.



Alan Smith chasing hard.



Jens Adrian showing athletic skill.



Neil Murray, one of very few lefties.



Michelle Goodrum launching, Juanita watching.



Lonely Snipe hunting for lift.



Tiaan van Rooyen committing his Snipe to the skies.

F5J Electric at the Gliding Nationals

Clear skies and strong breezes awaited the F5J pilots at GEMS close to Bapsfontein, Gauteng, for the SA National gliding championships.



Electrified F5J Xplorer.

F5J allows a 30-second electric motor run, as long as the glider does not exceed 200m altitude. The pilot has to then find enough lift to fly for a full ten minutes, before landing on a designated one-metre spot.

Most of the F5J gliders are converted from previous generation F3J machines. Some are light-weight floater RES (rudder-elevator-spoiler) planes like the Mark Dreila designed AVA. During 2015/16 more specialised F5J sailplanes like the *Osprey* and *Optima* saw the light of day.

From the very first F5J round it was clear that it was going to be a closely fought contest, with both Craig Goodrum and Rudi Venter getting 1 000 points for very good flights.

In round two, Gordon Browne joined the 1 000-point club, and did that for the next two rounds as well. Flying an own-design he calls the *Kestrel*, he gave the composite planes a real run for their money.



Gordon Browne's own-designed Kestrel.

Mark Shepherd had a brand new *Ava-E* but unfamiliarity with the plane caused him quite a few problems. This resulted in him being unable to complete the six rounds.

All the way from Natal, Neil Murray had a modern-looking, built-up plane with carbon D-box and full-house control. The built-up aeroplanes were at somewhat of a disadvantage in the stiff breeze, battling to get to the lift and being unable to follow it downwind.

Flying an older generation *Pike Perfect*, Chris Adrian crept up the leader board, shaking off his rustiness in this discipline. Chris is concentrating on GPS Scale Glider racing at the moment, and is currently vice-champion.

Congratulations to all the pilots for competing in this tough event. Everybody had problems, including eventual winner Craig Goodrum, who had an out-landing, and consequently a no-flight in his last round.

Thanks also to Rudi Venter who, despite putting his back out, shot a lot of the pictures seen here.



A bevy of F5J machines, with props neatly folded.



Mandla and Mark Shepherd contemplating his brand new F5J AVA.



Neil Murray readies his plane.



White Pike Perfect with electrics for F5J work...flown by Chris Adrian.

2-Metre class at the Gliding Nationals

As predicted, the weather during the South African Gliding Nationals turned out to be challenging. This adversely affected the already-small entry for the 2m class, with some pilots electing not to fly. It was not a great time to maiden and fly new planes - never mind flying a friend's pride and joy.

Chris Adrian had a distinct advantage with a carbon D-box machine which looked like it came straight from the Vladimir stable. Made in the Ukraine, it is called the *Alto 2 Meter*.

Ian Sime was flying the first South African *Miles* 2m built by Deo van der Spuy, and was understandably nervous. You don't want to break a friend's aeroplane.

Shaun Mileson had an own-design with some serious Mark Drela design influences, a potentially great flyer. Unfortunately he lost sight of it and it crashed into the mealies. Despite extensive hunts by drones and fixed-wing camera planes, it remained hidden until about July when one of the farm hands brought it to a group of us flying on a Sunday.

Despite breaking a plane during launch, Craig Goodrum recovered well and flew into second place using a 2m foamy. Well done to Chris and Craig who flew very well under the trying circumstances.



Ian Sime preparing the Miles 2m.



Serious red-and-black 2m glider to the right of the pic.



Deo van der Spuy's Miles getting air over its wings. Ian Sime piloting.

F5J 2016 Nationals - Overall Results										
[GEMS 2016/04/30]										
www.GlideScore.com										
Rank	Name	Score	Pent	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6
1	GOODRUM, Craig	4857.4	100.00	4857.4	1000.0	1000.0	863.8	993.6	1000.0	0.0
2	ADRIAN, Chris	4560.2	93.58	5038.6	478.4	778.0	787.8	994.6	1000.0	1000.0
3	VENTER, Rudi	4538.2	83.45	4978.6	1000.0	539.2	1000.0	1000.0	438.4	1000.0
4	BROWN, Gordon	4248.7	87.47	4486.7	238.0	1000.0	1000.0	1000.0	283.4	965.3
5	MURRAY, Neil	3425.3	70.52	3665.4	873.0	611.0	240.1	912.2	634.2	394.9
6	WILLIAMS, Ivan	3145.4	64.75	3430.3	621.1	882.6	997.2	284.9	447.7	396.8
7	SMITH, Jonathan	2601.5	53.56	2822.1	348.4	434.5	220.6	999.1	415.0	403.5
8	WUCHERPFENNIG, Rou	2089.1	43.01	2274.5	622.7	370.0	359.8	398.4	185.4	338.2
9	PAXMAN, Bryan	1616.7	33.28	1728.1	423.6	347.3	116.5	518.4	111.4	205.9
10	SCHREMPFEL, Frank	1319.1	27.16	1319.1	315.2	266.1	145.2	251.2	0.0	341.4
11	SHEPHERD, Mark	908.3	18.70	908.3	656.0	0.0	252.3	0.0	0.0	0.0
12	ROELOFFZE, Julian	0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0



Own-design 2m glider (Mark Dreia influence), in foreground. Jan Sime prepares the Miles for flight.



Jan Sime assembling and checking the Miles before the competition.

2 Meter 2016 Nationals - Overall Results
[GEMS 2016/04/30]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6
1	ADRIAN, Chris	4975.9	100.00	5577.5	1000.0	1000.0	997.8	978.1	1000.0	601.6
2	GOODRUM, Craig	4745.5	95.37	5508.8	783.3	868.3	1000.0	1000.0	877.2	1000.0
3	SIME, Jan	3025.7	60.81	3190.9	795.1	386.8	185.2	597.4	688.6	577.8
4	SIME, Ian	2291.5	46.05	2291.5	802.1	526.6	0.0	962.8	0.0	0.0
5	MILESON, Shaun	1038.5	20.87	1038.5	674.9	363.6	0.0	0.0	0.0	0.0
6	ADRIAN, Jens	0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0



Study of concentration on Craig Goodrum's face...good at spotting lift.



**for a South African Team
to the 2017 FAI Class F3B
World Championship,
Jesenik, Czech Republic,
6-13 August 2017.**

The Model Gliding Association, a Special Interest Group of the South African Model Aircraft Association, invites all SAMAA members to participate in the process of selecting a team to the 2017 FAI class F3B Thermal Soaring World Championships, in Jesenik, Czech Republic.

In accordance with the published process (MGASA Blog 28 March 2011) for selection of an F3B team to represent South Africa at the World Championships in the Czech Republic in August 2017, we invite participants to the F3B selection events.

The F3B qualification events are scheduled as follows:

- Qualifier 1 - 15 January 2017 (alternate/weather date 22 January 2017)
- Qualifier 2 - 12 February 2017 (alternate/weather date 19 February 2017)

In the event that more than three senior pilots and one junior pilot are able to qualify and wish to attempt to qualify for the team, then the top 10 pilots are invited to the F3B Team Trials. The top 10 pilots are determined by taking each pilot's best score of the two events, and normalising to a percentage. This means only one of the two qualifiers has to be attended.

The F3B Team Trials event is scheduled as follows:

- Team Trials - 26 February (alternate/weather date 5 March 2017).

This selection will be run in accordance with the FAI/CIAM Sporting Code regulations, with modifications to the rules as allowed by the Model Gliding Association.

A maximum of 6 rounds, and a minimum of 2 rounds will be flown at each event.

Due to the nature of F3B and available manpower, it is not possible to fly in teams. A man-on-man matrix will be applied.

Only SAMAA members in good standing are eligible to take part in national team selection.

The eligibility and award of National Colours are subject to SASCOC conditions and requirements.

The top three pilots and top junior pilot, qualify as members of the National Team, and the fourth-placed pilot as reserve.

Closing date for entries to the qualifying events is the 7th January 2017.

Entry fee is R250 per entrant. This will provide entry to all three events.

Please contact Mark Shepherd at mark@inouisecurity.co.za or Jan Sime jansime@rmpmtv.co.za for more information.

Series Scale



Koos Pretorius

Competitors at the Eagle Squadron Series Scale event: Ian Edwards, Koos Pretorius, Humphrey le Grice, Johan Ehlers, Abram Grobler, Herman Grobler, and Hansie Grobler.

The last Series Scale competition in the Gauteng for the year, was held at Warthog Radio Flyers on the 23rd October 2016.

By 08:30 all pilots had assembled their aircraft, filled the tanks, had done test runs as well, and we were ready to start. Ian Edwards was up first, and although the wind was getting stronger, Ian had a very good flight with the *Extra*. Humphrey le Grice was up second with the *Stearman*, but the plug failed when he tried to increase the rpms, so this had to be replaced first.

Herman flew third with the *Klemm 25D*, a rather small aircraft, and with the wind now blowing stronger, it made Herman's flight very interesting. Johan decided to re-commission the *Fokker DR1*, and he too had difficulty with some maneuvers in the testing conditions.

Hansie Grobler flew an electric *DH 88 Comet*, and in spite of the windy conditions, he flew well and had a good result. Abram Grobler had his *Extra 330SL*, and although the engine did not sound as it should, he still had a reasonable flight. Humphrey managed to sort out his engine and had a good steady flight with the *Stearman*. I flew my new *RV 4*, and after struggling with the aircraft at the Nationals, I managed to put together a good flight.

We decided not to have a lunch break, and continued with the second round. Ian was Mr. Consistency and improved on his first flight... it just shows, if you practice and know your aircraft, you are sure to score very well. Humphrey again had a steady flight, but struggled with some of the maneuvers due to the windy conditions. Herman Grobler's second round with the *Klemm 25D* appeared better, but he agreed that the *Klemm's* relatively small size and the windy conditions count against it.

Johan also struggled with the tri-plane in the windy conditions, and was doing well until the stall turn went wrong. Hansie's second flight with the *Comet* was impressive and he improved slightly; his father Herman told me that the *Comet* was a real handful to fly, until he fixed the wing by jiggling it so it would have some "wash out", and now it is a very stable flyer.

Abram had a better flight with his *Extra 330SL* and the engine also sounded better. He flew it after the comp with winglets (side force generators) that came with the kit and said it really made a difference. I had a solid second round with the *RV 4* and really started to enjoy my flight. I am now getting used to the aircraft, and at Warthog RF it performed extremely well.

Ian told us afterwards that his *Extra* has done over 1800 flights, which is remarkable, and it still looks brand new and obviously still flies extremely well in Ian's capable hands. Humphrey's *Stearman* has also been around for a very long time and has a lot of character and weathering through the years.

Thank you to the judges for all their dedication throughout this past year. Kenny Morey, thank you for always helping, and for your dedication to Scale; it is much appreciated. Also a big thank you to Warthog Radio Flyers for the use of your facilities. Then lastly to you, the PILOTS, thank you for coming and participating, without your participation we will have no Series Scale competitions. I hope to see you all at the next comp and that we can grow Scale during the next season. If you are interested in scale flying as well as building scale aircraft, do not hesitate to contact me. I wish all of you a Merry Christmas and a Happy New Year. Safe landings!



Ian Edwards' immaculate Extra has more than 1 800 flights, and it still looks brand new!

Results - Series Scale, Eagle Squadron Warthog Radio Flyers, Pretoria. 23 October 2016

Pl.	Name	Model	Flight 1	Flight 2	TOTAL
1.	Koos Pretorius	Vans RV 4	2455.40	2497.16	2497.16
2.	Ian Edwards	Extra 300SX	2385.70	2430.00	2430.00
3.	Humphrey le Grice	Boeing Stearman	2230.00	1986.80	2230.00
4.	Hans Grobler	DH-88 Comet	2103.90	2108.14	2108.14
5.	Abram Grobler	Extra 330SL	1905.70	2802.90	2082.90
6.	Herman Grobler	Klemm 25d	1911.26	1917.56	1917.56
7.	Johan Ehlers	Fokker DR-1	1890.00	1774.20	1890.00



Silverton Model Flying Club

S25°49'50"
E028°32'02"



The Silverton Model Flying Club was founded in 1967, and was formally registered in 1973.

Today, the club is situated on a 4,4 hectare piece of ground at Rhino Park, with the following facilities:

- Two tar runways (160 x 10m and 90 x 6m)
- A huge flying area
- Visitors area with pavilion
- Braai area
- Concrete pit area, shade net-covered
- Clean, modern toilet facilities
- Running water
- Frequency control
- Safe and secure parking
- Clubhouse with undercover area
- Kitchen and store room.

SMFC is strong on promotion of aeromodelling, and of SAMAA. No joining fee for first-time applicants.

Contact 012-362-4925, or silvertonmodelflyingclub@gmail.com

New members and visitors welcome!

Fly-by-wire *Barnstormers Chairman Control Line Challenge*



Happy group of control line fliers at the Barnstormers Chairman's Challenge.

Control line is alive and well in South Africa! At present there are groups flying in Gauteng, KZN, Cape Town, Knysna, and one lone pilot in Grahamstown. Barnstormers Model Flying Club near Kempton Park is at this time the only registered club with permanent flying circles. They have one tar circle and one fairly good grass circle, and earlier this year, the club hosted the Gauteng Championships for stunt models.

In April C/L was flown at the combined power Nats in Klerksdorp successfully again with entries in stunt, team racing and speed. There is also some general interest again in speed flying, and Glen and Dylan Roberts have done some really good speed flying already at Barnstormers. With this permanent hard circle we can also cater for team racing and it would be nice to revive this exciting part of our sport again.

I represented South Africa once again at the 2016 C/L World Champs in Australia and was supported by my wife Bokkie and also Conrad Cloete from Cape Town. It was a great event and so well organized, although a fair bit down on numbers in comparison to the European events.

We arranged for a Spring C/L day at Barnstormers on Sunday the 4th of September to get all of the C/L folks together to fly after the winter blues, and I was totally blown away by what happened on the day. A few weeks before the event, club chairman Danie Potgieter promoted the day to the R/C side to get involved in a fun C/L day and even at this short notice, we ended up with over 30 C/L planes flying on the day. The regular handful of control-line guys managed to help these enthusiastic new C/L fliers with lines and anything they needed to get flying. We also had a fun competition that involved trying to fill up each plane with just enough fuel for 10 laps and at the same time, trying to bust balloons. Everyone had a wonderful day and the end result is that there are now a number of these fliers that want to continue flying around in circles. This includes two ladies as well, Fiona Graham and Melissa Vauquelin. Since this time unfortunately, the weather has been horrendous with really unpredictable, gusty wind so we have not been able to carry on with this kind of enthusiasm, but the interest is there.

I have to thank the Barnstormers committee, especially Danie Potgieter jnr. and also Evert Scholtz for taking the initiative to push C/L like this. Evert has also been involved in a lot of work on the C/L area, so thanks very much to Evert for that! There are now kits being produced in the club as well so we will see a lot more flying shortly. There is also more interest in next year's Nats for many more since this event, so I believe that we will see a much bigger C/L Nats next year. If anyone would like to get involved in this exciting part of our hobby/sport then please contact me. I have a trainer that can be used for basic training so come out and have a go. My contact details are at the end of the newsletter under Special Interest Groups.

My special thanks goes to the CLASA committee of Bokkie Renecke, Percy Attfield, Henry Kurowski, and Theo Kleynhans, plus all of you that were involved in C/L that made this another successful year. On behalf of CLASA, I wish you all a wonderful festive season and may 2017 bring much love and happiness to the world... and maybe just a little bit of decent flying weather. May the centrifugal force be with you!



Cobler by Evert Scholtz.



Dylan and Glen Roberts with Pink Lady.



Fiona Graham enjoyed the control line activity.



Melissa Vauquelin and control line Stik.



Gareth Randall, Danie Potgieter, & Keith Renecke.



Henry Kurowski getting his prize from Keith Renecke.



Good idea to start 'em young...Nicholas Collins and Daniel Potgieter.

Let's fly jets!



Zane Mannell

Jetcat P90 RX1

The South African Model Jet Association (SAMJA) www.sajets.co.za

The South African Model Jet Association is the SAMAA Special Interest Group responsible for radio control jet flying in South Africa. Part of what is required, is to stimulate growth and support for radio control flyers who wish to venture into jets. For the sake of clarity, "Jets" in SAMJA are basically composed of four activities: EDF - electric-powered, with a fan diameter of 90mm or more; DF - internal combustion engines such as ducted-fans; pulse jets; and of course for the lucky ones, proper model turbines.

The model jet scene was promoted in the 1990's by the Americans, and one of the more successful brands which is still around today, is BVM – Bob Violett Models. All of his aircraft worked very well as ducted-fan models. The *Aggressor*, *T33*, *F16*, and *Bandit* to mention but a few. There were a few from France as well with Phillip Avonds as one of the stalwarts. The first jet I saw fly was Chris Sweatman in Oudtshoorn many years ago (probably the *A4 Skyhawk*). The then Transvaal (Vaalie) brigade followed in full force with Rodney Donaldson, Jan Roestorf, Boet Denysschen, Andrew Robinson, Chris van Rensburg, Terry Hamilton, are some of the names of the pioneers that spring to mind. Many different ducted-fan combinations were available, with motors from K&B, Rossi, OS, and BVM, and fans from Byron and Ramtec. In the end, the combination that seemed to work best was the OS 91, Ramtec, BVM tuned-pipe, and mixture control. Men were seen sticking their arms up the tailpipes to get the tuned pipes installed in the tailpipe. Long wands were used to start the motors. Locally, Boet Denysschen produced the *Dominator*, which saw many of us getting into the jet scene.

The first turbine I encountered in South Africa, was the scary JPX flown by Rodney Donaldson at Oudtshoorn. The JPX was fuelled by liquid propane gas and had a cylinder on board that had to be filled from an LPG cylinder on the flight line. It had a separate oil tank and pump for bearing lubrication. I believe Rodney still has a JPX turbine lurking somewhere!

In the mid-90's, the first commercially-available model turbine became available and Jan Roestorf and Rodney Donaldson again showed us these wonderful pieces of technology. AMT (Advanced Micro Turbines) complete with their huge start-up boxes with dive cylinders and control valves... the rest they say is history! Locally, there have been four manufacturers of turbines: Bay Turbines, Model Mechanics, Omega, and Baird Model Turbines. Unfortunately, none survived.

Today, the choice for turbines is a bit wider, with AMT still there, Jetcat, Wren, Kingtech, and Evojet being the major players. The sizes vary from 2kg thrust, up to 32 kg of thrust.

As far as airframes go, many new entrants have entered the market, with trainers available from as little as R 10 000.00, to the mega composite scale ARF's exceeding R 200 000.00, just for the airframe.

So where do you start? As always, I say you need to go and visit a club or an event where jets are flown. We have members right across the country. Cape Town, Langebaan, Somerset West, Oudtshoorn, Port Elizabeth, Uitenhage, Grahamstown, Port Alfred, East London, Durban, Pinetown, Polokwane, Nelspruit, Welkom, Klerksdorp, Upington, Bloemfontein, Johannesburg, Pretoria, Middleburg, to name just a few. Speak to the person flying the jet and get information you may need. Ask as many questions as you like. They are nice guys! He may not let you fly it though.

How do you select an airframe? Your budget and flying field will really dictate this. There are many airframes that are ideal to start your venture into jets. My recommendation would be to stay away from the small scale aircraft to start with. Look for something with a nice wide undercarriage and not too heavy. Generally, you would need a runway of around 120 metres or more to be comfortable. I have seen a trainer-type jet with fixed undercarriage for a price of R10 000.00. May not win the prize for the best looking jet but this is about

being practical. I would also caution against taking some of the prop jets and converting them to turbine if you are not going to do some serious beefing up of the airframe. Remember, you are going to be carrying at least 3kg of extra weight for the turbine, over and above the prop version. Realistically, you would be in for around R25 000.00 for a complete airframe with retractable undercarriage. In some of the classified sections or fora, you could find something for a little less. The rest is what you would normally require to fly an RC plane, transmitter, receiver, batteries, servos, etc.

From a power point of view, you need to choose electric or turbine. Don't write off the electric, there is some serious kit out there if you have the batteries but it also doesn't come cheap! The latest developments are putting out 10kg of thrust, and are running up to 7500W!

As for turbines, locally, there are really only two brands supported. This could affect your experience in venturing into turbines. The modern turbines have really become a reliable power source, and are easy to operate. There are a few safety issues to contend with, and you must be sure that you are briefed and experienced in these procedures. SAMJA will gladly assist you, or point you in the direction of someone who will be willing to assist.

Here are a few pictures: Upgraded AMT Mercury, which was released in 2000. The starter box on the left had a diving cylinder connected to it. Then the Bay Turbine unit, which was locally-built by Mark Forman, Pieter van Deventer, Grant Salmon, and Terry Hamilton. This was around 1998/1999. Pieter van Deventer went on to produce a few Omega-branded turbines and some retracts.

Grant Salmon then started Model Mechanics which produced 7kg and 12kg turbines as well as retracts and wheels. Unfortunately, George Strickler who was the technical guru at Model Mechanics, was killed in a motor vehicle accident which put an end to the Model Mechanics turbines. Surprisingly, there are still a few in action around South Africa. I still have a 7kg one.

André Baird produced his own turbines, BMT (Baird Micro Turbines), down in Cape Town and was the first production kerostart turbine available. There are still a few of those running as well. Unfortunately, low volumes and high production costs did not allow them to be competitive in world markets.

May Santa spoil you this Christmas!



Bay turbine unit.



KingTech K-100 turbine

AMT Mercury and start-up box

Central Radio Flyers Fly-in 2016



Wynand Swart

Theo Potgieter se Beast teen die agtergrond van die Sydenham-koppie.

Central Radio Flyers Bloemfontein is back on the map! As always, we have been one of the most active clubs in Bloemfontein that operate under the SAMAA regulations and safety codes, helping to market model flying, and helping to train new pilots to Solo level, with a strong group of instructors and having our own Instructor Judge, Pierre Fouché.

With the involvement with jets in the past, we had to make plans to obtain better runways, or look at relocating our flying facility. We are very lucky to operate on property of the Mangaung Metropolitan Municipality, where they also supported us by upgrading our runways from two runways 100m long, to two runways 8m wide and 162m long.

We also got involved with Ficksburg Flyboys to help organize their first fly-in and got them involved with SAMAA. They have had two events on their full-size runway with the help from SAMAA. The Ficksburg fly-in is for sure one event to attend every year. We tried to involve all the RC clubs like BMAC, The Hooligans, Langenhovenpark Flyers, and Kelly's View Aeromodellers in Bloemfontein, and the clubs from Upington, Ficksburg, Kimberley, Welkom, Kroonstad, and Gauteng at our fly-in this year.

For our fly-in on 27 and 28 August, we were pleasantly surprised with 42 entries from many parts of the country. It was great to see Dean Grobbelaar from Gauteng, Frans van Niekerk from Parys, and Brain Smith from Kimberley. Thanks to all the pilots entering... it makes it a pleasure to organize the event, and a great thanks to everybody helping at the event, and especially to the ladies helping in the clubhouse by providing the pilots with something to eat.

Met al die regulasies met betrekking tot veiligheid, vanaf brandblussers, tot die plaaslike SAPS, en 'n mediese span op bystand, het alles vlot verloop. Die vluglyn was knap bestuur deur die veiligheidsbeampte en sy span, en dit het tot gevolg gehad dat dit 'n veilige, dog genotvolle byeenkoms was.

Everyone was given ample opportunity to fly, thanks to the flight line controllers. Prizegiving was done Saturday evening and all the pilots had a good hot meal the with sweets and wine. The Sunday morning, we were so surprised to see that some of the pilots came back for one or two flights before going home.

Thanks to our sponsors, Human Auto and Profinsa. Julle deelname aan die sukses van ons byeenkoms word opreg waardeer.

We certainly hope to see an even greater entry and participation for our fly-in of 2017. Watch the press for the date and details.

Maak julle solank reg vir 'n beter en groter CRF fly-in volgende jaar; ons weet hoe om dit te doen hier in die Rose-stad, Bloemfontein!



Unusual Bloody Mary, period airliner built from RCM&E plans, and flown by Marinus Botha.



Theo Potgieter assisted by Johan Swart.



Johan Swart one of the flight line controllers, and Pieter van Graan the Safety Officer for the event.



Hansie Peens (CRF chairman), and Wynand Swart, organisers of the 2016 CRF fly-in.



Francois Kuys helping Theo with the Viperjet.



Hansie Peens se pragtige 50cc Cessna.



The support from pilots of Kelly's View Aeromodellers was much appreciated. They arranged for a very nice static display, and also walked off with the team trophy.



Dean Grobbelaar and his daughter, driving the Ultra Lightning.



Morane Saulnier cruising by.



Fasssst pylon racing type aerie.



Pierre Fouché's P-47.



Back to the pits...Hansie lends a helping hand.



Hansie se Cessna trek aandag.



Piet Groenewald se unieke vliegtuig. Geskool op die Wright Flyer.



Some of the participants at the Central Radio Flyers Fly-in 2016.

Large Scale Aerobatics Monthly at Snoopy's



Photos by Chris van Rooyen

Roland Suhrmüller's Extra cruising by.

Large Scale Aerobatics (LSA) had a very successful monthly competition on 4 September, at the Snoopy's Squadron near Krugersdorp. Ten participants competed, and used the opportunity to prepare for the TOC in November. Judges were Brett Black, Ian Edwards, Roland Suhrmüller, and Deon Zwarts, when they were not competing in their own classes.

The aircraft, being relatively large, are always impressive, and members of the public can usually recognise them easily. Because the aircraft are so readily available, they are popular with modellers.

If you are interested in large scale aerobatics, either as a competitor, or as a judge, get in touch with the chairman of this special interest group, Owen Vuyk, on 083-276-9861 owen-vuyk@hotmail.com or Roland Suhrmüller on 082-461-4889 roland@zoocentral.co.za.



Geoff Dale's Ultimate touching down after flight. Placed second in Basic class.



1/3 Scale Matt Chapman CAP 580, flown by Brett Black.



Owen Vuyk waiting for the cars to pass before taking-off. First in F3M class.



Joshua had to coach his dad...it seems that Ian Edwards is receiving the same treatment!



Geoff getting the Ultimate ready for flight.



Ian Edwards jockeying the Extra into place.



Ten participants at LSA monthly at Snoopy's Squadron on 4 September.



Judges, scribes, and manoeuvre-caller on the flightline.



Geoff Dale calling for Gerrit van Deventer.



Joshua Twomey telling dad Neil how it should be!



Joshua Bakker and 50cc Extra; First in Basic!



Brett Black starting, Joshua Bakker holding YAK.



"Now looky here...this is how it's going to be". Gerrit van Deventer talking straight with Sbach.



Almost looks like a snowy mountain-top in Northern Italy! Mine dump near Snoopy's.

Results - Large Scale Aerobatics Monthly Snoopy's Squadron, Krugersdorp. 4 September 2016

Basic							
1.	Joshua Bakker	1000	984	1000	1000	3000	59,36%
2.	Geoff Dale	861	1000	880	851	2741	52,80%
3.	Gerrit van Deventer	685	700	781	758	2240	44,09%

Sportsman							
1.	Joshua Twomey	1000	1000	1000	1000	3000	56,32%
2.	Neil Twomey	708	708	590	619	2035	37,12%

Intermediate							
1.	Roland Suhrmüller	1000	1000	1000	1000	3000	58,02%

Advanced							
1.	Ian Edwards	1000	1000	1000	1000	3000	60,23%
2.	Deon Zwarts	732	855	858	997	2710	53,00%

FAI-F3M							
1.	Owen Vuyk	1000	1000			2000	47,72%
2.	Brett Black	844				844	20,11%

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Cornerstone College MFC Progress report



Rob Hurlin

Andrew Hirst giving flying instruction to one of the Cornerstone College Model Flying Club students.

1. Background

This report from Cornerstone has been compiled in order to give feedback to the SAMAA membership and the Aero Club of South Africa, on the application of the R20 000,00 sponsorship awarded for the year 2016.

Cornerstone College is an independent school from Grades R to 12. It has been offering excellent education at an affordable price to township and urban children since it was founded in 1992. Cornerstone has achieved a 100% Matric pass rate for the last 18 years, and a Bachelor's pass rate of around 90% for the last eight years.

The Cornerstone College Model Flying Club was launched in 2007 at the suggestion of Allen Fraser, Chairman of the Silverton Model Flying Club, and owner of Frasers RC Models. Allen proposed a partnership between Cornerstone College, SAMAA, SMFC, and Frasers RC Models for the development of young RC pilots. The partnership established by Allen has run successfully since then. The Cornerstone College Model Flying Club is run by the school's director, Rob Hurlin. Rob is a keen aero-modeller and life member of SAMAA and the SMFC.

2. Membership for 2016

This year the club started with twelve young members, mostly in Grades 7, 8, and 9. Two members carried over from last year. Towards the end of the first term, a successful effort was made to recruit more members. The total membership is 16 at present. This is made up of two Grade 7s, three Grade 8s, ten Grade 9s and one Grade 10. There are two girls and the rest are boys.

It takes at least two years to get members up to the required skill level to attempt the solo examination. For this reason, we prefer students to start with model flying in Grade 7, 8, or 9 so that they have time to reach solo status before reaching Grade 12. Grade 12s have to give up all extra-mural activities to concentrate on their studies, so our club members finish at the end of their Grade 11 year.

We usually have one or two club members who are ready to attempt the solo exam each year. This year's young and inexperienced group will need at least another year of training before they will be ready for the solo exam.

3. Progress with training

We started the year with three instructors: Rob Hurlin, Andrew Hirst, and Gift Kgadima. Andrew is a retired engineer and is well known in RC model flying. He continues to assist as an instructor. Gift Kgadima matriculated from Cornerstone College in 2011. He is a very talented RC pilot and participated in the national Fun Fly Masters in 2009 (5th place in Sportsman's Class) and 2010 (3rd place in Sportsman's Class). He is also very close to completing his Commercial Pilot's License. Gift has been an instructor for the last three years, but stepped down at the end of the first term to take up a scholarship with a company flying RC drones commercially.

All new club members must achieve at least 80% in two exams before they are permitted to start training with an RC aircraft. The first exam is to identify the most important parts of an R/C aircraft and the transmitter. The second exam is the knowledge exam, and covers the basics of safety, preparation for flying, basic club rules, and the care of the aircraft and transmitter.

The Cornerstone Model Flying club meets on Wednesday afternoons, and also at break time during school on Tuesdays and Thursdays. The first term meetings were used to prepare the members for the exams and to get all the exams written. The process was slower this year owing to the many new young members and the extra members who joined the club later during the first term. Club members also had to arrange for their parents to sign the school indemnity form for model flying, and their SAMAA application forms. Once the club members have completed their exams, they practice on an FMS flight simulator on Tuesdays and Thursdays during break time, usually for 15 to 20 minutes per session.



Members of the Cornerstone College Model Flying Club practicing on the flight simulators.

Most of the club members had completed their exams and paperwork by the beginning of second term, so flying commenced every Wednesday afternoon at SMFC from 13th April. Progress was slow with only two instructors. Of the 16 club members, between eight and 12 are able to attend on a Wednesday afternoon due to academic commitments. Each instructor takes four to six trainees for the afternoon, and each instructor usually manages three or four flights lasting 10 minutes each. This means that each trainee typically gets two sessions of about five-minutes each to fly the aircraft. This is much less than someone who has their own aircraft and a dedicated instructor!



Wednesday afternoon group of fliers of the Cornerstone College MFC at Silverton Model Flying Club. There is a desperate need for a third instructor, so that each of the students can get more stick time.

The system we use to grade a club member's progress, is to allocate them to a team once they master certain basic maneuvers. They start by learning to make a simple turn. Once they are able to make a turn without spiralling into a dive, they are put in the D-team. Once they master the level they are on, they graduate to the next level. The teams and associated skills are as follows:

- D-team: Learning level turns & orientation (stick towards wing that's down)
- C-team: Learning level figure eights
- B-team: Learning take-offs, approaches, and circuits
- A-team: Learning to land.

Once a club member graduates to the A-team, they are taught how to land in various wind conditions. When they are able to land confidently, they are taught how to make a dead-stick landing, and are then coached in everything they need to know to be ready for the SAMAA Solo flying test.

This year, all of our club members (excepting one) started without being allocated to a team. By the end of the year, there were four members who had graduated to the D-team, and two who had graduated to the C-team.

4. Expenses to date

Our expenses for the year are as follows:

Fuel and small spares:	R 1 099.80
Second-hand transmitter, Tx batteries:	R 2 860.25
Replacement trainer:	R 5 649.31
Wages for instructors and repairs:	R 10 212.74
Travel claims for instructors:	R 2 072.40
Total for 2016:	R 21 894.50

5. Outings

Many of the club members attended the Africa Aerospace and Defence Air Show on Saturday 17th September at Waterkloof AFB. They enjoyed it hugely and their horizons were widened considerably!

6. Hopes and concerns for next year

The club members would make much faster progress with a third instructor. Efforts will continue amongst SMFC members (and others who might be interested) to find another instructor to join us on Wednesday afternoons.

We crashed one of our trainers into the dam last term, so it is a total loss. Thankfully there were sufficient funds available from this year's sponsorship to replace it with a new trainer. The club was very grateful to receive a donation of several aircraft and radios from Nic Pieterse, a member of SMFC. These included two *Ultra Stik 40s*, which are an immediate replacement for similar aircraft the club had owned for seven years and had reached the end of their useful life.

We look forward to our young members' enthusiasm being channeled into RC flying skills and knowledge as the club continues in 2017 for its 11th year!



Cornerstone College MFC represented at AAD 2016...they enjoyed the outing!



Careful maintenance and checking of all the equipment is essential for successful training.





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More information from
Bob Skinner - 011-973-3679
Linda Dold - 011-973-3679
Marietjie Skinner - 011-907-4652

Bulletin 1 available soon from the SAMAA office, or from your SIG chairman. Full details of accommodation options and fast-food, restaurants, shops listed.

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Greg Casson Memorial



ZU-HIT, model owned by Sanjay Kana. Greg Casson was there in spirit.

This was the 5th Memorial event held in honor of Greg Casson, held over the weekend of 21st to 23rd October 2016. A total of 17 pilots made the effort to attend this event with most pilots arriving on Friday, and a couple on Thursday. When we arrived on Thursday afternoon we were welcomed by a nice thunder shower which was very much needed.

Flying started each day at around 07h00, we flew Friday and Saturday till around 2 as by this time the wind got a bit much. By 14h00 all had had enough of flying and the planes were packed away in the hangar with various groups forming under gazebos sheltering them from the blistering sun. In the afternoon, all dispersed to various watering holes to cool off and relax after a good days flying. On Saturday afternoon we gathered in different places to watch the rugby final between the Cheetahs and the Bulls.

Sunday morning we were met with once again a beautiful day with blue skies and a slight breeze. Normally most pilots leave early but not this time, only two left early and the rest burnt the last paraffin remaining in their fuel cans. By 16h00 we were all packed up and most pilots were on their road back home. Five pilots opted to sleep another night and depart only on Monday morning. Pilots who attended came from Kimberley, Port Elizabeth, Gauteng, and Upington. This was one of those weekends where a lot of flights were flown by all, with no serious crashes or aircraft problems. Only one flame-out was had over the whole three days of flying.

Well done to Andre Killian who is a regular at all Jets-r-us events and he finally arrived with a Turbine Jet and he enjoyed himself immensely. Burt Botha from PE is now truly bitten by the jet bug, has gotten rid of his F3A planes and is now enjoying jet flying and mastered the art of landing this weekend. Stan Fincham had many flights and managed to perfect his take-offs and landings, and entertained us with his rain dance after his first totally perfect landing.

Pierre Fouché had a new plane to be maiden; on Friday afternoon on start up he experienced a problem with the turbine, but no problem to him he packed all away and jumped in the car and rushed to Bloem to collect a spare and shot back to Gariep. He installed the motor the next day and maiden the plane with no further problems. Now that is dedication for you.

As it was Greg Casson's weekend, even he was there in spirit and giving a helping hand to those who needed a bit of guidance by the angels. On Saturday afternoon we flew the large quarter-scale L39 ex-Francois Diedrehsen's plane, now belonging to Sanjay Kana. Halfway through the



L-39 high in the skies over Gariep.

flight the turbine died and a decision was taken to land in the direction of the flight path as that is the longest part of the runway. The runway runs at a slight uphill to the right, the plane was held just off the runway for a little while after it disappeared out of sight and over the hill. Three of us jumped on the back of Francois Kuys Bantam bakkie and raced down the runway which felt like a life time until we reached the plane. There it was parked right at the end of the runway after running through the very nicely cut grass veld adjacent to the runway and came to a stop against a fence. The fence dropper caused an indent in the LE of the right wing and a bit of a scratch underneath the right tip tank. The plane flew for more than 100m free flight. The distance from where we flying from till where the plane came to a halt was 860m. Thanks Cassie very much appreciated!

From the Jets-R-Us team we would like to thank all attending the event. Many of you knew Greg by name only and had possibly spoken to him on the phone. Thanks guys... your attendance in honour of Greg is very much appreciated. Danie Potgieter who attended the event without a jet came to assist Burt to get his flying sorted out. Danie ended up helping many others. Thanks Danie. On Saturday evening he said something I have to share with all the jet pilots who attended. He said he was extremely impressed with the quality of flying by all throughout the event and enjoyed the company of all.

A special thanks to Theo Marnewick for sponsoring the caps for the weekend. Till next time.



Theo Potgieter's Skymaster Viper. From Bloemfontein.



Marius Lensing's CompARF Eurosport.



Sanjay Kana with L-39.



Plenty of stick-time for all the pilots and all the models.



Line-up of pretty jets at Greg Casson Memorial event at Gariep Dam.

Club news and club reports

Boet Denysschen

Lowveld Model Aircraft Club - Nelspruit

Situated between Nelspruit and White River on the R40, it is one of the most scenic locations for a model club. On top of a ridge, surrounded by bushveld and distant mountain ranges, lies a 350m x 20m runway of which 240 x 7m is tarred. There is also a 170m x 12m grass cross runway, and a helipad. The pit area is shaded for both pilots and their aircraft. Other facilities include a large shaded assembly area behind the pits, and four large grandstands, two of which are shaded for visitors. A small club house/store room and small ablution building with toilet, running water, solar power for lighting, and a pepper spray alarm system (very effective, I might add).

We are 63 members in total, with about 30 regularly active members, ages ranging from our youngest Solo pilot Werner Rabie (9 years-old) to our oldest pilot Hal Snow who has just turned 95, and is a honorary member. Our only other honorary member is Boet Denysschen, who has never missed one of our air shows, and has always gone out of his way to help make the shows successful. We are a SAMAA-registered club and attempt to uphold the Safety Rules at all times to create a safe environment for all to enjoy, including our families, who often join us at the club for a day of fun.

Most RC disciplines are flown at LOMAC, including sport, scale, large scale aerobatics, heli's, turbine jets, gliders, delta's, fun fly, and recently FPV, which is one aspect of our hobby that is increasing in popularity to such an extent that we host a provincial competition. We have many enthusiastic builders, like Johan Roets and Malan Moolman, who build very large 40 and 50% models, Riaan le Hanie and his wife Wanda, who produce a scratch-build version of the Stik in 20 and 30cc sizes and is currently completing his first own-design composite jet, which will be maidenied shortly. Float flying days are arranged by Johan Blom at Da Gama dam near Hazyview, for those who wish to get their feet wet. Day visitors are welcome to join us and we have country membership for those living outside the 100km radius of the club and don't fly that often with us.

LOMAC hosts an annual Air show/Fly In, which this year was held during the long weekend of the 6th to the 9th of August. A total of 60 pilots, mostly visitors, and over 110 aircraft took part in this three-day event and was thoroughly enjoyed by all. In fact, many of the pilots are serial visitors to our yearly event and have indicated that they will be back for Air show 2017. We try to go out of our way to look after our visitors, and the fact that pilots from as far as Gauteng, Natal, Limpopo, and Cape Town join us yearly, is confirmation to us that we are doing it well.

Leading up to the Airshow, we get involved in numerous events, our yearly advertising campaign. These events include display flights at schools, flying and static displays at the local full-size airshow, static displays at local malls/shopping centres, attending fly-aways and camp-outs. The final event for this year is the LOMAC Christmas Party, which took place on the 26th November.

The future of LOMAC is exciting with great plans to improve the facilities at the club which is our main aim. Our AGM is scheduled for the 5th October where a new committee will be chosen, including the position of Chairman as my term of two years has come to an end. I am positive that the new committee will continue where we have left off, and bring new and fresh ideas to the table. Phillip Lewis. New chairman is Alec Groenewald, 082-456-5587.



Endless vistas, and endless runway at LOMAC!



Shaded spectator area at LOMAC, and shaded pit area for pilots and their equipment.



Excellent facilities makes LOMAC a great club.



Paved pit areas easy on equipment and models.



Umbila Radio Flyers - Springs (east of Strubenvale on R29)

Umbila organised an informal fly in on Sunday 30th October, and invited a few of the surrounding clubs to come and visit for the day.

The club has just recently replaced one of the three tar runways with a 80m concrete strip which was done by the members. The outfield and runways are fairly good, so you can comfortably land off the runway.

The fly-in was very well attended by visitors from various neighbouring clubs. Shade was provided for most...this was most definitely needed since we were in the middle of a heat wave in Gauteng. The club sold liquid refreshments and food throughout the day which was well supported by all in attendance.

The wind blew quite strongly but this did not put a damper on the flying. The sky was filled throughout the day with all sorts of planes, with some pilots demonstrating good flying skills. The flight line safety could have been a bit better; pilots were standing in the demarcated pilot's box...not on the edge of the runway during flying. A safety officer as well as a flight line coordinator would have helped a lot. Other than that, a great day was had in the sun by all.

Well done to the committee for taking the initiative to hold a fly-in and introducing the social side of the hobby where all can meet old friends and make new ones. The only serious concern about a social event is the consumption of alcohol during flying. Please, make sure you are done flying for the day, before socialising with a drink in hand.

Chairman is Jan Maree. 083-276-1272. jclmaree@mweb.co.za



Early part of the day was a little quiet...



...but it became much busier as the day wore on.



General view of the facilities at Umbila Radio Flyers.

O'Lydens Model Aircraft Club

The club operates from the full-size airfield just outside of Lydenburg. The club is situated on the road from Lydenburg to Dullstroom approximately 7km from the town.

The chairman is Schalk Grobler; he has served in this position for the last four years. The vice-chairman is Deon Broekman, also serving on the committee for about four years. The club only has seven active members.

It is a grass field with a shaded pit area, and a container which houses a toilet. All types of aircraft that are suited for grass runway can be flown there. The club is planning on hosting a fly-in during the near future.

Day visitors are most welcome, but please make arrangements with Schalk Grobler on 084-746-0123 before you visit.



Pit area of the O'Lydens club.



Grass, grass, and more grass!



Magnificent mountain backdrop.

Western Cape Region



Sweetie drop at the Wynland fly-in at the Worcester aerodrome.

Wynland Modelvliegklub Fly-in (Worcester)

I attended the Wynland fly-in held the weekend of the 22nd and 23rd April. The Friday (21st April) we had terrible weather in the Cape and heavy rain and gale force wind. Typical Cape weather and one learns to live with it! (Driving to Worcester and crossing the Theewaterskloof Dam, I was astonished to see just how empty the dam actually was. Some say the lowest water level in dozens of years)

I arrived about 07:30 at the flying field and had to negotiate between the puddles and mud to find parking. A fresh wind, quite chilly, was blowing and I immediately donned warmer clothing. After officially entering for the event I found a better spot to park and assembled my plane. The pilots started arriving en masse and soon all available parking were occupied. There were about 50 pilots and quite a few more helpers, wives and children. (The public was also well attended)

Dirk Swanepoel, chairman of the local club, greeted all the pilots and crew during the pilot briefing and stipulated the rules and stressed the fact that safety is absolutely paramount. He asked me to open the weekend with prayer and then the flying started. I was very impressed with the organization and the enthusiasm the relatively small club achieved and must mention that each and every pilot that entered received a present. Being Worcester, and the club being Wynland, each got a bottle of very tasty wine! Bravo to the people that spent many hours canvassing and collecting donations from the businesses and farmers in the community. (None of the numerous presents were bought by the club. Everything was donated.)

The weather remained rather windy and chilly for the rest of the day but that certainly did not dampen the flying and we saw some really superb planes and flying. The Father and Son team, Kobus and Pieter Stofberg of Wynland Club flew formation with Danie Bernardo of HRF and seeing it was the first time ever that this duo flew together, I was quite impressed.

The 'flamgatte' were well presented and John Bowles, Michael Basson, Gareth Roberts, and Craig Robinson, to name only a few, were outperforming one another and really entertained the crowd with some spectacular flying. (John flew his A10 twin turbine again and that is some awfully nice plane) We also saw a huge, (almost two meters), electric powered "Paper Plane" and a 3D figure, also electric powered, (full scale replica of Charles Stephans' son Donovan) flying rather well in the windy conditions. (Charles did some impressive knight flying as well with the 'Paper plane').

Sunday saw a remarkable improvement of the weather and some nice sunny and windless conditions. There was also more spectators due to the improved weather. Only a few pilots remained and flying continued until about 12:00. Dirk had agreed with the Worcester Gliding Club, who's premises they used, to have all model flying done by that time so these guys could have their facilities back. A big thank you to them for closing their field for this event.

Walker Bay Model RC Club (Hermanus)

The following weekend, from Friday 29th April until Monday 2nd May, Walker Bay RC Club hosted their fly-in. (I attended the Saturday and Sunday.) To start of I must mention that I have never seen an event of such magnitude and perfect flying extravaganza as this club has put up.

Steven and Matthew Bishop, the father and son team from the UK (Red Arrows Synchro Formation Flying Team from the UK) flying massive turbine powered Hawks, Martin Pickering, the European 3D champion and Fergus Lynn, the Asian 3D champion, performed exceptionally well and gave flying displays that absolutely boggles' the mind. I have never, not even in my wildest dreams, imagined anything even closely similar to these guys. At one stage Fergus overcooked his "low level rolls" a bid and hit his right wing quite hard on the ground. Everyone thought that was the end of his show, but no, he recovered, hovered in front of him, examining the damage, and continued flying. (A good 1/3 of his right wing was missing) I was doing commentary over the PA system and was wondering how long it will take Bob Skinner to point out the obvious danger. (Well, about as long as it took him to walk to the flying line.) I think that Fergus must have realized the potential danger as he landed at that stage. The organizer of this event, Terry Lester, from Walker Bay Club, and the main sponsor of this event, certainly excelled in what he presented over a fun filled weekend. Hats off to Terry. (I was informed, confidentially, of the cost involved and it was quit an astronomical amount.) The club had put up four massive marquees tents so there was adequate facilities for the storage of planes and the food stalls.



Some of the aircraft at the Wynland fly-in. Weather had cleared by this time.



Louis Genade flying his 40% Breitling Extra and the 43% Super Decathlon gave the audience something to think about and Johan Kriel, from AMSRCC, (Langebaan) whom has just that weekend been made an official display pilot as well as Danie Bernardo, (HRF) whom has been a display pilot for some time also gave a spectacular performance with some super formation flying.

Report on AMSRCC fly-inn at Langebaan

I attended the Spring Fly-inn of the Langebaan Club on Saturday 3rd September. Initially I was going to go for the weekend but unfortunately I had to be back the Saturday night because I had to judge in the final round of the WPMAA on the Sunday 4th September at Wild Clover Farm. (SMAA)

Every time one attends one of these fly-inns you think that this must be the best of the lot for this year but no, that is not so. Each has its unique attraction and own characteristics and the ability to mix with fellow modelers and meet old friends is always a major advantage for me, and in my capacity as Regional Representative.

As always one finds the hospitality of the country clubs outstanding and in this case it certainly was so. AMSRCC has got fantastic runways and has just recently added a crosswind runway as well. Both runways are 110 meters by 9 meters and is in excellent condition. The club approached me with a request, to submit to SAMAA, the possibly to host the SA Nationals (always combined, and at PC Pelsers airfield, Klerksdorp) or the SA Masters in the very near future. I will receive official correspondence regarding this shortly.

The weather was fantastic. The last time I was there we had winds of up to 62 kilo's per hour. Not fun to fly in that conditions but the guys pulled out all stops and arranged beautiful weather. To their great disappointment, the wind blew strain down the main runway so the crosswind runway (they finished the day before the fly-inn) could not be utilized.

I was witness to a rather unpleasant accident involving a heli and a lady spectator. To my mind it was a bona fide accident and I do not want to blame the pilot in any way BUT I must stress that 3D flying, as it was done on that day, is really an accident looking for a place to happen. It found the spot and it happened.

My recommendation for all future 3D heli displays would be at a spot a little further away from the public, and other pilots, for that matter. I would not like to recommend that this type of flying be banned at all but perhaps one should



Stik at the end of its useful life...Johan Kriel.



Kinnibaas Truter...jou voorslag!

look at the track record of 3D pilots and then make a decision. The pilot performing the display is undoubtedly one of the top in his class but at the speed and the inherent stress generated by his maneuvers, accidents are bound to happen.

AMSRCC Club arranged for the well renowned Silver Falcons, the SAAF Display team situated at Langebaanweg Airbase, to entertain the crowd with their usual excellent and perfected aerobatic display flying the turbine Pilatus PC7 Astra's. One can only marvel at their precision flying and professionalism. They are truly one of the best display teams in the world.

After their display, John Bowles flew his turbine prop PC7 Astra, with the same livery as the display team and did it very professionally. I saw, for the first time ever, a motorized hang-glider, doing a touch-and-go on the main runway and then turning to make a perfect two-point landing. (Both his feet touched the runway simultaneously.)

Robertson Model Fly Inn.

The weekend of the 21st and 22nd May the Robertson Model Flying Club hosted their annual fly-inn and it was extremely well attended.

It was the second time I attended the Robertson event and once again I was surprised by the number of pilots and planes that took part. I think that Robertson can definitely boast with the most pilots attending at all the clubs thus far this year. Once again the 'Turbine' pilots attended in large numbers and it appears as Robertson is preferred by most pilots. The reason being probably the excellent weather and the fact that we are flying of the Municipal runway. (Long and lovely runways)

The pilots of the large and 'very' large (and noisy) fraternity (Extras, Caps, Ultimate's and so on) and other planes gave an excellent account of their ability and kept the audience on the edge of their seats.

I was happy to see that there were a huge number of ordinary, everyday planes doing their 'thing.' Here I mean the Stick's and other scale planes and also a lot of electric powered models.

I was happy to see Marc Wolffe attending and flying a 40 size plane like only Marc can fly it. I have not seen him for quite some time.

The camping facility at Robertson is excellent and all the arrangements were in place and also the local population supported the event in huge numbers. Robertson is definitely on my list to attend annually.

Riversdale Model Fly Inn

Hessequa Model Vliegklub (HMV) had their annual fly-inn on the weekend of the 28th to 30th October at the Municipal Airfield a kilometer or so outside the lovely town of Riversdale in the Western Cape.

This event is generally the last event for the year and are very well attended by pilots and friends and family from all over the Cape. This was basically the second time they hosted this fly-inn and it was once again a very well-run and outstanding event.

South Africa is experiencing huge draught and the country is going through a bad time and water restriction are getting more and more strict, however, in the Riversdale rural and farming community, there truly is no water shortage. Like last year, we had rain the best part of the weekend, and like last year, it did not bother us. The pilots entertained the spectators with some truly remarkable flying and the usual friendly and willing clubmembers were ready to answer questions from the surrounding community.

As usual, there were a few surprises. As I mentioned, it rained. Not that it is a surprise, because it always rain in Riversdale, but we flew.

The second surprise was the very spectacular midair crash between Johan Kriel from AMSRCC and me with my 60 size Stick. Johan flew a 111cc SBACH. Stick 0. Sbach 1. This was also not really a surprise as it was my 8th or 9th midair and as Forrest Gump said, Sh*t happens. I always maintain that you cannot make an omelet without braking an egg. (Suddenly, I lost all appetite for omelets.)

The third surprise was the fact that I lost a tire on my car due to road conditions between our place of accommodation (Korentepoort Dam) and the airfield. (about 22 kilo's dirt road from the field) I never realized that the spare wheel on my car takes different wheel nuts than the mag rims. (Shorter nuts)? ? ((and yes. I did not have those nuts)) So I had the local branch of Hi Q coming to my rescue (on a Sunday morning) to swap the tire from the spare to the car. Actually, that is not much of a surprise either as I haven't had a flat tire in about 20 years and again like Forrest said **** (You know the story)

Once again I had the opportunity to make contact with members from all over the Cape and I was in the fortunate position to be of help answering questions and sorting out some problems. I never fail to be surprised by the fact that sometimes the smallest and most insignificant problem can become something huge for someone and often they just do not feel to put it down on paper. Perhaps the reason being that they feel it is to simple a matter to bother or they might feel that they do not want it down on paper. (this was actually often mentioned to me as the mail reason it does not become an

official request and that the member prefers to remain unanimous.) This is important as being the man on the spot I can sort out and advise the correct procedure to follow or assist in sorting out the problem there and then.

Stoffel Giliomee, the organizer of the event and I had a discussion on ways and means to promote this event and to get the local municipality involved and obtain financial assistance from them. There is money available in the municipal coffers and we just need to make the correct presentation. Stoffel will write to me and set out what he proposes and I will then contact Bob and together we can come up with a proposal that Stoffel (and I if needed) will present to the municipality.



Very low pass in Riversdale.



Very low pass in Riversdale.



Very low pass in Riversdale.



Very low pass in Riversdale.



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The SAMAA Activity Calendar

As we are nearing the end of the year, this activity calendar becomes smaller and smaller. One hopes that the management committees of clubs act in a pro-active manner, to plan their activities ahead of time, and determine the dates of most of their club events and important events for 2017.

Similarly, the various Special Interest Groups of the SAMAA must surely start planning now already for their 2017 competitive activities, since it usually involves negotiating and making use of club facilities, since the SIGs don't "own" premises of their own.

Details of team selection events must be published to the SAMAA News to all members of the Association, and not only to those already on the SIGs mailing list.

This year, the following SIGs may be in team selection processes:

MAASA (F3A Aerobatics), MGA (F3B multi-task, and F3K hand-launched gliding), F3C/N-SA (Helicopters), SAMPra (F3D Pylon Racing), SAMJA (IJMC Jets).

To advertise your events in SAMAA News (club event, local, air show, fly-in, provincial competition, national competition, team-trials, etc.) is free of charge. Promote your club, group, or SIG and its activities. Send details to samaa-admin@mweb.co.za

This activity calendar information is also published on the new SAMAA website (<http://www.samaa.org.za/php/event.php>) and is a great method of supporting clubs with their promotional efforts. Send your details...**TODAY!**

Date	Club/Site	Event	Contact person	Telephone
December 2016	3	Area 51	Grass Fly-in & Braai	Dries Vermeulen 083-628-3064
	3	Henley Aeromod.	Gatskop Airshow!	Boet Denysschen 082-449-4623
	3-4	Atlantic Flying Club	Hermanus Slope Fly-in	Simon Pfothenhauer 082-436-9882
	10-11	Stellenbosch MAA	Year-end Fly-in	Nic van Rensburg 082-700-1856
	10-11	GEMS	F3K Sleep-over (HLG)	Juanita Smith 083-630-8975
	10-11	Mokopane	Bushveld Fly-in	Marius Thiar 082-853-4434
18	Peninsula RF	Birthday Fly-in	Oscar Smith 082-560-8200	
Jan 2017	15	GEMS	F3B Qualifier 1	Jan Sime 082-556-1510
	22	Benoni RF	Vintage Aircraft Fly-in no. 316	Colin Matthysen 082-679-5019
	22	GEMS	Alt. date for F3B Qualifier 1	Jan Sime 082-556-1510
	28-29	TOSS - W Cape	Slope Aerobatic Event	Schalk Human 082-572-6390
Feb 2017	4	Pretoria RF	Club Aerobatics	Andre v Huyssteen 082-793-6486
	12	GEMS	F3B Qualifier 2	Jan Sime 082-556-1510
	19	GEMS	Alt. date for F3B Qualifier 2	Jan Sime 082-556-1510
	26	JOMAC	Vintage Aircraft Fly-in no. 317	Colin Matthysen 082-679-5019
	26	GEMS	F3B Team Trial	Jan Sime 082-556-1510
March 2017	5	GEMS	Alt. date for F3B Team Trial	Jan Sime 082-556-1510
	11-12	Ficksburg Flyboys	Ficksburg Fly-in	Johan v Greunen 083-578-5321
	26	Rand MAC	Vintage Aircraft Fly-in no. 318	Colin Matthysen 082-679-5019
	26	Fun Fly Series 1	Nationwide	Johan Sieling 082-898-8810
30	SAMAA office	2017 SAMAA AGM	Bob Skinner 011-973-3679	
Apr 17	1	Pretoria RF	Club Aerobatics	Andre v Huyssteen 082-793-6486
	23	Barnstormers	Vintage Aircraft Fly-in no. 319	Colin Matthysen 082-679-5019
	27-1/5	PC Pelsler, KDP	Combined Power Nationals	Bob Skinner 011-973-3679
May 17	7	Silverton MFC	Proficiency Day	Marthinus Potgieter 082-377-6493
	28	Benoni RF	Buddy Wright Memorial (320)	Colin Matthysen 082-679-5019
	27-28	Swartkop AFB	Warbirds & Civvie Scale	Johan Krüger 076-960-7024
June 17	3	Pretoria RF	Club Aerobatics	Andre v Huyssteen 082-793-6486
	3	Pretoria RF	Gauteng Speed Champs	Andre v Huyssteen 082-793-6486
	11	Fun Fly Series 2	Nationwide	Johan Sieling 082-898-8810
	25	Pretoria RF	Vintage Aircraft Fly-in no. 321	Colin Matthysen 082-679-5019
July 17	23	Rand MAC	Vintage Aircraft Fly-in no. 322	Colin Matthysen 082-679-5019
	24-30	Lviv, Ukraine	F3K World Championships	Jan Sime 082-556-1510
	21-30	Wloclawek, Poland	F3C/N World Championships	Johan Sieling 082-898-8810
	25-29	Dala-Järna, Swe	F3D Pylon World Champs	Matthys Botha 073-895-9909
Aug 17	5	Pretoria RF	Club Aerobatics	Andre v Huyssteen 082-793-6486
	6-13	Jesenik, Czech R	F3B World Championships	Jan Sime 082-556-1510
	13-19	Jämijärvi, Finland	IJMC Jet World Masters	Zane Mannell 082-827-8410
	27	Barnstormers	Vintage Aircraft Fly-in no. 323	Colin Matthysen 082-679-5019
Sep 17	3	Fun Fly Series 3	Nationwide	Johan Sieling 082-898-8810
	24	Benoni RF	Vintage Aircraft Fly-in no. 324	Colin Matthysen 082-679-5019
Oct 17	7	Pretoria RF	Club Aerobatics	Andre v Huyssteen 082-793-6486
	21-22	Fun Fly Masters	Lowveld MAC, Nelspruit	Johan Sieling 082-898-8810
	22	JOMAC	Vintage Aircraft Fly-in no. 325	Colin Matthysen 082-679-5019
	27-29	Hessequa MV	Riversdale Fly-in	Wessie Wessels 076-556-5123
Nov 17	3-12	Villa Gesell, Arg	FAI F3A World Championship	Clinton Carter-Brown 083-630-0626
	4	Pretoria RF	Club Aerobatics	Andre v Huyssteen 082-793-6486
	26	Rand MAC	Vintage Aircraft Fly-in no. 326	Colin Matthysen 082-679-5019
Dec 17	17	Barnstormers	Vintage Aircraft Fly-in no. 327	Colin Matthysen 082-679-5019
Jan 18	28	Benoni RF	Vintage Aircraft Fly-in no. 328	Colin Matthysen 082-679-5019

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More details from
Marthinus Potgieter - 082-377-6493



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SAMAA management committee

Marthinus Potgieter	Chairman	marthinus@cointech.co.za	082-377-6493
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Pieter Frylinck	Development & proficiencies	pieter@rhinobag.co.za	082-925-1116
Boet Denysschen	Club representative	dennys@ballmail.co.za	082-449-4623
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Vacant	Special Interest Groups chairperson		
Juanita Smith	Treasurer	info@alshobbies.co.za	083-630-8975

Johan Ehlers	CIAM Representative	ehlersj@gmail.com	082-804-1120
Vacant	Newsletter editor to be appointed		

Administration & Office

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Bob Skinner General Manager. samaa-gm@mweb.co.za 011-973-3679, 083-283-1681.

Linda Dold Assistant to the GM. samaa-admin@mweb.co.za 011-973-3679.

Special Interest Groups (SIGs)

Keith Renecke Control Line Association of SA (CLASA) krenecke@netactive.co.za 083-415-1409

Clinton Carter-Brown Model Aerobatics (MAASA). chairman@maasa.co.za 083-630-0626

Jan Sime Model Gliding Association (MGA). jansime@gmail.com 082-556-1510

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Roland Suhrmüller Multi-rotor FPV racing. (Fly-FPV-SA) roland@zoocentral.co.za 082-461-4889

Matthys Botha South African Miniature Pylon Racing Association (SAMPRA). bothamj@hotmail.com 073-895-9909

Koos Pretorius National Association of Scale Aeromodellers (NASA) 27725661765@vodamail.co.za 082-928-0368

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Owen Vuyk Large Scale Aerobatics (LSA) owen-vuyk@hotmail.com 083-276-9861

To join the SAMAA: Request application form 011-973-3679. Visit www.samaa.org.za for MS Word form, under "Information", then "Membership". On-line application form www.samaa.co.za. Or submit details by e-mail: name, ID, address, tel, fax, cell, club, to: samaa-admin@mweb.co.za

Subscription fees	to 31 December 2016.	from 1 January 2017
• Regular/adult members (18 to 60 years of age)	R360	R390
• Junior members (18 & younger)	R200	R220
• Senior Citizens/Retirees (60 years and older)	R240	R260

Payment by internet (EFT), or cheque. SAMAA current a/c 1605 126 772 at Nedbank, Menlyn Pretoria, code 1605 45. Use clear reference of name/ surname, and membership number if renewing. **DO NOT USE** "Subs/ Membership/SAMAA/New", since this cannot be identified correctly. Fax or e-mail this proof of payment with your application or renewal, to 011-973-3679.

Change of address: www.samaa.co.za and sign in with your log-in and password. No log-in and password? Request automatically, if you have a correct e-mail address on the membership programme. No internet? Contact the SAMAA office on 011-973-3679 to change your address.

Protecting and serving your interests

The SAMAA needs your help, to ensure that your rights and privileges are protected. Through the SAMAA, its Special Interest Groups, and numerous registered clubs, you can experience the protection of your rights, and enjoy the real benefits in all aspects of model aviation.

- **Advice** On building, flying, competition, airshow planning, club layouts, displays, special air events, competition, illegal flying, regulations, etc.
- **Clubs** Enjoyment of your activity in a group context. All SAMAA clubs are approved and registered with the SAMAA, RAASA, and Civil Aviation.
- **Insurance** Cover of R20m for damage to property, or injury or death to third parties (and member-to-member cover).
- **Proficiencies** Recognition for flying proficiency, at all levels, and all disciplines.
- **Guidelines** On starting and registering a new club. For frequency operations. Interaction with full-size aviation. Manuals of Operation.
- **SAMAA News** To inform, educate, advise. Your mouthpiece. Great promotional value.
- **Rules** Local and international, specs of models, frequencies, safe flying practices.
- **Web pages** Good aeromodelling content, great links, regular updates. Excellent membership site for self-maintenance.
- **Representation** The SIGs represent all competitive branches of aeromodelling.
- **Affiliations** To the Aero Club of South Africa, and the Fédération Aéronautique Internationale. Also to other institutions (RAASA, SAAF, Denel).
- **Frequencies** Protection by ICASA of frequencies in spectrum allocated to R/C.
- **Airspace** Manage airspace at registered sites, through the CAA and RAASA. SAMAA is the only CAA-approved Aviation Recreation Organisation (ARO) for aeromodelling.
- **CIAM** Direct link with CIAM (Commission for International Aeromodelling). Governs all world-wide competitive aeromodelling activities, and records.

These are just a few of the services that the SAMAA is able to offer its members. Benefit from these services, and let our combined membership add to the voice and strength of SAMAA.

Get a non-member to join today, and let's make SAMAA stronger!

SAMAA News publication, material, advertising

SAMAA News is produced in-house until the position of editor is advertised and filled. The SAMAA GM has been tasked to edit, produce, and distribute SAMAA News meanwhile. samaa-admin@mweb.co.za. PO Box 7116, Bonaero Park 1622. Tel 011-973-3679. Fax 086-607-8733.

The views expressed in SAMAA News, and the advertisements placed, do not necessarily represent the views of the SAMAA, or its management committee. These are published for the interest and comments of our members, and are not specifically endorsed, or verified.

Submission of material: Check with the editor for the closing dates of submission of material. Photographs (conventional & electronic), are welcome. Long articles must be computer-generated, and must be in either MS Word, or editable text. Limit articles to 1 000 words - which is about a page-and-a-half in SAMAA News. You may e-mail your contributions, including graphics and pictures to: samaa-admin@mweb.co.za. Ensure that captions accompany all pictures, and that the pictures are of reasonable resolution, not e-mail resolution.

To advertise: Contact the SAMAA office. You must supply finished artwork in JPG format, to at least 300 dpi at the final size. Terms for all advertising is payment on receipt of invoice, as per the rate card below. Bank details are listed below. Send copy of deposit slip with placement instruction/order.

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Contents of Issue 4 of 2016

SAMAAnews

NASA Fly-In at Springbok	1-4
National Speed Challenge	5
SAMAA AGM 2017	5
Fun Fly Series is back!	7 & 10
Chairman's Report	8-9
From the Office	9
Gliding Nationals	10-13
Team selection for F3B World Championships	13
Series Scale in Gauteng	14
Fly by Wire, and Barnstormers chairman's challenge	15
Let's fly jets	16
Central Radio Flyers Fly-in	17-18
Large Scale Aerobatics at Snoopy's	19
Cornerstone College MFC Progress Report	21-22
2017 Combined Nationals	22
Gatskop Airshow!	22
Greg Casson Memorial at Gariep	23
Club reports by Boet Denysschen	24
Western Cape regional report	25-26
SAMAA Activity Calendar	28
SAMAA information and contact details	29
Al's Hobbies	5
Down and Locked	6
RC Parachute	7
Silverton Model Flying Club	14
Fraser's RC Models	20
Drone Aloft	20
Traplet Plans and Woodpacks	27
Your Local Dealer adverts	30

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&
HAPPY NEW YEAR!

Merry Christmas