



SAMAA LEKKER NEWS

The South African Model Aircraft Association. CAA ARO #10

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Your Monthly Dose of Model Aviation News, the Lekker Way!



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The Empty Pilot Box

There is a place at every model flying field that few people ever notice - It's the pilot box.

To most people, it's simply a painted rectangle on the ground. But to an RC pilot, it's where dreams take off. Every scratch on a transmitter tells a story. Every dent in a spinner remembers a hard lesson. Every repaired wing carries proof that giving up was never an option.

One Saturday morning, an elderly gentleman arrived at his club carrying a well-worn trainer. The covering had faded, the wheels were slightly crooked, and the engine bore the marks of decades of faithful service.

A young pilot smiled politely. "That old thing still flies?" The gentleman smiled. "It flies memories."

The field became quiet. He explained that this was the very aeroplane his late son had learned to fly. Together they had spent hundreds of Saturdays at the field—building, repairing, laughing, and occasionally walking a very long way to retrieve an aircraft from the mealie fields.

Years later, illness took his son far too soon. For months after the funeral, the aircraft remained

hanging in the garage. Dust settled. The batteries went flat.

The silence became unbearable.

Then one Saturday morning, he picked up the model again. He repaired the fuel lines. Charged the receiver battery. Filled the tank. And drove back to the club.

As the engine burst into life, it wasn't just an aeroplane starting. It was a lifetime of memories.

The take-off was smooth. The old trainer climbed gently into the blue South African sky.

For ten quiet minutes, father and son flew together once more. - Not because his son was physically there...

...but because every circuit around the field reminded him of the voice that had once said, - "Dad... watch this landing!"

When the aircraft rolled to a perfect stop, there wasn't loud applause -Just respectful silence.

Sometimes model aviation isn't about winning competitions. It isn't about the newest radio, the biggest turbine, or the fastest aerobatic sequence.

Sometimes it's about healing. About friendships formed beside a flight line. About mentors who become family. About passing knowledge from one generation to the next.

And about discovering that while aircraft may eventually wear out, the memories they create never do.

The next time you stand in the pilot box, look around.

- Someone is making their very first memory.
- Someone else is reliving their favourite one.
- And someone may simply be finding a reason to smile again.

That is the true magic of aeromodelling.

Fly safely. Fly together. And never underestimate the memories built between take-off and landing.

For every SAMAA member, every instructor, every club volunteer, and every pilot who has ever looked up at a model aircraft and remembered someone special.

Because at SAMAA, we're not just flying model aircraft—we're creating memories that last a lifetime.

J-Bay Radio Flyers



Our club, J-Bay Radio Flyers, can brag about the following SAAF models:

1/4 scale Tiger Moth, 1/4 scale Hartbees, both WW2 models, used in North Africa. Probably the only Hartbees flying in the world, and the famous 1/4 scale Bosbok.





YOU FLY IT – WE’LL TELL THE STORY!

Every SAMAA member has a story to tell – and we want to hear yours!

Whether you’ve been flying for 30 years or just took your first flight, **your experiences, achievements, ideas and adventures** are what make SAMAA special.

-  Got an awesome flying photo?
-  Built, repaired or modified something interesting?
-  Have a funny or unforgettable flying story?
-  Achieved something you’re proud of?
-  Discovered a great flying tip or trick?
-  Attended a competition, fly-in or club event?
-  Introduced a friend or family member to model aviation?
-  Know a club member who deserves a shout-out?

Send it to us!

You don’t need to be a professional writer – **just send us your story, photos or idea.** The SAMAA team can help turn it into an article for a future edition of **Lekker News**.

Let’s showcase the people, clubs, aircraft, achievements and memorable moments that make South African model aviation so lekker!

WhatsApp: 072 933 5802

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YOUR STORY COULD BE OUR NEXT FEATURE!

Show Us Your Favourite Aircraft!

Chris Venter from the Welkom Model Aircraft Club is proud to showcase his favourite aircraft – the impressive **JetCat P180RX**.



For Chris, this aircraft stands out...A jet that flies like a gentleman, looks like a warbird, and roars like a fighter.

Marius Ludik from Midwest Model Club is proud to showcase his favourite aircraft - Cloud Hopper. 20 cc Dle. Scratch build. 2.7 m wingspan. Weighs 4.8 kg



For Marius this aircraft stands out...I built it with a lot of passion from a picture. Uncle Louis from Potch, who had Midwest Hobbies, inspired me and gave me my ideas, and it's all thanks to Uncle Louis

Abram Grobler from Wolwefontein Flyers is proud to showcase his favourite aircraft - P-51D MUSTANG

- Wingspan 1800mm - Engine DLE 35RA - Build by Herman and Abram Grobler in 2018
- Irene Radio Flyers(photos taken at Wolwefontein Flyers)
- Story: A P-51 Mustang was always a favourite to many aviators. The story of how it became a legend of WW2 and the design features, development in the time they did it is truly an inspiring storyline, and just one reason of many why it's my favourite fighter of WW2.



RMAC's weekend soirée in Volksrust



After an extended absence from Tamatieburg RMAC once again headed down to Volksrust to enjoy a weekend on the slopes.

Having not visited there in over 10 years a small “recce” party went ahead a day earlier to view the status of the slope and accommodation.

The slope was as we remember it and the road up the slope was totally adequate.

The crew stayed at Majuba Lodge and the facilities offered were superb and the Management must be congratulated on the manner in which they took care of us.

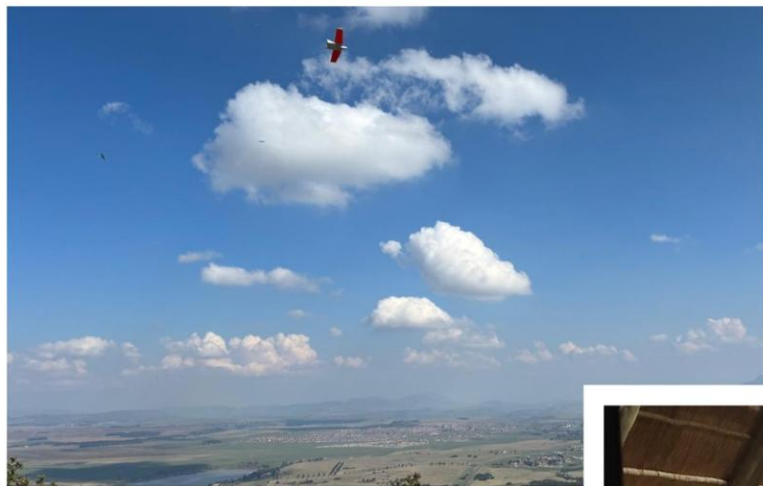
The Northern slope took favour for most of the weekend but on Thursday we flew off the Southern slope and were spoilt by a stiff breeze for the majority of the day.

A few gliders had their resale value sharply reduced and unfortunately our chairman donated one of his to the slope where it will no doubt be found by another aviator down the line.

While searching for his glider we stumbled upon someone else’s lost Zagi...such are the fortunes of this hobby.

With Breakfasts and Lunches being enjoyed on the slopes and superb braai and bar facilities being enjoyed at Majuba Lodge in the evenings, it will not be long before RMAC once again worships the Wind Gods in Volksrust.

A Big thank you must be extended to Mr Tiaan Hattingh for allowing RMAC to make use of his property for our weekend.





Another day in paradise

WP CHAMPS WEEKEND,
JUST PERFECT CONDITIONS



SPECIAL



SHS140ES (Sebart)
WAS - R9 555
NOW - R7 550



SHS50ESB (Sebart)
WAS - R7 790
NOW - R5 480



SHS50SEB (Sebart)
WAS - R6 380
NOW - R4 290



SHSB328B (Sebart)
WAS - R6 780
NOW - R4 770



SHSE382O (Sebart)
WAS - R27 800
NOW - R22 900



SHSE380R (Sebart)
WAS - 24 990
NOW - R19 990

New Product



R2 250
Servo mks hv 777a+
8.2v40.4kg 0.10s
RMKS777AP (MKS)



R1 680
Servo mks 1220hv
8.2v23kg/0.11s
RMKS1220



R998
Servo mks hv69
8.2v10.2kg 0.10s
RMKS69



R1 199
Servo mks hbl950
8.2v18.18kg 0.09s
RMKS950BL

CHECK OUT OUR WEBSITE FOR MORE !

19-20 SEPTEMBER - WARF



After many weeks of cancellations and poor weather, we finally got a break. The weekend turned out to be just about perfect for flying — ideal conditions and certainly conducive to some high scores.

A great entry of 10 pilots had entered, and to my amazement, most had arrived at the field before me on Saturday morning. The enthusiasm was high, which was very encouraging and set the scene for a great weekend.

With a relaxed atmosphere, the Sportsman Class got the competition underway.

Kobus was first on the runway, only to veer off halfway down and into the long grass, damaging the undercarriage and putting himself out of the day's competition. That left Eugene on his own. He had a good opening flight, producing a respectable score.

As mentioned, Kobus was unable to take any further part on the Saturday, so he left to repair his plane and return for the final two rounds on Sunday. This meant Eugene was once again left to fly the second round on his own, producing a fantastic +70% score. In fact, his third-round score was also in the 70s, although he lost a few points in the final round.

Kobus managed to repair his plane and was back for the two rounds on Sunday. He achieved some good scores but couldn't quite match Eugene. However, after everything Kobus has been through with his health this year, it was fantastic to see him back competing again — although we did miss the breakfast pies!

Jonathan was the only entrant in the Advanced Class, as Jacques had moved up to F3A.

Despite being on his own, Jonathan produced great scores in all four rounds. With his move to the Masters Class next year, I'm sure he will be very competitive.

"Well, he had better be!" were the words of his wife and caller.

And so we come to the "Top Guns" — or so they think!

The Masters Class was once again the biggest class, with six entries, and it was great to have Pieter and Charlie back (no pun intended).

What a competitive class this has become, with some very high scores, especially from the top two. Yes, Ernie was constantly looking over his shoulder!

There was a close battle between Ernie and Rodney throughout all four rounds. Both flew extremely well and produced very close scores, leaving the rest of the class some way behind.



WESTERN PROVINCE AEROBATICS - 2026 SEASON - WP CHAMPS



SOME OF OUR SUPPLIERS



19-20 SEPTEMBER - WARF



Stuart battled hard and managed to keep Charlie behind — but only just, as Charlie's flying improved throughout the weekend.

After many weeks on holiday and a few other issues during the season, Pieter followed behind with consistent scores in the mid-50s to mid-60s.

Rory finally broke into the 60s in the third round and produced consistent scores in the other rounds, but just missed out on a 60% average.

That brought us to the final class of the day.

Jacques had moved up from Advanced to the F3A Class, flying four 'P' schedules. Having had very little practice, his scores were impressive. To achieve a 60% average at his very first competition was a great achievement.

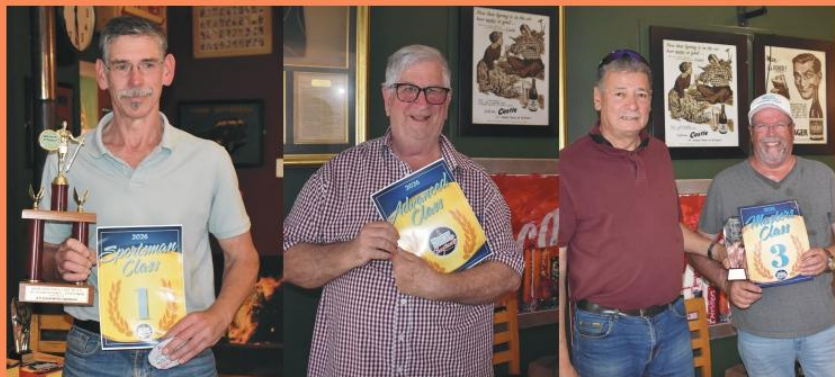
Well done, Jacques — I'm sure the high 60s will come next time!

With all the flying completed, we all enjoyed a beer or cool drink at the Jolly Rodger pub for lunch and the prize-giving.

Lots of laughter and smiles, along with good friends and good flying, brought a very successful weekend to a close.

A huge thank you to Jacques for preparing such a stunning venue, to our three judges — Martin, Kas and André — for giving up their time, and to Eugene for scoring, with the help of Rory.

Thanks to everyone involved in making this another memorable competition weekend.

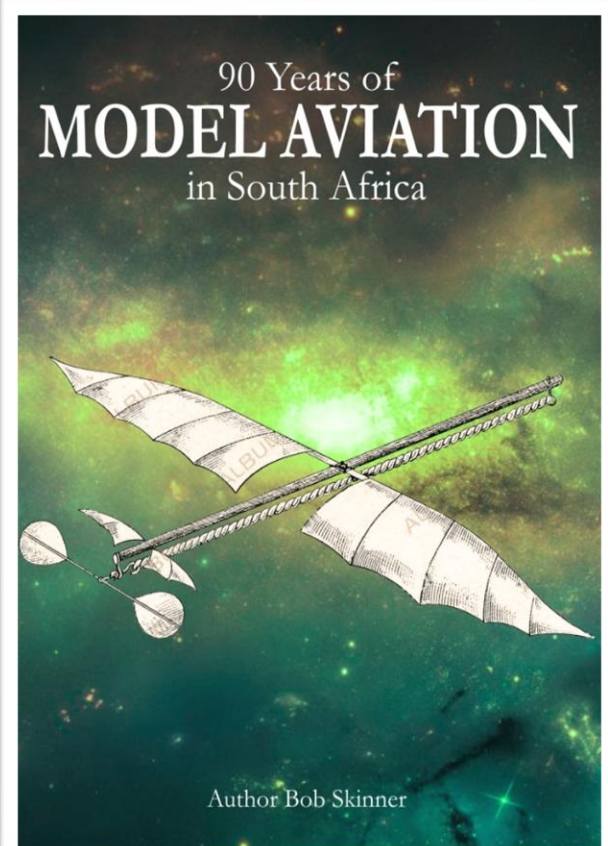


	1	2	3	4	final
SPORTSMAN					
Eugene	55.00	71.20	71.00	68.80	70.50
Kobus	0	0	57.30	51.50	36.30
ADVANCED					
Jonathan	65.80	73.10	72.60	71.00	72.23
MASTERS					
Ernie	68.50	73.70	71.90	70.10	71.90
Rodney	68.80	72.10	70.90	69.50	70.80
Stuart	62.90	67.20	49.60	58.90	63.00
Charlie	59.20	61.70	60.00	65.30	62.30
Pieter	55.30	66.10	56.40	60.10	60.90
Rory	56.50	55.80	61.40	56.80	58.20
F3A					
Jacques	59.40	59.80	62.30	55.20	60.50



For this instalment of Project Excellence, we will divert from the usual SIG-type discussion, and focus on something different, but still a subject that will promote Excellence, for our Association, and all its members.

In August 2027, the South African Model Aircraft Association (S.A.M.A.A.) celebrates its 90th anniversary of model aviation activities in South Africa. The SMC will publish an eBook, describing the SAMAA' activities of the last 90 years, richly illustrated with historical images. However, there are large gaps in the recorded history, especially the early years, and up to the 1960s. Many of our pioneers are no longer around, but there surely must be many of our members who know some of the history. I'm sure that many may even have some photographs, or newspaper clippings. **PLEASE, PLEASE, PLEASE**, get in touch with Bob Skinner, who is the author of this Excellent project.



This history of the SAMAA is inseparable from the history of South Africa, aviation, and technological progress. Consequently, the narrative of this manuscript will place the development of organised model aviation within the broader historical context of each era.

Each chapter will explain not only what happened, but why various events unfolded as they did, demonstrating how international developments, economic conditions, technological innovation, and changing social circumstances influenced the growth of the Association and its activities.

This manuscript will avoid becoming merely a collection of dates, committee changes, and competition results. Instead, it will present a continuous story that reflects the character, resilience, passion, and personalities of the South African model aviation community.

A vital part of the functions of the SAMAA is to preserve the history of model aviation, and that of the Association.

The SAMAA does have a small museum in the office in Parkdene, Boksburg, where memorabilia, manuscripts, equipment, historic aircraft, trophies, books, photographs, and magazines are housed for members to access and enjoy. In the meantime, it is prudent to give credit to those who have donated material to the SAMAA's Historical Preservation Project. Many of the articles are in the SAMAA office, and members are free to ask to see any of the donated material.

This then is a plea for members of the SAMAA and the broader community, to donate historically significant material, to enable us to have a more complete history of our activities, and the people who made it possible.



Looking Skyward

"Once you have tasted flight, you will forever walk the earth with your eyes turned skyward; for there you have been, and there you will always long to return."

(Not my wise words)

There are certain moments in life that remain with you forever. For me, one of those moments was the opportunity to fly in a Harvard. As a lifelong aviation enthusiast, scale modeller, and admirer of this iconic aircraft, climbing into the cockpit was far more than simply taking a flight. It was a dream realised.

As the engine burst into life with that unmistakable growl, I could immediately understand why so many pilots speak of the Harvard with such affection. The aircraft has a personality all of its own. The vibration, the smell of oil and fuel, the sound of the propeller biting into the air, and the view over the long yellow nose all combine to create an experience that modern aircraft simply cannot replicate.

Once airborne, the world below seemed to slow down. The familiar landscape took on a completely different appearance from above. Looking out over the wing, I found myself reflecting on the thousands of young pilots who learned their trade in these magnificent machines. The Harvard was not merely an aircraft. It was a classroom in the sky and a stepping stone to countless aviation careers.

What struck me most was how alive the aircraft felt. Every movement of the controls seemed connected directly to the air around us. There

was a sense of partnership between pilot and machine that is difficult to describe to someone who has never experienced it.

Back on the ground, I realised that the famous quote was absolutely true. Ever since that flight, whenever I hear the distant sound of an aircraft engine, my eyes instinctively turn toward the sky. Aviation has always been a passion, but the Harvard flight transformed that passion into something much deeper.

As scale builders, many of us experience a similar feeling at the workbench. We spend countless hours studying photographs, researching colour schemes, and carefully recreating every detail of an aircraft. We shape wood, sand fibreglass, install rivet detail, and strive to capture the character of the full-size aircraft in miniature.

Why do we invest so much time and effort in a model that may only fly for a few minutes at a competition or club event?

Perhaps it is because each model represents more than a collection of parts. Every scale aircraft carries a story. Whether it is a Spitfire, Mustang, Tiger Moth, Harvard, or modern aerobatic machine, we are preserving a small piece of aviation history. Through our models, we keep these aircraft alive for future generations.

Whenever I work on a scale project, I find myself thinking back to that Harvard flight. The memories help me appreciate details that I may previously have overlooked. The subtle weathering around an exhaust stack, the way sunlight reflects from the wing surface, or the distinctive stance of an aircraft sitting on the ground suddenly become much more meaningful when you have experienced the real machine.

Building scale models teaches patience, craftsmanship, and attention to detail. Flying them rewards that effort. There is something magical about watching a model lift off smoothly, climb away, and circle overhead. For a few moments, the months of construction disappear, and the aircraft seems to come alive.

Perhaps that is why so many of us remain captivated by aviation and aeromodelling throughout our lives. Whether we are fortunate enough to fly in a full-size aircraft, or whether we experience flight through our models, the feeling is much the same. Once we have tasted flight, we are forever looking skyward.

Until next month, keep building, keep flying, and keep looking up.
Jasper van Eden and Copilot



- PRESENTING - Junior Aviation Training Program.



We are a CIPC registered PTY as well as a SARS registered PBO non-profit.

WHY WE EXIST.

The problem we are helping solve is the chronic shortage of fund-able and trainable pupils in the pipeline of young people leaving school.

Poor subject choices, little motivation and low skill sets are impacting over 87% of school-leavers. (Dept of Basic Education Stat)

Passing STEM subjects should be a huge priority in helping uplift the Nation's youth.

Raising this statistic will allow Tech & Tertiary Educational opportunities to become available to more.

This will give a meaningful, positive impact on students, their families, industry and our economy.

HOW WE DO THIS.

STEM subjects are the core of industrial and technology development. With them, huge career opportunities are available.

By using aviation subjects as a means of attracting kid's attention, arousing their interest and creating a desire to participate, we open young minds to possibilities that were previously unknown.

With a graduated, proven process of learning through assembly and operation of a series of 150 kits, we expose young minds and encourage interest to learn and explore.

ANYWHERE.

With our system, we go to the kids in the country and in the cities. From Pofadder to Paternoster - and back the long way.

We have the tech and the systems to find and foster the willing and the curious.

We do this to find and collect the: 'Diamonds-in-the-rough'. Down your road, or over the mountain.

We are looking for willing partners to assist the youth of today to break the chains and be allowed to fly.

Focus the funding and the opportunity on the ones that:-

Get up, Dress up, Show up, Grow up, And do their part.

We track & build C.V. (Resume's) for youngsters over a 3-year period to find the ones that are worthy of funding. Not losers.

Will you give us the opportunity to show you how your team can help?

Thank you,

Andy Keil.

Program Manager.

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Yes, we are going nationwide, then worldwide. Join us on our quest to find and develop the best of our youth.

THE VISIONARY NEW TALENT PIPELINE FOR AVIATION.

Another kids' awareness program.

Ho - Hum, really, they all look the same...

A little flivver of a thing being concentrated on by a kid, later to be hurled skywards in an oft-vain approach to tame old man Newton's laws. Where's the follow up, the next 20 projects / lessons / aviating sessions? Who's the 'diamond in the rough' and who are the resource suckers? (We see plenty of those.) Don't they seem to grow up to become vociferous around election time...?

BUT WHAT HAPPENS NEXT?

A child's first encounter with aviation can spark a lifelong passion. But inspiration alone does not build an aviation career. It takes opportunity, commitment, guidance and a structured pathway that allows potential to develop into real ability.

South Africa has young people with the curiosity, imagination and aptitude to become tomorrow's

pilots, engineers, aircraft technicians, aviation entrepreneurs and industry leaders. The challenge is identifying those young people early enough and giving them the opportunity to progress beyond that first exciting experience.

That is where the **Junior Aviation Training Program (JATP)** aims to make a difference.

FROM AWARENESS TO OPPORTUNITY

JATP's vision reaches beyond a once off demonstration or an introductory flying session. It is about creating a more meaningful connection between young people and the world of aviation, helping turn curiosity into knowledge, enthusiasm into practical skills, and potential into a future worth pursuing.

Not every child who discovers aviation will become a professional pilot. Nor should they have to. Aviation offers a wide range of career opportunities, from engineering and maintenance to electronics, technology, operations and business. The objective is to help young people discover where their abilities and interests might lead.

But this requires more than enthusiasm. It requires follow through, realistic expectations and an understanding of the commitment involved.

IDENTIFYING THE DIAMONDS IN THE ROUGH

Talent does not always announce itself. Sometimes it appears in the child who asks one more question, refuses to give up on a difficult project, or sees a solution that others have overlooked.

Recognising that potential is only the beginning. Young people need access to appropriate learning opportunities, practical experience, mentorship and the resources that allow them to keep progressing.

This is where aviation organisations, clubs, industry partners, educators and experienced enthusiasts can play a vital role. The knowledge and experience already present within the aviation community represent an invaluable resource. Connecting that experience with the next generation could help open doors that might otherwise remain closed. The question is whether we are prepared to invest in that connection.

BUILDING A PIPELINE, NOT JUST A MOMENT

Developing future aviation talent is a long-term undertaking. It demands a commitment to continuity, measurable progress and opportunities that extend beyond the initial introduction.

A genuine talent pipeline must consider what comes after the first lesson, the first project or the first flight. What should a young person learn next? Who can guide them? What resources are available? And how can their progress be supported as their interests and abilities develop?

These are the questions that need answers if aviation awareness is to become something more substantial.

For SAMAA and the wider aviation community, this presents an opportunity to think beyond participation alone and consider the legacy we want to leave. Every young person who discovers aviation represents a possibility. With the right support, some of those possibilities could become the people who design, maintain, operate and advance South African aviation in the years ahead.

THE FUTURE DOESN'T BUILD ITSELF

JATP's vision is to help bridge the gap between discovering aviation and finding a pathway forward. Achieving that vision requires collaboration, realistic planning and a willingness to recognise that developing talent is an investment rather than a quick win.

The challenge is not simply to get more children looking skywards. It is to help those with genuine

interest and potential discover what they might achieve when the opportunity to learn, develop and progress is there.

Because the real measure of an aviation awareness initiative should not be how many young people attend a single event.

It should be what happens afterwards.

The next generation of aviation talent is out there. The question is whether we are prepared to find it, nurture it and give it somewhere to go.

Website: www.junioraviationtraining.com Email: info@jatp4.co.za



Aerial Concepts - [Aerial Concepts - Flown With Passion](#)

Contact Us

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- Email: info@aerialconcepts.co.za

Safe Flying!

Until Next Time...

"Dream it. Build it. Fly it."