



# SAMAA news

Issue 4 of 2015



Newsletter of the South African Model Aircraft Association

Published electronically/digitally.

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



## ID number required for each SAMAA member

From 1 January 2016, it is a requirement for the SAMAA membership database to have an **ID number** for each member. Please log in, add your ID, and check other details. Or contact the SAMAA office.

Foreign nationals passport number.

# NASAFI 2015



Van Zyl Koegelenberg

J3 Cub loaded up and ready for skydive action at NASAFI 2015 in Springbok.



Exceptionally beautiful scenery of the Northern Cape (Pieter Mulder photo).

A fly-inn was held at Springbok at the NASA (Namaqualand Aero Sport Association) club from 29 to 31 October 2015. This was a first for NASA and for most of the pilots that participated. It was also the first time in SA that RC Speed flying was done to see who will be the first official fastest RC pilot.

The pilots came from far places (Cape Town, Tzaneen, and even Pretoria), driving many happy hours to make this happen. With the WhatsApp group leading up to this event, it was clear that the pilots all are passionate about flying. Knowing the weather and distance, we knew this one will be special.

The first day saw the temperatures at over 40° C and the week ended at 10° C but the open and inviting blue skies could not keep the pilots grounded. From

05h00 (yes, 05h00 in the morning) we started flying up till about 11h00, then a wee break and at 15h00 all was alive again until darkness and tired legs called it a day. Originally, one evening was planned for night flying but in the end, every evening was maximised for flying.

The locals, people like Jan Fourie, Willem, Carel, and Dries, accepted all the people with open arms and being a "trike" pilot himself, Dries took guys and girls on a sightseeing trip over the area. This just rounded a very pleasant experience for the visitors.

We saw 24 pilots participating and the crafts covered a wide range. The jet gave some problems but we saw RC parachutes, foamies, helicopters, small, and large (50% scale) aeroplanes. Some were naughtier than others especially with noisy *erries*. The echo between the mountains was just awesome to hear or experience.

Hennie Deetlefs took young Christiaan Roets as a pilot in training and after only one day, Christiaan was flying without a cable! With a huge cheer Christiaan gave a display flight and this was one of the many special moments at NASAFI 2015 that we all will remember. I am not a doctor but just know that at the age of ten, Christiaan already dealt with something like 79 broken bones in his body and now we left him with something his mates cannot do, for once he is one-up on his fellow school mates. This is how it is done in NASAFI spirit!

We also had spectators from the Nama-Goi festivities and the pilots were ready for any questions, some went the extra mile of course with serious bragging. Louis van Muylwyk and Carlo Steyn showed off indoor flying outdoors without any major issues. The prize sponsored by Indoor SA was given to young Christiaan for his excellent flying considering his newbie status (thank you Carlo and team).



Christiaan Roets, about to take-off with the Trojan. Proudly posing with Dries and Hennie Deetlefs.

On the competitive side of Speed Testing, the competition was tough but from the first flight it was clear that Peter Rossouw was the man to beat with his GAUI G5. On the 30<sup>th</sup> he did a 224.32 km/h. It was stunning so see the Gai R5 at speed. His setup was Xnova motor, 12-cell GensAce, and although others touched the 200km/h-mark, no one came really close. Raymond Myburgh took the prize for fixed-wing gas/nitro at 194 km/h, and Sam Lusenga took the prize for fixed-wing electric at 193 km/h. And so that is kept for future reference while one can only assume we need to start building something fast for 2016. Overall it was great fun and many pilots were surprised to see the speeds their craft reached. Jan Fourie maidenized his Sundowner and reached 191 km/h in the one leg, he was surprised for sure.

On the other end, Hentie Burger donated R300 as prize for slowest craft over 200m. This was difficult and Hennie Deetlefs won with 20.5 km/h...gmf...my *errie* apparently did not fulfil the rules...crookery I tell you!

We gave most memorable flight prizes to Sam Lusenga after a bird strike. He and his craft survived. The judges, Bossie Bosman, and Johan Loubser, also gave him a prize on the 1<sup>st</sup> day for a very decent structured flight. Hercules Myburgh managed a magic landing on two wheels with this Cessna when only 2 wheels deployed. Even the propellers were unharmed, only a servo replacement and he was back again. The parachutes went crazy high but let us rather leave it there for now (lol...I heard 908 metres mentioned but it was in a protected environment with constant radio communication to all I must say). Pieter Mulder produced a special edition NASAFI 2015 parachute that was purchased by Carel Oberholzer in the end, something to keep for all good reasons!

The local club treated us on "steak and chips" evenings and on the wine and dine department we all gained weight I assume. Jannie de Kok and Dianne Ellis did excellent with the food and we enjoyed top notch food whilst at NASAFI.

All in all a holistic magic experience to all people involved. Thank you to each and every one that participated and made this dream come true! We do not have enough space for all the names but you know who you are. Dit was a noenmaal van vlieg gwees!



First to arrive, started setting up camp. Runway is 20m wide by 1600m long!



The Green Monster belongs to Hercules Myburgh.



The well-lit night flyer Stik belongs to Marius.



Ready for taking the skies, all at the same time!



Lettie in the desert!



NASAFI-chute signed by all participants.



A good landing.



Nice imagery from Pieter Mulder.



Happy group of participants and their flying machines at the very first NASAFI Fly-in. All vowed to be back for next year's event, from 4 to 8 October 2016.



The pit area looking east.



Christiaan posing at the 50% Extra, 3W 275cc. This was Noisy Bird!



Excellent partnership with Al's Hobbies!



Van Zyl is warm, maar tevrede.



Edge 540 with 3W 170cc taking-off.



Louis van Muylywyk and Carlo Steyn flew their indoor erries outdoors!



Peter Rossouw and Angry Bird.



Hennie Deetlefs, assisted by Jan Fourie starting.



Sam Lusenga enjoyed himself tremendously!



Hercules Myburgh taking it easy.



Van Zyl flying & Jan Fourie doing body language!



Van Zyl Koegelenberg recognising the long service of Bossie Bosman to the hobby.



# BEST SHOPPING EXPERIENCE!

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Sat 08:00 to 13:00. Closed on Sundays and public holidays

**info@alshobbies.co.za**



# Chairman's report

**Marthinus Potgieter**

I am always in awe when I have to write my report for the last SAMAA news of the year and realise that another year has just gone past at an incredible rate. I know that the SAMAA had another very successful year and we did make great progress on certain fronts. There are definitely areas where more focus can be applied and we will endeavour to achieve that in 2016.

Unfortunately, I have to report that two SAMAA SMC members and one senior member recently reported me and our General Manager, Mr Bob Skinner, to the Aero Club executive for all kinds of non-compliance and misdemeanours. After consultation with the Aero Club Chairman and General Manager, certain corrective actions have been taken.

One of the accusations was that the SAMAA is not updating its Manual of Procedures in accordance with parts approved by the Recreational Aviation Administration of South Africa (RAASA) on our website. The irony is that the SAMAA is not in possession of these documents, as the very same person making the accusation was withholding it. I have on many occasions requested copies of the MOPs and never received it. Subsequently, the Aero Club requested the outstanding documents, since uploaded on our website.

What became very apparent during the consultation with the Aero Club and RAASA is the high level of complexity and irrelevance of some of the MOPs. The SAMAA Management Committee has been tasked to review and simplify it to be acceptable to a recreational organisation that does not require paperwork weighing more than the planes they fly, and actually be in-keeping with our Constitution and that of our National Regulatory Bodies. The Management Committee will also consult with members of Special Interest Groups, Club Chairmen, and active flying members during this process, as their input will be realistic and relevant.

On a very positive note, I would like to report that we have received four new nominations to the SAMAA Management Committee, and myself as the fifth. Being the exact number of members required as per the Constitution, the SAMAA will not embark on a voting election process. The nomination process that was followed was meticulously documented and submitted to our auditors for approval as called for by the Constitution. The auditors gave the process the thumbs-up and we will proceed with all the nominees.

As there are vacancies on the Management Committee created by the recent resignation of Mr Johan Sieling and Mr George Sly, the four newly-nominated members will be immediately co-opted to the Management Committee and ratified next year 31st March 2016 at the SAMAA Annual General Meeting.

I would like to welcome Messrs Pieter Frylinck, Boet Dennyschen, Daniel Ralefeta, and Johan Groenewald to the Committee and I look forward to working with you to take our organisation forward in the interests of the majority of our members. The SAMAA does not need "Class Captains" and "Head Prefects" who spend all their time criticising and wasting time of the Management Committee. All four nominees have a very sound and illustrious history in our hobby and carry the organisation's best interests at heart.

On Saturday 7 November 2015 I was privileged to attend the Aero Club Awards function that was hosted at the Zwartkop Museum. As this event is reported in detail elsewhere, I will not elaborate, but would like to congratulate all the SAMAA recipients for their hard work and dedication. It is wonderful to see that the SAMAA received almost fifty percent of the total National Colour Awards this year.

The SMC are in the process of recruiting an assistant to the General Manager of the SAMAA. Please circulate the call for CV's published in this newsletter to people who you believe might be interested and qualified for the position. Also, please take note of the office closure from 16 December 2015 to 10 January 2016. In case of an emergency Juanita and I can be contacted. Our details are on one of the last pages of this newsletter.

We recently saw a change in the MHSA structure take place. MHSA will be dissolved and be giving "birth" to three independent SIG's. There will be a F3C Helicopter Aerobatic SIG, F3N Helicopter Free Style and 3D SIG, and then our new and exciting FPV Drone Racing and multi-rotor SIG. I would like to welcome Ridwaan Ebrahim, interim chairman of the FPV SIG, and his fellow committee members.

Overall, I know that SAMAA has had a very good year. We have seen a tremendous increase in club events and fly-ins. I would like to thank all those who made the effort to arrange events and promote our sport during this year. I am aware of many events being planned for next year already and the calendar is filling up very quickly.

Financially, it also looks very healthy as we have under-spent on expenses



and over-performed on income. The current approved budget will be amended to align with our actual results, and any changes will be ratified at our March 2016 AGM.

One concern I have is the decrease in junior member numbers. It seems as if our younger children are no longer interested in aeromodelling. I have requested our General Manager to compile statistics in this regard and will publish them as soon as they are available. Maybe clubs and SIG's can try in the interim to put some focus on marketing aimed at juniors so that we can build a generation to follow.

I was invited to Kev Storie's farewell function on Friday 20 November 2015, at the Germiston Country Club. I awarded Kev with a SAMAA Certificate of Appreciation for all the work and effort he has done for and on behalf of the SAMAA over the last years. Thank you Kev, it has been a pleasure working with you! The chairmen of the Aero Club sections were introduced to Richard Becker, who will succeed Kev as GM of the Aero Club.



Pic by Athol Franz

I would like to thank all the SAMAA Club Chairmen, SIG Chairmen, and current SMC members for their dedication and hard work. I am aware that it is not always easy and pleasant, but I respect those who do it for the betterment of our organisation. Thank you, your efforts do not go unnoticed. Most importantly, I would like to thank all our loyal members who have supported SAMAA over the last year. Without you there would not be the wonderful organisation we have and the wonderful sport we participate in.

I wish everybody a blessed Merry Christmas and a very prosperous New Year. To all those who will be traveling on our roads, please be careful so that we can all return in 2016 and carry on enjoying our wonderful sport. Enjoy

## New Aero Club GM

Most people reading this article, I feel sure, were born, like me, with the aviation gene. This is a component of the human genetic make-up which renders us addicted to flying and overwhelmingly fascinated by any form of flying machine.

I inherited the gene from my father, who flew *Hurricanes* for SAAF's 1 Squadron in North Africa during WW2, and was killed in a flying accident 3 months before I was born. His brother flew *Sunderland* flying boats, so the gene seems to be firmly implanted in the family blood. My son also started flying as soon as he could afford it, although we flew models together, control line and radio controlled, long before that.

From a very young age I made all sorts of efforts to create 'flying machines' ranging from paper planes and kites to, eventually, control line models and a single channel non-proportional RC model powered by a Mills 1,3cc diesel engine. It flew away on its third flight and was never seen again. My interest in RC has remained and I still have a couple of models, but like everything else electronic the radio equipment has changed beyond recognition.

After qualifying as an electrical engineer in 1967 I saved up every penny I could and took myself off to AVEX at Rand Airport and earned a PPL. Some really interesting instructors helped me on my way, but one stood out and still influences my flying to this day. This is Chester Chandler, who always had really wise words to say about 'airmanship' and whose influence has probably stopped me from doing anything really stupid throughout my flying career.

I used my PPL in the first years of my career to fly to many sites for the projects my employer was doing around the country.

In 1968 I was introduced to gliding at the old Baragwanath by a family friend, and the bug bit hard. I have been gliding ever since, although sometimes not as intensively as I would have wished because of transfers to different parts of the country, family obligations and un-cooperative bank managers.

In 1991 I returned to Johannesburg and joined the Magalies Gliding Club, which has been my gliding home ever since. I was the chairman of the club for several years from 1994 and also spent several years as one of their instructors.

I have a share in a Janus, which is an oldish, but still, by today's standards, quite a high performing two seater and a Grob 109 TMG which I share with my son.

I look forward to my new challenge at the Aero Club, and to meeting many more of the tribe with the aviation gene, and hope to be able to help keep South African aviation active, competitive, and above all fun in these times of increasing bureaucracy and a fast-disappearing currency.



Richard Becker



# 2015 Aero Club Annual Awards



*Photos by Garth Calitz and Marietjie Skinner*

The 2015 Aero Club Annual Awards took place in Hangar 5 at the Swartkop AFB, on Saturday evening 7 November. On this occasion, SAMAA members who compete at world championship events, are recognised for their achievements, and honoured with the official award of their Protea Colours for participation in world championship events during 2015. The chairman of the Aero Club, Jeff Earle, presides over this function.

The SA Eagle trophy had been awarded to SAMAA members in 2013 and 2014, and this year it went to another SAMAA member, but not in the discipline of aeromodelling. Michel Leusch was part of the victorious full-size aerobatic team at the world championships in Mossel Bay.

The assembled guests were treated to an exhilarating private display by Lt Col Rama Iyer in the historic SAAF DH-115 Vampire. The skies were clear and it enabled him to do a display unencumbered by civil aviation rules, low and close. Military rules!

A very pleasant awards ceremony, with excellent catering, delivered to each table in a very efficient manner, bar prices that were extremely reasonable, and great ambience in the decorated hangar. Well done to the Aero Club staff and Marie Reddy for a superb event.

The SAMAA teams and individuals who received their Protea National Colours were:

- For the FAI F3K Hand-launched Glider World Championships in Ludbreg, Croatia: Junior team of Ilma Stockton (team manager), Tshepo Molefe, and Tiaan van Rooyen. Senior team of Zane Mannel (team manager), Craig Goodrum, Ivor Fletcher, and Alan Smith.
- For the FAI F3ARC Aerobatics World Championship in Dübendorf near Zurich, Switzerland: Matthys Botha (team manager), André Stockwell, Clinton Carter-Brown, Calvin Schroll, and Roston Dugmore (junior member, and defending world champion).
- For their participation in the FAI F3B Multi-Task Glider World Championship in Arnhem, the Netherlands: Ivor Fletcher (team manager), Craig Goodrum, Michelle, Goodrum, Alan Smith.
- And for their participation in the FAI F3C RC Aerobatic Helicopter World Championship near Klopeinsee, Austria: Cilliers van Niekerk (team manager), Arney Sieling, Bryan Currie.

Congratulations to all of you!



Craig and Michelle Goodrum.



André and Margaret Stockwell.



Marthinus and Nicky Potgieter.



Khomotso and Daniel Ralefeta.



Matthys Botha, Ilana Maree, Elisna Swart, and Calvin Schroll.



Roston Dugmore Snr and Roston Dugmore Jnr.



Tiaan van Rooyen and Caitlin de Kocks.



Ilma Stockton, Simon Tladi, Tshepo Molefe, and Michelle Goodrum.



Calvin Schroll and Aero Club chairman Jeff Earle.



Craig Goodrum receiving his national colours.



Tshepo Molefe and Ilma Stockton receiving their Protea Colours from Aero Club chairman, Jeff Earle.



Mariska and Bob Skinner, and Pieter van Rooyen.



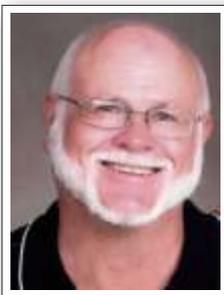
Bryan Currie.



Elaine Currie, Bronwyn Bentley, Bryan Currie.



Arney Sieling, Protea!



## From the office *Bob Skinner*

It is my wish that every SAMAA member, every club administrator, every dealer, and all of your family members enjoy a peaceful and relaxing Christmas, New Year, and holiday season. May all of you return safely from your journeys, with renewed energy to tackle the many challenges that 2016 may present you with, on the social, business and aeromodelling fronts.

I have had a particularly busy and difficult year, and I find it had just to park off and relax. There are always things to do (places to go, and people

to see, is the saying), and I think I need so R&R at the end of this year! That's in between the home alterations which are just starting.

The SAMAA management took a decision for the office to close, so that I can take some of the much accumulated leave (in the workplace, I think it is referred to a compliance leave). Anyway, the SAMAA office will be closed from Thursday morning 17th December 2015, to re-open on Monday morning 11th January 2016.

For those members making a renewal of membership, or if you may know of a new member joining the SAMAA, please make a copy of your POP (proof of payment) and keep this with you until your SAMAA card arrives in the post. What is post? Visit any museum, and you may see a preserved exhibit of a post office! What's a museum? Anyway, I've had to scan an e-mail many membership cards this year, since the usual method of delivery proved unreliable, or non-existent.

### Database, and ID number requirement

The SAMAA management has been made aware by the Aero Club that it is a definite requirement for our database to show an ID number for each member. Since an ID number is unique to every individual, it will avoid duplication, especially for members who also belong to other sections of the Aero Club. Obviously there will be exceptions...foreign nationals may produce a passport number. Every month there has to be a reconciliation of SAMAA members that have renewed or joined, and this information is integrated with the Aero Club database, for which ID numbers are required. So, use your log in, add your ID number, and check your e-mail address, telephone numbers, and postal address.

Since every SAMAA member is also an member of the Aero Club, each member will periodically receive an electronic newsletter from the Aero Club. If you do not wish to receive this newsletter, please communicate with the SAMAA office or with the Aero Club.

From 1 January, no membership renewal will be processed unless it is accompanied by an ID number for the member. This is the start of a process of an audit of our database. There have been many occasions where membership cards have been returned, and e-mail messages have been undelivered, because of incorrect and outdated database information. Every member is responsible to ensure that the SAMAA database has the latest, and correct contacts.

## ID number required for each SAMAA member

From 1 January 2016, it is a requirement for the SAMAA membership database to have an ID number for each member. Please log in, add your ID, and check other details. Or contact the SAMAA office.  
*Foreign nationals to supply passport no.*

### Annual General Meeting

An advert with the notice/agenda for the 2016 SAMAA AGM appears elsewhere in this issue. Date is **Thursday 31st March 2016**, at the SAMAA office at Denel Aviation in Bonaero Park, starting at 18:00. Please make an effort to attend...it is your association, and it is important for those who are within easy driving distance, to attend. Yes, I know that many of you do not wish to get involved in the affairs of the Association, and I can only appeal to you to come and spend 90 minutes at the AGM to show your support.

### Activity Calendar

I realise it is the end of the year, and club committees have probably not planned their diary of events for 2016. If clubs and SIGs could get their dates of events organised and coordinated, it will help members to plan ahead of which events they would like to attend. Safe flying.

## Staff vacancy at SAMAA office

Applications are invited from any person interested in applying for the position of Understudy and Assistant to the General Manager at SAMAA.

This position has become necessary due to the increase in the workload, and deals with the office administration and affairs of the SAMAA.

The work includes the control of the membership administration, ensuring accuracy of the membership database, processing of membership, club registrations, and proficiencies, queries, and numerous other aspects of work associated with the management and running of the SAMAA office.

Computer literacy and knowledge of office procedures is essential, and being at least familiar with model aircraft activities would be an advantage, but is not essential. Fluency in English & Afrikaans essential.

The term of this contract, and a reasonable remuneration package will be negotiated.

The closing date for applications **31 January 2016**.

Applicants must submit their applications, together with a comprehensive CV, in writing, to:

by post The Chairman, SAMAA  
PO Box 7116, Bonaero Park, 1622.  
by e-mail [samaa-admin@mwweb.co.za](mailto:samaa-admin@mwweb.co.za)  
by fax 086-607-8733

The SAMAA office will confirm receipt of your application.

## SAMAA office closed...

From Thursday 17 December 2015,  
to Friday 8 January 2016.

For emergency membership queries: Juanita Smith 083-630-8975  
For general SAMAA emergency queries: Marthinus Potgieter 082-377-6493

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# F3B World Championship



Ivor Fletcher

A small section of the start line, with teams, winches, and sighting devices. Low, thick clouds.

**Arnhem, the Netherlands. 27 July to 1 August 2015.**

The South African team was made up of three pilots namely Craig Goodrum, Michelle Goodrum, and Alan Smith who were selected from the combined National Championships/team trial event held in August 2014.

Craig and Michelle had flown in many previous F3B World Championships and this was the first international F3B event for Alan. The team was ably assisted by Tshepo Molefe who tirelessly helped move equipment (winches, batteries, spare line, and models), ran and retrieved lines, and assisted in whatever manner required.

The South African team did not compete in the Arnhem Open (warm-up event), as all team members were still in Ludbreg, Croatia, competing in the F3K World Championships. Incidentally, Tshepo came 4<sup>th</sup> in the F3K junior world championships, narrowly missing a podium spot only by two seconds. Tshepo has also qualified for the F3J senior SA team to compete in the world championships in 2016.

The team arrived in Arnhem the day before the World Championship event started, and only just managed to register all models in time for the start of the main event. Stress levels were high after flying for a full week in almost 40 degree heat in Croatia, compounded by the near-impossible task of moving F3B and F3K models on international flights from Zagreb in Croatia to Amsterdam, and then onto Arnhem in hired cars.

Delays in the flights did not help matters, and nerves were frayed on arrival at Arnhem Air Force base by late afternoon, before the championships started the next day at 8am sharp. A team meeting was held at 6am the next morning, after a good sleep, where we all agreed that cool heads were required to fly in this event and we all took deep breaths, put all the past tensions behind us, and were raring to go.



Mathew and Michelle trying to get some rest through all the flight delays.



Ivor and Tshepo in the jam-packed tent on the competition site. It provided welcome relief when the rain made it unbearable. (How does one tell the difference between summer and winter in Holland... the temperature of the rain!)

The first three days of the World Champs were held in rough conditions. Heavy intermittent rain periods, 20-knot winds shifting 90 degrees, and some heavy gusts in between. The start, stop, on, off conditions were exhausting, as equipment had to be covered up and moved on a regular basis, and contestants were continuously wet throughout the process.

There was a lot of early carnage here for the entire field, several models exploding on launch, safety line penalties, lost laps in distance, including a few spectacular mid-air collisions, and lost models in duration tasks in the forest a long way downwind. Nonetheless, we all pushed through regardless without any complaining, and eventually managed to fly six rounds. Each round is made up of three tasks, being distance, duration, and speed (flown in different order). Only one model can be used in a round, so if a model is damaged in a task, it has to be repaired in order to be flown in the remaining tasks of that round. We had only one major incident where Alan's model was badly damaged, but with Craig's experience in building models, the team just managed to get it flying for the remaining speed task in that round. Fortunately, there were some weather breaks in between which gave Craig a bit of extra time for the repair, which included a complete break of the wing amongst other damage.



Michelle and Ivor in a cheerful mood, in spite of adverse weather conditions.



Michelle and Craig awaiting the CDs call for the start of working time.



F3B requires maximum team effort...Alan flying, Craig calling the turns, Michelle timing.



Michelle looking relaxed during one of her rounds of the duration task.



F3B flying is hard work...winch line requires replacement, often!

The speed task comprises a winch-launch, which in itself puts enormous stress on the model, and we held our breaths as Alan's model somehow survived this. There is then a one-minute period where one can search for good air to gain height and then a dive into the four 150-metre laps (includes three 180-degree turns) and then over the finishing line, where 18-second runs are applauded. Alan managed just over 20 seconds having to nurse the slightly-suspect, newly-repaired model through the enormous stresses of the turns. An incredible feat and team effort considering the repair required.

The top speed for this year's championships was an incredible 12.32 seconds by Naoto Sakurai from Japan, which created much excitement and a lot of picture-taking.

The team members all had to fly conservatively in the bad weather to make it through the rounds without too much damage to the models or the scores. A fine balancing act. It was also common for planes to be circling in different parts of the sky, some climbing, some maintaining and some losing height if a light thermal was not found. Very difficult conditions all in all.

Duration went well for all three SA pilots, scoring 990's and a few 1000-pointers. We scored in the 800's for the distance tasks, and in the 700's to 800's in the speed tasks. The lower scores in these tasks were mainly due to lower launch heights, using rented winches and batteries, and our models being slightly sub-spec compared to the European teams who obtain large amounts of funding and sponsorship.

The eventual results out of 57 pilots are shown below right. Four Germans in the top 10, and only 1 pilot (USA) not from Europe in the top 10. This is probably because of the high level of continuous competition with the Eurotour in Europe throughout the year in this discipline, the ease of logistics for them, as well as the enormous financial support they get, enabling them to compete with new equipment and assisted with large teams of helpers, including specialist technicians at the event.

The South African pilots did fairly well under the circumstances: Craig Goodrum 34<sup>th</sup> with 13 464 points, Michelle Goodrum 41<sup>st</sup> with 13 038 points, and Alan Smith 48<sup>th</sup> with 12 850 points.

The South African team acquitted itself very well and was very popular with the other contestants from around the world. There was a lot of interaction with other teams during all the rain delays, and the South Africans represented their country with honour and pride at all times.

The highlight of the championships was the final speed runs on the last day of the competition where the order was reversed, with the highest-ranked pilots to fly last. The Herring brothers were lying first and second and Andreas had to fly second last as he was a few points short of his brother Martin. This meant that their speed runs would decide who was the world champion for 2015, Andreas having won the previous championship. The tension and excitement was incredible. Andreas flew a perfect 15-seconds which on the day was the fastest time so far. Martin was to fly next and to everyone's surprise, was assisted at the winch by the South Africans. No one knew that Martin had asked Craig and Tshupo to assist at the winch, instead of his German team mates, in this, the deciding flight. Martin was given an extra three minutes to prepare the German winches, as Andreas had just used these, and everyone watched with amazement as the tension built by the second whilst Craig and Tshupo ensured the equipment was prepared correctly. Craig was leaning back as far as he could holding Martin's model to create maximum tension on the line, when a flock of birds appeared circling in a nice thermal above the winch lines. The launch was perfect, Martin thermalled for more height, and flew a perfect 13-second speed run to become the F3B World Champion for the third time.

What an incredible ending to a difficult, hard-fought championship, the South Africans heads held high.

Many thanks to Juanita Smith, secretary of the Model Gliding Association for ably assisting with the enormous amount of admin that goes into the planning, co-ordination, and organizing of a world championship team.



Camp South Africa. Tarpaulin and umbrella at the ready, in anticipation of another rain spell.



F3B is a team activity...Craig timing and calling, Michelle and Ivor sighting, and poor Alan has to process all this information!



Alan making his way out to the launch area with the repaired F3B glider.



Craig preparing to launch.



"Mich...whatever lift there is, it's over here".



That's how you launch an F3B aeriel!



Michelle getting guidance from Craig, Ivor timing.

Michelle helping Alan through a duration task. Tongue is employed as a thermal sensor!



Abbreviated results.			
2015 FAI World Championship for Model Gliders (Multi-task F3B)			
Pos.	Name	Nation	Total
1.	Martin HERRIG	GER	14810,3
2.	Andreas HERRIG	GER	14672,2
3.	Andreas BÖHLEN	SUI	14428,3
4.	Kyle PAULSEN	USA	14307,6
5.	Thomas DYLLA	GER	14264,3
6.	Denis DUCHESNE	BEL	14216,7
7.	Andreas KUNZ	GER	14183,2
8.	Pasi VAISANEN	SWE	14170,2
9.	Hans ROSSMAN	BEL	14135,9
10.	Joakim STAHL	SWE	14132,4
34.	Craig GOODRUM	RSA	13464,4
41.	Michelle GOODRUM	RSA	13038,2
48.	Alan SMITH	RSA	12850,9

Team results		
1. GER	2. SUI	3. SWE
4. BEL	5. CZE	6. USA
7. ITA	8. AUT	9. FRA
10. NED	11. DEN	12. AUS
13. RUS	14. JPN	15. RSA

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The image shows a fan-shaped arrangement of wooden strips for the woodpack and a yellow plan sheet. Below, a photograph of the completed Dewoitine D510 biplane in flight against a blue sky with clouds.

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The image shows a fan-shaped arrangement of wooden strips for the woodpack and a yellow plan sheet. Below, a photograph of a dark-colored DH87B Hornet Moth model airplane on a grey surface.

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**WP3592**  
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# Hessequa Fly-in Riversdal



Stoffel Giliomee

John Bowles se A-10 Warthog in volle landingsmodus. Foto deur Clinton Basson.

Hessequa Modelvlieërs het die naweek van 30, 31 Oktober en Sondag, 1 November na 'n drie-jaar stilte weer 'n Fly-In gehuisves. Die inisiatief vir die byeenkoms het ontstaan by die manne van Micton Hobbies, Somerset-wes. Hulle het aangevoer dat daar soveel lede is wat 'n behoefte het om hul groter modelle, ingesluit Jets te kan vlieg sonder ophou. Dit is dan ook presies wat die munisipale vliegveld van Riversdal dan bied vir elke modelvlieër. Die volgrootte aanloopbaan van 900m leen hom goed daarna uit. Die klub bestaan al meer as 14 jaar, alhoewel die naam, Hessequa Modelvlieërs eers in 2006 geregistreer is, en ook amptelik op SAMAA se lys van registreerde bane aangeteken is.

Die bymeekaarkom van verskeie klubs op Riversdal was dan ook vir die klub 'n geleentheid om die nuwe lede van die afgelope twee jaar blootstelling te bied ten opsigte van 'n groter verskeidenheid vliegtuie en ook ander mede modelvlieërs te ontmoet.

Hessequa Modelvlieërs was aangenaam verras om ook deur Ludwig Steyn besoek te word. Met hom teenwoordig, kon daar ook aan "Proficiency Test for Fixed-wing Powered Models" aandag gegee word. Twee lede van die klub het aanbeweeg met hul toetse. Ian Leyland na "Gold" en Stoffel Giliomee na "SAMAA Instructor". Hierdie vlakke beteken dat die lede van die klub nou almal kan aanbeweeg en sodoende vaardigheid ontwikkel en ook ander klubs gaan besoek.

Ten spyte van 'n swak weervoorspelling, het die vlieërs van sover as Langebaan en besoekers van Humansdorp opgedaag. Dit gee ons 'n radius van nie minder as 450km ver nie. Die weskus manne het vroeg Vrydag alreeds opgedaag en dus die ander ver oortref wat vliegtyd en ook kuiertyd aanbetref. Daar is dan ook met sonder dadelik begin met "nightflying" terwyl die vure in die agtergrond knetter.

Saterdag was oorwegend die dag waar daar die meeste gevlieg is. Met ligdag is daar al begin en tot sonder aangehou. Die Riversdal toeskouers wat vinnig vermeerder het soos wat die nuus versprei het gaande die byeenkoms, het 'n vertoning ontvang wat ongekend is in die Suid-westelike Distrikte. Daar is met groot belangstelling navraag gedoen rondom "RC Aviation". Die oudste toeskouer van so 71 jaar oud het vir die eerste keer in sy lewe 'n modelvliegtuig gesien, wat nog te sê van gehoor. Hy kon nie uitgepraat raak nie. Die vlieërs het vir groot opwindning gesorg en gereeld is hulle aangemoedig met 'n harde applous vanaf die toeskouers.

Die oorwegende terugvoering was dat die naweek 'n sukses was en dat dit weer moet gebeur. Die aanloopbaan, die ligging, asook 'n plattelandse gasvryheid is verseker 'n kombinasie wat elke modelvlieër sal laat ontspan en ook vir die wat vasgevang word in aanhoudende stadsdruk.

Hessequa Model Vlieërs wil graag die volgende bedank: Micton Hobbies vir die inisiatief, Die klubs wat verteenwoordig was, borge vir die bemaking van die byeenkoms – Forum (plaaslike koerant), 3@1 Print van plakkate en "Flyers" in dorp, Huis Wallece Anderson Computer Designs ontwerp en uitleg, Spur – vir verversings, alle klub lede van Hessequa Modelvlieërs vir die harde werk voor en tydens die byeenkoms, die plaaslike munisipaliteit vir hul bydrae tot 'n netjies en skoon omgewing waarin die byeenkoms kon plaasvind, asook die Brandweer en Nood-beskermings eenheid van Hessequa streek.



Die pragtige L-39 Albatross, nou in Gareth Roberts se hande, is weer diensbaar! Clinton Basson foto.



Gareth Roberts se ASH26 6m glider.



Gareth en Justin Roberts maak die glider gereed.



Dave Allem se PZL Wilga "tug plane".



Xxxxxxx x xxx xxxxxxxx x xxxxx xxxxx.



Riversdal se inwoners skrik nie vir koud en nat nie. Hulle het die fly-in ondersteun, en die naweek baie geniet.



Nuwe begrip vir die idee van poo-in-motion!



Johan Kriel (Weskus) se groot Ultimate, 170cc.



Kinniebaas Truter se AMR 402B cropduster kit, gebou deur Micton Hobbies. Foto Clinton Basson.



Phillip Lewis, Stoffel Giliomee, Ian Layland, en Ludwig Steyn.



Johan Kriel se F-18, 14kg Kingtech turbine-motor.

## Greg Casson Memorial Jet Weekend



Boet Denysschen

Corrie Coetzee's F-22 Raptor on landing.

Jets-R-Us organised and hosted the 5<sup>th</sup> Greg Casson Memorial Jet Weekend fly-in on the weekend of 6<sup>th</sup>- 8<sup>th</sup> November. The event was held this year at the military base at Jan Kempdorp on the border of the Northern Cape and North West. Greg was a dear friend to many and was held in high regard for his many years of knowledge in the model fraternity. He was dedicated to helping anyone and everyone and would part with his knowledge very easily. Five years have passed and our industry has felt the loss of this great mind and wealth of knowledge.

The runway is completely suitable for jet flying, +-3km long by 40m wide with a big tar taxiway for parking aircraft and trailers. A large group of pilots left early Thursday morning to make the best of the long flying weekend.

On arrival we were met and welcomed by Oom Boet Neethling from the local flying club. All started unpacking and assembling and it was not long before the first jet took to the skies. It was fairly hot but thankfully the slight breeze kept us cool and was directly on the runway. We ended flying at around 19h00. Trailers were packed and aircraft were left at the field and looked after by a local security company.

Accommodation is plentiful throughout the town, all bed and breakfast, as well as the Jan Kempdorp Hotel. The town folk were found to be very friendly and helpful. All departed to the Border Hotel for a supper and a few refreshments.

Flying started at 06h00 every morning, with some making full use of every available gap to have a flight. A few more pilots arrived during the day. We welcomed two new jet pilots, Stan Fincham and Craig Robinson to their first jet event. Both had two new jets that needed test flying, after a few minor adjustments and modifications both were fairly well sorted. Friday evening we held a bring-'n-braai at the local club's clubhouse at the field which was attended by most of the pilots, family, friends, and helpers.

Saturday flying started early once again with a few more pilots arriving during the morning. A bit of a dampener to the morning's flying was with Wynand Swart having some radio setup issues on his *Dolphin* which led to a crash and a total write-off, but luckily there was no serious fire. A mobile water tanker (fire fighter) was organised to be on standby should a crash turn nasty and cause a fire. Late Saturday afternoon, a storm started brewing as well as a very large fire on a neighboring farm, so the water tanker was removed as it was needed to fight that fire. Packing up and securing aircraft had to be done in a hurry as it started raining. A flat bed trailer was used to transport some aircraft to and from the hangar as it is quite a distance away.

Saturday evening we were treated to a braai/supper at the local golf club. This was attended by all, and everyone had a great time going over the events of the day.

Sunday morning we were once again met with a beautiful day but this time without wind which made the heat very uncomfortable. A large number of pilots departed early on Sunday, with some burning some more kerosene. Kevin Geach had a mishap on his maiden flight of his *Viper* when the turbine controller misbehaved and the pump would not shut down and set the plane alight in mid-air. Fortunately it happened in a spot where he could land close to himself on the runway and the fire could be extinguished, the plane was severely damaged in the process.

A special thanks to all the pilots, helpers, family, and friends who took the effort to attend the weekend, as well as all who were involved and helped with organising, sponsoring, towing trailers, etc.

Just a few statistics:

- 27 pilots plus Marius Lensing attended
- 44 people attended the Saturday evening supper
- 46 aircraft



Davon Lambrecht's Aermacchi MB 339 after one of its successful flights. Good, solid performer.



The Boomerang Elan of Dean Jakins.

Dieter Lettau burnt over 50 litres of paraffin flying his *MB339* and *Boomerang Elan* over the four days. Dieter is one of those pilots who can never get enough. Dean tried to give him a go to clock more flights but did not succeed. Stan Fincham, a new jet pilot, maidenized a *Eurosport* and Craig Robinson maidenized his *Avanti*. James Allison did his first jet landing with his *F16*; this has given him inspiration as it has been long overdue to attempt. Jan van Soest did his first take-off on his new *Eurosport* but chickened out on attempting a landing. He said he will rather stick to landing his *Boomerang* for now. Flippie Vilonel flew his new *Futura* which was painted in the Audi colour scheme as seen in magazines worldwide. He is still a bit cautious of the aircraft, but has nothing to fear as it is an awesome flying aircraft. Corrie discovered what happens when you drain fuel from a tank of which the overflow is blocked, this upset his weekend as he could not do the long overdue test flight on his new *F16*. Better luck next time Corrie.

Marius Lensing, the 28<sup>th</sup> pilot, had a misfortune when he did not hear the motor cut on his *Futura* and did a not too successful landing on the runway, causing some damage to his aircraft.



F-22 Raptor by Corrie.



Dieter Lettau's MB 339 on one of its many flights.



Feibao Mirage 2000 of Johan Powell.

A special thanks to Chris and Elaine for sponsoring the caps for the weekend. A special mention to the Polokwane guys travelling with Johan van der Merwe to come as bystanders to watch and learn as they are keen to start flying jets: Ingo Hiesterman, Marius Thiar, and Johan Bornman. Phillip Lewis, the chairman of LOMAC (Lowveld MAC) made a detour to come and have a look and say hello. He was on his way from Stilbaai to Nelspruit returning from holiday.

And then, an extra special mention that the F5 of Oloff Schoeman finally flew after five years. Those who have attended previous events will recall how Oloff did nothing but build, build, build, and build. Hopefully the next project won't take as long.....but who knows with Oloff!



Pierre Fouche's BAC167 Strikemaster is a favourite at jet events. Flies well.



Two identical Eurosport jets, by Stan Fincham and Jan van Soest.



Saturday line-up on the vast pit area of the Jan Kempdorp ex-military airstrip.



MiG 29 Fulcrum in Russian Knights colour scheme, by André Strydom of Sasolburg.



Living proof that Oloff's F5 Tiger really did fly.



Here is proof of Oloff Schoeman's five-year project of the F5 Tiger fighter! Flew too! Armandt helping.

# Area 51 Fly-in



**Boet Denysschen**

Colourful Eurosport of Boet Denysschen during a fly-by.

Area 51 Club is a fairly new club based on the outskirts of Polokwane. The management arranged a fly-in and asked Oom Noel Booysen to organise a few pilots from Gauteng to bring a selection of aircraft that are perhaps not often seen in that part of the country.

Russell van der Westhuizen took his pylon racer, Danie Potgieter took his biplane F3A Aerobatic plane, *Hera-S*, plus his electric *Pilatus*, and *PT-19* control line aerie. Boet took his *Eurosport* jet and *Liewe Heksie*. Riaan Labuschagne took a *Hangar 9 Beast* and Rudolf du Toit took a large *Extra*, a *Bellanca Decathlon*, and a *K8* glider. We drove up on Friday afternoon, stopped over at the field to say hello to the local pilots. Then went to our awesome accommodation to wash up and go out for supper.

Saturday everyone arrived early at the field and after a short pilot's briefing, it was time to have fun and do what we were asked to do and that is to have fun and fly, fly, fly. Quite a large number of the locals joined in flying all types of aircraft. The crowd of spectators was not that great but nevertheless they were entertained throughout the day. One of the locals was selling refreshments which was very welcoming as it was very hot and dry.

Rudolf du Toit wowed the crowds with his 3D flying and precision aerobatics with both his aircraft. He is a very skilled pilot and had the crowd gasping at some of his manoeuvres.



Rudolf du Toit (Spacey) doing some low-level aerobatics with the Extra 300, and prepping the Decathlon for some glider tugging.

Russell and Boet thrilled the crowd with their pylon racers as well as the delta which was clocked doing speeds of 200-265km/h. Boet made use of a pilot RC trainer aircraft to tow a SA flag behind the plane. Danie's precision flying with the F3A aerobatic aircraft as well as the *Pilatus* was great to watch, as well as his extremely low fly-by passes. His display with the control line aircraft took a lot of pilots back to their young days of starting to fly with the old well known Cox *PT19* control line trainer. Johan van der Merwe flew a large *Stik*; now, we have all seen various sizes of the well known old *Stik*, but this was by far the biggest I have ever seen, as it was powered by a DLE222 4-cylinder petrol motor. Ingo and Boet both wowed the crowd by flying turbine-powered jets. And not to forget the old faithful and popular *Liewe Heksie* which has flown at so many events throughout the country.



Run Forrest, run! Danie Potgieter having to do the heave-ho of *Liewe Heksie*, Boet at the controls.



Aero-towing, with Spacey's Decathlon doing the tug work of his K8 glider.



Business-end of the big *Stik*...DLE 222! Belongs to Johan van der Merwe.



Here is the comparative size of the huge *Stik*. It is ironic though, that once airborne, the big size of the *Stik* is lost, if there are no other aircraft in the sky.



One day Fernando, she will out-fly you!



Helicopter by Charl Vermeulen.



Danie Potgieter did some precision aerobatics with his *Hera-S* contra-rotating drive bi-plane.

At sunset all planes were packed away and all congregated at the braai area where all were treated to a good braai with lots of laughter the good old South African way.

The club is very well laid out with a good tar runway plus a shorter cross runway. The pit/startup area is all paved. There are large covered areas with sheet metal as well as shade net for aircraft and pilots to park under. There is also a shade area for the public on the other side.

A special thanks from all invited pilots to all members of the Area 51 for their hospitality and friendship and for putting us up for two days. We made a lot of new friends and will certainly be back in years to come.

PS. I hope the rains will come, so you can plant the grass around the runway which will make your club a top-class venue. Well done guys!



Danie Potgieter's *Pilatus PC-21* knows only one routine...low flying!

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GCT Blades  
GS Models  
GT Models  
Hacker Motors  
Haoye  
HiTec  
JetCat  
Jetti Models  
Joysway  
KingTech  
Lanyu  
Magnum  
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# 23-27 April 2016



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More information from  
Herman Weber - 082-453-8551  
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Bulletin 1 available soon,  
from the SAMAA office, or from your SIG chairman.  
Full details of accommodation options listed.

# 2015 FAI F3K World Championships



Ilma Stockton

Tshepo Molefe giving it all he's got; even dispensed with footwear to get a better grip on mother earth!



Big poster in the town square advertised the championship to the locals.

## FAI F3K Hand-launch Glider World Championships. Ludbreg, Croatia. 17 – 26 July 2015

South Africa sent two teams to this championship: a Senior team of Alan Smith, Craig Goodrum, Ivor Fletcher, with Zane Mannell as team manager. The Junior team consisted of Tiaan van Rooyen, Tshepo Molefe, and Ilma Stockton as team manager. Michelle Goodrum was also an official helper and did her share of calling.

The teams left on different days, and eventually all met in Ludbreg on Thursday, 16 July. Alan, Ivor, and Tshepo were the first to arrive in Ludbreg on Wednesday. They found that no provision was made for tents for the teams. They spent much of Thursday running around looking for tents or shade nets. They managed to find two gazebo's which ended up being a life saver. Average temperatures for the week to follow was around 35 degrees, since most of Europe was in the grip of a heat wave. The teams spent the rest of Thursday putting their planes together and doing a few test flights getting ready for the pre-comp starting on Friday.

Alan, Craig, Ivor, Michelle, Tiaan, and Tshepo all took part in the pre-comp, and there was a total of 124 entrants in the Fizir Cup. Unfortunately, two of Tshepo's models were damaged and he had to use one of his old gliders for the pre-comp to ensure that his top models were available for the main competition. All the pilots used the pre-comp Fizir Cup to good advantage to acclimatise and get a good feeling of the conditions.

In the pre-comp, Craig ended 4<sup>th</sup>, Tiaan 9<sup>th</sup>, Alan 57<sup>th</sup>, Tshepo 96<sup>th</sup>, Ivor 98<sup>th</sup>, and Michelle 106<sup>th</sup>. There was a fly-off between Alex Hewson (NZL) and Paolo Rota (ITA), with Paolo winning the two-task fly-off. Richard Swindells of the United Kingdom ended third.

Tiaan was the first-placed junior, and Michelle won the ladies section. Michelle also managed two 1000 scores! Well done to someone who throws like a girl.

Friday night was the team manager's meeting which ended up with a 45 minute discussion on the rules around the "Poker" challenge. In the end, nothing had changed. One minor local rule change instituted by the FAI jury and the contest management was also tabled and accepted by all, relating to models being touched by the helper.



Tshepo Molefe and Tiaan van Rooyen living it up in their Ludbreg hotel.

In the meantime, we discovered that Ludbreg was the centre of the universe, a very quiet centre at that. The typical Croatian town itself is very small and the people are extremely hardworking. The organising team that put the championship together spent many hours preparing a new field, which six months previously was still a small forest. Well done to Siniša Križan and Filip Geci and their team of helpers. Although the field was not perfect, it was more than good enough to host this competition. The organisation could really not be faulted and everything was ready for the competitors, and the ready box and flight lines were run professionally. I think in the whole competition, only two re-flights were needed.

Sunday brought about the opening ceremony with a walk from the flying field to the centre of town where we were also treated to some local culture and folklore. Monday morning the competition started at 09:00 sharp and everyone did their best and got into the competition.

At the end of Friday, Craig and Tshepo made it into the fly-offs, with Tiaan missing out on the top 8 by just 24 points. Wednesday afternoon was not kind to Tiaan; two rounds of horrible flying conditions put him out of the running, even if there was still a slim chance. Tshepo had scored a 1000-point round just before lunch. Tiaan's make-or-break flight on Thursday morning simply did not go his way, and ended his chances of placing higher.

Saturday was the fly-off, and the pilots who made it through were:

Seniors	Juniors
1. Alex Hewson (NZL)	1. Dillon Graves (USA)
2. Joe Wurts (NZL)	2. Matthias Freitag (GER)
3. Anthony Rotteleur (FRA)	3. Tshepo Molefe (RSA)
4. Bruno Pavani (BRA)	4. Oleksandr Pomogaev (UKR)
5. Kevin Brotherway (NZL)	5. Max Finke (GER)
6. Hermann Hause (AUT)	6. Franziskus Muschler (GER)
7. Hakan Sjoberg (SWE)	7. Cedric Duss (SWI)
8. Cedric Duss (SWI)	8. Anton Pitelguzov (UKR)
9. Craig Goodrum (RSA)	
10. Ricardas Siumbrys (LIT)	
11. Richard Swindells (GBR)	
12. Charles Morris (USA)	

The 12 senior and eight junior finals competitors would all fly 10 tasks in the fly-off: Poker, 3:20 x3, 1,2,3,4min, 3 x 3:00 and 5 x 2min.

In the first task, both Craig Goodrum and Joe Wurtz scored zero's which effectively ended their chances.

So the final results were:

Seniors		Juniors	
1. Alex Hewson (NZL)	2. Anthony Rottleur (FRA)	1. Dillon Graves (USA)	2. Cedric Duss (SUI)
3. Hermann Hauss (AUT)	4. Richard Swindells (GBR)	3. Oleksandr Pomogaev (UKR)	4. Tshepo Molefe (RSA)
5. Charles Morris (USA)	6. Ricardas Siumbrys (LIT)	5. Franziskus Muschler (GER)	6. Max Finke (GER)
7. Joe Wurtz (NZL)	8. Cedric Duss (SUI)	7. Anton Pitelguzov (UKR)	8. Mathias Freitag (GER)
9. Bruno Pavani (BRA)	10. Hakan Sjoberg (SWE)	9. Tiaan van Rooyen (RSA)	
11. Kevin Brotherway (NZL)			
12. Craig Goodrum (RSA)			
45. Alan Smith (RSA)			
76. Ivor Fletcher (RSA)			

Team results, Senior teams		Junior teams	
1. New Zealand	2. Switzerland	1. Germany	2. Ukraine
3. Sweden	4. Brazil	3. USA	4. Lithuania
5. Ukraine	16. South Africa	5. Austria	6. Russia
		7. South Africa	



Happy group of South Africans: Alan Smith, and Michelle and Craig Goodrum at the back, with Tshepo Molefe and Tiaan van Rooyen in front.

All in all, both South African teams did their best and proved that we are not far off the mark as far as F3K goes.

Saturday night was spent packing boxes and getting ready for the banquet. Lots of food and drink was available at the banquet so no-one could complain. The banquet brought a fitting end to a well run and well organised event with great sportsmanship shown all round and many old friends were reunited, and new friends were made. Well done to all.



Impossible! Joe Wurtz with shoes?



The very successful New Zealand Snipe.



Craig showing real emotion with this launch.



Alan timing, Ivor flying.



Success for the New Zealand team, after a silver medal in 2013. Team of Switzerland in 2nd place, with Sweden taking the FAI Bronze medals for third.



How smart is this for team dress! The teams from the USA always stand out at FAI events.



Juniors: Dillon Graves (USA, Gold), Cedric Duss (Switzerland, 2nd), Oleksandr Pomogaev (UKR).



Tiaan van Rooyen with the trophy for winning the junior class of the Fizz Cup.



On-field briefing for competitors and team managers.

## SAMAA Annual General Meeting



**Thursday 31 March 2016**

at the SAMAA offices, Building R4, Denel Technical Academy  
131 Atlas Road, Bonaero Park, Kempton Park. 18:00

### AGENDA

1. Welcome.
2. Apologies. Attendance.
3. Agenda additions.
4. Minutes of 2015 AGM. Corrections and acceptance.
5. Matters arising from these minutes.
6. Chairman's Report.
7. Treasurer's Report. Budget.
8. General Manager's Report.
9. Election of office bearers
10. General.
11. Closing.

Note: Any member wishing to raise any matter at the AGM under item 10, is required to submit notice of this to the chairperson, at least seven days before the meeting, especially if documentation is required.

More information is available from the SAMAA office, 011-973-3679, or [samaa-admin@mweb.co.za](mailto:samaa-admin@mweb.co.za), or from the SAMAA chairman, details on the list of committee members, near the end of the newsletter.

**Please support the AGM**

The SAMAA is **your** association!



## The SAMAA Activity Calendar

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](mailto:samaa-admin@mweb.co.za)

Date	Club/Site	Event	Contact	Telephone
December 2015	4	Area 51	Pieter Bornman	082-325-5430
	5	Barnstormers	Shaun Butler	083-448-4361
	6	Gauteng TBA	Herman Weber	082-453-8551
	6	Tygerberg MFC	Aubrey Smith	061-451-0245
	6	Henley MA	Bruce Judd	082-300-3478
	12-13	Gauteng TBA	Herman Weber	082-453-8551
	13	Lowveld MAC	Phillip Lewis	082-727-8425
Jan	16	Peninsula RF	Francois Viljoen	082-955-0458
	20	Barnstormers	Colin Matthyssen	082-697-5019
	17	SAMAA Office	Bob Skinner	083-283-1681
Feb 2016	11	SAMAA Office	Bob Skinner	083-283-1681
	24	Benoni RF	Colin Matthyssen	082-679-5019
	30-31	TOSS	Schalk Human	082-572-6390
Mar	7	Barnstormers	Gavin Walton	083-408-4296
	27	Pretoria RF	Hennie Deetlefs	082-555-0303
	27	Pretoria RF	Etienne du Preez	084-922-3298
	28	JOMAC	Colin Matthyssen	082-679-5019
Apr	23-27	PC Pelsers KDP	Bob Skinner	011-973-3679
	24	Barnstormers	Colin Matthyssen	082-679-5019
May	30-2	Walker Bay RF	Canzius Kleyn	082-783-9250
	22	Benoni Radio FI	Colin Matthyssen	082-679-5019
Jun	26	Pretoria Radio FI	Colin Matthyssen	082-679-5019
	24	Rand MAC	Colin Matthyssen	082-679-5019
Jul	28	Barnstormers	Colin Matthyssen	082-679-5019
	25	Benoni RF	Colin Matthyssen	082-679-5019
Aug	4-8	Springbok	vZyl Koegelenberg	083-659-4281

## National RC Speed Testing

Van Zyl Koegelenberg

The first ever National Speed Testing for RC pilots was held at NASAFI 2105 in Springbok during their recent event at the end of October.



RC Speed Testing started within Club Aerobatics more than a year ago with the support of André van Huyssteen. At NASAFI we saw 20 entries with pilots bringing anything that looked fast. Some of the craft did not make it into the competition and all learned that it is not only about being fast. The required skillset must include serious control whilst doing the 4 legs at maximum speed. The power train or power sources must be top notch to survive 4 legs. Being Nasafi with tough conditions, the guys really had to work hard against a heat wave at the time and strong winds.

We saw Jan Fourie doing 191km/h in one leg with his new *Sundowner*, but from the very first day it was Peter Rossouw that showed off. His *Gauji R5* was leading from the first flight. While others tried to merely improve on their own previous flights, Peter maintained the lead over the three days and took the R3000 price as the first RC Speed testing winner at 224.21 km/h. Well done *Angry Bird!*



Peter Rossouw is the first winner of the National RC Speed Testing.

# 23-27 April 2016

# Combined Power NATIONALS!

PC Pelsers Airport, Klerksdorp

- Control Line
- Pylon Racing
- Large Scale Aerobatics
- Fun Fly
- Multi-rotor FPV racing
- Precision Aerobatics
- Helicopters
- Jets
- Scale

The 2016 Combined SAMAA Power Nationals is open for participation to all paid-up SAMAA members (specific SIG membership waived for Nats). Large areas available for simultaneous flying of several disciplines. All flying in prime locations...no disciplines hidden away. Sharing of judges/officials. Catering on site. Practice flying at Klerksdorp Radio Flyers. Plenty of shelter, camping, and accommodation in town. Camping also at KRF. More details available soon!

## Be part of the great Nats!

**More information from**  
Herman Weber - 082-453-8551  
Bob Skinner - 011-973-3679

Bulletin 1 available soon, from the SAMAA office, or from your SIG chairman. Full details of accommodation options listed.



## On being a chairman of an RC model aircraft flying club

Claude MacKrell

If you are privileged to have the position of chairman of a radio control model aircraft club, one should consider the following points. These may differ from club to club, as there are specialist clubs as well as general model aviation flying clubs.

The first and foremost word of advice is that one has to have a vision for the Club. Answer the following question: where will OUR club be in 5 years time?

You have to be clear in your mind about this, and the answer has to be realistic, and have the consensus of the members.

Be careful when choosing a chairman; choosing him because he is the only idiot (in your eyes) stupid enough to want to do the job, is a very bad situation. This only shows that the members of the club don't have the club affairs at heart; they expect to have a great time at the club, with no effort from themselves... remember your time at the club are the hours that you look forward to each week, and that you can't wait for the weekend to come so that you can do what you like most... fly, and then fly some more, until you have had your fill, then comes the braai. How wonderful that is! Remember that if you have no go-getters, or an active executive in the club, this won't happen.

Before you were the chairman, you had no reason to make any decisions with regards to club matters; you only had **opinions** that were of no consequence to anybody other than you, and those that just give you lip service. Now, on being the chairman, it's different. You make decisions and choose directions that affect the whole club. Knowing that all the members will not be happy with every single action you take, even if it was put to a vote and goes against their wishes, little resentments creep in, and these are the little sores that fester over time. Suddenly you not Mr Popular, you are now Mr "know it all"...Mr "I have a chip on my shoulder", or "Mr. Ars\*\*le"...you get my drift. Something that started out as you wanting to do good, spending your free time taking the club matter's to heart, now gets you into this quagmire...not a nice place. People that were your friends are now sworn enemies...not good me thinks. But at this point I cannot offer advice on how to avoid this...so please help. Send in your suggestions that can be used to solve his problem...this scenario has played itself out in more clubs than you wish to know.

Now remember, that there are many good and highly productive chairmen, but they are not gods, they sometimes get it wrong. Please be careful not to condemn the chairman over a single issue and not see all the good that he has done for the club...we are all human. If there is a chairman that pleases everyone, then he will be declared the god of gods of aeromodelling, sadly no one has yet claimed this title.

Now before you assume that your chairman does nothing, or is an "Ars\*\*le" in your opinion, offer your time to do a year on the executive of the club, then you will understand what goes on behind the scenes...it's not as easy as we all think. Remember, it's your club, be a part of the solution, not the problem.

### Types of chairmen

1. The "lets-carry-on-as-we-always-have type"...no progress in any particular direction, just keeps on "same old-same old". With this chairman the club is stagnant.
2. The chairman that has a very big ego and does not do anything other than polish his own ego - His motto...I love myself.
3. Then there is the chairman that does everything himself - a good chairman with bad leadership skills. This chairman is gold but a bit misguided, as this behavior culminates into him feeling "Nothing gets done around the club unless I do it". He does not realize that he is a victim of his own behaviour, with the result that he becomes very bitter and twisted. Once again, this is not good for the club as the well-meaning chairman now turns into a sour old woman. (I was thinking of saying sour old man, but a sour old woman somehow sounds better. Don't want to be called a sexist, but you know what I mean).

4. Now and again we have the chairman that only wishes to push an agenda that is in line with his own special interest, and pays no attention to other sections of the hobby...this kills any new growth in a club.
5. And finally, we have the chairman who thinks he owns the club, and wants to run it his way. It's either his way or the highway; thinking everybody in the club is an idiot and is not capable of thinking or doing anything positive for the club. Now this is the most dangerous type of chairman, methinks no advice from members would be taken seriously, no matter how well qualified they are to give advice that would take the club forward.

Now for some further advice on operational issues after taking up the position of chairman of the club.

The first and most important areas of concern are the amenities that you offer the club members.

- A comfortable clubhouse or shaded area if possible. Sometimes this is not always practical, due to vandalism or building restriction issues.
- If you have a clubhouse, you should strive to have all the possible catering equipment - so as to have a good day's flying while keeping the hunger pangs at bay. Gas braai or fire place, a microwave, a chip fryer, a fridge, deep freeze, kettle, urn, etc. "Now gaan ons Braai"! In South Africa, a good braai spot is as essential as a runway. This has the added bonus of being able to bring your "big boss" down to the club so that you can have some quality time with your planes and your better half - kill two birds with one stone, if you get my drift.

So when you get home with said boss after a day's flying, she will be as tired as you and just collapse on the bed and you won't be faced with chores she thought you should do immediately after coming home from flying. This phenomenon has been the start of many nights spent sleeping on the couch due to being banned from the boudoir until said chores got done, OR you pleaded model plane insanity. Hopefully the "she god" had mercy on your tired and weary soul...Nuff said.

The way of being a good chairman is to delegate duties to the most capable members of the club, bring them on board at the executive, and use their expertise and not being afraid of being upstaged. If you are afraid of being upstaged, then you should not choose this method of club management, have a bigger and more inclusive executive instead.

The chairman should have a mandate that either the club decides, or is of his own vision of where he wishes to take the club. This has to be spelt out in great detail but with broad date lines so as to avoid last-minute decisions that are not good for the club.

As with all good intentions, sometimes events occur that make these visions less attractive. In these cases new goals should then be set so that it can be presented at a general meeting in order for all the members to be on the same page. This will usually involve additional work with the committee in getting focus on the new goals.

I am not an ostrich that has his head buried in the sand; with all good intentions you will have the nay-sayers who will object to all and everything, just to be difficult. But these can be easily dealt with when they are asked for reasons for their objections. Once they have expounded their reasons, ask them how they would go forward from here, and if they would like to take the lead in implementing their vision. But, and a big but, as the chairman that has a very clear vision, if the "detractor" has a valid point, please use the suggestion that he has, as this will bring him on board and he will have the best "way forward" for the club - be careful with Egos, yours and others. Don't let these get in the way of progress for the club, it's the club that matters, not your or his ego...be careful of the ego, it can do lots of damage, learn to manage that "evil of evils"...it can be highly destructive. But remember, you can only manage your own ego, this you have to manage with logic and diplomacy. But please keep them on board; otherwise you will be fighting very difficult battle.

Remember that you will have to be of the bigger person who says and means it..."I don't care who gets the credit for the wonderful outcome of the actions", you sometimes have to take a bitter pill when others claim the credit, but if you are a well-cooked person, you know that it was your great leadership that made it possible, glory and glamour is not your game, taking the club to great heights is what your vision is, if you are well-cooked you will be satisfied with that. It's the idiots that are not mature that will claim the glory and glamour...don't despair, in your heart you know it was under your well-cooked leadership that it was made possible.

It's a very good idea to follow the SAMAA route as far as Special Interest Groups go (SIG's)...have a member representing each SIG on the committee...then they will be able to handle their special interests for competitions, air shows, proficiency testing...the list goes on and they would bring their specialist concerns to the table.

### Questions to ask the incoming chairman and executive committee:

1. Do you have a clear vision of where you want to take the club?
2. Do you have a strategy for your vision, and if so, what is it?

Now in conclusion of my ramblings

- If he does not have the foresight to have a strategy, but has the energy and passion to do the job, don't throw out the baby with the bath water, work with him to establish the way forward with short term and long-term visions for your club. He is your best hope for a better club
- Remember that being a chairman, you sometimes have to make hard choices, most times it's not an easy task, but be careful not to make the mistake of having tunnel vision or have personal grievances cloud your judgement. This is the cause of many problems in clubs. Remember the club always comes first.
- We must also remember that most people run away from the responsibility of being a chairman, so this in itself allows for certain flaws in the establishment. The remedy, not quite sure myself.
- Now a parting shot, the chairman's first duty is to herd the committee together as they all have their own agendas and ideas. This is a daunting task, once they are all facing more or less in the same direction they in turn have to herd the rest of the club members so that they are all on the same page. Easier said than done, but it's the only way; as chairman that IS your duty.

I hope I have not offended anybody by writing this. If I have done so, please accept my most humble apologies...there was no ulterior motive writing this...it just needed to be said, to enlighten people as to how hard job it is to be the chairman - Nuff said.

## Development Report

Ludwig Steyn

The Western Cape had a busy time in founding a new federation and I am happy to have been an integral part of it. It is the newly formed **Western Province Model Aerobatic Association** and I have been elected as Secretary on the committee. It is an aerobatic association but I felt that it could be a vessel in furthering the aim of the Development Portfolio.

We have been ratified by the Western Province Sports Council and can qualify for Western Province Colors at future events. This obviously has benefits in getting more pilots to participate in aerobatic events, and therefore increase the awareness in model precision flying. I am happy to say we have 19 pilots that enrolled for next year.

I have attended the Riversdale Fly Inn on the weekend of the 30<sup>th</sup> October to the 1<sup>st</sup> November and am pleased to report that I have been instrumental in the judging, and qualifying, of one Gold Proficiency and one Instructor Proficiency. The Riverdale Club had no pilot with Instructor rating and the fact that the Chairman, Stoffel Giliomee, qualified for his Instructor rating will obvious encourage more pilots to be tested as well. The Fly-inn attracted quite a large number of pilots from other clubs and we had a member from Lowveld Model Flyers, Phillip Lewes, attending. Phillip has a Instructor rating and he assisted me in doing the Gold Rating of Ian Leyland. Ian was a member of Kriel Flying Club in Mpumalanga and now lives in Riversdale. Michael Basson of Micton Hobbies, an Instructor Judge, assisted me in doing the Instructor Proficiency for Stoffel.

Due to the fact that a number of pilots from other clubs attended, I had the opportunity to share information regarding SAMAA Development with some interested members. It was quite an eye opener to find that not many people are aware of the purpose of the Development Portfolio and just exactly what it's aim is and I am pleased that I had the opportunity to speak to them.

For the future, one should try and attend more fly-inns on a social basis and gradually advocate the advantage of improving one's flying ability.



DH-82 Tiger Moth flown by Lynton Milner.

Scale is getting more popular in Durban, so a group of scale modelers decided to have an unofficial scale day late October at the old Durban International airport. Great to take-off on a 50-metre wide tar runway designed for Boeings!

This was not a formal event, since we have a formal scale day in June at the Maritzburg Model Aircraft Club. Unfortunately the weather conditions on the day were not great, and the heavy overcast did not make for great pictures. The weather was dull so some of the really good scratch-built airplanes and some nice reworked ARF scale planes were not present. Of the scratch-built planes there was the following collection: a magnificent *Super Frelon*, an equally super scale *Focke Wulf*, a big, magnificently detailed scale *Hurricane*, and a *Nieuport 28*. Of the re-detailed ARF's expected, was a 1/3 scale *Pitts*, a *Corsair*, a *Stearman*, and a 1/4 scale *Piper Cub*.

We will hopefully organise another scale day at the old airport early in the new year. With better weather, there may be a good turnout. We are in any event not allowed more than 15 pilots at any day at this venue!

There are currently two *Stuka*'s being scale detailed, a scratch-built *DH Chipmunk*, a 3-metre *Stuka* being scratch-built, a scratch 2,5 metre *Me262* fanjet, and a scratch *Bristol Blenheim* twin (that I know of) all making progress in Durban.

I have investigated the desire for scale competition, but with one or two exceptions, at the moment scale is limited to fun days and scale fly-ins here in KwaZulu Natal.



Gee Bee not really a warbird, but the other birds did not mind it roosting with them.



Messerschmitt Bf110 Zerstörer by Mark Savage looks very impressive on this fly-past.



Mitchell B-25 belongs to Johann Britz. Old Durban International terminal buildings in the background.



Leon Coetzee's Republic P-47 Thunderbolt "Razorback".

# The name says it all

by Sias Pretorius



WALKER BAY RADIO FLYERS

## Flying Extravaganza 2016: 30 April - 2 May



This is what the monster looked like when I bought her, and stripped down.

I am back to RC aircraft after a stint with UAV's and rocket and blimp flying. I started my aviation field in the SAAF in 1980 and was constantly between aircraft, be it the Wasp, Super Frelon, or Puma. Also the Shackletons, Albatrosses, and Turbo Daks. All this down in SAAF Ysterplaat.

So the reason I give you this article is that I am still in love with aircraft but in RC format. Last year I got hold of a Seawind 300C from one of my friends up the street (thanks Chris). This is one of only two in South Africa. I believe the other is down KZN. Now I have the task to give you step-by-step on the revamping and resurrection of a very cool aircraft in RC and real life.

Main project was to get the fuselage bare to get the new paint job on and to repair some minor cracks and loose ends. That actually was easy and the weights in the nose also came out to be re weighted with the new landing gear. I say about 400g will go back. Now it was the turn of the fuel tank and electronics to be checked. All fine and then I move on the cockpit. You all will know the original canopy had black glasses. Hell! How is the dummy going to see outside? I rebuilt the canopy with Alclad T25 for the frame and cut a piece of clear plastic for the glass (thanks again Chris). Started the painting works. Yes I know, not with spray gun or stickers. Bare hand to make it more art full.



After this the landing gear will follow as I decided not to keep it for now until the retracts are finished. I also changed to a three-blade prop for it to look like the big one. Photo's are in steps as I progressed. Why in the SA Flag? Does the Denel Cheetah look hot in this colour scheme, or what?

The landing gear is going to be a trailing link unit that I designed to work nearly as the original gear. At this stage I put a solid aluminum beam shaped to the fuselage and fitted a cover piece of same material inside fuselage and bolt it together. All aluminum bolts. The same area where it is bolted, will be used for the retracts. The same will be for the nose wheel.



The Seawind in the patriotic SA flag colour scheme.

Now that the temporary gear is nearly fixed, I can start getting spares for the start up of the engine. Petrol, glow plug connector, battery charging etc. That video clip will follow in the near future with the start up and first flight. Landing gear and antenna fitted. Who saw the call sign on the wing ZU-ABT. That is another story but for short, it is my Scorpion SPJ-5 jet registration. It is also my amateur radio call sign in ZS6ABT.

The final decals were hand painted on the nose. The cockpit layout will be fitted as soon as the Seawind is finished. On short finals my wife told me that she wants to see the beast/monster's first flight.....flight to crash.....lol. Thank you all for reading my passion, and safe flying. I will keep you all posted when the blimp is in building stages.



Walker Bay Radio Flyers are proud to announce that the planned flying event advertised on the next page is now in the final detailed planning stages. We have organised this event to avail of the opportunities given to us through our member Terence Lesser, to bring together our club members and the South African RC fraternity of all types of model aircraft, to see these award-winning International specialists perform in their own field of high-class competitive flying and air showmanship.

This event is primarily encompassed around a PILOT RC Airmeet. The president and owner of PILOT RC, Tony Tan, will be attending from China. Tony will discuss with PILOT RC plane owners any areas of improvement you may wish to talk about. PILOT RC is sponsoring prizes for the event in conjunction with their agent Cerebus.

Martin Pickering, international show pilot and Spanish Champion is attending from Spain. Martin will give three shows daily in the art of 3D freestyle flying. Fergus Lin, the Asian champion and owner of Great Power Model Engines, will also be attending from Taiwan and give three daily show flights. Fergus Lin, owner of GP Engines, in conjunction with their agent CMC Hobbies is also sponsoring prizes for the event.



For the "JetHeads", Steven and Matt Bishop, along with their team from the UK, will perform with the BA Hawks, a precision jet aerobatic formation flying show three times daily.



Steven Bishop and his son Matthew, from Telford, spent a year crafting the BA Hawk 22s replicas, a quarter of the size of the iconic aircraft flown by daredevil pilots. The double act has even stepped in to WOW crowds when the real thing was grounded by bad weather. The pair were stunned to see Red Arrows pilots mesmerised by their aerobatic show.

On the third day, 02 May, Martin and Fergus will perform an "Anything you can do, I can do better"-shootout. Should their models survive, they will be up for auction!

Martin will perform a night pyrotechnics show with environmentally friendly pyrotechnics on his plane over the runways. Night flyers are welcomed to fly on our centre line lit runway.

We invite all SAMAA accredited pilots to join us and come along and fly their planes in the daily free sessions totalling 8 hours per day. Moreover, all pilots may take the opportunity to talk on a one-to-one basis with our international guests.

A selection of PILOT RC models will be on show for direct sale. PILOT RC planes purchased will be signed by Tony, Martin, Fergus, and Stephen, in memory of this event. A R200 donation toward WBRF Club will be gratefully accepted.

Any sponsorship will be accepted with appreciation. This is an exclusive event only at WBRF. Please book early. Our online web pages will be open to take bookings by mid December 2015. Follow us at our web page [www.wbrf.co.za](http://www.wbrf.co.za) Finally, we are open to Vendors inquiries for space, to be able to quote you fees and encourage you to take this opportunity to profile and sell your goods at what we expect to be a well attended event.

Canzius Kleyn, Event Director  
Terence Lesser, International co-ordinator  
WBRF Committee



30 April - 02 May '16

# Pilot RC AIRMEET

## FLYING EXTRAVAGANZA

THE BEST FLYING ENTERTAINMENT EVER

FLYING for ALL - Unbelievable PRIZES

SPONSORED BY PILOT RC

# WBRF

WALKER BAY RADIO FLYERS

Meet Fergus Lin Attending from TAIWAN  
Owner of GP Engines - See a 3D shoot out  
Between Fergus and Martin

Professional Catering, Open Bar, Camping,  
Covered Hanger, Ablutions, Security, Medic  
Night Flying on our illuminated Runway  
More to be Announced



## MEET TONY TAN

PRESIDENT OF PILOT RC



AND HIS INTERNATIONAL  
SHOW PILOT:

Martin Pickering

# AIRSHOW PILOT



Pickering RC



DISPLAY BY REDS DUO TEAM FROM THE UK  
Stephen & Matt Bishop



Remember, SAMAA-accredited pilots only.  
Event is SAMAA-approved, permit no. 151020.

Web: [www.wbrf.co.za](http://www.wbrf.co.za)  
Email: [flyin2016@wbrf.co.za](mailto:flyin2016@wbrf.co.za)  
Tweet: #wbrf2016



# SAMAA



## SAMAA management committee

<b>Marthinus Potgieter</b>	Chairman	marthinus@coitech.co.za	082-377-6493
<b>Ludwig Steyn</b>	Development	ludwig@twk.co.za	082-951-1874
<b>Herman Weber</b>	Special Interest Groups	hermanw@mweb.co.za	082-453-8551
<b>Johan Groenewald</b>	Nominated and co-opted for new committee		
<b>Pieter Frylinck</b>	Nominated and co-opted for new committee		
<b>Boet Denysschen</b>	Nominated and co-opted for new committee		
<b>Daniel Ralefeta</b>	Nominated and co-opted for new committee		
<b>Juanita Smith</b>	Treasurer	juanitasmith@vodamail.co.za	083-630-8975
<b>Johan Ehlers</b>	CIAM Representative	ehlersj@gmail.com	082-804-1120
<b>Vacant</b>	Newsletter editor to be appointed		

## Administration & Office

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GPS Coordinates: S26 08 41.80 E028 15 59.04 (co-ords for main entrance to building R4)  
**Bob Skinner** General Manager. samaa-admin@mweb.co.za 011-973-3679, 083-283-1681.

## Special Interest Groups (SIGs)

<b>Keith Renele</b>	Control Line Association of SA (CLASA)	krenele@netactive.co.za	083-415-1409
<b>Clinton Carter-Brown</b>	Model Aerobatics (MAASA)	chairman@maasa.co.za	083-630-0626
<b>Ivor Fletcher</b>	Model Gliding Association (MGA)	ivorf13@gmail.com	083-321-7777
<b>Johan Sieling</b>	F3C/N Helicopters	johans@acs.altech.co.za	082-898-8810
<b>John Smith</b>	3D Helicopters	nclassique@gmail.com	078-986-1384
<b>Ridwaan Ebrahim</b>	Multi-rotor FPV racing	ridwaan.ebrahim1@gmail.com	079-111-6148
<b>Arrie Schoeman</b>	South African Miniature Pylon Racing Association (SAMPRA)	arrie.schoeman@seb.sanlam.com	082-789-9500
<b>Koos Pretorius</b>	Nat Ass Scale Aeromod. (NASA)	27725661765@vodamail.co.za	082-928-0368
<b>Zane Mannell</b>	SA Model Jet Association (SAMJA)	mannellz@sentech.co.za	082-827-8410
<b>Gavin Walton</b>	Large Scale Aerobatics (LSA)	gavin.walton@e6.com	083-408-4296
<b>Anton van Wyk</b>	National Model Fun Fly Ass. (NMFFA)	anton.vwyk@live.com	082-554-2390

**To join the SAMAA:** Request application form 011-973-3679. Visit [www.samaa.org.za](http://www.samaa.org.za) for MS Word form, under "Membership - How to join". On-line application from [www.samaa.co.za](http://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

**From 1 April 2014 to 31 March 2016**

- Regular/adult members (18 to 60 years of age) ..... **R360**
- Junior members (18 & younger. Students over 18 considered to be adults) ..... **R200**
- Senior Citizens/Retirees (60 years and older) ..... **R240**

Payment by internet (EFT), or cheque. SAMAA current a/c 1605 126 772 at Nedbank, Menlyn Pretoria, code 1605 4500. Use clear reference of name/ surname, and membership number if renewing. **DO NOT USE** "Subs", or "Membership", or "SAMAA", or "New", since this cannot be identified correctly. Fax or e-mail this proof of payment with your application or renewal.

**Change of address:** [www.samaa.co.za](http://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, 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 R15m 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, BLOG. 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 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!**

# SAMAAnews

## SAMAA News publication, material, advertising

**SAMAA News** is produced in-house until the position of editor is advertised and filled. The SAMAA general manager has been tasked to edit, produce, and distribute SAMAA News in the meantime. 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:** The closing dates for submission of material: 20 February (to appear 20 March), 20 April (to appear 20 May), 20 June, 20 August, 20 October, 20 December.

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.

SAMAA account at Nedbank, Menlyn Pretoria, code 1605 45, current account 1605 126 772.

## SAMAA News advertising rate card

Description/size (rates valid until further notice)	Full-colour
Full page (A4)	R2 100
Half page (landscape or portrait)	R1 200
Quarter page	R700
Eighth page	R400
Your Local Dealer advert, per insertion	R100
Swops & Smalls, for a reasonable number of items advertised (call SAMAA office for more details)	R100

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# Your Local Dealer

Welkom



Chris Venter 082-808-1600  
chris@rct4b.co.za www.rct4b.co.za

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**Model Aviation**  
Sole agent for ASP  
Glow Engines  
Danie: 083-501-8756  
danie@aspaviation.co.za  
www.aspaviation.co.za

Somerset West



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**021-851-4049**  
www.mictonhobbies.co.za  
info@mictonhobbies.co.za

Ernelo



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Tel: 017 811 3175 Fax: 017 819 5739  
janj@megaweb.co.za, Jan Oosthuizen

Boksburg South



Shop 4  
Parkdene Centre  
Lancaster Road  
526 14 08 Eo28 15 11  
Tel. 011 892 1084  
011-026-3313  
Alan and Juanita Smith  
www.alshobbies.co.za info@alshobbies.co.za

Weltevreden Park



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**011-475-8640. 011-675-0797**  
info@ultimatehobbies.co.za



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Hatton Estate  
Pinetown 3610, KZN  
radioactive@telkomsa.net  
Mark Savage  
**+27 31 702 7017**

Springfield, Durban



Shop 113 (next to Wimpy), The Crescent Shopping Centre, 1-3 Sunset Crescent, Umhlanga, KZN  
durban@denkit.co.za www.denkit.co.za  
Tel 082 946 2295

Shelly Beach Margate



Shop 108  
Entrance 4  
Shelly Centre, Shelly Beach, KwaZulu Natal  
hobbies@denkit.co.za www.denkit.co.za  
Tel 039 315 1640 Fax 039 315 7732  
Tel 087 805 8844

Port Elizabeth



55 Fourth Avenue, Newton Park, PE  
**041 365 1371 082 651 8665**  
fax 041 368 7544 bh@intekom.co.za

Port Elizabeth



T.O.C. Models  
3W Engines - Simply The Best  
JetCat Turbines  
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Cell: 082 828 1428

Kelvin



Flown with Passion  
www.aerialconcepts.info  
dean@airconcepts.co.za  
**011 802 8500**

Kempton Park



cnr Monument & Eland Rd, Aston Manor  
**011-972-9134 083-269-6785**  
**082-854-9840. Fax 011-972-7598**  
trade@hobbycentre.co.za  
www.hobbycentre.co.za

Pretoria North



for all your RC needs!  
revohobbies@lantic.net  
**012-546-2144**  
**081-766-8878**  
**081-269-8022**

Menlo Park Pretoria



315 Lynnwood Road  
cnr Ox and Lynnwood Rd, Menlo Park 0186  
**Tel 012-362-4925**

Springs



**SMITTIES HOBBIES**  
156 Third Street, Springs  
**011-815-3921**  
smitties@global.co.za  
http://smittieshobbies.tripod.com

Garsfontein Pretoria



**RADIO CONTROL REPAIR CENTRE**  
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Your one-stop Hobby Shop!  
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Pretoria East



Radio-controlled Planes, Helicopters, Cars, Workshop & more  
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Centurion



for Radio Controlled Models  
Shop 11, Doornkloof Mall, Protea Str., Doornkloof  
**Tel 012 667 5757**  
e-mail highfly1@mweb.co.za

Springbok



**RC Services**  
FUTABA Service Centre  
Pieter Bosman (Bossie)  
Tel/Fax 027 712 3762  
Cell 082 926 9221

Benoni (www)



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## Members nominated for the SAMAA Management Committee 2016-2018

Because there were only five nominees, there is no need for an election/voting process. The nominees have been co-opted in the interim, until the SAMAA Annual General Meeting on 31st March 2016.



**Marthinus Potgieter**

Current SAMAA chairman, lives and flies in Pretoria. Active aeromodeller for more than 35 years, currently interested in turbine-powered aircraft, FPV Racing and Multi-rotor.

Owns a successful electronics, engineering, and manufacturing business, and is passionate about success in all walks of life.



**Boet Denysschen**

Born in 1959, and started flying RC during school years. Served on the Transvaal Pattern and Pylon Associations. Participated in Pattern and Pylon competitions, and Scale and Large Scale.

Started flying Jets in the 1980's, and have been involved in organising and competing in Jet events and fly ins throughout the country.



**Daniel Molefe Ralefeta**

Avid IT specialist, trainer, and aviator. Personally involved in the grooming of PDI youth, as chairman of the AeroClub's T&D section, overseeing the grooming of aviation enthusiasts through model flying, glider pilot training, and achievement of a PPL. Has created a network of significant role players in IT and aviation industry, giving back to the communities through the use of those networks.



**Pieter Frylinck**

Started aeromodelling in 1968, and have flown control line, aerobatics, jets, helicopters, autogyros, pylon racing, and many Sunday flying aircraft. Holder of a PPL from 1970s, and have built and owned several experimental aircraft - Fisher Koala single-seater, Koala two-seater, Bushbaby, and the last one, a Fisher Dakota Hawk.



**Johan Groenewald**

Passionate modeller, started long ago with a trainer purchased from Johan Fraser, then a motorised glider, and more recently jets. Kids grew up around hobby shops and runways, enjoying outdoors and flying. Most important thing we can strive for is to retain passionate youngsters for the hobby, as it has so much to offer.