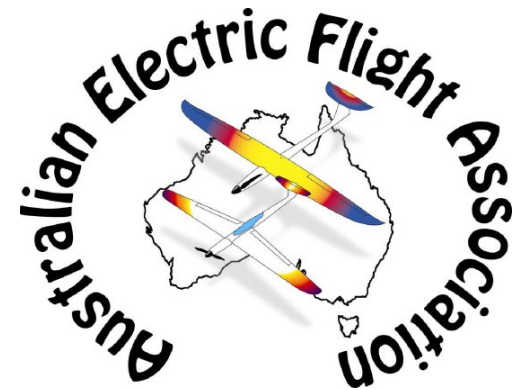


Electric & Glider **FLIGHT** *Australia*



Edition Number 10

October 2017



Opening Ceremony Visigrad Cup, Trnava - 112 entrants from 22 countries

Editorial by Peter Pine

Welcome to the 10th edition of EGFA

E-magazine - I apologise for the delay in publishing this edition. My trip to Slovakia and involvement in the F5J Trophy event in Canberra recently sapped my time and I have not been able to finish this until now. Consequently, this edition will feature the Slovakia trip and the write-up of the F5J Trophy event will not be until the next edition.

Thank you to David Leitch, who contributed for this edition a great article on the F5B team selection trials in Cootamundra, and Evan Bengtson, who wrote up the very friendly, country F5J event in Monto that was run by Ross Ginder with help from Terry Scolari.

The F5J events in Slovakia next year and the selection of people to attend is a hot topic this time, and the conclusion of the current F5J Leaderboard has a bearing on that. Also the imminent F5J Team Selection Trials for the 2019 World Championships to be held in Slovakia are a hot topic of conversation, so check these out in this magazine. Fly glider and electric and enjoy it!

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President's Message by Trevor Smith

News just in - The LSF has announced the 2018/19 events to be included in the F5J World Championships team selection process. The AEFA put forward the F5J event at NEFR 2018 and the 2018 F5J Trophy for consideration as events to be included and we are proud to announce that the 2018 F5J Trophy has been selected for inclusion in the team selection process. Full details on the events selected, entry criteria and scoring system are on page 20.

With 2017 coming to an end its time to start planning your itinerary for 2018. The growing competition calendar has been bolstered for 2018 with the addition of the 70th MAAA Nats and the Alice Springs Masters Games. See page 16 for more on these events.

I have always believed that you should learn one new thing every day. At the recent F5J Trophy I learnt by watching others, and inspired by Marcus Stent's presentation, that if I am going to improve I have to overcome my fear of following the thermal downwind. The opportunity came at the Picton Cup recently. I was in a thermal with 3 others, we were following it downwind, and when my Pulsar was passing overhead I chickened out



and started to head back upwind. The other 3 kept climbing and I was going nowhere. Inspired by my timer I turned around, engaged speed mode, came in under them, engaged thermal mode and climbed above them. This was my best Round with a 9.56 flight, unfortunately I wasn't as brave in the other 6 Rounds. It's a start! Don't be too proud to learn from others and ask questions.

With Christmas rapidly approaching I assume many of you have put in an order for something aeromodelling related. I have already placed my order hinting to the wife that I wouldn't mind a Stork arriving on Christmas morning. Just had a thought, I hope she understands I am referring to a Stork glider.

The next EGFA will be out in 2018, so until then I'd like to wish everyone a Merry Christmas and a Happy New Year, and I hope Santa is good to all.

Until the new year.....Trevor Smith

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F5J & Gliding Calendar 2018

Please see the draft calendar of events for 2018 on pages 17, 18 and 19 - please advise any omissions or changes. Let's use this calendar to plan our events and avoid clashes!

Note that there are already 21 F5J events planned for 2018! Join in the revolution!



Each financial year the RCGA organises events in a range of soaring tasks, and runs an achievement program for each of its main disciplines. The 2016/17 year has recently come to an end and results showing those who achieved in each class are available on the web site. Most of the current results are now displayed - click here for the [RCGA web site](#).

The draft events calendar for 2017/18 has now been published and can be seen on the RCGA web site - [click here to see the calendar](#). F5J and main events are included in the calendar published by the AEFA - see page 24.

Results are published above for the Open Thermal event conducted in August.

open thermal 1 - Overall Results

[diggers rest 10/09/2017]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8
1	STENT, Marcus	7997.1	100.00	7997.1	997.1	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0
2	HOUDALAKIS, Jim	7982.7	99.82	7982.7	995.7	1000.0	997.1	995.7	997.1	1000.0	1000.0	997.1
3	HOBBY, David	7977.0	99.75	7977.0	1000.0	995.7	1000.0	989.9	998.6	995.7	997.1	1000.0
4	HASKELL, Daniel	7905.5	98.85	7905.5	992.8	985.7	991.4	1000.0	990.0	995.7	951.3	998.6
5	PRATLEY, David	6876.5	85.99	6876.5	675.8	687.8	997.1	990.0	1000.0	987.1	544.4	994.3
6	NORMAN, Graham	6576.1	82.23	6576.1	988.5	972.8	798.6	481.4	991.4	696.3	975.7	671.4
7	BLACKBURN, Hugh	3706.4	46.35	3706.4	1000.0	989.9	716.5	1000.0	0.0	0.0	0.0	0.0



David Hobby (above) returned from overseas and flew in this Open Thermal event. David Pratley is pictured to the right at this event helped by Jim Houdalakis.



RCGA Open Thermal

by Jim Houdalakis

You couldn't ask for a nicer day to kick off the 2017-2018 RCGA competition season. Compared to the weather roller coaster Melbourne experienced in the previous weeks (and we usually experience a hurricane for our first few events in Spring), this event was unique.

Sunday was calm with mostly blue skies, and it was even warmish in the sun! On the minus side, numbers were a bit down as there were quite a few of our regulars on holidays interstate or overseas, or struck down by the flu going around. However, we were joined by an overseas competitor in form of David Hobby, so the standard of competition was going to be even higher.

Because of the light conditions, and forecasts showing wildly varying wind directions, it took a while to decide on the winch line direction. I think we were launching into wind by the end of the day, but mostly off by 90 degrees or more. I was having fun trying to go around on launch,



Dan Haskall and Graham Norman at the event

and sometimes I even managed not to stuff it up. Launches were made tougher by the lowish bright sun directly ahead, catching some pilots out.

It was a typical nice day's flying, with lift present all day, light in the morning strong in the middle of the day, and softening by the end of the day, and with the sink not too vicious. We flew eight rounds, and it came down to landings as the top 3 three pilots all made their times. Congratulations to :

Marcus Stent 1st
Jim Houdalakis 2nd
David Hobby 3rd

RCGA Calendar 2017/18 - 1

Date	Type			Event
10/9/17	Th#1			Open Thermal Glider
24/9/17		F5J#1		F5J Electric Glider
7-8/10/2017	Th#2			Open Thermal Glider
15/10/17		F3K#1		F3K Discus Launch Glider
04-05/11/17		F5J#2		Australian F5J Trophy
19/11/17		F3K#2		F3K Discus Launch Glider
3/12/17	Th#3		F5J#3	Open Thermal and F5J (C
10/12/17		F3K#3		F3K Discus Launch Glider
14/1/18	Th#4			Open Thermal Glider
21/1/18		F3K#4		F3K Discus Launch Glider
25-28/01/2018	Th#5		F5J#4	Armidale Expo
18/2/18		F3K#5		F3K Discus Launch Glider
9/3/18			F5J#5	F5J Electric Glider
10-11/03/2018	Th#6			F3J Open Thermal
18/3/18		F3K#6		F3K State Championships
8/4/18			F5J#6	F5J State Championships
21-22/04/2018	Th#7			MFMC/Open Thermal Sta
29/4/18		F3K#7		F3K Discus Launch Glider
6/5/18			F5J#7	F5J Electric Glider
20/5/18	Th#8			Open Thermal Glider
27/5/18		F3K#8		F3K Discus Launch Glider
7-8/06/2018			F5j#8	F5J Electric Glider
9-11/06/2018	Th#9			Open Thermal Glider
24/6/18		F3K#9		F3K Discus Launch Glider

The RCGA publishes events from June one year to July the next - please see above the current calendar.

The events highlighted in green require overnight accommodation. The RCGA track their own league or Leaderboard and 50% of each fliers event results count towards the outcome.

Monto F5J

by Evan Bengtson

For those who didn't make it to the Monto F5J event, you missed something special.

Most of the flyers arrived by Friday mid-afternoon and headed to the racecourse to do some flying, test models and set ups or just catch up with friends. Ross had prepared the field very well and with some rain only a few days earlier it was pretty much perfect. The entire area inside the race track had been slashed as well.

With the sun approaching the horizon on the Friday arvo there were a few social drinks and a discussion as to what we would do for dinner. With a number of the flyers camping at the grounds it was an easy decision to have a barby at the field. In no time at all Michelle had the food organised and what a great spread it was, including desert. The canteen facilities at the track are very good and the convenience of being able to leave the models assembled and under shelter made the weekend even more relaxing. During



and following dinner there were lots of discussion about models, servos, drive systems, flyers and models from years gone by.

In all there were 13 pilots. Hutton made the long trip from Armidale, then from Bundaberg there was a very healthy turnout of Mark Linwood, John Arnold, Derry and son Darrin Toms, Colin May and David Tronc. Terry Scolari and Greg Roper from the Sunshine coast, Geoff

Kempster (and his wife Jill from Ipswich), Garry Jordan from Kingaroy, Ross and myself. In terms of models, we were exposed to new state of the art top end 3.9 - 4m models in Hutton's El Nino, Ross's Stork 8 and Mark's Euphoria. You will also see from the group photo there was a good variety of models making up the rest of the field including a Radian which performed well in numerous rounds. There were only two casualties with Darrin's Geronimo, which went off the air

and spiralled into the ground from a fair height and Colin's very large own designed model, which had an elevator failure just after launch.

The weather for the weekend could not have been better with cool nights, warm days in the mid to high 20's and very light winds. We flew 11 rounds which allowed 1 dropper. Terry posted the scores earlier but in case you had missed out they are attached again. Ross flew his new Stork very well and really took advantage of the lower launch height scoring system, finding and working the lift very proficiently to maximise his scoring capability.

A special Thanks to Terry for travelling down to Pottsville earlier and collecting all the equipment from Peter Pine. And even though Peter was not able to attend (being overseas attending an F5J event) his efforts in promoting and preparing for the event are recognised and very much appreciated.

Michelle's catering was absolutely first class with cooked breakfasts, fantastic lunches



Open winners above, Limited Winners on right, Dinner time below - results next page.



and superb evening meals. Ross, Greg and Garry doing the honours on the barby. A big thank you from all !!

In summary, a really great weekend, an excellent venue, no broken winch lines, good company, good food, a few drinks and great hosts.

Monto F5J 2017 - Overall Results 12-13/08/2017

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Rnd11	Drop1
1	GINDER, Ross	9988.3	100	10143.8	1000	1000	988.3	1000	1000	1000	1000	1000	1000	155.5	1000	155.5
2	BENGTSON, Evan	9574.2	95.85	10066.7	1000	492.5	1000	965.1	1000	697.8	946.5	1000	1000	1000	964.8	492.5
3	KEMPSTER, Geoff	9563.5	95.75	10432.9	875.6	935.4	968.3	1000	1000	920.7	869.4	927.6	1000	941.4	994.5	869.4
4	LINWOOD, Mark	9001.8	90.12	9377.8	1000	923.7	924.8	376	842.1	521.1	1000	955.6	924.6	1000	909.9	376
5	SCOLARI, Terry	8933.8	89.44	9142.2	975.1	919.5	995.5	208.4	955.9	978.4	758.3	912.6	562.8	875.7	1000	208.4
6	ODDY, Hutton	8781.9	87.92	9011.5	748.4	922.8	1000	982.1	878.2	557	936.7	813.8	942.9	1000	229.6	229.6
7	TOMS, Darren	7979.6	79.89	7979.6	577.6	1000	1000	1000	944.5	1000	0.0001	642.5	521.3	954.5	339.2	0
8	JORDON, Garry	7787.6	77.97	8034.5	925	1000	979.1	612.2	939.2	246.9	743.7	608	465.8	568.3	946.3	246.9
9	TRONC, David	7292.6	73.01	7476.6	794.9	437.3	184	916.4	659.9	399	953.6	655.4	935.9	925	615.2	184
10	ROPER, Greg	6952.1	69.6	7153.8	278	221.9	914.1	313.4	201.7	1000	1000	895.4	335.4	993.9	1000	201.7
11	MAY, Col	6748.8	67.57	6755.5	935.6	936.1	516.5	6.7	295.7	387.1	921.3	1000	431.6	342.5	982.4	6.7
12	TOMS, Derri	5566.5	55.73	5735.4	279.3	678	168.9	560.7	918.5	260.4	699.2	501.2	373.5	431.7	864	168.9
13	ARNOLD, John	5454	54.6	5553	505.1	222.8	871.2	875.3	822.1	411.8	99	366.4	255.5	837.7	286.1	99

F5J Queensland and NSW Dual Events

On the weekend of 16/17 September, F5J events were held in both Bundaberg and Maddens Plains - dual events on the same weekend in different states.

The Bundaberg event was the second year of the Central Queensland F5J Championship inaugurated by the Bundaberg Aero Sports Fliers who have a field 32km south of Bundaberg near Goodwood. They had a trial last year, and it was so successful they nominated

this year as a 2-day event. Fliers came from Melbourne, Portland, the Sunshine Coast, Hervey Bay, northern NSW, and Townsville, as well as local club members, with John Voak from WA observing and helping.

Both Mark Linwood and Colin May from the local club has invested in moulded models (Euphoria & Pike Perfection), but the event was won by Bob Wilson from Melbourne flying sometimes an Ava, and sometimes a moulded model. Mark came second and Peter Pine (right) came third flying a Pulsar and an Electra2. Matt Pickin from Portland flew extremely



Peter Pine pictured at the Bundaberg event with his new Electra2

Central Queensland F5 Trophy 2 - Overall Results [Bundaberg 16/09/2017]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Rnd11	Rnd12	Drop1
1	WILSON, Bob	10387.9	100	10823.6	1000	1000	1000	1000	950.4	437.5	1000	435.7	1000	1000	1000	1000	435.7
2	LINWOOD, Mark	9825.4	94.59	10231	909.1	917.4	932.5	1000	558.9	517.4	1000	1000	1000	1000	990.1	405.6	405.6
3	PINE, Peter	8958.4	86.24	9221.5	1000	934.4	1000	500	1000	502.8	621.5	598.1	263.1	937.8	1000	863.8	263.1
4	PICKIN, Matt	8956.1	86.22	9040.5	691.5	84.4	806.9	407.7	969	1000	870.9	1000	793.6	764.3	910.4	741.8	84.4
5	SCOLARI, Terry	8059	77.58	8059	0.0001	947.9	971.8	493.9	1000	343.8	538.5	849.4	928.9	925.7	933.9	125.2	0
6	TRONC, David	7892.5	75.98	8207.1	653.8	691.2	730.2	840.8	874.7	470.2	418.5	314.6	899.6	751.1	965.2	597.2	314.6
7	CULLUM, Richard	7595.5	73.12	7836.3	987.8	451.5	850.6	240.8	655	750	667	484.9	505.8	800	442.9	1000	240.8
8	MAY, Col	7515.4	72.35	7630.5	145.7	1000	923.3	739.8	998.9	859.4	648.6	265.7	115.1	970.5	247.1	716.4	115.1
9	PREST, Lawrie	7325.8	70.52	7325.8	539.6	881.5	560.2	0.0001	973.8	1000	0	500	936	767.6	889.5	277.6	0
10	ARNOLD, John	5697.3	54.85	5697.3	426.6	620.6	756.9	753.1	0.0001	476.9	332.2	0	486.3	855.2	206.3	783.2	0
11	COWAN, Glen	4503.8	43.36	4503.8	361.5	489.3	100.9	408.2	477.3	446	452.8	0.0001	622.2	443.5	68.3	633.8	0

well with an old Stork (early version and heavy) and was only 2 points behind Peter Pine. He only dropped points in the last heat because he hit his leg on landing near the spot. His was such a great effort, and he flew so well, that he was awarded the third place trophy! See the full results above. Local flier, Richard Cullum enjoyed his first ever experience of F5j and thoroughly enjoyed it, topping off his weekend with a win in Limited F5J in the last round. Local John Arnold was flying his new model, a Egida, and getting used to it. Lawrie Prest had made the long trip from Townsville for the second year in a row and we enjoyed flying with him. Col May honed his skills at this event and was so keen he turned up at the F5J Trophy event in Canberra and scored well (placing 10th out of 32 fliers). The event was run by the AEFA with Peter Pine travelling from northern NSW and Terry Scolari travelling from the Sunshine Coast.

On the Saturday night, a band of the fliers enjoyed a social evening and meal at the local tavern at nearby Woodgate Beach. The local club catered on the field. A great weekend with a great bunch of fliers; add it to your calendar for next year when it will be run on 15/16 September. Come and experience good, country hospitality! Just like Monto!



L-R Lachlan Hines, Owen Solanov, Brett Solanov at Base A - F5B Cootamundra
See article page 9 and following

F5B - Back to Coota

(with apologies to Mary Grant Bruce)

This year's Dave Hines F5B trophy, perhaps the major event on the Australian F5B calendar, had the added spice of serving as the Australian team selection for the world championship to be held near Sapporo, Japan in July 2018.

By 2:00pm on the Friday, when I arrived at Cootamundra, having endured the Friday morning 1 hour struggle with Sydney's peak hour, the course (two poles 150 metres apart, with twin sighting wires at right angles) had been set up. There was a tent for the Base B judging team, with special thanks to Rose and Jerelle, and a chair for Base A judge, with special thanks to Lachlan Hines.

The weather on the Friday was nearly perfect, warm without being overly hot, good vision and a low prevailing breeze. Even the foothills of the Cootamundra district were looking unusually picturesque, the cattle were frisky, and the Canola added contrast, as did the puffy cumulus clouds. We settled in for some solid practice flying until about 6:00pm.

Despite a forecast for rain on the Saturday, the weather for the contest proper was

fair, if windy and overcast. However, throughout the day thermals and big leg scores proved hard to get. We lost one model due to bad teamwork on the launch; a very disappointing way to lose a model but are there any good ones? Other than that the weekend was incident free.

Personal bests were elusive, although Owen Solanov, still only 9 years old, managed 41 legs, and like last year was beating me until his extremely second and third hand models had to be retired through fatigue half way through. Nevertheless the contest was very competitive with positions changing regularly over the 8 rounds.

By Sunday lunchtime, when we finished up, Mike Beatty had managed to hang on for 1st and the Dave Hines memorial trophy with Brett Solanov in second. Australia's most successful F5B pilot at the world championships ever, Keith Flatt, ended up in 3rd. Brett and Keith were within 1% of Mike. Incredibly, Bill Hamilton and myself ended up 6,714 points each after the 8 rounds with Bill taking 4th on a countback. Mike's total of 6,969 was about 4% ahead of 5th.

A highlight of the Sunday flying was Byam Wight's demonstration of his 5 metre, 11 kg, scale Ventus powered by a 10S nacelle



Mike Beatty flying the thermal task with Denise Hines timing

turbine developing 6 kg of thrust. Lots of energy in those scale gliders.

Despite months of weekend practice by some of us, it was apparent that we all had much to do if an Australian team is to make a mark in the world championship. Management of the 10-minute thermal tasks, including motor runs and watt minutes, is just as important as the legs but generally not nearly as much fun for us speed merchants and so less practiced. In F5B there is no getting away from the fact that the thermal task is basically an eyesight test. The proven way of getting 10

minutes from a 3-second (or less) motor run (the world championship standard) is to go up to the absolute limit of vision where the air is invariably more buoyant. For some of us eyesight unfortunately becomes a limiting factor.

At the time of writing, the final Australian team for Sapporo had yet to be confirmed, but will include Brett Solanov and Bill Hamilton, with Owen Solanov representing as a junior.

Australia needs some more F5B pilots. So if you would like to fly at 280 kph on a 150 metre course with a 1.7 kg, 2 metre glider with 8Kw of peak power, feel you could learn to fly a ten minute thermal with 3 seconds motor and land on the spot, on ten minutes exactly, then by all means give it a go. Its not just flying fast, the idea is to fly accurately, minimizing the time off the course and minimizing the actual distance travelled in order to travel 150 metres on the course, and get a buzzer.

Snapflaps are used to make beautiful satisfying 180 deg, 10 metre radius turns, racing back to Base A two metres off the ground, and waiting for the buzzer so you can flick the switch and watch your model accelerate to near its airframe limit. The diagram (right) from the Ken Ueayama's Japan site may make it clearer to those who haven't seen F5B.

L=Lift
D=Drag
W=Weight
a=Glide Angle
d=Horizontal distance or distance flown
h=Vertical distance or height loss
 $d = h \cdot \sin(a) = D \cos(a)$
Lift/Drag=L/D=1/tan(a)=d/h
 $h = d \cdot \cos(a) + D \sin(a) = W$
Drag force equation

Let's calculate L/D of F5B gliders during distance task.

Try a simple calculation. A total flight distance of four laps is 150m X 4 + turning distance.
 An average A class flyers distance in turn is about of 5 ~ 7m radius. So $r = 7m$. $2\pi r / 2 = 2 \times 3.14 \times 7 / 2 = 22m$, 3 turns in one set makes 66m.
 But make it 80m because it fly slightly oval, we need to add additional distance.
 The average climb height is about 130m for four legs pattern. This makes flight distance of 680m to 130m height loss.

The Slovakian Triangle

by Peter Pine

Four Aussies travelled to Slovakia to compete in three, two-day F5J events in one week in August (Phil Stevenson, Don Farrar, Peter Pine, Ladislav Safarik). The first event was at Dubnica (1.5 hours east of Trnava) on a delightful, full-size airfield with a museum of aircraft, mostly Russian! Parachuting and aero-tow full-size gliding continued on this field while practice flights were being executed - you would not see that in Oz!

Dubnica Event

The weather was delightful, but there were 84 competitors and the Aussies found it difficult to win a heat! Even worse, we were using Altis height devices with Firmware 2.1, with the "Emergency Motor Restart" disabled (or so we thought). Phil had his model checked after a flight and the motor started, so he was given zero. The officials were unimpressed that a row of dashes appeared on the screen! A helpful official changed our Firmware to version 5.5 and we flew with that in all other events. This version is the full FAI version and does not allow motor restarts and cannot be modified with a computer. However, we all placed reasonably well, especially Ladislav who did very well. Ladislav 27th, Don 41st, Peter 50th, Phil 56th.

Visegrad Cup

This was the first event back at the Trnava field, with 118 entrants. The good weather continued and we enjoyed our flying and put in a few good flights. We were mostly grouped about mid-field in the results except for Don who slipped a bit - we all had incidents at one time or other that affected our results. Phil was 64th, Ladislav 65th, Peter 73rd and Don 98th.

2nd World Challenge

This was the prime event on the last two days with 132 fliers from 22 countries, but the weather deteriorated. The first day was very windy. I tried flying my heavier Pulsar in strong wind (more than I would usually fly in)



Safety corridor at Trnava - two white tapes 6m apart! Launch from upwind tape and the tailplane fluttered as I pushed forward in the wind, something broke and the model performed graceful outside loops in to the ground. Bogo, from Mibo Models in Slovenia, came and offered to loan me a model, but I would not risk someone else's model, so I bought a 3.5m Electra2 from him, but was unable to fly it in that event as my receiver was damaged. I did not fly again on Day 1 with my lightweight model and risk it, but did put in a couple of flights on Day 2 when the wind dropped a little. I ended up 130th out of 132. C'est la vie!

Phil was the top Aussie performer in this event with his Kappa; he ended up winning the last group he flew in to be the only Aussie with a 1,000 point score all week. So, Phil ended up 69th, Ladislav 93rd and Don 101. The event was interrupted by rain on Day 2 and only five rounds were completed before the Fly-off. Each event was planned to have 6 rounds followed by a three-flight Fly-off. Up to 19 people were launching in each group, so it was a long walk to the end spot in the safety corridor! The heats were 10 minute flights, but the Fly-offs were 15 minute flights.

Safety Corridor

I have studied the F5J rules many times, but never fully understood the safety corridor idea. Here we saw it in operation, and it was very effective. Two tapes 6m apart were stretched across the field (see images). Launching was from the upwind tape, and fliers then moved about 21m downwind to their spot while flying. This freed up the safety corridor, so the next group proceeded from the Ready Box on to the field down the safety corridor two minutes before each group's flight finished. With a 200m walk for some, that was needed! Then a 5-minute preparation time started for the next group immediately the horn sounded to mark the end of one group's working time. At the end of the 5-minute preparation time, the horn started for the next group to launch (with adequate warning of course).

We were so impressed with the safety corridor strategy that we emulated it at the recent F5J Trophy event in Canberra, and it was well received. It worked well. We allowed an extra 1 minute between the end of one group and the start of Preparation Time, but it proved not to be necessary. On the second day, Trevor Smith (who did all the good work on the sound file), removed the extra minute and the event just kept flowing!

Timers

At each event, a group of well-trained timers did just that job - mostly young girls. This added



Aussie team and giant hired van - proved to be a boon!

to the colour of the event, especially with their uniform yellow shirts. A golf cart was used to drive down the line of timers after each group had finished to collect the score cards and deliver them to the control centre. You can see the yellow-shirted timers in the cover photo, and in some of the other images. They sat under umbrellas until the wind made that impractical.

Flying behaviour

Low launches were not as prevalent as we expected, especially in the heats, except amongst the top fliers. Most flew to about 150m unless

they had picked some lift. It was a common practice to launch on full power, but then throttle back to search for lift at a low level. If none was encountered, open the throttle and zoom to a safer height. The Fly-offs, however, were a different kettle of fish! The 14 competitors in the Fly-offs scorched around the field like madmen!

We made friends with Pieter Zweers (flying a Pike Perfection) from the Netherlands (an experienced F3J flier) as he did not have a team to fly with. He and Phil Stevenson hit it off in particular and they assisted each other through the first two events.

Pieter was running first and second all through the heats of the Visegrad Cup, so he made the Fly-off very comfortably. His climbs in the heats were 38m, 61m, 40m, 80m, 46m and 47m - to buck the trend to higher launches - and these heights were prevalent amongst the top 14 qualifiers.

On his first flight in Fly-off, Pieter scorched across the field to where he expected to find lift and turned off at 49m, and completed a 14:55 flight with a 1m landing. On his second flight he repeated the procedure and turned off at 39m and completed a 14:56 flight with a 2m landing. On his third flight he turned off at 65m, but was on the ground in 2:58 with a 2m landing to end up 7th overall. Still an outstanding achievement and a demonstration of superb flying!

Popular Models

All the famous models were there, and a few rarities. The Boleraz event was interesting with the top six places all flying different aircraft:

1st - Xplorer 380

2nd - Jantar

3rd - Maxa

4th - Stork

5th - Pike Perfection

6th - Infinity

The message is that it is not all about the model, but the flier is the biggest variable. You have to have a model that is in the ball park of course, but this principle was underlined at the just



Prizes for the winner of the World Challenge

completed F5J Trophy event in Canberra (full report next edition) where Marcus Stent won the event convincingly with a 3.2m balsa Prego model (designed by Alan Mayhew as an aileron trainer based on the Bubble Dancer), and Phil Bird came second with another home-built model, an Avatar 3.2m from yesteryear. Both excellent fliers and it showed!

Some famous designs were present in Slovakia, but failed to impress. The fliers again!

The Weight Issue

There has been an ongoing trend towards lighter and lighter models for F5J, but this trend was challenged when we observed many fliers using ballast in the Slovakian events, anything from 100g to 750g, even in light conditions. The weight is needed for penetration and speed, especially when searching for lift. Light weight is only a



Pieter Zweers calling for Phil Stevenson

benefit in calm conditions when the lift is weak. Some quite heavily laden models did well.

The Data Logger Issue

We learned a lot about data loggers that are approved. Consequently, we have posted the current 2017 list of devices approved by the CIAM EDIC committee on the home page of the AEFA web site. This is not of great consequence for Australian events, as we permit non-approved devices to encourage people to take part in F5J, but it is of interest to those going overseas to fly, and to those intending to become aspirants for the 2019 F5J World Champs Aussie team - check the list to see that you comply and you will not be caught out!



A bevy of Storks!

When we arrived at the Trnava events, it was announced that anyone not using Firmware V.5.5 in their Altis device would be disqualified. This version does not allow program modification and does not allow an emergency motor restart. To our knowledge, all fliers used the Altis - which is not surprising as Slovakia is the home of Altis!

Helper and Spotter

As timekeepers were supplied, the helpers could focus on giving the pilot guidance. Phil and Pieter Zweers worked together well; they always went to the flight line early and studied the signs for lift. The rules say that you can have a helper and a team manager assisting you - we nominated a team manager so that we could have two people assisting, but mostly only one was required. The helper can launch the model if required.



Marco Gal'a helped with reprogramming Altis

Pieter Zweers also took two models to the flight line; if one does not work you can pick up the other and fly (and make sure you change you model memory in the Tx - he didn't once and wrote off a Pike perfection). Pieter also kept the wing bags on his model until the last moment, and the one sitting idle still had wing bags fitted. That is being serious!

Prizes & Awards

the winner in each of the three events we took part in received a brand new Pike Dynamic model as their prize. The winner of the World Challenge also received a winners jersey, a cup, a medallion and cash!

The AEFA is raising funds to send another team to Slovakia in 2018; the events next year will be



Jorge Medina from Spain and Vinco design

in July - see a notice elsewhere in this magazine about those events. The Slovakian triangle will still be offered, but next year one event will be in Dubnica (as this year) and the two at Trnava will be a World Cup and a World Challenge. MAAA approval is required to compete in the World Cup.

And the team selection trials to select an Australian team to compete in the 2019 World Championships at the same venue will take place in 2018. Also please see information about these trials elsewhere in this magazine.

Watch this space! F5J is booming and interest is growing rapidly. What other event can attract 132 fliers from 22 countries for an international event for fun - not even a World Cup? Join in this popular event and enjoy it!

Data Logger Issue

There has been some confusion lately over which data loggers can be used in F5J events. As you read in the report on Slovakia, we were caught out with unacceptable firmware on our Altis devices. We want to prevent that happening to others who travel overseas, so started passing around information on what devices are approved - we even wrote to the head of the CIAM EDIC committee to clarify the issues. We have published the 2017 list of approved devices on the AEFA web site - go to the home page or click on this link to see the list:

<http://www.aefanet.com/images/stories/F5J/F5J-AMRT-Approval-List-2017.pdf>

Then Mike O'Reilly, who is managing the F5J Team Selection Trials to choose the Aussie team for the F5J World Championships in 2019, came out and said that only approved devices should be used by aspirants trying out for the team.

So - this list only applies if you are going to try out for the Aussie team, or if you go overseas to fly in Slovakia (at the 2018 Slovak Triangle for example).

It does not apply to Australian home events!

There has been misunderstanding here and some people think we are implementing this official list of devices for our local events - this is not so!! We want to encourage as many people as possible to

enjoy F5J, so accept non-authorised devices and readers as long as they do the job!

The sticking point has been the use of a Jeti Tx to read out the height reading. The Jeti system uses telemetry to send this data to the Tx where a JetiBox reader has been included in the Tx. Telemetry is not allowed according to the rules and the official list only approves using the Jeti Mvario device if it has certain firmware installed and is read by a stand-alone JetiBox or JetiBox Mini - consult the list and you will see this detailed. So, you cannot use your Jeti Tx to read the height if you are trying out for the Aussie F5J team or if you are going overseas.

BUT we do allow you to read the height with your Jeti Tx in Australian home events and did so at Canberra recently. We even specified this

clearly in the procedures we documented before the event.

SO - you can use any of these devices in Aussie F5J events as long as they do the job:

Skylimit from Winged Shadow

Altis with emergency motor restart enabled

Jeti Mvario read through the Tx

Barotimer

Plus all those listed on the approved list!

So - do not be put off by all the negative talk that is going around about height reading - join in with any device that works - but if you are going to buy a device, I recommend that you buy one that can be altered to satisfy international standards, as they will become insisted upon more regularly in future. At the moment the most popular devices are Altis V4+ and Jeti Mvario.

Please remember:

F5J World Championships is coming in 2019!
No longer provisional - World Championships scheduled for 2019 near Trnava in Slovakia - now confirmed for Boleraz around 3rd weekend in August 2019

The F5J World Challenge is to be held at the same site in July next year. The AEFA is assisting an Aussie team to this event.

F5J at the MAAA Nats West Wyalong Courtesy of the AEFA

The AEFA has put its hand up to run an F5J event at the MAAA Nats being offered at West Wyalong a couple of weeks after Easter next year. Several AEFA fliers are keen on supporting the traditional Nats, so will be attending and helping by running this event.

F5J is being held at the West Wyalong Airport. A practice day has been nominated as Wednesday 25 April, and F5J will then be flown over the next two days on Thursday 26 and Friday 27 April. Terry Scolari is going to act as Contest Director and I am sure he will receive help from Mal Pring and Mel Gillott.

Maybe you might like to schedule coming to the National Electric Flight Rally in Canberra at the NAAS field over Easter (30 March - 1 April), and then move on to the Nats in West Wyalong. For more information and registration, consult the Nats Web site:

<http://www.maaaevents.com.au>

Slovakian Triangle 2018

The three events run in Slovakia in the one week are being held in July in 2018 to avoid the European Championships in Bulgaria. The events are:

July 16-17	Dubnica SK F5J
July 19-20	7th F5J World Cup at Trnava - MAAA approval required
July 21-22	3rd World Challenge open event - Trnava

Slot these in to your diary if you have any interest in attending. The AEFA would like to see another Aussie team attend these events and gain experience - talk to the AEFA if you are interested.

Alice Springs Masters Games Model Flying with F5J Included

A Masters Games event is scheduled for Alice Springs next year between 13 and 18 October, 2018. People come from all over the world to enjoy this event. For the first time Model Aircraft Flying is included on the program. The three classes being competed are Scale Aerobatics, F5J and Vintage Old Timer! The events are being organised by Aeromodellers Northern Territory (John Adams made us aware of it) and will take place at the Pedder Field. Minimum age for this Masters Games is 35, with two categories being competed - 35 to 49, and 50+.

If you would like a trip to the red centre, and you qualify on age, mark this event in your diary! There is a one-off fee of \$70 for entering, no matter how many events you compete in. Maybe you would like to try some of the other sports events as well!

For more information, consult the official web site here:

<https://alicespringsmastersgames.com.au/sports/model-aircraft-flying/>

AEFA Web Site Features

In case you missed it, please note that the AEFA has placed some links to interesting material on the home page of the AEFA web site - thanks to David Lucas for all his hard work on this site:

1. The content of a Power Point presentation about the events in Slovakia
 2. A great video of the F5J Trophy event made by Peter Baumgartner
 2. A written version of the "how to find thermals" tutorial given by Marcus Stent at the F5J Trophy event - pure gold!
 3. The list of the currently approved data loggers for F5J.
- Check out these links now!

2018 Glider/F5J Events Calendar

Produced by the AEFA to promote F5J & Gliding

No.8/23-11-17

Key - green for F5J events, HSL stands for Heathcote Soaring League

Date		Flying Events	Notes
January			
14-Jan		Millennium Cup Rnd 1	Appin
14-Jan	RCGA event	Open Thermal Glider	Diggers Rest
21-Jan	RCGA event	F3K Discus Launch Glider	Diggers Rest
25-26 Jan	Sailplane Expo	Stand Alone F5J 2 days	Armidale
27-28 Jan	Sailplane Expo	Open Thermal	Winch launch, DLG

February			
11-Feb		Millennium Cup Rnd 2	Goulburn
12-Feb	RCGA event	Victorian Open Thermal	Diggers Rest
18-Feb		HSL Club Comp Rnd 1 - F3J & F5J	Maddens Plains

March			
4-Mar		F5J at Hunter Valley Champs	Muswellbrook
4-Mar		HSL Club Comp Rnd 2 - F3J & F5J	
9-10 Mar	FXJ Australia - SSL	F3J & F5J International F5J team selection trial	Milang, SA
10-12 Mar	FXJ Australia - SSL	F3J International	Milang, SA
18-Mar	RCGA event	F3K State Championships	Diggers Rest
25-Mar		Heathcote Cup - Open/ 2m	Maddens Plains
26-Mar	RCGA event	F5J VIC State Championships	Diggers Rest
30 March - 1 April	Easter	NEFR at NAAS including F5J	AEFA Rally Canberra

38th Armidale Sailplane Expo

January 25 to 29, 2018

New England Model Aircraft Club and the Sailplane Expo Trust invite you to beautiful Armidale on the New England Tablelands for the 38th Sailplane Expo. Events will be Australian Open Thermal (10 min flight in 12 min working time, 150m lines, FAI landing tape, all rounds count) and F5J (10 min flight envelope, max 30 sec motor run, F5J landing tape).

F5J will be held as a stand-alone event from 1130 -1630 Thursday January 25 and 0900 - 1630 on Friday January 26.

Open Thermal will be held as a stand-alone event from 0900-1630 Saturday January 27 and 0900-1300 Sunday January 28.

The field will be available for practice Wednesday January 24, 2018

The field is on the left of Warrane Rd, Dumaresq, approx 3.5km from Booralong Rd turnoff.
Google Maps Co-ordinates
-30.444252,151.518692

We look forward to seeing you all again. Bring your MAAA membership card with you.
More details :- Hutton Oddy 0425 285 758 or
vhoddy@gmail.com

2018 Calendar continued

April			
8-Apr	RCGA event	Victorian F5J	Ballarat, Victoria
8-Apr		Millennium Cup Rnd 3	Lake George
25-Apr	Practice Day	F5J West Wyalong	MAAA Nats
26/27-April		F5J West Wyalong	MAAA Nats

May			
6-May	RCGA event	Victorian F5J	VARMS tbc
6-May		HSL Club Comp Rnd 3 - F3J & F5J	Maddens Plains
20-May		Millennium Cup Rnd 4	Salt Ash
20-May	RCGA event	Open Thermal Glider	Diggers Rest
27-May	RCGA event	F3K Discus Launch Glider	Diggers Rest
June			
7-8 June	F5J Team Selection Trial	F5J LSF Tournament F5J Team Selection Trial	Jerildere
9-11 June	Queen's Birthday	LSF Tournament - DLG, F3J	Jerildere
24-Jun	RCGA event	F3K Discus Launch Glider	Diggers Rest

July			
8-Jul	First Round - tentative Date	Picton Cup	Appin NSW
16-22 July	Dubnica, Trvana, Slovakia	3rd F5J World Challenge - Slovakian triangle 3 events	Aussie team to go!

August			
4-5 Aug		Monto F5J	Monto, QLD
26-Aug		HSL Club Comp Rnd 4 - F3J & F5J	Maddens Plains

Leaderboard Check

Yes, check out the full list of the AEFA 2017/18 F5J Leaderboard here:
<http://www.aefanet.com/images/stories/F5J/F5J-Leaderboard-2017-18.pdf>

The 2017/18 F5J Leaderboard is now well advanced with 93 fliers on the list. Results from the LSF Tournament at Jerilderie, and the Picton Cup Round 1 at Appin on 2 July are included, and so is the F5J Trophy event held recently in Canberra. Congratulations to Klaus Metzger for reaching the top of the list. If you have flown in F5J events this year, and I have received the results, you will be on the list.

F5J events coming up this year:

These will still give points for the Leaderboard:
 Picton Cup Rnd 2 - 19 November
 RCGA F5J - 3 December
 Saiplane Expo - stand-alone F5J 25-26 January

Yes, the 2017/18 Leaderboard will conclude after the Sailplane Expo, allowing the AEFA to offer funds to the top contenders to travel to Slovakia in July 2018 for the next Slovakian triangle.

The 2018/19 Leaderboard will commence after that and the first event scheduled so far that will count is the HSL Club competition on 18 February - join in and you will be on the Leaderboard!

2018 Calendar continued

September			
14-Sep	Practice Day	F5J Central Queensland	Bundaberg
15-16 Sep	2-day F5J event	F5J Central Queensland	Bundaberg
16-Sep		HSL F5J	Maddens Plains
22-23 Sep		Millennium Cup Rnd 5	Gloucester

October			
13-20 Oct	Masters Games	F5J Included	Alice Springs
21-Oct		Millennium Cup Rnd 6	Maddens Plains
28-Oct		HSL Club Comp Rnd 5 - F3J & F5J	Maddens Plains

November			
3-4 Nov	F5J Perpetual Trophy	F5J Annual Tournament F5J team selection trial	NAAS Canberra
3-4 Nov		F5J Susan River	MRSSA event
11-Nov		Shoalhaven Shield - Millennium Cup Rnd 6	Bomaderry
18-Nov	Second Round - Tentative Date	Picton Cup	Appin
25-Nov		HSL Club Comp Rnd 6 - F3J & F5J	Maddens Plains

December			
2-Dec	Electric Glider event	Ted Swan Cup	Goulburn

Please advise any other events that could be included in this calendar, and any changes to those listed.

Please use this calendar to try to avoid clashes and to space major events appropriately.



Interesting model seen in Slovakia - controls by wing twist with 9 servos in wing



The winners - Slovakian World Challenge 2017

Contributions Wanted

Send in information on your projects and your events - or tips on how to build, prepare models or fly better - content required!! Fill these pages!

F5J Team Selection Trials for 2019 World Championships

The LSF Executive have just released these details of the F5J WC Team Selection Trials after consultation with the AEFA & MAAA

The team selection process will comprise the 4 contests outlined below:

1. The Milang Open International F5J event on 9/10 March 2018
2. F5J at the Jerilderie LSF Tournament on 7/8 June 2018
3. The AEFA Australian F5J Trophy event in Canberra 3/4 November 2018
4. The Armidale Sailplane Expo F5J event in late January 2019

Points for Team Aspirants will be awarded as below:

Events 1, 3 and 4 (Milang, Canberra, Armidale) will be scored out of 1,000 points where the winner of the contest will score 1,000 points and all other competitors scores will be calculated as a % of the winners score. An Aspirant's best 2 scores from these 3 events will be used in the final classification.

Event 2 (Jerilderie) will be scored out of 2,000 points where the winner of the contest will score 2,000 points and all other competitors scores will be calculated as a % of the winners score.

An Aspirant's score from Jerilderie will be added to their best 2 scores from events 1, 3 and 4 to determine an Aspirant's final team selection points tally. The maximum possible is 4,000. The three Aspirants with the highest number of points after the 4 events will be offered a place on the Australian team by the MAAA.

Please note the following:

- a. An Aspirant must be a financial member of the MAAA at the time they pay their \$50 nomination fee as specified in b. below
- b. An Aspirant must pay a one off nomination fee of \$50 to the contest

organisers prior to the commencement of the first team selection event that the Aspirant attends and wishes to use as a scoring event. The fee cannot be paid during or after the event. The contest organisers will forward these fees together with the name and contact information of each Aspirant to the LSF Treasurer who will hold them in trust for the F5J team members.

If, for example, an Aspirant does not compete at Milang in March 2018 and Jerilderie is their first team selection event then they need only pay the \$50 fee prior to the start of the Jerilderie F5J event on 7th June.

c. Aspirants do **not** have to fly in all of the events to be eligible.

d. Each of the 4 events nominated above are scheduled to be flown over 2 days and are expected to have over 20 entries and involve interstate and/or international participants. If weather conditions in excess of FAI limits force the cancellation of some flights, the event will still be an eligible selection event as long as a minimum of 4 rounds have been flown. This constitutes a contest under FAI rule 5.5.11.5.1

e. If the contest organisers choose to run fly-off rounds then the Team Aspirant point's calculations will be made at the end of the qualifying rounds.

f. All of these selection events will be run strictly to the FAI F5J rules current at the start of each individual event.

LSF Australia (Special Interest Group of the MAAA for RC Soaring)

Mike O'Reilly
Bill Kent
Simon Morris

F5J Rules Clarified - repeated for emphasis! If you act as a timer at F5J events, please read this!

Up till now we have been timing F5J flights until the end of the hooter sound that marks the end of the 10-minute window for the event. That meant that a 10:00 minute flight was possible as the timing goes for just over 10 minutes from the start of the first horn to the end of the concluding horn.

A recent debate sprung up about this practice, and we decided to check with Europe about how they do it; very necessary now that we are entering the world stage! In fact, we checked with Palo Lishak, the author of the F5J rules in Slovakia. Palo says, no, you must be on the ground before the final horn starts or you will not receive any landing points! That makes sense, as the timing is exactly 10:00 from start of horn to start of horn. This practice has now been adopted at AEFA F5J events.

Please note - you now cannot score 10:00! The best possible is 9:59 and more likely is 9:58 (most common score in Europe). In future, if your score sheet says 10:00, you will not receive any landing points. In fact, Gliderscore will now not permit you to enter 10:00. Timer and flier must now confer on the score entered on the sheet and both sign the record sheet! You must agree that you landed before the final horn started, or that you landed after the horn started and do not gain any landing points.

The AEFA has revamped the score sheet to make it clearer. This was deemed especially necessary after some confusion about landing scores at the NEFR at Easter 2017. Some timers were noting a "0" for landing. Some meant no landing, and some meant a landing less than 1m. Now you must tick or cross a circle on the score sheet that designates exactly when and where you landed! We hope this will remove all confusion.

So, if you are entering the F5J round of events, you really need to be conversant with the rules; there are some penalties that have not entered in to events so far. We need to tidy up our act and make sure we run these events properly! To see the full 2017 rules, go to the AEFA web site and check them out:
http://www.aefanet.com/images/stories/F5J/SC4_Vol_F5_Electric_17.pdf

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Electric Glider & EOT Postal Competitions each month

There are electric glider and EOT postal events each month. Trevor Smith is managing glider results in 2017. Mike Colston manages the EOT tasks (see e-mails below). You can practice these events at your own field in your own time, and e-mail the results to Trevor & Mike. Each month they tabulate the results and send them back to you. It is a great way to practice flying these events; you go out flying with a purpose instead of just hacking around the sky! You can even time yourself, and you can repeat the tasks as many times as you want and send in a good score when you get one. The rules can be found on the AEFA web site (active link below) - look them up and join in the fun!

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