SAMAA LEKKER NEWS #84
The South African Model Aircraft Association. CAA ARO #10
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Your Monthly Dose of Model Aviation News, the Lekker Way! – 19 June 2026

CHAIRMAN'S REPORT

Together We Build, Fly, and Inspire — Strengthening the Spirit of Nodel Aviation.

Dear SAMAA Members,

As we approach winter, we must be mindful of the increased fire hazard that comes with the season. Special procedures and special attention need to be paid, especially at airfields where jets are being flown. Clubs must ensure their fire safety plans are in place, tested, and ready—especially where children and members or public are present, and especially where we fly in open fields near commercial farming activities. We must be prepared for any incidents in those cases.

On a structural note, we have submitted formal changes to our SOP to the CAA regarding night flying. The proposal, having passed through the SMC, will soon be sent to the CAA with new proposals included from SAMAA to make it easier and fully legal to fly at night, including the process of acquiring that permission, all the information will be available after approval by the CAA in the new SOP(Standard Operation Procedure) which will be available on the SAMAA web page.

We are also delighted to see progress with Project Excellence. There has been a noticeable rise in members pursuing higher proficiency ratings, and we fully support and encourage this growth in skills. If you have any questions, please feel free to contact your Club Chairman, the SMC or Linda in the office, who will gladly provide further information. For those who have earned new ratings in the past three months, we extend our warmest congratulations and hope this elevates your flying experience.

On that note: SAMAA membership is a vital part of this hobby. We want to kindly remind you that if your SAMAA membership is up-to-date, it ensures that liability is transferred to our insurer, so you are covered in case of an incident. Without a paid-up SAMAA membership, you or the club may become personally liable for any damage, injuries, or incidents that occur. As the SMC, we gently but firmly encourage you to take this seriously—please ensure your membership is up-to-date so you can fly with peace of mind, knowing you are protected, and that your flying experience is even more enjoyable without liability concerns. If for some unfortunate reason you have to or decide to quit the hobby please be so kind to inform Linda in the office so that we will not keep on sending you updates on your membership, we don't want to be that “them again” in your messages.

Finally, we encourage you to share your club activities with us. We are eager to promote them on our communication channels. Please include the contact person and their details so we can direct all inquiries appropriately.

Please remember, SAMAA is a member-based organization, built on your commitment to radio-controlled aviation. We are here to support you in every way, ensuring you can enjoy the hobby, fly legally, and address any concerns you may have.

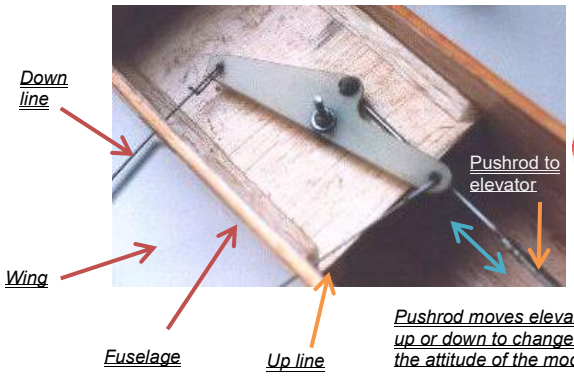
Until we meet on the flightline, keep them straight and level.

By now, Project Excellence is surely known to SAMAA members. Its aim is to encourage every SAMAA member to aspire to self-improvement of their own flying skills. And, to achieve excellence while doing so, of course!

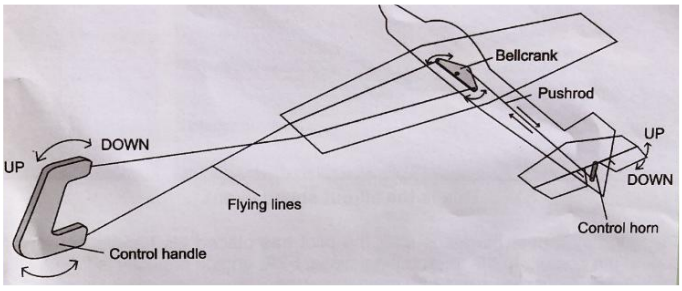
In this issue of Lekker News, we will explore the exciting world of control line flying, one of the oldest and most affordable model aviation disciplines. It is often neglected in favour of the more modern and glamorous radio control, simply because SAMAA members have either not been exposed to the joys of control line flying or have just not known about control line flying. It is generally not practiced at most of our clubs, since it requires a suitably prepared take-off and landing surface.

As for the title, Control Line flying, the principle is quite simple: the model aircraft is tethered by two control lines or wires; the pilot's end is connected to a control handle, and the other end is connected to a bell-crank, usually of triangular shape. The bell-crank is most often positioned inside or on the wing, and it has an actuating arm or pushrod connected to a horn on the elevator. The model flies in a circular fashion around the pilot, and he moves around a centre-point. By moving his arm and wrist up or down, the control lines move the bellcrank and pushrod to move the elevator up or down, and the flight path is altered.

Complex and intricate flight patterns are possible, and it is always amazing to witness a well-executed stunt flight for its precisioin, grace, placement, and seemingly effortless askill of the pilot.



Pushrod moves elevator up or down to change the attitude of the model



The pilot's arm and wrist movements, through movement of the control handle, are transmitted by the flying lines to the bellcrank. The bellcrank actuates the pushrod (fore and aft) to a control horn on the elevator. This in turn causes the elevator to move up or down, altering the attitude and flight path of the model.

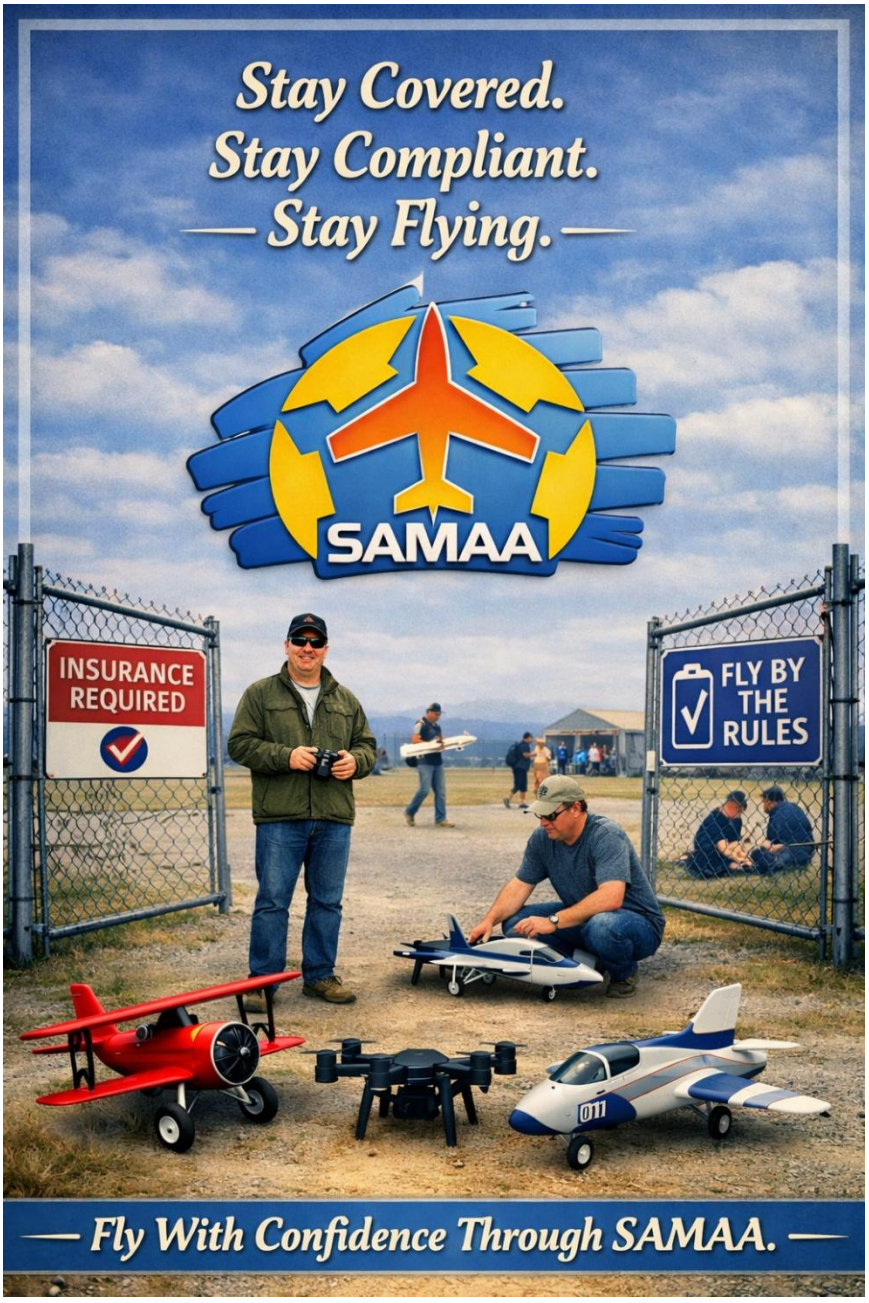
Without boring our readers, there are four basic classes, but also other exciting forms of control line flying. Surely the most popular is stunt flying, or aerobatics. The pilot is required to perform a set pattern of manoeuvres, like straight upright, and inverted flying, loops (inside and outside), eights, wing-overs, and more complex manoeuvres like squares and triangles.

One of the classes is speed flying, where the object is for the pilot to fly his model for ten laps at the best possible speed in this closed circuit course. The next thrilling class is team racing, where three teams race against each other: the three pilots are in the middle of the circle, and three pitmen/mechanics are positioned on the outer edge of the circle, each allotted their own pit area, to start and launch the model, catch it when the fuel tank is near-empty, re-fuel, start, and release the racer to enter the circuit again. Then there is combat, where two aircraft are

fitted with crepe streamers. The pilots fly the very fast, manoeuverable, and agile aircraft, the object being to score maximum “cuts” off the opponent’s streamer. Cutting a large section of the streamer is okay, but there are no further opportunities the make more cuts to score more points.

And you thought scale models are only suitable for scale competition! A beautiful C/L scale model can make an ideal subject for control line scale. Although limited in the manoeuvres that may be possible, it is exciting for the participants to fly the scale model in a realistic fashion, and to do a set of simple manoeuvres. Obviously smooth and controlled take-offs and landings are also scored, and the flight scores are added to a static judging score. The criteria for static judging the model include outline (front, top, and side views), colour and markings, surface detail, workmanship, and complexity.

Control line flying in South Africa is managed by the CLASA – Control Line Association of South Africa, a special interest group of the SAMAA. For more information, telephone the SAMAA office on 010-824-8343, to put you in touch with a CLASA official. And, look for the next fly-in or airshow, and there is a greart likelihood that Control Line flying will be included in the programme of events.



LOMAC Airshow 2026 – A Day of Aviation Excitement Awaits!

The excitement is building as the Lowveld Model Aircraft Club (LOMAC) prepares to host **LOMAC Model Aircraft Airshow 2026** on **Saturday, 25 July 2026**, at the LOMAC flying field in White River, Mpumalanga.

This family-friendly event promises a full day of **model aviation action**, featuring a variety of radio-controlled aircraft, skilled pilots, and exciting flying displays for aviation enthusiasts, families, and visitors to enjoy.

Events such as these would not be possible without the generous support of our sponsors. A sincere thank you goes to our valued sponsors for their support in making this event possible:

- MRA Insurance Brokers
- New Nation Construction
- Subaru
- Nelspruit Conqueror Off-Road Campers
- R3 Models
- B.T Industrial Supplies & Engineering

Their contribution helps ensure another successful and memorable airshow for the model aviation community.

Mark the date on your calendar and pack your camping chair, bring your friends and family, and join us for a fantastic day of flying, fellowship, and fun in the Lowveld.

See you at LOMAC on 25th July 2026
Where great flying, great friends and great memories come together!

THE WORKBENCH

TIPS, TECHNIQUES & INSPIRATION FOR SCALE RC BUILDERS

By Jasper van Eden and Copilot – June 2026

During this year's Nationals, while coordinating pilots and aircraft, I had the opportunity to speak with Koos Pretorius about scale competitions and current projects. Our conversation soon turned to one of his builds.

Koos shared photographs of a Harvard he is in the process of constructing. When I noticed the number on the fuselage — 7643 — I was immediately transported back to memories of its long, slow turns over Springs, the view from above, and the softest landing I had ever witnessed.

Photo by Koos Pretorius

From childhood, many of us have gazed at these flying machines with awe, wondering how such mechanical marvels remain aloft with elegance and beauty.

Growing up in Dinwiddie, south of Rand Airport, I vividly recall the silver and orange Harvards flying low and slow over our home. They were en route to destinations unknown, only to return later with the unmistakable roar of a Pratt & Whitney WASP — a nine-cylinder radial piston engine. The massive propeller, with its tips breaking the sound barrier, produced a sound that was both distinct and unforgettable.

That roar would send me sprinting outside to catch a glimpse of them heading toward their roost at the Central Flying School in Dunnottar.

When the Central Flying School closed in 1991 and relocated to Langebaan, and later in 1995 when the South African Air Force transitioned to PC-9s, several Harvards found a new home at Springs Airfield. This marked the beginning of the Harvard Club of South Africa.

Springs Airfield hosted open days where the public could enjoy short flights, helping to fund the upkeep of these venerable aircraft. It was during one such event that I, together with Donald, visited the field. I recall seeing a stripped-down Pitts Special, its airframe resembling a pipe go-kart, and its uncovered wooden wings reminiscent of a large RC model.

While watching the Harvards take off and land, Donald persuaded me to take a flight. I remain deeply grateful to him for encouraging me to finally experience the silver and orange giant of my schoolboy dreams.

Indeed, the Harvard I flew in was number 7643.

My Flip in Harvard 7643 (Photo by Donald Dold)

As I examined Koos's photographs, noting the rivets and intricate details, I marveled at how one individual could create such an extraordinary work of art — a model that seems to defy the laws of nature.

This reflection inspired the idea for this monthly article. The community of skilled scale builders and flyers is diminishing, and it is essential that we preserve and promote this craft.

Within SAMAA, the Special Interest Group for scale building and flying competitions is organized through the National Association of Scale Aeromodellers (NASA). Competitions were held at this year's Combined Power Nationals, and in July the next round will coincide with NASA's annual general meeting.

The FAI website captures the essence of this discipline:

> "Participants in F4 Scale Model Aircraft are meticulous researchers and skilful engineers as well as talented pilots. The FAI Scale Model classes involve the art of illusion — to create and build a reduced scale model of a full-size aircraft and to fly this model in a manner that illustrates the way the original aircraft flies/flew."

The purpose of NASA competition flying is to showcase the beauty and grace of these aircraft in such a way that observers believe they are watching the full-scale originals.

I will not delve into the technical specifications of the Harvard — that information is readily available to the "meticulous researchers."

Instead, I offer a practical tip. During the Nationals, Koos shared advice that resonated strongly with me:

When applying balsa sheeting, many builders (me included) rush the process by using CA glue.

Pro Tip: Use balsa cement and exercise patience. This approach makes sanding far easier later in the build, avoiding the challenge of working through hardened CA patches that create uneven surfaces requiring additional filling.

Thank you for reading. Let us keep the spirit of building alive. If you or someone you know is working on an interesting project, please reach out. Together, we can inspire the next generation of illusionists, miracle workers, meticulous researchers, skilled engineers, and talented pilots.

You are welcome to contact me on my cell via WhatsApp at 083 243 5825, or email me at willebrak@gmail.com

Harvard Photos Supplied by Koos Pretorius

WHITEHILLS RADIO FLYERS – FUNFLY FUN – 16 MAY 2026

by Grant Brook

It started about a year ago, sitting under the large shade tree at Whitehills Radio Flyers one Saturday morning drinking coffee.

Danie had just maidened his Sniper Fun Fly and Sean was working hard to complete his own Sniper. Kevin regularly flew his mini-Shotgun at the field and in a moment of madness an idea was born. A quick google found some plans for a Shotgun and the next thing I knew Doug and myself were planning a build.

One year later, sitting under the large shade tree at Whitehills Radio Flyers, drinking coffee, Kevin suggested we have a Whitehills fun fly. We had been trying to get support for entering the SAMAA Fun Fly SIG events but with few takers. We decided a club event with more relaxed rules might help. Invites went out and although response was limited there was a quiet expectation of around 10 entries.

The morning of the fun fly arrived and so did the excuses. Work commitments, sprained ankles, fishing and flu all made their appearances. Nevertheless, 5 brave souls arrived to test their skills (and have fun).

Cadin put in a valiant effort with his MX2. Brett arrived with his ‘Shoestring’, yes that is an airplane, and did an amazing job competing head-to-head with the fun fly planes. Both Cadin and Brett showed that one can have a huge amount of fun no matter what airframe you bring along.

Doug had an oopsie selecting low rates that proved a little too low, resulting in the early termination of his medal hopes. Grant took off his landing gear early on and with a bit of tape kindly donated by Cadin was back in the air. Touch and goes proved a challenge when the tape came loose but hey, all’s well that ends well. Kevin Showed his normal mastery with his mini shotgun.

At the end of the day, it is not so much about the scores but all about the fun we had. Terence, our judge for the day, kept us on our toes. Scoring the events down to a 100th of a second with his cell phone must have been a real challenge!!! Thanks Terence.

We are already planning our next club event and hopefully all the ailments will have passed, and we can look forward to a full house for round two!

RMAC Turbine and EDF Day

By Anthony Brown

Sunday, June 7th at RMAC dawned crystal clear and was extremely brisk, with an abundance of frost.

The committee arrived early and set up the catering supplies for what we hoped would be a busy day.

Pilots and spectators started arriving and, once Chris Allsopp had rounded up the pilots and delivered a concise Safety Briefing, the flying kicked off.

Although we had hoped for more pilots (which event does not?), the sky was never empty for long and there was a colourful array of sizes and types, both turbine and EDFs, to keep the spectators entertained.

Two of the largest turbines RMAC has seen for a while were brought by Ryan Hadley, who brought his T45 Goshawk, and Richard Hickman, who displayed his F16 with a dash of speed thrown in.

Thankfully, the weather was magnificent, and the entire event proceeded with no damage to man or machine worth mentioning.

Special mention must be made of the non-committee members Kurt and Corrie Reichardt and Terry Hamilton, who jumped into the breach to help with the catering.

Thank you also to SAMJA for their interest and support of this event.
RMAC looks forward to welcoming you to our next event, details of which are to follow.

More Photos Below of RMAC Jet Day…

SEE YOU AT THE NEXT RMAC FLYING EVENT!!!

Random Model Aviation Goodies

One of the great things about model aviation is that there is always something new to discover. Whether you are a newcomer or have been flying for decades, the hobby is filled with interesting gadgets, clever ideas, and little treasures that make our flying experience even more enjoyable.

Did You Know?

- The world's largest radio-controlled aircraft have wingspans exceeding 10 metres and can weigh over 100 kg.
- Some scale model builders spend thousands of hours completing a single aircraft to museum-quality standards.
- Modern radio transmitters can store hundreds of model memories and offer telemetry systems that provide real-time information such as battery voltage, altitude, speed, and temperature.
- Many of today's aeromodellers started their flying journey with simple chuck gliders before progressing to radio-controlled aircraft.

Handy Workshop Tip

Keep a small magnetic tray on your workbench. It is a simple and inexpensive way to prevent screws, clevises, and other tiny parts from disappearing into the mysterious "black hole" beneath every modeller's workbench.

Fun Field Observation

No matter how many aircraft a modeller owns, there always seems to be room for just one more!

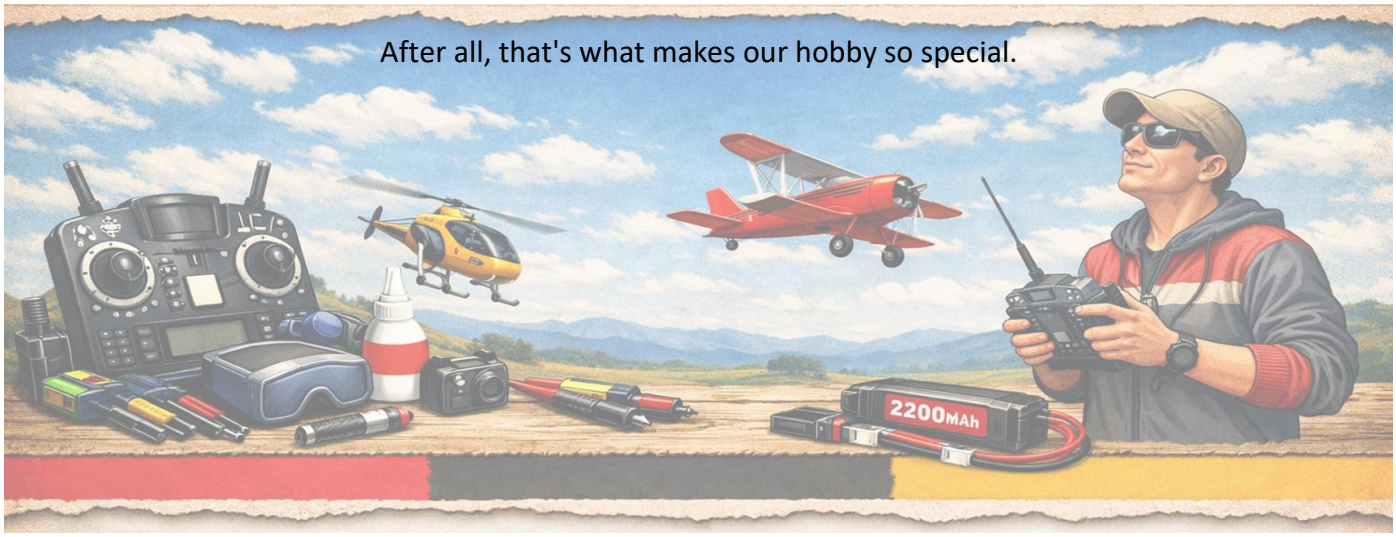
The Aeromodeller's Toolbox Essentials

Every modeller should consider carrying:

- Spare propellers
- Cable ties
- A roll of masking tape
- A small screwdriver set
- CA glue
- Velcro straps
- A charged power bank
- A sense of humour for those unexpected arrivals in the long grass

Remember

Aeromodelling is more than just flying aircraft. It is about friendships, learning new skills, sharing knowledge, and creating memories that last a lifetime. The next time you are at your club, take a moment to help a newcomer, admire another pilot's model, or simply enjoy the sight of aircraft in the sky.



✈️ **WHY I FLY – SAMAA MEMBER CAMPAIGN** ✈️

Every pilot has a story... now it's your turn to share it!

📸 Send us: on the ***SAMAA WhatsApp: 072 933 5802***
✅ A photo of yourself, with your aircraft, or your favourite flying moment
✅ Your name, Aircraft type/name and your Club
✅ ONE sentence completing the phrase: **"I fly because..."**

Examples:
🛩️ "I fly because it challenges me."
🤝 "I fly because it connects me with friends."
❤️ "I fly because aviation is in my blood."

We'll feature **one member every day** on our SAMAA social media page - https://www.facebook.com/SAMAA.ModelAircraftOrganisation - to showcase the amazing people behind our hobby.

Let's show South Africa why aeromodelling is more than just flying—it's a passion!

#WhyIFly #SAMAA #Aeromodelling #1501PilotsOnePassion

Safe Flying!

Until Next Time...

"Model Aviation Teaches Us That Small Adjustments Can Lead To Great Flights."