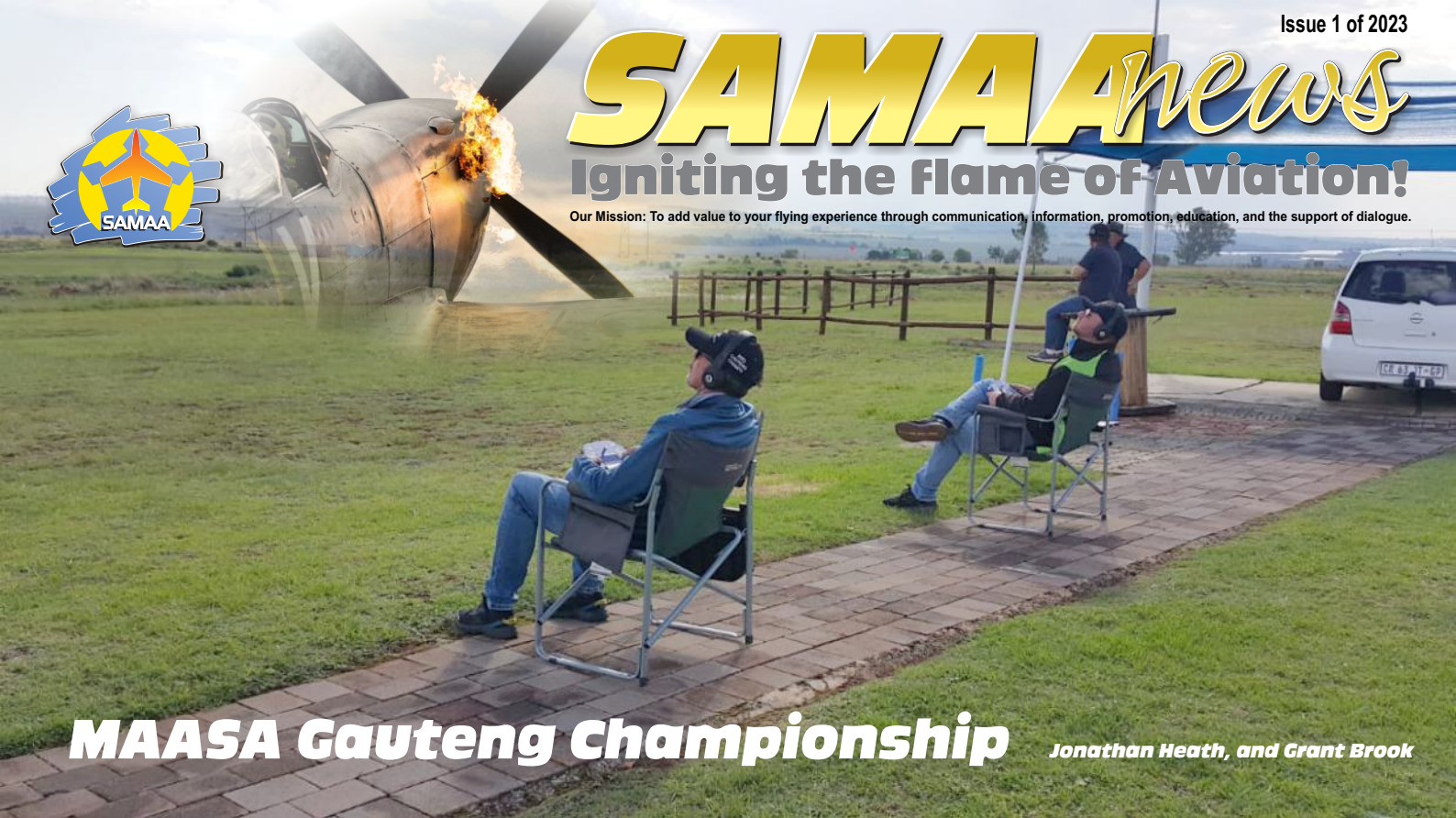


# SAMAAnews

## Igniting the Flame of Aviation!

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



## MAASA Gauteng Championship

*Jonathan Heath, and Grant Brook*

*Richard Wiedemann and Roston Dugmore in the judge's chairs at Pretoria Radio Flyers.*

**Day One**, 26 November 2022, Pretoria Radio Flyers

With a busy day behind us we had a total of 16 pilots, with three in Sportsman, three in Advanced, four in Masters, four in F3A, and two in Classic. There are three juniors currently flying pattern. With their great scores, they are giving the old timers a run for their money. The first day at Pretoria Radio Flyers was made up of some hot temperatures, high winds, a thunderstorm, a nice braai, and expert flying.

With the wind blowing perpendicular to the line, it resulted in some unhappy pilots. The aircraft were getting blown further and further away during the flights, to the point where we were just watching this little speck in the sky move around, trying to find its way back. Len de Villiers, our expert and willing braai master, lit the fires for the braai around 2pm. Later, a large thunderstorm came marching in with ominous clouds and large claps of thunder. Everyone quickly packed up their equipment and moved their cars under the shade netting. The storm came in quickly with copious amounts of rain, lightning, and thunder. We made a quick decision to put the coals in one of the steel waste drums. As we were nearing the end of our braai, the storm slowly passed over. We later discovered that the steel drum was originally used to store highly toxic phosphorus! Not only were our scores glowing but so were we. The braai was a good break and gave the pilots some time to reset and focus on the last couple of rounds.

Once the storm had passed it was time for the last few rounds. The storm thankfully took the strong wind with it and left a gentle breeze which in turn left the pilots with no excuses for a bad round. We finished off the day feeling exhausted after putting all our strength, passion, and skills into our flying. Some of us (me) did not think to put sunscreen on which resulted in a very red and painful way to end off the day.

I was thrilled to win the Masters class despite the tough competition. I am so thankful to André Stockwell for providing expert calling, guidance, and valuable tips and tricks. André has been a MAASA member right from the beginning and has contributed immensely to Pattern flying and has always been willing to help anyone and everyone wherever he can. MAASA rightly awarded him with Honorary Life Membership, which is well deserved. It is an absolute honour for us to fly with him. # Legend.



*Pieter Botha and his Quasar en route to the runway.*



*Prize giving after day one, at PRF.*

# BoyzToyz



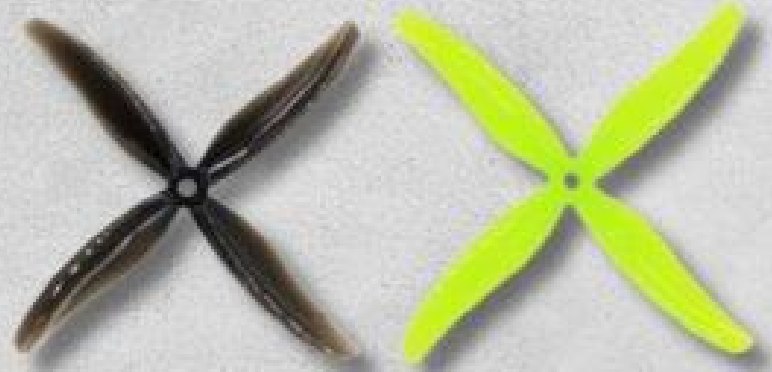
**Gemfan – LR 5126 PC 2  
Blade 2mm&M5**



**Foxeer Aura Pro 6" Freestyle FPV  
Frame Analog/Vista/HDZero**



**Happymodel EP1 Dual Receiver  
True Diversity 2.4Ghz  
ExpressLRS RX**



**Gemfan – 6038 Hurricane  
PC 4 Blade**



**DALPROP SpitFire T5148.5 Racing  
Props**



**Gemfan – Freestyle 6032  
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**Day Two, 27 November 2022, North Eastern Radio Flyers**

With the competition being held at the end of November, our Junior pilots were all in the middle of exams. MAASA really appreciates the effort that they made to compete, and to accommodate them it was decided to complete the Sportsman and Master's classes on day one.

That left one or two rounds each for Classic, Advanced, and F3A. Day two was hosted by North Eastern Radio Flyers and as with PRF we are always accommodated and supported in style. The facilities at both clubs are exceptional. Our thanks to the members that gave up their day to allow us to compete.

For the first time in many years we were host to a 'foreign' pilot. Thank you to Mark Hubbard for travelling all the way from the Eastern Cape to compete in our first Gauteng Provincial Classic Pattern class.

As always thank you to our hosting clubs, PRF and NERF, tireless judges, too many to mention, scorer, Berniece Kieck, and caterer Len de Villiers. Also a big welcome to Abre' Smit who is keen to develop his judging skills. No small thanks to Neil Twomey for planning and executing the two-day competition and thank you to Mrs Cher du Preez (Lin) from C-Signs for sponsoring caps for the competitors under gentle pressure from her husband Walter Lin (NERF) no doubt.

Congratulations to our winners: Rui Martins (Classic class), Robin Martins (Sportsman), Richard Wiedemann (Advanced), Jonathan Heath (Masters), and the 2022 Gauteng Champion in the F3A class, Joshua Twomey!



Berniece Kieck (scorer) and Abre' Smit our contest director.



The NERF hangar.



Joshua and Neil Twomey preparing the Covenant.



Smart peak caps sponsored by Cher du Preez of C-Signs.

**Results. 2022 MAASA Gauteng Championships.**

Pl.	Name	Norm 1	Perc	Norm 2	Perc	Norm 3	Perc	Norm 4	Perc	Norm Best 3	Perc.
<b>Sportsman</b>											
1.	Robin Martins (j)	1000,00	69,8%	470,59	32,7%	1000,00	82,5%	1000,00	83,1%	3000,00	78,5%
2.	Jan van der Spuy	900,66	62,8%	1000,00	69,5%	842,98	69,5%	896,04	74,4%	2796,70	71,2%
3.	Doug Kay	736,16	51,4%	730,40	50,8%	753,45	62,2%	779,76	64,8%	2269,37	59,4%
<b>Advanced</b>											
1.	Richard Wiedemann	996,72	66,0%	1000,00	65,1%	1000,00	73,5%	1000,00	67,1%	3000,00	68,9%
2.	Walter Lin	1000,00	66,2%	724,32	47,1%	957,88	70,4%	930,37	62,4%	2888,25	66,4%
3.	Len de Villiers	799,68	52,9%	907,27	59,0%	787,14	57,9%	829,15	55,7%	2536,10	57,5%
<b>Masters</b>											
1.	Jonathan Heath (j)	1000,00	76,3%	1000,00	76,4%	1000,00	77,6%	1000,00	77,4%	3000,00	77,1%
2.	Pieter Botha	975,43	74,4%	966,20	73,8%	964,56	74,8%	969,31	75,0%	2910,12	74,8%
3.	Neil Twomey	896,24	68,4%	855,51	65,4%	928,04	72,0%	885,84	68,5%	2710,12	69,6%
4.	Cadin Kieck (j)	789,74	60,3%	829,34	63,4%	852,85	66,2%	660,75	51,1%	2471,93	63,3%
<b>F3A</b>											
1.	Joshua Twomey	1000,00	87,6%	998,73	86,8%	1000,00	83,4%	996,44	84,2%	2998,73	86,1%
2.	Andre Stockwell	992,07	86,9%	995,53	86,5%	997,78	83,2%	1000,00	84,5%	2993,31	85,9%
3.	Roston Dugmore	973,99	85,3%	1000,00	86,9%	974,19	81,3%	953,16	80,5%	2948,18	84,3%
4.	Grant Brook	848,36	74,3%	920,72	80,0%	823,21	68,7%	875,62	74,0%	2644,70	76,0%
<b>Classic</b>											
1.	Rui Martins	1000,00	74,1%	1000,00	79,5%	1000,00	78,5%	1000,00	76,7%	3000,00	78,2%
2.	Mark Hubbard	734,61%	54,5%	454,18	36,1%	155,13	12,2%	0	0%	1343,92	34,2%



Mark Hubbard, Len de Villiers, and Richard Wiedemann.



Joshua Twomey, winner of F3A.



Elaine, Rui, and Robin Martins.



Pilot's briefing at PRF on Saturday.





# We're not old... We're retro!



Rui Martins



Probably the most recognisable pattern ship of all time, the Hanno Prettnner Curare, designed and flown in 1974/1975. Don Lowe designed Phoenix 7 at take-off speed.

Classic pattern has been around for well over 25 years in various countries around the world. In South Africa, we have been a little slow in getting classic off the ground, but finally, some serious strides have been made by introducing classic aerobatics as one of the latest facets of our hobby. The wait is finally over!

The character and charm of aerobatic planes from the classic era, as well as the emotions that they stir up, just can't be beaten. I'm sure that many of you readers are grinning from ear to ear thinking of all those times! Aerobatic planes from the classic era are the prettiest, sexiest aerobatic designs of all, that just ooze individuality.

So what is classic or retro aerobatics? It's what aerobatic flying used to be like in what many consider to be the golden age of RC Aerobatics. A much simpler, very different time. The basis of Classic is 60-size aerobatic planes from the jet style, ballistic, non-turnaround aerobatics from the past.

Classic Aerobatics is being implemented as a class to be flown at MAASA aerobatic competitions throughout the country, in addition to the current aerobatic classes of Sportsman, Advanced, Masters, and F3A. So, it goes without saying that SAMAA membership is mandatory to compete at MAASA events. Membership of the MAASA SIG will also be a requirement if you compete on a regular basis. Membership is very affordable.



A nice collection of Classic and Vintage aerobatic aircraft, on a cold winter's morning at Barnstormers.



(l-r) Justin Lees, Freddie Kotze, Rui Martins, Mark Hubbard, with Robin Martins kneeling in front.

By the time you read this, we will have completed a trial run at MAASA events in Gauteng to iron out the rules, and the schedule to be flown. I will quickly run through the rules that Classic will follow. The idea is to keep the rules to a minimum while maintaining a fair and level playing field. The big emphasis and mind-set should be on fun, enjoyment, and camaraderie.

So what defines a model aerobatic aircraft as Classic:

- The schedule is of the single-pass, non-turnaround, centre manoeuvre only. Turnarounds do not count and are not scored.
- Plane and engine size: Any 60-size RC aerobatic design may be used, up to before the 2x2 m rules (pre-1996).
- Planes should be as faithful and accurate to the original plan form/layout as possible. Some minor changes are allowed:
  - Planes with tricycle under carriage (nose-wheel) may be converted to a tail-dragger.
  - The nose length or shape can be slightly changed to accommodate different power sources, as discussed in the points below. On electric-powered planes, the design can be modified to include a battery hatch.
- Engines may be mounted in any position.
- Any 2-stroke engine up to .75 size is allowed. .75s must have standard silencers. (The use of .75-size engines is to increase the pool of availability to use what pilots already have).
- Tuned pipes may be used up to .61/.65 size motors only.
- Any 4-stroke engine up to .95 size is allowed. Strictly no superchargers or air-chambers allowed.
- Gas/Petrol engines up to 15cc may be used.
- Electric motors may be used. Maximum 1400w, 6-cell Lithium Polymer battery pack. (No limit on battery capacity).
- No down-line braking is allowed with electrics.
- Electric-powered planes are disliked by many of the purists, but for many it's a necessity where urban noise restrictions are becoming problematic.
- Retractable wheels are allowed.
- Absolutely no gyros, variable pitch propellers, pre-programmed snap or slow roll functions may be used.



In their day, the Classic aerobatic planes were at the height of technology and sophistication, but by today's standards, they are affordable, simple, and uncomplicated. They will not cost you much more than your average sports plane. Plans can be easily sourced on the internet from sites like Outerzone and Aerofred. If you are not a builder, or lack the time or skills to build, there are a few building professionals out there that can easily build you a plane to your specs and get you in the air fairly quickly. There are so many of these classic aerobatic planes available, tucked away in many garages and sheds. With classic pattern taking off, it's only a matter of time before these hidden gems see the light of day.

There are literally hundreds of designs from the era, from well-known international champions and the RC heroes of many. South Africa has a rich history of international participation dating back to the earliest Aerobatic World championships. So there are dozens and dozens of local designs from our past champions and trail blazers as well.

Competition aerobatics is not everyone's cup of tea, and I think it's important to have a social/fun aspect to classic flying as well, by organising social/fun day get-togethers in the different regions, organised by local enthusiasts, where the guys can fly their Classics and boast about their upcoming projects and past glories, and of course have a nice braai as well.

For more info please feel free to contact me via email at [rui@dmcraft.co.za](mailto:rui@dmcraft.co.za). Classic rules, schedule, and contest calendar will be available on the MAASA website.



Flash Light design by German champion Peter Wessels. This example by Savas Nicolaides.



Iconic Novi Arrow III, designed and flown by John Brink. Elliptical planform is most effective, and long fuselage ensured great longitudinal stability.



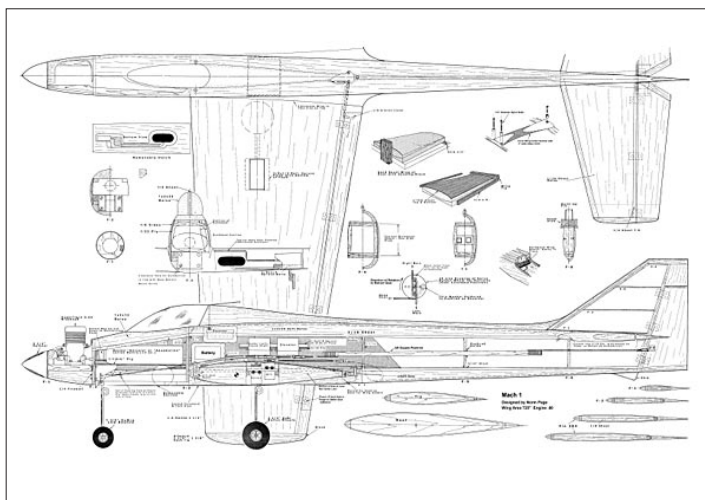
Kaos, Akrobat, and Phoenix 7 at a recent Classic Aerobatic competition.



Savas and the Flash Light. Very elegant model.



Famous Super Star by Wolfgang Matt will be a great choice for an aircraft in the Classic Aerobatic class.



USA pilot Norm Page developed the Mach 1 in 1972/3, and competed in the 1973 FAI F3A World Championship in Gorizia, Italy, for fifth place.

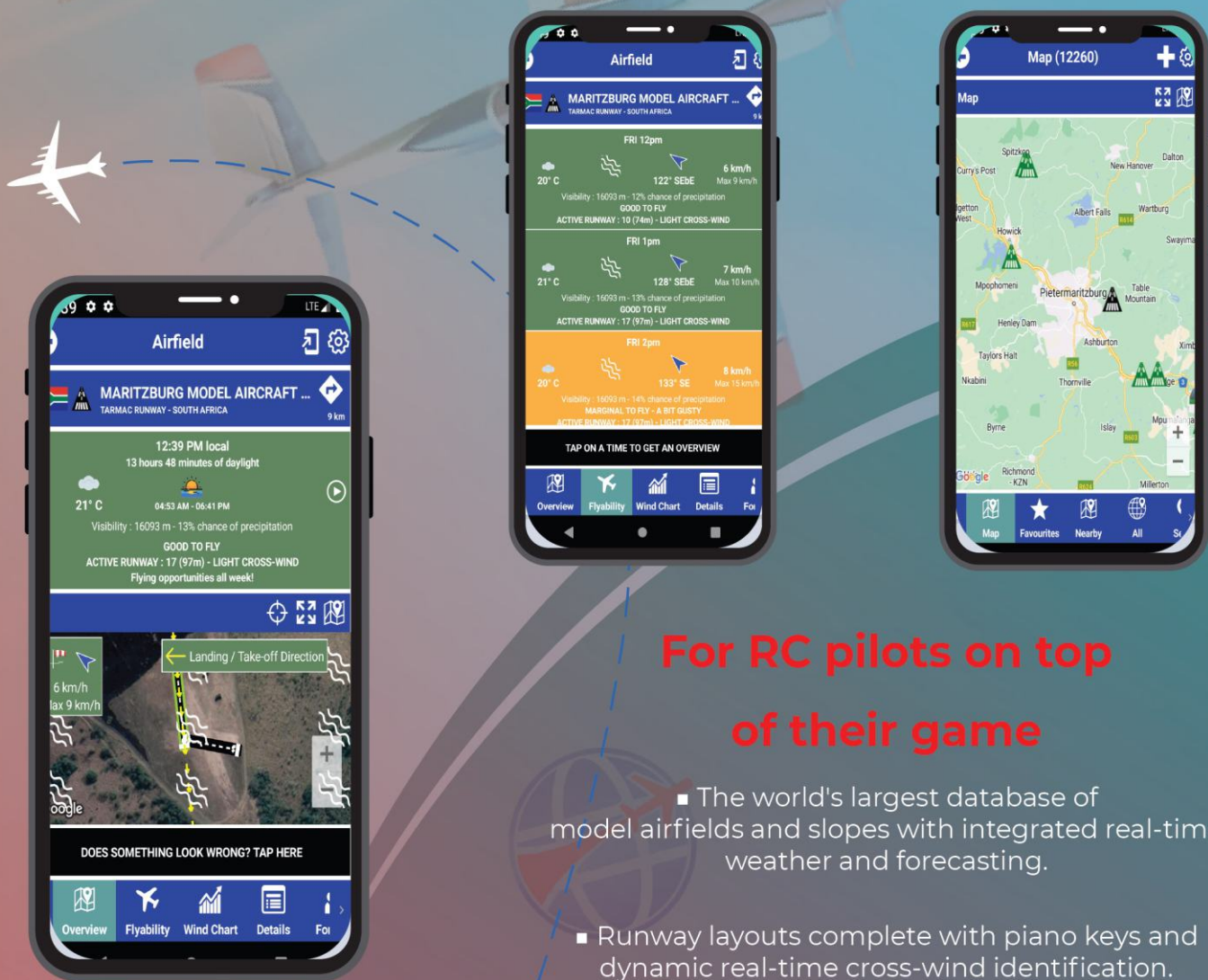




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# JUST ANOTHER GREAT DAY

26 MARCH 2023  
TMFC



**AFTER THE SUCCESS OF LEAGUE 2 AT HFC, IT'S A PROMISING START TO THE 2023 SEASON.**







League 3 was held at TMFC with a health entry of ten, New to the world of Pattern was Eugene, very keen and I guess a bit nervous.

After a welcome to Eugene and the rest, including a welcome return by the wine maker, Jacques, the competition started on time at 8am with Sportsman Class.

Eugene was first with his Extra, the only two stroke plane, and with a helping hand

from Charlie took to the skies. Loosing his way a few times but really great performance on his very first comp and in front of judges.

Jacques should that he hadn't lost the ability to fly but lost how to fly in a straight line, I guess thats what being out for 4-5 years does but Im sure after the next comp the rust will have gone.

With only two in the Sportsman class,

Jacques was ahead of Eugene but only just and winning all three rounds and the class win. Im sure once Eugene gets in more practice the class will be a close one.

André had entered the Advanced class but his plane set-up was not done and he sat out, in fact in the Judges position to Judge Masters and F3A.

The Masters class, the usual entries, this time without Rodney who has advanced to





# WESTERN PROVINCE AEROBATICS - 2023 LEAGUE 3

the F3A class to join Ernie, this left Charlie, Stuart, Jacques Rory and Pieter to fight it out.

Very close scores between all pilots on all three rounds, Stuart back to his winning ways took round 1 ahead of a close Charlie and Pieter, Rory and Jacques finding it a little tough.

Round two was all Charlies, but only just, Stuart making a silly mistake. Pieter was a strong third with Rory and Jacques close behind.

The final round was all Stuart, a superb flight ahead of an ever improving Rory just ahead of Charlie in third. Pieter fourth, just ahead of Jacques.

Class win the Stuart but the competition was close and exciting, one small mistake and you loose.

And finally to the F3A, flying two 'P' and two 'F' schedules.

Ernie was in a class of his own, a superb first round score put him well in the lead. Even better on the second round. Rodney had no answer although his own scores where superb he just couldn't match Ernie.

Now the the 'F' schedule, both getting lost with some these manouvers, Rodney gave up on his first 'F', the wind by now was quite strong and together with loosing sight of his plane aborted the flight and decided that was enough for one day.

Ernie persevered and finished the first 'F' and then decided to fly the second 'F' as a practice round and was his throw-away round.

That didn't affect the final scores and Ernie was the clear winner.

So after a cool and windy day the certificates we're handed out and thanks to the Judges, Kas, Martin and André for there time. Also thats to the committee and members of TMFC for giving up a Sunday morning.

The next round and on May 27-28, Western Province Championships to be held also at TMFC, see you all there



	round 1	round 2	round 3	round 4	FINAL	
	Norm / %	Norm / %	Norm / %	Norm / %	Norm	%
<b>SPORTSMAN</b>						
Jacques	1000.00 / 48.71	1000.00 / 58.86	1000.00 / 61.74	-	2000.00	60.30 1
Eugene	833.60 / 40.60	768.34 / 45.23	695.71 / 42.65	-	1601.94	44.09 2
<b>MASTERS</b>						
Stuart	1000.00 / 69.31	991.81 / 67.25	1000 / 67.97	-	2000.00	68.64 1
Charlie	957.92 / 66.39	1000 / 67.81	948.51 / 64.47	-	1957.92	67.10 2
Rory	770.75 / 53.42	927.49 / 62.89	952.60 / 64.75	-	1880.09	63.82 3
Pieter	889.38 / 61.64	946.34 / 64.17	860.65 / 58.50	-	1835.72	62.90 4
Jacques	764.33 / 52.97	903.32 / 61.25	749.90 / 50.97	-	1667.65	57.11 5
<b>F3A</b>						
Ernie	1000.00 / 71.50	1000.00 / 74.11	1000.00 / 45.44	1000.00 / 43.98	3000.00	63.68 1
Rodney	898.99 / 64.28	910.05 / 67.45	126.34 / 5.74	0	1935.38	45.82 2









# Chairman's Report

**Burt Botha**

*This is Burt Botha's report to the 2023 SAMAA Annual General Meeting, held on 9th March, in the Customs Hall of the Rand Airport in Germiston.*

I will remember 2022 as one of the most challenging years in my R/C career, which started in 1978 flying gliders with my brother at the then old "donkey camp" in Bloemfontein.

In terms of the promulgation of the 21st Amendment to the Civil Aviation Act in 2021, SAMAA was awarded an ARO status in February 2022, and the entire SMC had to use all the resources at our disposal to find solutions to the new legislative compliance issues that now confronted us. This included two SACAA compliance audits for the year.

Most notably, and sadly, was the continued negative comments on social media platforms which the SMC and other loyal SAMAA members had to endure during the transition period.

The continued unhappiness by members centred around the current SAMAA insurance and why other ARO members could not fly at clubs where SAMAA have oversight. These concerns were dealt with in an extensive consultative process, and five webinar sessions. All SAMAA Club Chairmen were invited to attend the webinars but despite our best efforts, some clubs, and their members, believed that their interest would be best served elsewhere. It was thus inevitable that we would lose oversight over some SAMAA clubs. We withdrew SAMAA oversight over 22 clubs.

SAMAA currently has 80 registered clubs. SAMAA has a membership total of 2 158 members. Our membership breakdown; 121 juniors, 1 126 regular members and 911 senior members.

We lost 480 SAMAA members during the year. Of these members, 136 (28%) indicated that they joined another ARO, with other reasons for leaving being; death, emigration, financial reasons and just not being interested anymore. We expect more ARO's to be registered in the future and stand to lose more members in the foreseeable future.

SAMAA received four requests for new clubs to be approved/registered during the year. We also received 145 applications for new memberships that proves that there is still an interest in aeromodelling all over the country. Of the new joining members, 84% of the new members indicated that they heard about SAMAA via word of mouth, family or friends.

We had two SACAA audits during the year, and we had no adverse audit findings or observations at our annual ARO renewal audit. The SAMAA ARO certificate has been renewed till February 2024.

SACAA inspectors also audited some of our clubs and events and no adverse safety findings were raised during the past year. SAMAA members need to be cognisant of the fact that SACAA inspectors can audit your club/event at any given time to ensure that club activities are in line with the approved SAMAA Manual of Procedure (MOP) and SAMAA events policy.

On our insurance, I'm happy to report that we have established a good relationship with KEU Underwriters, and we had in-person meetings with them during the year to better explain the risk associated with our operations. During the year we negotiated a relaxation of certain of the policy restriction and we will continue our association with KEU for the foreseeable future. There is just no better policy out there in the market at the competitive rates and conditions currently offered to us.

We had a very successful 2022 Nationals, with six disciplines and just under 90 entries in the various classes. We received sponsorship from five companies/individuals totalling R25 000.00. This year the Nationals will be held at Middelburg, what an awesome venue, and will cater for uninterrupted flying throughout the day. We have suggested to SIGs from other provinces to bid for future Nationals to be held in their provinces, venue dependent.

On the team selection front, there are four of our SIGs (Gliding, Pylon, FPV and F3A Aerobatics) who are sending teams to the respective World Championships this year, and we look forward to some great individual and team results.

There were several organised events during the year that could be enjoyed by our members. There were also a host of smaller fly-ins and club events that members could participate at. I thank all Club Chairmen for their efforts to grow r/c flying in their respective regions.

During the 2022 AGM we called for members to be co-opted onto the SMC to fill vacant positions. Despite the large membership base, it remains a concern that so few of our members take an active interest by volunteering their expertise and services for the well-being of our organisation. Dirk Meyer has indicated in the past month that he is available to be co-opted onto the SMC for the remainder of the year. 2024 is again an election year for members to serve on the SMC. The deadline for new nominations will be 30 October 2023. Change comes from within, and this is your opportunity to join and make a difference.

The SAMAA will again embark on a campaign of aeromodelling awareness this year. Thanks to Alec Groenewald for driving this initiative, and to attract more awareness to the hobby. The SMC members spent the last weekend at the Aero Club Air Week in Middelburg. My thanks to all the SAMAA display pilots that made the time and effort to attend. I would like to extend our appreciation to the Aero Club for providing us with a generous time slot for show casing our flying abilities. We are also rebranding the SAMAA corporate image and had a chance to show our new apparel during the event.

In closing, my sincere thanks to the SAMAA management team: Alec Groenewald, Danie Potgieter, Juanita Smith, Linda Dold, Jaco Henn, and Bob Skinner for the support, effort, and dedication to our wonderful hobby. It was a tough year, but we endured. Jaco Henn has indicated that he will step down as the SIG Chair for the remainder of the year due to business commitments.

A special thanks to Yolande Combrinck, who has invested hours of her family time to ensure that we adhere to all the new SACAA requirements and remain SACAA compliant, in order for you to keep flying and enjoy this great hobby of ours.





# General Manager's Report

**Bob Skinner**

This report covers the activities of the SAMAA administration office, the General Manager and the Assistant General Manager, for the reporting period March 2022 to March 2023.

The year 2022 was like the curate's egg, good in parts! Covid was mostly a thing of the past, and we could look forward to picking up flying and administrative activities.

Linda and I were settling into the new offices in Jet Park, and soon members were visiting to make payments and collect their membership cards. There was continuous work on many of the SAMAA's policies and procedures, to get them to the same format as the rest of our ARO documentation.

Our SAMAA clubs and members continue to use the airspace with responsibility. There have been no reports of serious incidents that would have had to be reported to the SACAA. Our insurance company was sympathetic to a few requests of improvement, and we manage this process carefully. The SAMAA management shall continue to have improvements to the policy, and we have demonstrated that we manage and mitigate the risks of model flying carefully.

Many members have received e-cards in the last year (in PDF format) since it is patently clear that the

post office is in its death throes. There is consideration to issue only e-cards in the near future, which will save the association on printing, envelopes, and postage. For those members who insist on the plastic membership card, we will still carry card stock and we still have the data card machine. Some club administrators have collected, in bulk, membership cards for their members. Members are strongly encouraged to visit the new SAMAA website, at [www.samaa.org.za](http://www.samaa.org.za). It went through a development phase and is now fully functional, and compliant. The 6-month CAA audit proved this when the auditors could visit the site and view all the documentation and features. In preparation for the annual audit, the MOP was reduced considerably. Our ARO renewal was extremely successful, with no observations, or findings. The SAMAA's ARO certification has been extended to February 2024.

The members of the SAMAA management committee have regular virtual meetings with each other, and authorities. There is continuous oversight, great regular communication, compliance, competition, and development. The SMC is tasked to lead the association and to provide guidance. Linda and I would like to thank the members of the management committee.

The SAMAA History Preservation Project is currently limited, since we do not have the same space as previously. To close this short report, it is the duty of every SAMAA member to use your time at the club, or at the hobby shop, or at events, to positively promote aeromodelling, to promote your club, and to promote the SAMAA, and to identify young members to join. Our junior membership is declining, and the grey-haired veterans are increasing in number. We all share a common responsibility to grow the hobby, and it is clear that the future of our hobby depends on the younger enthusiasts.

The SAMAA is a respected recreational and sporting aviation organisation, with structured activities. We conduct our affairs in a safe, responsible, accountable, transparent, professional, and self-managed way. We have a duty to our Association, its members, our clubs, the public, and our hobby/sport.

## ***In memoriam. Ian Norman Fraser 7 Feb 1940 - 25 April 2022***

It is with sadness that we have come to learn of the untimely death of Ian Fraser, in April of 2022. Ian was a former chairman of the SAARF/SAMAA.

Ian was born and raised in Kalk Bay, and attended Wynberg Boys High. After leaving school, he joined a company in the petro-chemical industry, and qualified as an engineer.

Ian was a member of the Helderberg Radio Flyers in the 70s, and competed in many provincial and National championships. His business in mining instrumentation saw the family moving to Transvaal. In 1981, Ian took over the chairmanship of the SAARF from Charlie Marinowitz, and one of his first projects was the organisation of the SA Games in May of 1981. In 1982 Ian was head of the organising committee of the 1982 Nationals at Vaal Radio Flyers, and with cooperation from a few dealers, the Nats had Hanno Prettner, Ivan Kristensen, and Don Lowe as visiting participants.

Ian had the vision to re-unite all aeromodelling disciplines under one umbrella, and at the 1986 AGM in Welkom, an enabling resolution was passed, and the SAMAA was once more responsible for Radio Control, Free Flight, and Control Line activities. Ian maintained close ties with the Dept of Sport and Recreation, as well as the National Colours Board, the FAI, Aero Club of South Africa, the Dept of Posts and Telecommunications, and other authorities and bodies.

In 1989 Ian's business and family commitments demanded too much of his time and energies, and he declared himself unavailable at the AGM in Bloemfontein, in favour of Johan Ehlers.

Ian Fraser will be sadly missed by his many aeromodelling friends, sailing friends, family, and business colleagues. Our heartfelt condolences go to all of them.



*Ian with a DH Mosquito, ca. 1974 at Helderberg Radio Flyers, Firgrove.*



*Potch Nats 1977, Boeing Stearman receiving repairs to the tailwheel.*



*Mishap with own-designed Firebird, at Helderberg Radio Flyers, 1974.*



*Portraits of Ian, 1974/5, at HRF.*



*Ian starting the engine in his Mach 1 with Joe Whittle holding.*



*Ian, John Calefato, Ben Bothma, & Brian Dawson, 1981 SA Games.*



*Ian was a gifted musician. Visit to Ceres in 1976 with HRF club.*





# Fundraising - F3K Team to Romania



The two South African F3K Hand-Launched Glider teams (senior and Junior) will be competing in Brasov, Romania in August. The individuals receive a small team grant from the SAMAA, but by far the biggest financial contribution is borne by each individual, and in the case of the junior team, their parents.

To help defray the costs and to ultimately enable them to compete, there is a fundraising campaign by the Model Gliding Association, a SIG of the SAMAA. The MGA has secured a sponsorship from the Chaser Manufacturer to raise funds for the F3K Teams going to the World Championships in 2023.

Buy a ticket (or two, or three!), and stand a chance to win a brand new one-of-a-kind Chaser. The assembly will be included, putting the value of this prize at **R9 000-00**. Just provide your own electronics. Only 200 tickets are available, so your chances are really good if you buy a couple of tickets. There's more... you could get R300 off a new Chaser if you bought a ticket and order a Chaser before the end of this year.

The fundraising campaign is open only until 2 July 2023. Here is a YouTube link to the team info and prize on offer [https://youtu.be/\\_YrO1896XSk](https://youtu.be/_YrO1896XSk). Buy tickets online at: <https://www.quicket.co.za/events/217480-mga-chaser-dlg-fundraiser/>

Please share with everyone you know. If they do not know what a Chaser DLG is, watch the video for more information. [https://youtu.be/\\_YrO1896XSk](https://youtu.be/_YrO1896XSk)



Buy tickets online at: <https://www.quicket.co.za/events/217480-mga-chaser-dlg-fundraiser/>

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2023

# TOSS F3F *Racing Event*



# EVERYONES A WINNER

28 - 29 JANUARY 2023  
RED HILL, SIMONS TOWN

Story by: *Stuart and Christo*  
Pictures by: *Pieter and Doug*

— TOSS —  
**Racing  
Event**  
2023









After weeks of planning by the committee, the weekend finally arrived for the 2nd annual TOSS F3F racing event with 4 entries from Gauteng, 3 from KwaZulu-Natal and 10 from the Western Cape. The stage was set for an exciting weekend of racing.

A few local and some from afar enjoyed the Friday evening social at the Aegir Project Brewery in Noordhoek, sampling our local beer and good food, not forgetting the friendly atmosphere.

#### DAY ONE

The event organisers made an early start to setup the equipment at Red Hill on Saturday morning. Steve Meusel opened the event with his normal entertaining pilots briefing.

With the briefing over, competitors were ready and eager to get started: Competition Director ready, Turn Judges ready, Scorer ready, Pilot's ready! With the first plane in the air the competition had started, only to be halted shortly afterwards as the rain had arrived.

With everything and everybody in place, the one thing that could not be controlled was the weather. The weekend wind forecast looked good, except for a threat of rain on Saturday morning. In fact, it was what is locally called a Black South-Easter, dark, low-level cloud and rain showers which sent everyone running for cover from the cold driving rain during the morning.

Finding every bit of shelter one could find, socialising and strategising for a couple of hours was the order of the day before the rain cleared and the event could resume.

Racing resumed with Combat class on a 60m shortened course followed by 2m class and Open class on a standard 100m course.

Rudi made a good start, setting the fastest time in the Open class first round, but had to leave after the first round due to other commitments.

The wind came through strong in the afternoon and the CD managed to organise a total of 2 rounds of Combat class, 2 rounds of 2m class and 3 rounds of Open class in spite of rain delays.

As a TOSS tradition, Saturday evening social dinner was held at Dixies and many discussions of the first day's event were had around the table. Bill Dewey captivated us with his tale of how he had built a shed, dismantled it only to build it again, some of us would have just bought one. Thanks Bill for the entertainment!

At this point it is a good time to mention our 'YouTube' film crew, well only one person actually, Peter Beretta and his movie camera (phone). Peter must have taken a video of everyone at the event with some spectacular filming and editing with sound for everyone to remember the event by, and he even managed to fly as well.

## Perfect Sunday Weather









# MAASA Gauteng League 1

Neil Twomey

Group picture of participants at the MAASA Gauteng League 1 competition.

On arrival at White Hills, we were met with beautiful clear skies but, a stiff wind and nasty gusts. The day started at 08h00 with pilots briefing and first round of flying kicked off at 08h30. We had a lower than normal entry for the competition with 10 pilots participating. In Sportsman class there was only one entry. Doug flew very well considering it was the first comp that the new schedule came into effect. After three rounds, Doug's overall score was a respectable 55,7%.

In Advanced class we had three entries. Two pilots, Robin and Jan, had moved up from Sportsman class from last year, and Pieter joined us again after a long layoff from pattern. The schedule for Advanced had also changed for this year and is a rather challenging one. All pilots flew very well considering the windy conditions, but in the end Robin, competing for the first time with a 2 x 2m pattern ship, stamped his authority over the others winning the class with a score of 77,4%.

Masters class saw the most entries with four pilots. The schedule flown is the P23 which remained unchanged from last year. Really accurate flying saw all competitors in this class scoring over 70% average. In the end though, our junior team member who is on his way to the World Champs in Australia in August this year, won the day by winning two rounds of three at an average of 80,8%.

Onto the F3A class that saw two challengers André and Joshua. They flew two P schedules and one F schedule. As usual between these two pilots, the scores were incredibly close. Excellent flying in the windy conditions by these pilots wowed the other competitors. After the three rounds, Joshua managed to just edge out André for the win. Joshua scored 86,4% and Andre 85,6%, a difference of a mere 0,8% over three rounds. Really exciting to watch. There were no entries for the Classic class this time around..

GAA would like to thank the committee and members of White Hills Radio Flyers for allowing us use of the very well maintained facility for the day. Also, a big thank you to our scorer Bernice Kieck and also our full time judge Abré Smit for their tireless efforts as always. Also, thanks to Terrance Kieck for arranging an awesome lunch for all pilots and officials.



Oxai Inspec E of Cadin Kieck. Many previous owners, and well-flown!



Angel's Shadow flown to first place in Masters by Jonathan Heath.



Grant Brook and Doug Kay returning from the flight line.



Rui Martins' trusty Passport.



André Stockwell's Quasar.



Even with windy conditions, the shade at White Hills RF was welcome.



Jan van der Spuy, third in Advanced with SebArt WindS Pro.

## Results. MAASA Gauteng League 1. 26 February 2023

### Sportsman

Pos.	Name	Flight 1	Flight 2	Flight 3	Best 2
1.	Doug Kay	1000.00 47,3%	1000.00 58,0%	1000.00 53,4%	2000.00 55,7%

### Advanced

1.	Robin Martins	1000.00 72,3%	1000.00 76,6%	1000.00 78,1%	2000.00 77,4%
2.	Pieter Herbst	910.53 65,8%	901.42 69,1%	905.36 70,7%	1815.89 69,9%
3.	Jan van der Spuy	864.67 62,5%	767.38 58,8%	797.50 62,2%	1662.17 62,4%

### Masters

1.	Jonathan Heath	1000.00 76,2%	947.71 79,3%	1000.00 82,4%	2000.00 80,8%
2.	Rui Martins	954.08 72,7%	1000.00 83,7%	987.87 81,4%	1987.87 82,5%
3.	Neil Twomey	934.40 71,2%	860.56 72,0%	917.05 75,5%	1851.45 73,8%
4.	Cadin Kieck	886.28 67,5%	832.18 69,6%	873.04 71,9%	1759.32 70,8%

### FAI-F3A

1.	Joshua Twomey	1000.00 89,5%	1000.00 83,6%	1000.00 83,8%	2000.00 86,4%
2.	André Stockwell	979.05 87,6%	999,01 83,5%	985.51 82,6%	1984.52 85,6%





# SAMAA

The mission of the SAMAA is to add value to your flying experience through communication, dissemination of information, promotion, education, and the support of dialogue.

## The SAMAA organisation, and the management committee

<b>Burt Botha</b>	Chairman	burtbotha2@gmail.com	082-771-3485	<b>Dirk Meyer</b>	Clubs, Special Interest Groups	dirk.meyer@corobrik.co.za	083-455-8238
<b>Alec Groenewald</b>	Vice-chair, Compliance.	alec@newnationprojects.co.za	082-456-5587	<b>Juanita Smith</b>	Treasurer	info@alshobbies.co.za	083-630-8975
	Marketing			<b>Bob Skinner</b>	General Manager	gm@samaa.org.za	010-824-8343
<b>Danie Potgieter</b>	Development, Proficiency	fly3a@gmail.com	082-875-8228				

## The SAMAA administration and office

The SAMAA office staff in Jet Park, handles administration, membership, and provides assistance. PO Box 7116, Bonaero Park 1622. Office 40 & 41, First Floor, Meerhof Building, Meerzicht Office Park, 33 Kelly Road, Jet Park. Tel. 010-824-8343.

**Bob Skinner** - General Manager gm@samaa.org.za **Linda Dold** - Assistant to the GM admin@samaa.org.za

## The Special Interest Groups of the SAMAA (SIGs)

<b>Dirk Meyer</b>	Control Line Association of South Africa (CLASA) - Control Line flying	dirkmeyer@corobrik.co.za	083-455-8238
<b>Rui Martins</b>	Model Aerobatic Association of South Africa (MAASA) - RC Precision Aerobatics	rui@dmcraft.co.za	084-325-6491
<b>Jan Sime</b>	Model Gliding Association (MGA) - All forms of RC soaring	1jansime@gmail.com	082-556-1510
<b>Vacant</b>	Model Helicopters South Africa (MHSA) - RC Helicopter flying	vacant	vacant
<b>Chris Proença</b>	Fly-FPV-SA - Multi-rotor and First Person View flying and Drone Racing	chris@connection-telecom.com	084-415-6611
<b>Russell vd Westhuizen</b>	South African Miniature Pylon Racing Association (SAMPRO) - RC Pylon Racing	russell@cclsa.co.za	083-629-7589
<b>Koos Pretorius</b>	National Association of Scale Aeromodellers (NASA) - Scale flying	jadriaan9@gmail.com	082-928-0368
<b>Charl Jooste</b>	Large Scale Aerobatics (LSA) - Scale Aerobatics	chairman@largescaleaerobatics.co.za	082-902-1514
<b>Roston Dugmore</b>	National Model Fun Fly Association (NMFFA) - Competition Fun Flying	rostondugmore1@gmail.com	083-378-3447
<b>Pieter Mulder</b>	South African Model Parachute Enthusiasts - Model Skydiving	easyupenterprises@gmail.com	082-828-5719
<b>Pieter Herbst</b>	South African Model Jet Association (SAMJA) - Turbine Jets	pieter@solutionhub.co.za	082-872-0457

## Membership of the SAMAA

Here's how you too can become a member of the SAMAA. Request an application form from Linda Dold 010-824-8343. Or, visit www.samaa.org.za for a fillable MS Word form, under "Information", then "Membership". An on-line application process is displayed on www.samaa.co.za. Or simply submit your details by e-mail: typically we require your name, ID number, address, telephone, fax, cell number, and club. Send this to: admin@samaa.org.za

### Subscription fees for membership to the SAMAA

From 1 January 2023

- Regular/adult members (19 to 60 years of age)..... R510
- Junior members (18 years and younger) ..... R250
- Senior Citizens/Retirees (60 years and older) ..... R335

Payment by internet (EFT), or cheque. SAMAA current a/c 1605 126 772 at Nedbank, Menlyn Pretoria, branch code 1605 45. Use clear reference of name/surname, and membership number when renewing. **DO NOT USE** "Subs/Membership/SAMAA/New", since this cannot be identified correctly. E-mail this proof of payment with your application or renewal, to admin@samaa.org.za.

### Change of address or contact details?

Please visit the website www.samaa.co.za and sign in with your log-in and password. If you do not have a log-in and password, you may request this automatically, if you have a correct e-mail address on the membership programme. No internet? Contact Linda or Bob on the telephone numbers listed near the top.

## The SAMAA's main function and responsibility, is to protect and serve your interests

Here are some other benefits. The SAMAA needs your help, to ensure that your rights and flying privileges are protected. Through the SAMAA, its Special Interest Groups, and numerous registered clubs throughout the country, you can experience the protection of your rights, and enjoy the real benefits in all aspects of model aviation.

- Advice On the building and flying of model aircraft, competition activities, airshow planning, club layouts, displays, special air events, illegal flying, regulations, airspace, advocacy, etc.
- Clubs Enjoyment of your activity in a group context. All SAMAA clubs are approved and registered with the SAMAA, and the South African Civil Aviation Authority.
- Insurance Cover of R20m per claim for damage to property, or injury or death to third parties (and member-to-member cover), for accidents or incidents that may arise from model flying activities.
- Proficiencies Recognition for our members' flying proficiency, at all levels, and all disciplines.
- Guidelines On starting and registering a new club. For frequency operations, interaction with full-size aviation, Manuals of Operation, local operating procedures.
- SAMAA News To inform, communicate, educate, advise, and promote. This is your mouthpiece/forum as a member. Great promotional value for clubs, dealers, distributors.
- Rules Local and international, specifications of model aircraft, frequencies, safe flying practices, team selections, competitions.
- Web pages Good aeromodelling content, great links, regular updates, diary of events. Excellent membership site for self-maintenance.
- Representation The SIGs represent all competitive branches of aeromodelling. The SAMAA represents all members and clubs at a higher level of governance and regulation.
- Affiliations To the Aero Club of South Africa, and the Fédération Aéronautique Internationale. Also to other institutions, like the Civil Aviation Authority, ATNS, CAMU, etc.
- Frequencies Protection by ICASA of frequencies in the national spectrum, which are allocated to radio control operations.
- Airspace Allocated use of airspace at registered model flying sites, through the CAA. SAMAA is an Aviation Recreation Organisation (ARO # 010).
- CIAM Direct link with the CIAM (Commission for International Aeromodelling), governing all world-wide competitive aeromodelling activities, competitions, and records.

These are just a few services that the SAMAA is able to offer its members. Benefit from these services, and let our combined membership add to the voice and strength of SAMAA.

# Get a non-member to join today, and make SAMAA stronger!

# SAMAA news

## The SAMAA News: its publication, submission of material, advertising

The SAMAA News is composed and published digitally, and distributed electronically to SAMAA members by bulk e-mail. It is produced in-house, until the position of an editor is advertised and filled. The SAMAA GM has been tasked to compile, edit, and produce the newsletter, and the office staff distribute the SAMAA News by e-mail to members, and interested parties.

The views and opinions expressed in the SAMAA News, and the advertisements placed, do not necessarily represent the views of the SAMAA, its members, or its Management Committee. These are published for the interest and comments of our members and readers, and are not specifically endorsed, or verified for accuracy.

Check with the editor for the closing dates of submission of material. Deadline for submission of material for Issue 2 is 20th May 2023, for publication in June. Photographs (conventional and electronic), are welcome. Long articles must be computer-generated, and must be in either MS Word, or editable text. Limit articles to 1 000 words - which is about a page-and-a-half in SAMAA News. You may e-mail your contributions, including graphics and pictures to: admin@samaa.org.za. Ensure that captions accompany all pictures, and that the pictures are of reasonable resolution, not e-mail resolution.

To advertise: Contact the SAMAA office. You must supply finished artwork in **JPG format**, to at least 300 dpi at the final size. Terms for all advertising is payment on receipt of invoice, as per the rate card below. The SAMAA's bank details are: Nedbank, Menlyn Pretoria, branch code 1605 45, current account 1605 126 772.

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