



SAMAA LEKKER NEWS

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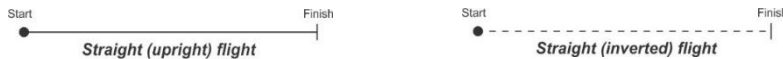
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Your Monthly Dose of Model Aviation News, the Lekker Way! – 20 May 2026



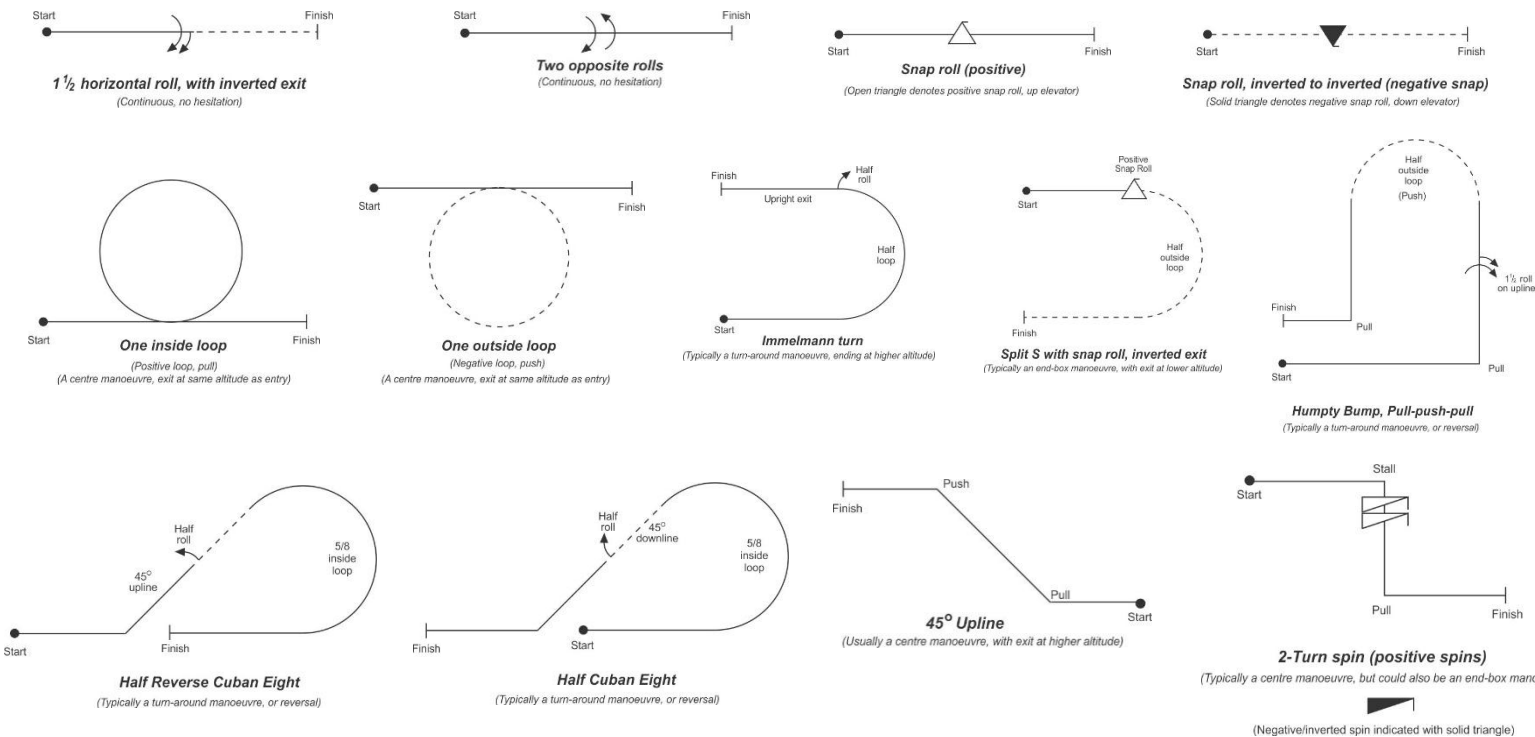
The aim of Project Excellence is to encourage every SAMAA member to aspire to self-improvement of their own flying skills. And, to achieve excellence, of course! In the last issue of Lekker News, we explained the basics of the Aresti Aerocryptographic system, specifically pertaining to Large Scale Aerobatic manoeuvre basics (and also Precision Aerobatics).

As the most basic illustration and description, we have a straight line in flight, from left to right. This is shown as a solid line, with a beginning and an end-point, like this. The beginning is a black dot, and the end is a barb. For inverted flight, this line is shown as dotted.



Below we show a few basic manoeuvres, and some even more advanced. Of course there could be many permutations for each manoeuvre, with regards to rolling manoeuvres on a line, or in a looping portion, or during a stall turn.

Typically, a sequence of manoeuvres is performed at a stated distance in front of the pilot and judges, and of a turn-around nature, namely a centre manoeuvre, followed by a turn-around (or reversal) manoeuvre at the end of the box (or manoeuvring zone), and again a centre, and so on.



Aviation Recreation Organisation no. 010 of the SA Civil Aviation Authority
Associate member of the Aero Club of South Africa. Affiliated to the Fédération Aéronautique Internationale.
The SAMAA is a public-benefit organisation, PBO Reg. No. 930030082.
2026 - 2027 Committee: Malan Moolman, Dirk Meyer, Linda Dold, Juanita Smith, Rui Martins, Bob Skinner



NATS 2026 – NASA Sportsman Class Recap - (article by Jasper Van Eden)

This year's National Combined Power Nationals kicked off with plenty of drama. The opening days were wet and cold, setting the stage for some challenging but fascinating flying. By Sunday, it was time for the NASA Scale competition to begin. With a tight schedule ahead, pilots lined up for their flight slots, safety checks were completed, and the action began.



NASA Judges:
Kenny Morey
Johan Ehlers
Johan Blom



Round 1 started with nine of the original twelve entries. A couple of pilots were sidelined by technical issues, but the flying was still spectacular. Ray Grobbelaar had radio problems that cut his flight short, leaving him shaken but still in the competition. His skill and sportsmanship stood out, especially as he was flying a loan plane he had never piloted before. Darryl Tarr suffered a minor take-off mishap that unfortunately ended his run for the rest of the event. Despite these setbacks, round 1 produced high scores and set the tone for an intense Round 2.

Round 2 unfolded smoothly, with no incidents. Chris Halgreen's Fokker gave the crowd breathtaking visuals, reminiscent of old-World War I footage. As the sun dipped low, Ray delivered a spectacular flight in the fading light of a beautiful Sunday afternoon.

Rankings after Round 2:

1. Andre Stockwell
2. Dean Grobbelaar
3. Koos Pretorius
4. Justin Lees
5. Zander Groenewald
6. Sarel Venter
7. Chris Halgreen
8. Ray Grobbelaar
9. Darryl Tarr

With less than 500 points separating the top five pilots out of a possible 2700, the competition was wide open heading into Round 3.

The final round began under tough conditions — the wind was strong, and the wind meter was brought out to ensure safety. Only six pilots took to the skies, making for a quick but intense finale. Their skilful and graceful flying capped off a memorable event.

Final Rankings – NATS 2026:

1. Andre Stockwell
2. Dean Grobbelaar
3. Koos Pretorius
4. Justin Lees
5. Ray Grobbelaar
6. Zander Groenewald
7. Chris Halgreen

8. Sarel Venter
9. Darryl Tarr

The National Association of Scale Aeromodellers (NASA) extends heartfelt thanks to SAMAA, the organizers of the Combined Power Nationals, and the event sponsors. It was a truly great event — and we're already looking forward to NATS 2027!



Koos Pretorius & Ray Grobbelaar



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And many more!

As with all flying events it's always a weather gamble and the nationals weekend was no exception, rain, wind and cold followed by warm stable conditions were all part of the mix.

The greatest commendation must however go to the jet participants who, despite the weather challenges were always in great spirits and ready to compete as soon as the first opportunity presented itself.

Friday afternoon was scheduled for round 1 of the EDF class followed by 3 rounds of the turbine class but after the completion of the EDFs the weather closed in for the rest of the afternoon putting an end to the days flying.

This left us Saturday afternoon to complete what we could, along with all the other disciplines. Kudos again to the turbine contestants who managed to fly their round with time to spare. The contestants in both EDF and turbine showed their commitment and professionalism in both flying skills and preparation of their aircraft, there were no withdrawals for technical issues or flight attrition.

Congratulations to the top performers in each class:

EDF Class: 1st Dean Grobbelaar 2nd Joshua Twomey 3rd Ray Grobbelaar.

Turbine Class: 1st Justin Lees 2nd Dean Grobbelaar 3rd Christopher Parker.

Ray Grobbelaar (pilot) & Dean Grobbelaar (caller)



THE WORKBENCH

TIPS, TECHNIQUES & INSPIRATION FOR SCALE RC BUILDERS

By Jasper van Eden and Copilot

Welcome to the inaugural edition of *The Workbench*, a space dedicated to sharing tips, techniques, and inspiration for RC pilots who are captivated by the artistry of scale model aircraft. These finely detailed creations are what drew many of us into the hobby, and they continue to fuel our passion today.

Every enthusiast has a favorite model that sparks excitement. Yet, too often, ambitious projects are started with enthusiasm only to end up abandoned in a box, gathering dust. A select few builders, however, possess the skill and perseverance to complete these classics—adding rivets, hatches, and intricate details that seem to defy possibility. The result: scale models so precise they rival, and sometimes surpass, the beauty of the full-sized aircraft.

I do not claim to be an expert, nor do I expect

to complete such a masterpiece myself. In fact, I have a 1:5 scale Harvard (one of the old ZIM kits) waiting patiently in my garage for just such a project. My goal with this column is not to showcase my own work, but to gather insights from seasoned RC builders who have learned from the best and are willing to share their wisdom. I aim to highlight ongoing projects, document their progress, and share stories and photographs with the wider community.

In today's hobby, many of us rely on ARF kits. Yet, with creativity and care, even mass-produced models can be transformed into something unique. With thoughtful modifications, weathering, and attention to detail, these kits can be given character and soul—allowing them to truly take flight.



LOMAC Air Show (2014)



Two old friends (2013)




I will be reaching out to master builders to showcase their work in *SMAAA Lekker News*. Even a handful of photographs can inspire others and remind us of what is possible. Equally important are the aircraft built by earlier generations. Preserving and sharing these models with younger

enthusiasts demonstrates what can be achieved with simple tools, patience, and dedication. Even if some of these treasures are too precious to fly, they deserve to be celebrated and remembered.

Finally, we must embrace modern technology. Foam models, often dismissed as disposable, can also be elevated. With careful finishing, weathering, and a touch of artistry, even foamies can be imbued with personality and presence.

Handley Page Victor



SPEED	627 mph (1,009 km/hr)
MACH SPEED	0.81
MAIDEN FLIGHT	1952
NUMBER PRODUCED	86
COST	£350,000
WINGSPAN	110 ft
CREW CAPACITY	5
FLIGHT RANGE	6,004 miles
BEAT THAT STAT RATING	10

Did you know?

? The Handley Page Victor is a British jet-powered strategic aircraft. It had been developed as part of the United Kingdom's airborne deterrent. A number of Victors were modified for strategic reconnaissance, using a combination of radar, cameras, and other sensors.

3 MAY WARF

Flying in the Sun

THE RAIN STOPPED FOR JUST ONE DAY, TURNING A WET WINTER SATURDAY INTO A SUMMER SUNDAY.



10



After many weeks since our last competition, and with League 4 postponed several times due to weather, we finally had a welcome break in conditions and were able to hold the event at WARF.

The field conditions were excellent. The recent rain had transformed the dry summer grass into a beautiful autumn green, making for a perfect setting.

We had a superb entry of 10 pilots. Pieter was unfortunately still missing from the lineup, but we hope to see him back at the next event.

The weather on the day could hardly have been better – clear blue skies with only a light northerly wind that posed little challenge to the pilots.

The Sportsman class featured Kobus and Eugene. Eugene took an

early lead by winning Round 1, while Kobus experienced battery issues and had to land and replace batteries before continuing. Eugene followed up with another strong performance in Round 2, scoring into the 60s, but a few too many mistakes in Round 3 handed that round to Kobus. Overall, Eugene secured the class win, although Kobus was not far behind.

The Advanced class saw competition between Jonathan, Jacques and André. Jacques clearly won the opening round ahead of Jonathan and André, but once Jonathan managed to keep his flights comfortably within the flight box, he dominated Rounds 2 and 3 to secure the overall class victory. Jacques finished second, followed by André in third.

The Masters class featured the

usual five pilots. Rodney took the early lead by winning Round 1 ahead of Stuart, Rory and Charlie. Ernie encountered signal issues and had to abort that round, but he came back strongly to win the next two rounds and narrowly secure the overall class victory. Rodney, now becoming more comfortable with his new aircraft, posted some excellent scores to take second place with an improved overall percentage. Stuart never quite found his rhythm and ended a frustrating day in third place. Rory finished fourth, just ahead of Charlie in fifth. It was great to see Charlie back, and hopefully Pieter will soon be joining the fun again.

A big thank you to everyone involved, especially Martin, André and Stuart for judging, and Jacques for all the work maintaining the venue.

	round 1	round 2	round 3	final
SPORTSMAN				
Eugene	53.00	60.70	20.50	56.80 / 2000
Kobus	-	41.10	51.10	46.10 / 1677
ADVANCED				
Jonathan	58.50	66.40	63.10	64.70 / 2000
Jacques	63.70	61.00	61.90	62.80 / 1980
André	29.70	29.40	33.90	31.80 / 1004
MASTERS				
Ernie	-	61.60	62.10	61.80 / 2000
Rodney	62.60	59.80	61.40	62.00 / 1989
Stuart	56.00	57.90	56.10	57.00 / 1844
Rory	53.00	31.10	41.50	47.30 / 1516
Charlie	33.00	41.10	50.80	45.90 / 1484



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First Free Flight Nationals Since 1986 Held at Gariep (FFASA)

(article by Trevor Nicolau)

The first Free Flight National Championships since 1986 were held at the Gariep Airfield from 23 to 26 April 2026. The event marked a significant milestone for Free Flight in South Africa and represented the culmination of considerable effort by organisers and competitors alike.

Unfortunately, the weather conditions throughout the weekend were far from ideal for Free Flight competition. Persistent rain and strong winds severely limited flying opportunities and created challenging conditions for both organisers and pilots. The adverse weather was not isolated to Gariep alone, but affected much of South Africa over the same period.

Despite these difficult conditions, competitors were still able to complete a limited amount of flying. As expected, the P30 class proved to be the most strongly contested category of the event. The ½A Power class and the glider classes also attracted good participation and provided some enjoyable flying whenever conditions briefly improved.

Inevitably, the weather also resulted in a few losses. Gareth Roberts unfortunately lost a P30 model, while one of Andy Coutts' gliders encountered strong lift, thermalled away, and eventually disappeared into cloud base.

Some statistics from the event are as follows:

- Total number of registered pilots: 12
- Number of pilots who actively flew: 8
- Total number of models present across all classes: 77
- Total number of models flown: 24
- Total number of models lost: 2
- Total number of models damaged or crashed: 6

Although the poor weather prevented a full competition programme from being completed, the event still provided valuable experience and important lessons for future Free Flight Nationals.

Some of the key lessons learned include:

1. A fixed flying programme for all classes is not practical under variable weather conditions.
2. Future events will likely need to prioritise selected categories rather than attempting to fly every class.
3. Greater flexibility in scheduling and class sequencing will be essential to maximise available weather windows.
4. At least one dedicated spotter equipped with a good pair of binoculars is essential in reducing model retrieval times and improving the chances of recovering models, particularly in marginal weather and strong thermal conditions.

A very special thank you must also go to Gerrie Lotz, the Gariep Airfield manager, who went out of his way to accommodate competitors and assist wherever possible throughout the event. His support and

willingness to help played a major role in making the Nationals possible under very difficult conditions.

In spite of the weather challenges, the event successfully re-established the Free Flight Nationals after a 40-year absence. The enthusiasm shown by competitors and supporters demonstrates that Free Flight

competition in South Africa remains very much alive, and it is hoped that this event will serve as the foundation for future growth in the discipline.



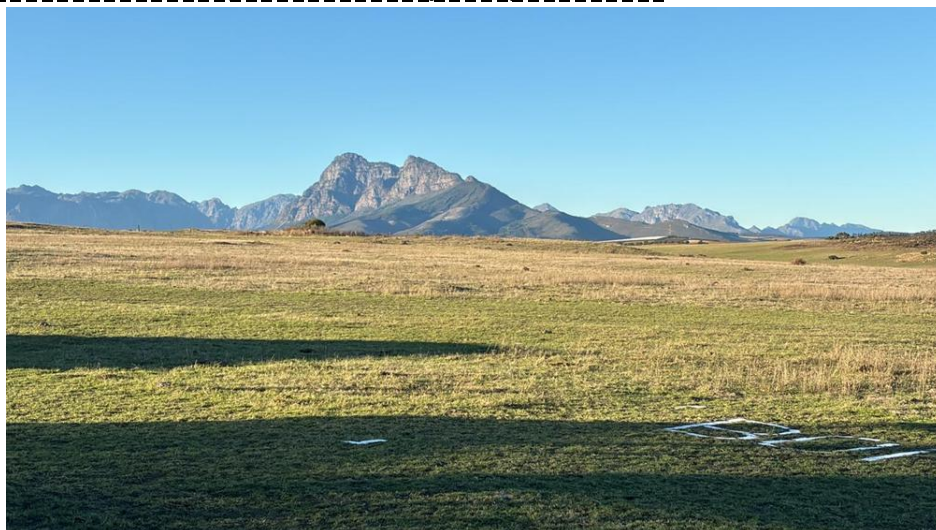
South African RC Glider Nationals – Bulletin 1 (2026)
Hosted by BOMAC • Paarl, Western Cape • 23-27 April 2026



Welcome
BOMAC proudly invites all RC glider pilots to the 2026 South African RC Glider National Championships. After the hugely successful 2018 NATS, we look forward to welcoming pilots from across South Africa back to one of the most spectacular RC gliding sites in the country.



2026 Model Gliding Association (MGA) Nationals



Like many things, it started out quite innocently... I mean what could be more gentle and restful than a weekend flying your trusty gliders in the wonderful Paarl vicinity.

The heart of the winelands, nogal!

So, from all parts of South Africa, Gauteng, KZN, Eastern Cape and, of course, Western Cape, pilots packed their planes and zoomed off to the BOMAC Flying field.

The weather looked good:

Thursday, set-up and test, Gentle breeze from the East. Slowly swinging to the North. Lots of thermal activity.

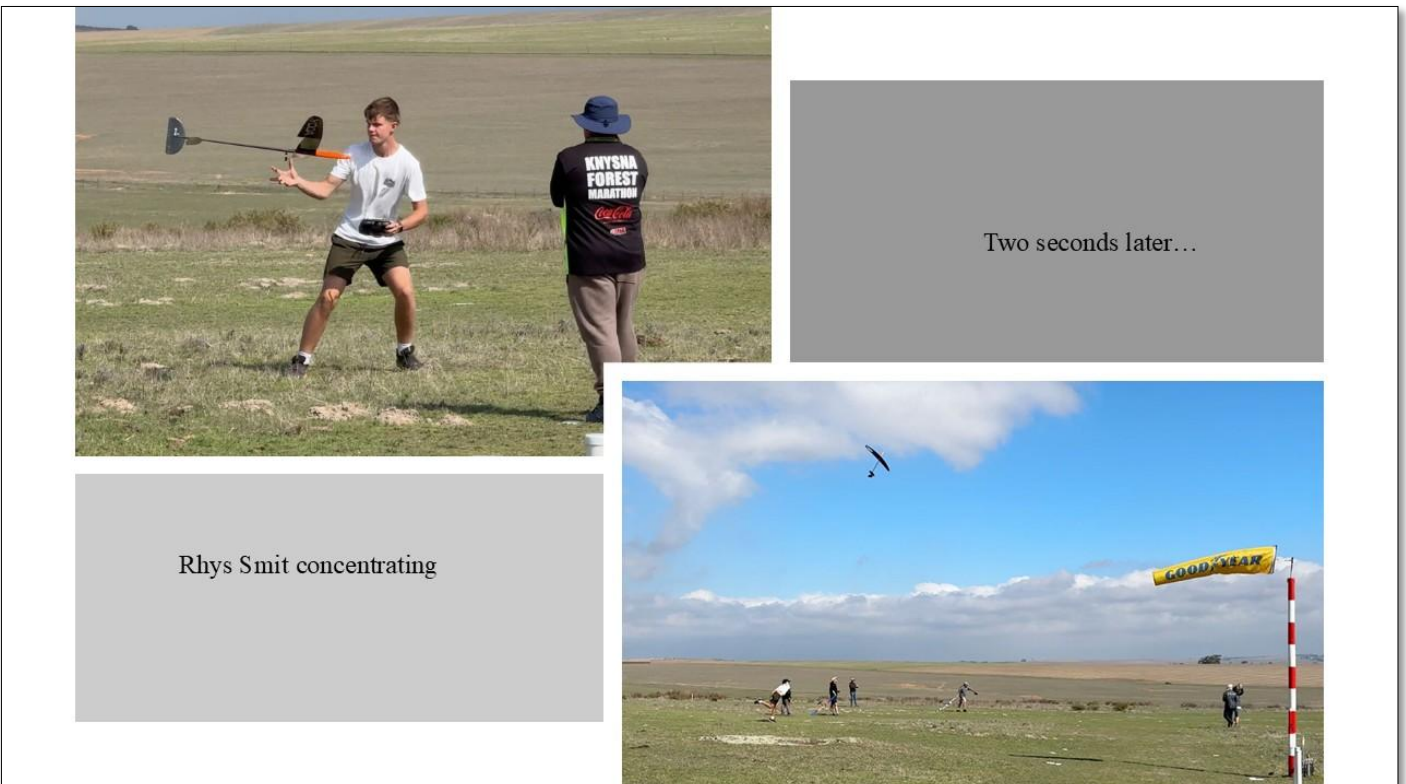
Looking at the long-term prediction we decided to set the field for a prevailing Easterly for Friday morning and decided to fly three rounds of F5J first on Friday, followed by 3 rounds of F3K. This would allow us to swing the set up through one hundred and eighty degrees to allow for changing conditions. It is the Cape, after all! Even though we ran the competition in differing time slots, for brevity, I will report on each as a whole.

Open and two meter are both very popular. They allow both winch launch and electric powered planes to compete. For explanation of the rounds/classes please read the Bulletins for this years competition.

As both F3K and F5J are qualifying rounds for the world championships in 2027, we must give them the highest priority. At least 5 rounds each.

F3K is a highly competitive, physical event. Every pilot must spin around and with a discus launching technique, throw the plane as high as possible. The tasks are varied and are as simple as five two minute flights in a ten minute window. Simple that is if you fly for two minutes, have to catch your plane and spin it into the air immediately

The top pilots drop less than 5 seconds for that round. So for ten minutes, you have to fly five two minute flights, catch and release the plane four times and only lose 5 seconds. Look at these photos to see Rhys Smit concentrating to achieve that.



Seven rounds later the F3K results were as follows.

Showing that there is no substitute for experience:

Alan Smith topped the tables with a full six rounds of perfect scores.

Rhys Smit was second with 2 perfect rounds and with Cayden Davies breathing down his neck

Detailed results as follows:

Preliminary Rounds 7										
Pilots 9										
Draw										
Position Chart										
Rankings										
Send Messages										
Preliminary Overall Standings										
Rounds (1-7)										
#	Pilot Name	Total	Diff	Completed Rounds (1 Drop In Effect)						
				Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7
1	Alan Smith	6000.0		1000	1000	1000	1000	1000	1000	959.7
2	Rhys Smit	5842.4	-157.6	1000	854.9	999.5	988.0	1000	500.0	1000
3	Cayden Davies	5747.1	-95.3	944.4	1000	846.4	1000	956.3	500.0	1000
4	Jethro Van Der Molen	5337.1	-410.0	701.4	676.0	1000	598.9	1000	1000	959.7
5	Jannie Smit	4876.1	-461.0	616.1	708.1	1000	637.0	946.1	400.5	968.8
6	Gavin Davies	3926.3	-949.8	776.6	603.4	818.6	238.7	248.5	666.7	812.5
7	Peter Beretta	3767.5	-158.8	677.7	582.6	625.0	607.0	317.5	422.3	852.9
8	Christo Wepener	3266.6	-500.9	539.6	370.0	803.5	731.6	0.0	444.4	377.5
9	Sean Searle	2750.5	-516.1	697.5	599.9	804.1	649.0	0.0	0.0	0.0



F5J, Rudi King launching for Hans Van Kamp

F5J is a very popular discipline and has a much simpler formula, OK not that simple... Launch on the buzzer, for every meter you gain you get a 1/2 point penalty. Then, from 200 meters, every meter you gain costs you an extra 3 penalty points. Your flight counts 600 points and if you land just before the ten minute buzzer on the designated spot, you get a landing bonus of 100 points. Once again 2026 is a qualifying year for any pilots who want to go and fly in the 2027 World Championships. Five rounds were flown.

Here is a quote from Sean Searle:

“Let me just tell you guys about Rhys Smit. Today in F5J Rhys called for me. I got into great air but it was so far away I lost sight of the specked out Xplorer for about 2 minutes. Felt like an hour. Well Rhys had it all the time. And he kept me in the thermal and then called me all the way back into sight. CHAMPION!! Thanks Rhys. You saved me. PROPER... Tomorrow we are going to try fly a round with me blind folded 🤪👏”

This is an example of the support that pilots give each other. It does not matter if you are competing in the same class. You help wherever you can. Great sportsmanship Rhys!



Landing approach into a freshening North Westerly!

After five rounds Young Cayden Davies turned the tables on the master pilots, Dave Greer and Alan Smith, beating them by the narrowest of margins. Detailed results:

Preliminary Overall Standings									
ds (1-5)									
Pilot Name	Total	Diff	Round 1	Round 2	Round 3	Round 4	Round 5	Completed Rounds (1 Drop In Effect)	
Cayden Davies	3902.2		902.2	1000	1000				
Dave Greer	3861.9	-40.3	1000	953.8	908.1	1000			
Alan Smith	3856.2	-5.7	856.2	826.4	1000	1000	1000		
Jethro Van Der Molen	3590.9	-285.3	600	770.9	949.4	894.3	976.3		
Dave Schaller	3552.6	-38.3	907.5	494.9	909.2	952.8	783.1		
Peter Baretta	3479.8	-81.8	1000	787.7	498.9	849.3	833.8		
Hans Van Kamp	3067.5	-403.3	824.8	346.4	816.7	952.8	473.2		
Lance Cranmer	2973.4	-94.1	600	1000	977.0	996.4	0.0		
Jannie Smit	2712.1	-261.3	600	356.2	894.7	980.1	481.1		
Garvin Davies	2611.2	-100.9	597.6	967.5	492.0	469.9	554.1		
Sean Searle	1677.8	-933.4	125.5	0.0	600	860.1	652.2		
Ken Goodenough	400.0	-1277.8	600	400.0	0.0	0.0	0.0		
Pieter La Grange	0.0	-400.0	600	0.0	0.0	0.0	0.0		
Rodney Goodrum	0.0		600	0.0	0.0	0.0	0.0		
Rudi King	0.0		600	0.0	0.0	0.0	0.0		

With a strong breeze driving it the cold front approached from the West. This threatened to curtail any flying and as we still had two classes to fly it was decided to limit these classes to four rounds each. Not ideal as there would not be any throwaway rounds.

Two meter had twelve pilots. The task was loosely based on the old F3B Duration rules.

An eight minute flight window for a six minute flight time and a 100 point spot landing bonus. Multiple launches could be attempted in the eight minute period.

With the wind factor coming into play the local pilots had a distinct advantage. Of the seven, perfect, 1000 point scores, six were scored by Cape fliers and only one, by Lance Cranmer from KZN.



It is no surprise then, that Rudi King came in first, Hans Van Kamp second and, by a paltry 5,77 points, Pieter La Grange was third. Close flying indeed!

The threatening cold front moves in!

Detailed results for Two Metre

Preliminary Rounds 4		Pilots 12		Draw	Position Chart	Rankings	Stats	Send Messages
Preliminary Overall Standings								
Rounds (1-4)								
#	Pilot Name	Total	Diff	Completed Rounds (No Drops In Effect)				
				Round 1	Round 2	Round 3	Round 4	
1	Rudi King	3849.44		1000	1000	1000	849.44	
2	Hans Van Kamp	3768.96	-80.48	993.45	1000	775.51	1000	
3	Pieter La Grange	3763.19	-5.77	1000	950.00	813.19	1000	
4	Rhys Smit	3556.05	-207.14	980.39	600.00	1000	975.66	
5	Peter Beretta	3366.00	-190.05	976.03	695.65	723.08	971.24	
6	Dave Greer	3354.62	-11.38	960.70	944.44	755.10	694.38	
7	Lance Cranmer	3219.13	-135.49	995.64	1000	801.02	422.47	
8	Dave Schaller	2844.81	-374.32	912.66	958.70	0.00	973.45	
9	Christo Wepener	2158.00	-686.81	786.03	411.11	230.77	730.09	
10	John Monk	1675.60	-482.40	997.82	677.78	0.00	0.00	
11	Ken Goodenough	973.91	-701.69	0.00	973.91	0.00	0.00	
12	Sean Searle	0.00	-973.91	0.00	0.00	0.00	0.00	

The Open class was under serious threat as the front was rapidly moving in. Wind speeds were around 9 metres per second, gusting to 11 metres per second. The maximum allowable windspeed set by the FAI is 12 metres per second, constant for 30 seconds.

Wind like that, is nobody's cup of tea. You can ask the pilots who have flown in it. It can rip a glider out of your hands, and, without touching the winch switch, snap a 40kg winch line or, rip the gliders wings off. The winch launch glider pilots were caught unaware with five of the winches suffering from line breaks. When launching normally the glider is

set up to exert maximum pull on the winch line. This gets you to over 200 metres within 3 seconds after launch. In the strong wind, the line just snaps.

Rudi King was very lucky when he had an aborted launch that twisted the line in his tailplane. This would normally cause a serious crash and the destruction of the glider.

Alan Smith reacted instantly, sprinted down the winch line leaving enough slack so that Rudi could safely land and relaunch. Another example of glider fliers having each other's back. Well done, Alan!



Because of the wind Alan eventually brought out the big guns, the Fosa F3B glider. This helped him win the Open class, closely followed by Hans Van Kamp and Cayden Davies.

Detailed scores below:

Event Rounds (1-4) Overall Classification

#	Bib	Pilot Name	Country	FAI	FAI License	Total	Diff	Completed Rounds (No Drops In Effect)			
								Round 1	Round 2	Round 3	Round 4
1		Alan Smith	RSA			3777.77		967.07	1000	810.70	1000
2		Hans Van Kamp	RSA			3535.33	-242.44	1000	767.65	888.89	878.79
3		Cayden Davies	RSA		168034	3474.29	-61.04	820.55	789.47	959.51	904.76
4		Pieter La Grange	RSA			3386.22	-88.07	696.32	823.80	921.81	944.29
5		Peter Beretta	RSA			3233.27	-152.95	1000	922.20	664.61	646.46
6		Jethro Van Der Molen	RSA			3077.46	-155.81	699.39	1000	1000	378.07
7		Rhys Smit	RSA			2760.56	-316.90	604.85	205.01	950.70	1000
8		Dave Schaller	RSA			2669.95	-90.61	795.49	627.00	613.17	634.29
9		Gavin Davies	RSA			2658.34	-11.61	746.97	553.53	700.70	657.14
10		Sean Searle	RSA			2458.79	-199.55	440.21	585.81	711.27	721.50
11		Lance Cranmer	RSA			2396.73	-62.06	806.75	589.98	1000	0.00
12		Rudi King	RSA			1016.93	-1379.80	447.14	569.79	0.00	0.00
13		Dave Greer	RSA			782.21	-234.72	782.21	0.00	0.00	0.00
14		John Monk	RSA			185.58	-596.63	185.58	0.00	0.00	0.00
15		Rodney Goodrum	RSA			0.00	-185.58	0.00	0.00	0.00	0.00

We made it! Multiple classes and disciplines successfully completed. Congratulations to Alan Smith for retaking the National Champion title from Rudi King, who won it last year at Plettenberg Bay. Cayden Davies is a deserving Junior National Champion, watch

him and Rhys Smit closely. There is much great flying to come. The title of Victor Ludorum goes to Peter Beretta, well done.

The competition was superbly organised. Kudos to the BOMAC club and event

committee, especially Rudi King, Jannie Smit, Hans Van Kamp, Pieter La Grange and Peter Beretta, also Pieter, Steve and Werner. The club personifies everything that makes our hobby great; a great venue, friendly

atmosphere and above all else a team spirit between the power fliers and glider guiders. Many of the members fly more than one discipline in many classes.

Chairman's visit to Aero Aces Nigel

On 16 May it was my privilege to visit with the members of Aero Aces Nigel and was received by a very welcoming group of flyers. Thanks to Thys and his team for the great experience. With pilots lining up to fly the day quickly gained momentum and that great sound of glow motors and gas motors filled the air.

Many stories shared and of days gone by but also the desire to grow the club and as a testimony to their alignment with Project Excellence in that 5 of their members did their ratings on fixed wing aircraft just the week before. It was a privilege to find Sam van Zyl, MHSA SIG Secretary, at the field doing ratings for Helicopters ratings during the day with all of the pilots that were tested passing thriller tests and received their ratings. Well done Sam again excellent work for the SIG and the hobby. Many stories were shared, always good to hear the history and the struggles it took to get a club back on the ground.

Aero Aces is one those stories of endurance and “we will not give-up” group of people that has grown to a stable membership and activities. Some of the Umbila members joined in on the day and I am looking forward to visiting them in the near future. This example is so true to so many other clubs that had to start rebuilding after the world went crazy and came to a standstill. Combine passion and a willingness to excel and you end with the fruits of your labour and the days of club flying becomes a reality. Thanks again for your friendship and your commitment, until we meet on the flightline, keep them straight and level.



Until Next Time...

“Every pilot started with a first flight,
make yours count.”