



Your Monthly Dose of Model Aviation News, the Lekker Way! – 21 August 2026

Ballito RC Club (BRCC) & the SA Kids Aviation Club

(08th August – article by Ken Mann)

The BRCC was approached by Grace Njogu from the SA Kids Aviation Club to host an RC morning at our airfield. We took up the challenge.

It all started with a beautiful sunny morning with the birds chirping in the background and a cheeky, crisp little wind bumping along the runway. The organising team and pilots arrived and started setting up for the arrival of the children. The plan was to use two buddy-box setups using a Gentle Lady and Spirit glider with a Shotgun as a backup. The wind was 7 to 10 knots, so we knew we had a challenging morning ahead with the gliders.

Our first young aviator arrived early, so Ken started pre-flight checks. After a few frustrating hiccups the Gentle Lady fought her way bravely into the bumpy wind and our first student did exceptional well considering the cheeky little wind. By the end of the first flight the other enthusiastic potential aviators had arrived (7 in total) with parents in tow.

Ken did a brief talk on basic flight principles, using his Shotgun, and how RC planes work, then it was over to Peter.



An early morning start at BRCC



Ken – RC Talk to the children

Peter's buddy box system worked perfectly, and his Spirit glider performed much better in the wind and the enthusiastic children had their first go on the sticks. The excitement was palpable in the air, and we had to let them know that everyone would get a chance to fly.

Peter working hard!



Our other pilots were setting up for some demonstration flights including Marcelo a young BRCC member. He was a little hesitant to fly his foamy Discovery in the wind but eventually gave it a go. It was a short flight, but he handled it well and landed safely to a round of applause from all. Well done, Marcelo. Johan and his 30-year-old Corbin Super Ace with a Saito 45 4 stroke motor and Giel with his Vision Aire foamy each had a flight followed by Eric and his Pilot Yak 54 with an EME 120 CC Engine who gave us a great display and also landed to a round of applause.

Shotgun preflight checks



Barry in the kitchen





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Now the Shotgun was the flavour of the hour and all the children wanted a go....(Who wants to fly the Shotgun? Me, me, me, me, me was the reply all jumping up and down.) The skill level for the children varied with some really battling and others doing surprising well, both Peter and Ken had some close calls (with gasps from the more advanced pilots sitting on the sidelines) but they managed to recover very nicely.

The cooks, Warren and Barry were hard at work in the background preparing hotdogs for all, these went down very well, especially with Peter and Ken.

Then it was time for Cliff to do his display with his Slick 580 with a 120cc engine. He gave us all a fantastic 3D display with smoke which really awed the kids and pilots alike and he also landed to a huge round of applause.

Connor, one of the SA Kids Aviation Club members, who is also a member of the BRCC, has his own DJI Mavrick drone, he gave the other children a talk on the basic principles of drone flying followed by a demonstration flight while taking some lovely video footage of the day. Well done, Connor

Connor's drone talk



Watching Cliff's display

Cliff and his Slick 580



The morning continued with more buddy box flights and some more displays from Eric and Cliff, even one of the dads (Warren) had a go on the sticks and did very well but finally, the wind sang the end note to the morning's activities.

A very big thank you to everyone for a very successful, accident-free morning. Well done to all.

More Than Just Model Aircraft



When people first see an aeromodeller standing at the flight line, transmitter in hand and eyes fixed on a tiny aircraft soaring through the sky, they often see only a hobby. What they don't see is the journey behind every successful flight.

Model aviation is far more than assembling aircraft, charging batteries, or tuning engines. It is a passion that teaches patience, discipline, problem-solving, and perseverance. Every pilot, whether flying their first trainer or an advanced scale masterpiece, has experienced the same challenges: the nervous first take-off, the unexpected crash, the repair sessions late into the evening, and the determination to fly again.

In many ways, model aviation mirrors life itself.

There are days when the weather is perfect, the aircraft performs flawlessly, and every landing is smooth. Then there are days when nothing seems to go according to plan. Yet it is often during these difficult moments that the greatest lessons are learned. Every setback becomes an opportunity to improve, every mistake a chance to gain experience.

One of the greatest strengths of our hobby is the community that surrounds it. Across South Africa, SAMAA members gather at clubs and events, sharing knowledge, assisting newcomers, and celebrating each other's achievements. Friendships are built around workbenches, flight lines, braais, competitions, and fly-ins. The aircraft may bring us together, but it is the people who keep us coming back.

The future of aeromodelling depends on every one of us. Every time we help a new pilot,

encourage a youngster, share our knowledge, or simply welcome a visitor to the field, we are investing in the next generation of aviators.

Today's beginner could become tomorrow's instructor, competition champion, or club leader.

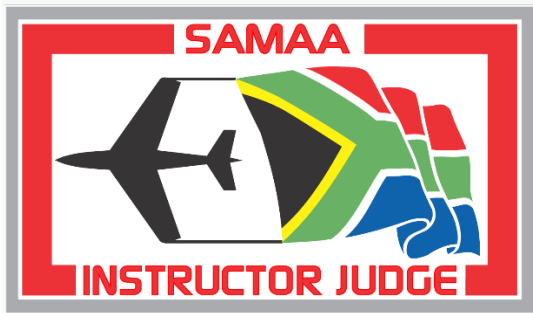
As technology advances and the world becomes increasingly digital, model aviation continues to offer something truly special—the opportunity to create something with our own hands and watch it take flight. Few experiences can match the satisfaction of seeing an aircraft you built, repaired, or restored lift gracefully into the sky.

So, the next time you arrive at your club, take a moment to appreciate what this hobby has given you. The skills learned, the friendships formed, the memories created, and the simple joy of flight.

Because every flight tells a story.
Every pilot contributes to the remarkable story of model aviation in South Africa.
Blue skies, safe flying, and many happy landings!

#Keep building. #Keep learning. #Keep sharing. #Keep flying.

Congratulations to Our Newly Appointed Fixed Wing Instructor Judges



SAMAA extends its sincere congratulations to three outstanding members who have been appointed as **Fixed Wing Instructor Judges** for 2026.

A warm congratulations to:

- **Darryl Tarr** – Drakensberg Soaring Club
- **Clint Du Toit** – Drakensberg Soaring Club
- **Alec Groenewald** – Lowveld Model Aircraft Club

This appointment is a testament to their extensive experience, exceptional flying skills, and ongoing commitment to promoting high standards of aeromodelling within South Africa. As Instructor Judges, they will play an important role in mentoring pilots, maintaining judging standards, and supporting the continued growth and development of our hobby.

We thank **Darryl, Clint, and Alec** for their willingness to serve the aeromodelling community and wish them every success in their new roles.

Congratulations on this well-deserved achievement and thank you for your dedication to SAMAA!

Why Your SAMAA Membership Matters

For many of us, a SAMAA membership card is something we renew each year without giving it much thought. But behind that membership lies something far greater than just a number or an annual subscription – it is an investment in the future of model aviation in South Africa.

Every membership helps SAMAA continue its work as South Africa's SACAA-approved Aviation Recreation Organisation (ARO), protecting and promoting our hobby at national level. From maintaining relationships with the South African Civil Aviation Authority and other regulatory bodies, to ensuring that model flying remains safe, recognised and accessible, SAMAA is constantly working behind the scenes on behalf of every member.

Your membership also provides valuable benefits, including:

- Third-party public liability and member-to-member insurance when flying in accordance with SAMAA requirements.
- Access to approved clubs and flying sites.
- Flying proficiency programmes to help pilots develop their skills.
- Sanctioned competitions, fly-ins and special events.
- Technical guidance, safety information and regulatory support.
- Representation for all model aviation disciplines through SAMAA's Special Interest Groups.

Perhaps the greatest benefit, however, is something that cannot be measured in rands. Every new member and every renewed membership demonstrates that model aviation is a vibrant and growing sport worth protecting for future generations.

Together, we ensure that our clubs remain active, our events continue to thrive, and newcomers have a welcoming community to join. So, if your membership is due for renewal, don't delay. Your support helps keep our hobby flying today while building an even stronger future for tomorrow.

Have Fun!!!

M v e k d o g A o Y j S A P Y
 z p c n i L i n o j Y j i a s
 I V K d i r u u i o U z r y o
 l k a w p g t y H y H K s m v
 K R H l p h n r N e l D h e r
 c T a q b x N E m t D F o n e
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 m I j i a e F s A I m H b P i
 o E A l a y r i A o K j e X A
 C A S F Y I V D T X R Y N d k

Find the word in the puzzle.

Words can go in any direction.

Words can share letters as they cross over each other.

Airplane	Airshow	Audits
Certificate	Club	Committee
Display	Engine	Excellence
Expiry	Flying	Manuals
Payments	Radio	SAMAA
Servos	SIG	Silver
Youth		

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Boost your brand visibility within the model aviation community!

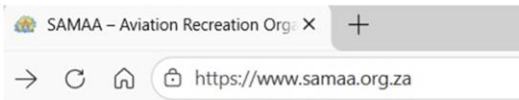
Whether you're a SAMAA member, business owner, or know someone eager to support our initiatives, this is the perfect opportunity.

Advert pricing per edition.

Adverts must be in JPEG format and sent to

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A4 Advert: R200 A5 Advert: R100



Invitation to Advertise Your Business on the SAMAA Website

We are pleased to invite you to advertise your business on the South African Model Aircraft Association (SAMAA) website. With a dedicated aeromodelling audience, this is a fantastic opportunity to connect with enthusiasts across the country.

We offer a **business card-style advertisement** with the following options:

R400 for a 6-month listing

R600 for a 12-month listing

What Happens Behind the Scenes at the SAMAA Office?

Have you ever wondered what happens behind the scenes after you click "**Send**" on that email or submit your membership renewal?

Many members imagine the office as a peaceful place where coffee is enjoyed while the occasional membership card is printed. If only it were that simple!

A typical day can include:

- Processing new memberships and renewals.
- Issuing membership cards and invoices.
- Answering member enquiries from across South Africa.
- Assisting clubs with registrations and flying site approvals.
- Processing event applications and risk assessments.
- Updating the SAMAA website and social media pages.
- Producing the *SAMAA Lekker News*.
- Liaising with the South African Civil Aviation Authority (SACAA) on operational and compliance matters.
- Supporting Special Interest Groups (SIGs), clubs, instructors, and event organisers.
- Maintaining records, insurance documentation, and governance files that keep our Part 149 Aviation Recreational Organisation running smoothly.

Some days are wonderfully predictable...then come the unexpected surprises...

One minute it's helping a new pilot join SAMAA. The next it's assisting a club with an event application, updating safety documentation, answering regulatory questions, preparing management reports, editing the next edition of *SAMAA Lekker News*, processing payments, liaising with SACAA, or finding a missing membership number from ten years ago.

Behind every successful fly-in, competition, airshow, or club event is a mountain of administration that most members never see. Event applications are checked, documentation verified, risk assessments reviewed, certificates issued, and countless emails exchanged to ensure everything is ready for a safe and enjoyable event. SAMAA's operating procedures and event requirements help keep these activities aligned with the association's safety framework.

Of course, no office day would be complete without the occasional "urgent" request that should have been submitted two weeks earlier... but somehow still needs to be completed today!

The office also celebrates the exciting moments—welcoming new members into the hobby, seeing juniors take to the skies for the first time, watching clubs grow, and hearing about successful events around the country. Those moments remind us why the paperwork is worth it.

The truth is that the SAMAA Office doesn't exist because of paperwork—it exists because of you, the members. Every membership renewal, every question answered, every event processed, and every phone call returned helps keep model aviation organised, safe, and thriving across South Africa.

So, the next time you receive your membership card, an event approval, or a prompt reply to your enquiry, remember that there's a dedicated team working behind the scenes to keep the wheels turning.

And yes... sometimes the coffee does get cold.

Club Corner



Club Information

Club Name: **Drakensberg Soaring Club (RC)**

Location: **Underberg KZN**

Club Established: **2019 (RC)**

How many members do you currently have? - 11

Facilities & Field

Briefly describe your flying field – runway type, length, and surrounding area, and what facilities do you have on-site? (e.g., clubhouse, braai area, electricity, shade, restrooms)

Grass runway 1.2km long with cross runway of 850m; braai facilities, power from solar, shade under trees and full-size hangers, ablution facility, camping and loft accommodation for 40 people. 3,5 hectares of open grass land, 30-hectare dam for float flying, open views of the Drakensberg escarpment, full size gliding available to RC members and visitors.

Club Culture & Community

What makes your club's gees (spirit) so special?

Perfect facility, no flying restrictions, evening braai is located perfectly in the Underberg region, supportive and knowledgeable members who have been in the hobby for decades.



How does your club support newcomers or junior pilots?

Sufficient training models, hands-on involvement from instructors and members to assist.

Is there a particular success story, young pilot, or inspiring moment you'd like to share?

Of inspirational importance is the continued "sold out" support for our Wings Over Utopia Events, not only from locals but from pilots located around the country and internationally; the recent appointment of two of our members to Instructor Judge status.



👏 Final Thoughts

What advice would you give to other clubs?

Apply yourself with passion, share your hobby and experiences with friends and family, keep adding newsworthy content to your Facebook and website.



How can other SAMAA members get in touch or visit your club?

Visit our website: <https://www.facebook.com/groups/436020499848850>



By Jasper van Eden and Copilot

Welcome back, guys! Summer is on its way, and after the cold spell we had, it's going to be a very welcome sight.

With spring looming, we're all itching to add something new to the fleet. That's the beauty of this wonderful, fulfilling hobby — we all have our lists of “must-have” aircraft, and then those nemesis planes that we love but, for some reason, just refuse to play nice.

For me, that nemesis has always been the Douglas DC-3 — specifically the Dakota variant. Over time, I came to call it “*Daai Fk#n DAC*.”*

Let me roll the clock back. Electrics had just hit the scene, and I was still green in the hobby. I scraped together my savings to buy what felt like the dream of all dreams: a little GWS C-47 Skytrain. My excitement was sky-high, but the first crash came before I even got to the car — the box itself took a tumble. That should have been my warning sign.

Building the “*Daai Fk#n DAC*”* was anything but smooth. It fell off the workbench more times than I care to admit. I was still running a 60 MHz radio system, which meant soldering capacitors onto brushed motors to tame the RF noise. One day, while setting up the radio, the motors suddenly went full throttle. The plane shot off the bench like a missile, props spinning, nearly taking my fingers with it.

Then came the CG setup — another mission, another crash. And when it finally made it to the sky, well... let's just say the sky didn't want it. After countless crashes, the poor thing ended up stripped of parts and tossed into the dustbin.



*“Daai Fk#n DAC”**

But here's the thing: even after all that, "Daai Fk#n DAC"* never left my heart. It still sits quietly on my "one-day" list, waiting for its return to the hangar. The latest revision of my list has the A-10 Warthog proudly added, and alongside the Dakota sits another dream machine: the Grumman A-6 Intruder.

I know many of you have lists that are far more adventurous than mine, and I'd love to hear about them. Some guys say: "If it has a propeller and wings, I want it." And honestly, I get it. That's the magic of this hobby — every plane tells a story, every crash teaches a lesson, and every successful flight feels like a triumph.

Those men and their magnificent flying machines!

Just recently, the FAI F4 World Championship for scale model aircraft took place. Thanks to the miracle of the internet and "the YouTube," we got front-row seats to some jaw-dropping craftsmanship and flying. Not just radio-controlled, but even scale control line flying. The talent on display was incredible.

I won't bore you with the list of winners — that's all on the FAI website — but I will say this: one model stood out to me above the rest. A gleaming Silver Spitfire, flown by 12-year-old Konrad Lange from Germany. Imagine that — twelve years old, flying with the skill and confidence of a seasoned pilot. That's the future of our hobby right there.

From FAI website - <https://www.fai.org/>

***This silver Spitfire was presented
by the youngest competitor.***

***12-year-old,
Konrad Lange,
of Germany,
in the F4H class.***

(Credit: Antonis Papadopoulos)



Below the Club Corner on Ballito RC Club



Club Corner



Club Information

Club Name: **Ballito RC Club (BRCC)**

Location: **Ballito North Coast KZN**

Club Established: **2013**

How many members do you currently have? 37

Facilities & Field

The BRCC has a grass runway, length 200m, width 10 to 15m, and the surrounding area scrub bush and grass land, facilities include a shade house with tables and benches, 4 flight tables, 2 large scale starting restrainers, a pilot box and a toilet and basin. A big plus is that the field is only 10 minutes from Ballito centre.

Club Culture & Community

What makes your club's gees (spirit) so special? We all love flying, and welcome all disciplines from small planes, helis and drones to the big boys as well, we have even had jet or two. Proficiency levels from student to Instructor Judge and aviation enthusiasts are all welcome.

How does your club support newcomers or junior pilots? We all support and assist them where-ever we can and love having them at the airfield to watch their progress.

Photos & Highlights



Chris showing off with his Laser.



Owen doing some hover practice.



Ken's Cirrus SR22 waiting for clearance.



Darryl spooling up his turbine.



Eric's smooth take-off.



Soaring above the clouds.



Lined up and waiting for clearance.



Our third shadehouse. (Others were stolen)



Darryl bringing back the past.

We recently hosted the "SA Kids Aviation Club" which turned out to be a very successful morning of fun and flying.

👉 Final Thoughts

What advice would you give to other clubs?

Comradery, friendship and respect for all flying disciplines.
NO politics.

How can other SAMAA members get in touch or visit your club? Visit www.brcc.co.za all visitors are welcome.



Cliff running in his motor.



Rolf fueling up.

LOMAC DURATION FLIGHT CHALLENGE

Sunday, 16 August 2026 - LOMAC Airfield – Nelspruit, Mpumalanga

The Lowveld Model Aircraft Club (LOMAC) hosted its inaugural Duration Flight Challenge on Sunday, 16 August 2026.



The concept behind the challenge was deliberately simple:

How long can you keep a model aircraft in the air?

The aim, however, went considerably further than simply determining which aircraft could remain airborne the longest.

LOMAC wanted to create a challenge in which virtually any member could participate, whether flying an internal-combustion (IC) or electric-powered aircraft, while at the same time encouraging members to work together in teams.

The primary objectives were to promote innovation, experimentation, teamwork, camaraderie and, above all, the enjoyment of model aviation.

Five teams, each consisting of three pilots, accepted the challenge. What followed was a wonderful example of the ingenuity, friendly rivalry and team spirit that exists within our club.

The Challenge

The teams were given considerable freedom in deciding how they would approach the endurance challenge.

This resulted in five very different solutions, ranging from a modified electric glider to modified trainers carrying substantial fuel loads.

Aircraft preparation became as much a part of the competition as the actual flying. Members experimented with fuel capacity, battery capacity, engines, airframes, aerodynamic efficiency, aircraft weight and flying techniques.

The challenge therefore became much more than simply a flying competition. It encouraged members to design, modify, build, experiment and solve problems together.

And, as the results demonstrated, reliability would ultimately prove just as important as fuel capacity.

The Teams and Results

5th Place – “Team Sparky”

Team Leader: Dr Al Torrance

Aircraft: Modified Vic Smeed Tomboy

Battery: 800 mAh

Flight Time: 43 minutes

Representing the electric contingent was Team Sparky, led by Dr Al Torrance.

The team entered a modified Tomboy electric glider and achieved an impressive 43-minute flight using only an 800 mAh battery.

The performance demonstrated just how effective aerodynamic efficiency and careful energy management can be in an endurance competition.

Team Sparky finished 5th overall, but their performance provided an excellent benchmark for what could be achieved using a relatively small electric power source.

4th Place – “The Pregnant Lady Team”





4th Place – “The Pregnant Lady Team”

Team Leader: Alec Groenewald

Aircraft: Modified Gentle Lady / custom fuselage

Engine: OS 26 FS four-stroke

Fuel Capacity: 460 ml

Flight Time: 59 minutes

One of the more unusual entries was appropriately named The Pregnant Lady.

Led by Alec Groenewald, the team used an old Gentle Lady glider wing, combined with a newly designed fuselage constructed specifically to accommodate a 460 ml fuel tank and an OS 26 FS four-stroke engine.

To enable runway operations, the aircraft used a 3D-printed steerable take-off dolly, controlled by the glider pilot.

The Pregnant Lady remained airborne for 59 minutes, using approximately three-quarters of its available fuel before eventually suffering a dead-stick landing.

The result earned the team 4th place and demonstrated exactly the type of unconventional thinking and experimentation that the Duration Flight Challenge was intended to encourage.

3rd Place – “Team R3”



Team Leader: Alfons Tressel

Aircraft: Modified Pilot low-wing trainer

Engine: DLE 30

Fuel Capacity: 2,000 ml

Flight Time: 1 hour

Team R3, led by Alfons Tressel, approached the challenge with a modified Pilot low-wing trainer powered by a DLE 30 engine.

The aircraft carried a substantial fuel load consisting of a 1.5-litre main tank strapped to the fuselage, together with an additional 500 ml internal tank, providing a total potential fuel capacity of 2 litres.

Their strategy proved successful, and the aircraft reached the one-hour mark.

Unfortunately, endurance competitions have a habit of finding the weakest link. In this case, it was not the fuel supply that ended the attempt — the ignition battery gave up the ghost.

Nevertheless, the one-hour flight secured an excellent 3rd place for Team R3.

2nd Place – “McGyver Team”

Team Leader: Jakes Kruger

Aircraft: Ultra Stick

Engine: OS 75 Max

Fuel Capacity: 1,350 ml across three tanks

Flight Time: 1 hour 17 minutes

The appropriately named McGyver Team, led by Jakes Kruger, entered an Ultra Stick powered by an OS 75 Max engine.

The aircraft was equipped with no fewer than three fuel tanks, providing a combined fuel capacity of 1,350 ml.

The combination proved extremely effective, with the Ultra Stick remaining airborne for an impressive 1 hour and 17 minutes.

Unfortunately, their attempt also came to an end with a dead stick, bringing an otherwise excellent endurance flight to a close.

Their performance secured 2nd place overall.

1st Place – “Team Lister”

Pilots: Barry van der Vyfer and Sarel Venter

Aircraft: Pilot Trainer

Engine: Saito FG20

Total Fuel Load: 1,950 ml

Winning Flight Time: 1 hour 26 minutes

Taking the honors on the day was Team Lister, represented by Barry van der Vyfer and Sarel Venter.

Their entry was a Pilot Trainer powered by a Saito FG20, carrying a total fuel load of 1,950 ml.

The combination of aircraft, engine and fuel-management strategy proved extremely successful.

After 1 hour and 26 minutes, Team Lister had surpassed the remaining competitors and secured the win.



Perhaps most impressively, the aircraft was not forced to land because of fuel exhaustion or a technical problem. Having established the winning time, the team elected to land while still carrying sufficient fuel to continue flying for considerably longer.

Team Lister was therefore deservedly crowned the winners of the 2026 LOMAC Duration Flight Challenge.

Final Results

Position	Team	Aircraft / Power	Flight Time
1st	Team Lister	Pilot Trainer / Saito FG20	1h 26min
2nd	McGyver Team	Ultra Stick / OS 75 Max	1h 17min
3rd	Team R3	Modified Pilot Low-Wing Trainer / DLE 30	1h 00min
4th	Pregnant Lady Team	Gentle Lady Hybrid / OS 26 FS	59min
5th	Team Sparky	Modified Vic Smeed Tomboy / 800 mAh battery	43min

More Than Just a Competition

While the flight times determined the official results, they tell only part of the story.

The real success of the challenge was what happened before and around the flying.

Members worked together on aircraft modifications, discussed ideas, debated fuel and power strategies, designed components, experimented with different approaches and helped solve one another's problems.

It brought together traditional IC flying and electric flight in the same competition and demonstrated that there is more than one way of approaching an endurance challenge.

It also highlighted an important aspect of model aviation: innovation does not necessarily require sophisticated technology.

Sometimes it is an efficient electric glider and an 800 mAh battery. Sometimes it is a 3D-printed steerable dolly. Sometimes it is three fuel tanks fitted to an Ultra Stick — and sometimes it is a 1.5-litre fuel tank strapped to the outside of a trainer!

Every team approached the same problem differently, and that was precisely what LOMAC hoped the challenge would achieve.

A Great LOMAC Day

Once the aircraft were safely back on the ground, the competition gave way to another important LOMAC tradition — a braai and a few drinks, providing the perfect opportunity to discuss the day's flying, compare strategies and begin debating what might be possible next time.

A special word of thanks must go to Stefan Scheepers for handling the official timekeeping — and, importantly, for successfully fending off all the bribes thrown his way!

Thank you also to every pilot, team member and club member and spouse who contributed to making the challenge such an enjoyable day.

The Duration Flight Challenge achieved exactly what it was intended to do: it got members thinking, building, experimenting, flying, laughing and working together.

For LOMAC, that is what a successful club event is all about.

Another one for the books! COME FLY WITH US!

“TEAM LOMAC”

Lowveld Model Aircraft Club

Nelspruit, Mpumalanga

17 August 2026



In every monthly edition of the Lekker News, we have expanded on the goals of Project Excellence. By now, these are known to SAMAA members. The primary aim of Project Excellence 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!



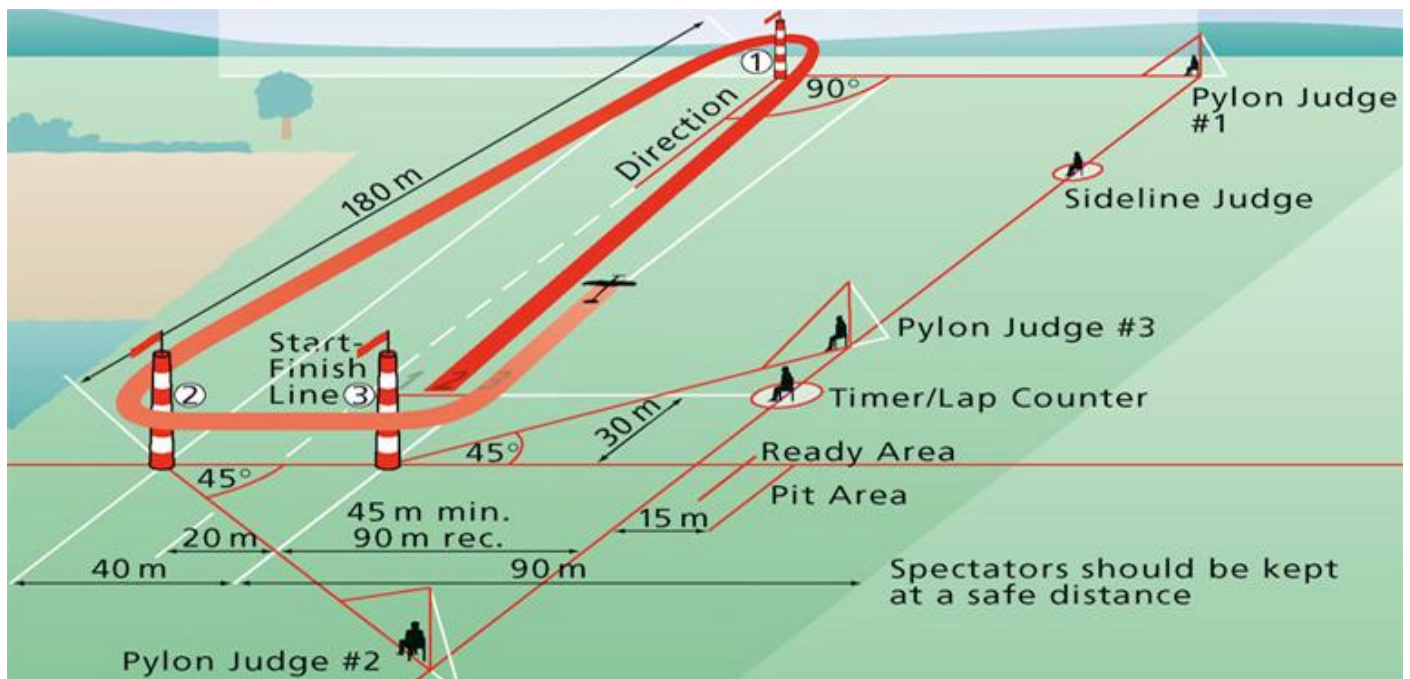
In this issue, we delve into the exciting world of pylon racing. No matter if it is at work or play, you will always find some nut who thinks he can do it faster and in a shorter time than the next person. Model aircraft pilots are no different.

The main goal of pylon racing is rather simple: each pilot flies as fast as possible for 10 laps around a 400-metre triangular course. The course consists of three pylons, or flags. During each flight, penalties or disqualifications may be awarded if a pilot does not steer his aircraft to not complete the full course on any of the 10 laps. A pilot's score is the number of seconds that is recorded for his race. The final score is an average of his best flight times. The pilot with the lowest score is the winner of the event. Each pilot has a caller/mechanic, who will usually start the engine, launch the model, and guide the pilot to steer his aircraft around the course. This is where the fun begins, since three models are in the air simultaneously. If the aircraft speeds are equally matched, and the pilots have similar flying skills, some close and exciting races will result, providing great spectator appeal.

The model aircraft is generally powered by a commercially available 6,5cc (.40 cubic inch) internal combustion engine, and in the entry-level classes, there are no modifications allowed to the engine or the propeller. This is to level the playing field as it were, so that pilot skill will usually determine the winner. However, luck also plays a great part in achieving success. The aircraft are also of standard type and size so that no one pilot may have an unfair advantage. The most basic class presented by SAMPR (the South African Model Pylon Racing Association) is the Sportsman class. The next class, Quickie 500, is a little more advanced, but the wing area must be a minimum of 500 square inches. There are other basic specifications to the airframe.

As a pilot becomes more skilled, he may enter the higher classes, where international competitions are staged. If this exhilarating branch of our hobby appeals to you, contact **Jared Norman**, chairman of the SAMPR, at southafricanrcpylon@gmail.com

BELOW IS THE LAYOUT OF A PYLON RACING COURSE



Aerial Concepts - [Aerial Concepts - Flown With Passion](http://AerialConcepts.co.za)



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Safe Flying!
Until Next Time...

“Behind every great pilot is a workshop full of ideas and determination.”