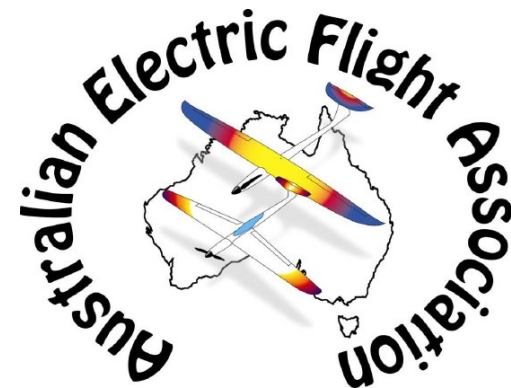


Electric & Glider **FLIGHT** *Australia*



Edition Number 14

August 2018

2018 Jerilderie | June 7-11



Report in this edition about the 2018 LSF Tournament at Jerilderie - 33 in F5j, 53 in Open Thermal winch launch

Editorial by Peter Pine

This E-magazine is early again as so much is happening; so many events, so much to report. See reports for the LSF Tournament, first Susan River F5J, F3K Victoria run by RCGA, and what has happened in Slovakia. Also notices about the rescheduled Picton Cup Round 1, and the relocated F5J Trophy event.

Many events are coming up and need to be noted, especially the ongoing schedule in Queensland with Monto and Bundaberg. Some southerners are even planning to travel to these events. Then there is the World Interglide Challenge - see the details, the West Wyalong glider weekend and the Masters Games. I have been running through Gliderscore with John Adams (who is running the Masters Games event), so F5J is finally coming to the red centre and the top end! Come on guys - we have never had it so good for events!

Thanks also to contributors John Haren, Ken Woodward, Tony Meggs, Byam Wight, Frank Murphy, John Quigley and Hutton Oddy. Thanks guys - keep sending your contributions - much appreciated! Watch for more informative articles and on-going reports!

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President's Message by Trevor Smith

They say a change is as good as a holiday so we are taking the F5J Trophy event on a holiday to a new field in 2018. After two successful years at the NAAS club field outside of Canberra, the 3rd annual Australian F5J Trophy will be held at the Aeromodellers NSW State Field at Cootamundra. Preparations are progressing well and all the facilities you have enjoyed in the past will be available at Cootamundra.

While on F5J, a biweekly competitive practice has been organised for flyers in the greater Sydney area. This event will be held at the Heathcote Soaring League field at Maddens Plains. The first practice day was the 25th July. If you want to hone your F5J skills contact David Leitch on 0412519001 for details.

In June I attended one of several CASA Remotely Piloted Aircraft Systems - Sector Safety Risk Profile workshops. The core purpose of the workshops was to identify risks causes, sources and hazards in the Sports/Recreation category using the combined knowledge of industry representatives and CASA Reference Group. Sector safety risk profiling is a CASA initiative



to identify sector specific risks and to develop strategies to treat these risks with the involvement of the sector participants. It also provides the opportunity for CASA and the industry to collaboratively work on the management of risks and to adopt flexible treatment measures that suit the unique characteristics of the operation. The outcomes of the workshops will be published by CASA in the coming weeks and I will provide the membership with a copy of these or a link to the CASA website.

Until next time.....Trevor Smith

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Another LiPo Tip from Byam Wight:

When you return from flying, put your LiPos in to storage on your charger

Then store them in the refrigerator!

Byam has packs 6 years old going strong through the use of this strategy - also used by Keith Flatt and F5B fliers to maintain healthy batteries.

LSF Tournament Jerilderie

The LSF Tournament reached its 41st year this year! It is amazing that this event has continued for those 41 years since Bill Millgate kicked it off in 1977, and it continues to be the biggest gliding event in the country.

This year the F5J event was conducted over two days and represented one of the team selection events to choose an Aussie team for the first F5J World Championships to be held in Slovakia in 2019. The two days were the Thursday and Friday before the June long weekend. The forecast was not too good with wind predicted for Day 1 and rain for Day 2.

Well - that's how it played out. Day 1 was windy at the start and built up to a maximum of gusts to 25 km/hr, but then dropped off somewhat towards the end of the day. The organisers pushed the rounds with no break for lunch because of the rain prospect. The result was 9 rounds concluded.

A comment on the organisation - technology came in to play with the results being recorded and transmitted to the control centre by mobile phone. Contestants were asked to load a QR reader application on to their phones. Each contestant had a QR code, and holding the reader over that code brought up that contestants results and the ability to record and submit them via the internet.

Further to that, the announcements were broadcast over a limited number of speakers, but also over FM radio. So, contestants could have an FM radio in the pits, tuned to the correct frequency, and hear the announcements up close instead of straining to make out the announcements over the PA.

Paper record sheets were also supplied and contestants asked to keep a record as a backup, and those without the technology could hand in their slips.

Generally the system worked well, with just a few breakdowns and occasional results that did not upload properly. These glitches were easily overcome and generally the process worked well. As the results were quickly updated on the Cloud, remote interested parties could watch the progress of the event on their computers at home. One simply needed to access the Gliderscore web site, click on "Online Scores", select the event and up they came! You can view all the results now yourself by going to the Gliderscore web site yourself - this is a good way to publish the results and saves time and effort - check the Online Scores for the F5J event - and the winch launch event as well. As the results are readily available on the internet, I will not publish them here. If you have trouble accessing them, get in touch and I will help you access them.

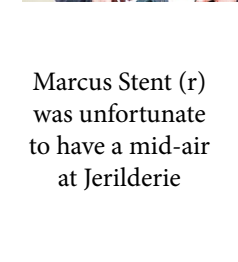


Top three in F5J - Paul Moorfield 1st (centre), Joe Wurts 2nd (l) and Jack Murphy 3rd (r)

F5J launch line at Jerilderie



David Leitch focussing hard in the difficult conditions at Jerilderie



Marcus Stent (r) was unfortunate to have a mid-air at Jerilderie

Did I say that the conditions were difficult on the one day the F5J was flown? Well, they were. No thermals that day - or very, very few. The strategy was to look for a street of reasonable air and ride it for as long as you could. Many times a bunch of fliers would land at 7:20 or 7:30 after battling to stay aloft, and then turn around and find that someone had found a better stream of air some distance away. Their 10 minute score would cause the points for the rest of the field to plummet! That only needed to happen a couple of times and you were out of contention.

Marcus Stent reports, "The conditions were some of the most difficult I have flown in. The conditions changed very quickly and the lift was very weak so was chopped up by the wind. You went from thinking you were doing well to on the ground in 3 minutes flat! I had one round where I did 6 minutes from 210+ meters (others had similar stories). Then had a battery failure on launch so did a 3 minute flight. These 2 disasters dropped me from 6th to 21st!

I have said many times that you can afford to have one poor result in F5J, but you cannot afford to have two (or more). The biggest factor for success is time in the air - even more important than height or landing points (though, they help when results in one group are close). Maximise your flight time to perform well in F5J!

As the second day of F5J dawned with consistent

drizzling rain, it was decided to check the conditions at 11:00am, and if postponed again, then check at 1:30pm before calling the event off. This gave fliers the chance to meet at the local bakery shop and other establishments and indulge in a great deal of chin wagging. This was one of the main benefits of this event, as the flying was difficult. For me personally, I resumed some acquaintances and friendships with fliers that I have not seen for 30 years and this was the highlight of the trip!

The event was won by South Aussie Paul Moorfield. Congratulations Paul - and he is also attending the F3J World Champs this year as team manager. Joe Wurts came in second -he said he had a bad day, and most of us said we would like to have a few bad days like Joe! Third place was Jack Murphy from Sydney - well done Jack! So, Adelaide, New Zealand and Sydney featured in the places - congratulations to these guys.

The winch launch glider event was conducted on the 2.5 days of the long weekend, after the F5J event. The weather forecast was good for these days, and though I was not there, I believe that it transpired. 11 rounds were flown with five groups per round with 54 fliers - still the biggest glider event in Australia!

The winner was Theo Arvanitakis, with Nick Chabrel second and Peter Williams third. Full results and flight scores can also be viewed on the



Theo Arvanitakis - winner of the winch launch event at Jerilderie

Gliderscore web site - just choose "Online Scores" and choose the "2018 Jun 11- LSF Jerilderie 2018" event.

The Open Thermal results can also be found on the LSF web site at:
<http://www.lsfaustralia.org.au/index.html>

The F5J results do not seem to be there.

Be that as it may, there is a move to try to combine Open Thermal (winch launch) and F5J in the one event in 2019 - both events to fly together with just different methods of launching. This was hotly discussed in the rainy F5J day, but not voted on until the AGM held after Open Thermal concluded. One of the down sides is that competitors will have to opt for one event or the other - they cannot fly in both events. Some competitors cite the ability of electric launchers to fly to any area of the sky, whereas winch launch tends to come off the line at a fixed point. Others say that this is not such an advantage, and will not be a significant factor if many rounds are flown.

The latest news is that the Annual General meeting voted almost unanimously to allow electric motor launch and winch launch together in the same 2.5 day event at the 2019 LSF Tournament in Jerilderie. The rules will be Open Thermal rules of a 10 minute flight in a 12 minute window - so, not F5J. The new executive is charged with working out how it will be done.

New LSF Executive

At the AGM a new LSF committee was elected for 2018-19 and it is a Victorian based group. President is Tom Dupuche, who is also President of the RCGA. Committee members include Dan Haskel, Gerry Carter and Jim Houdalakis.

We wish the new committee well as they take up the reins and look forward to their management.



Mani Stoupos ran the business end of the Jerilderie event as he has done for some time.



Right - Jack Murphy flying, Klaus Metzger timing



Time to chat when it rains - Simon Morris (l) has attended all Jerilderie events - Mike O'Reilly (r) LSF President & CD

Right and below - winch launching in action at Jerilderie - vertical is best says Joe Wurts



F5J Susan River QLD

Susan River F5j - Overall Results [Hervey Bay MAC 07/07/2018]

www.GliderScore.com

The first ever F5J event was held at Susan River near Hervey Bay in Queensland on 7/8 July. This field previously hosted F3J events run by MRSSA, the gliding club of Brisbane. The event was run by the AEFA this time. 17 fliers turned up for this new event and enjoyed a great weekend together - they are a great bunch of fliers!

Day one had rain predicted, and rain it did! Flying was interrupted a couple of times and most fliers became drenched, but the enthusiasm carried the day.

High winds were predicted for Day 2, and blow it did. With winds reaching 25 km/hr early in the day, flying was delayed. The wind had dropped somewhat by 10:30am and flying commenced. Some fliers opted not to fly in the wind, but those who did found that the wind was fairly constant and could be managed. There were even some thermals! To illustrate, Todd Heinrich, a new F5J flier from Brisbane, flew a Pulsar in the wind and scored very well for his first comp placing 5th overall!

Some of the fliers had not experienced F5J before, and some had only tried it once or twice, so it was a learning experience for many, especially in the wind. Typically, some fliers were climbing much too high, over 200m, and losing a lot of points because of it. However, the learning curve was

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Drop1
1	GINDER, Ross	8511.5	100	9173.8	1000	990.4	1000	678.5	1000	662.3	1000	1000	842.6	1000	662.3
2	FORD, Brian	7984	93.8	8619	808.7	1000	738.8	778.5	998.2	659.8	1000	1000	635	1000	635
3	KNACK, Karl	7854.3	92.28	8484.5	919.9	846.2	1000	989.1	981.8	1000	630.2	682.1	633	802.2	630.2
4	BENGTSON, Evan	7542.9	88.62	7542.9	770.9	1000	752	790.7	1000	1000	712.9	516.4	1000	0	0
5	HEINRICH, Todd	7437.8	87.39	7813.3	952.9	936	915.1	721.5	1000	565.8	938.8	471.2	375.5	936.5	375.5
6	MORROW, Rob	7084.9	83.24	7372	904.9	617.8	725.5	1000	961.7	287.1	968.5	615.4	338.3	952.8	287.1
7	CULLUM, Richard	6704.9	78.77	6841.9	403.5	755.2	1000	907	627	186	834.5	137	1000	991.7	137
8	JORDAN, Gary	6207.4	72.93	6443.3	1000	529.5	975.6	449.4	555.6	235.9	984.7	543.6	248	921	235.9
9	SCOLARI, Terry	6093.6	71.59	6358.6	930.3	385.8	967.2	425.2	786	265	472	682.2	533	911.9	265
10	PINE, Peter	5611	65.92	5611	1000	457.9	678.9	810.7	705.2	208.8	893.9	547	308.6	0	0
11	TRONC, David	5362	63	5636	495.2	843.4	861.4	635.5	582.6	533.3	492.7	511	274	406.9	274
12	FOX, Ken	4092.8	48.09	4092.8	191.3	377.9	978.8	631.1	588.3	0	0	0	403.6	921.8	0
13	ROPER, Greg	3940.3	46.29	3940.3	364.3	1000	979.7	1000	596.3	0	0	0	0	0	0
14	SPAIN, David	3818.8	44.87	3818.8	997.7	298	566.6	1000	956.5	0	0	0	0	0	0
15	STEPHENS, Ken	2913.4	34.23	2913.4	221.5	602.4	904.9	706.3	478.3	0	0	0	0	0	0
16	DEPHOFF, Ralph	2122.5	24.94	2122.5	443.2	337.7	547.6	420.6	373.4	0	0	0	0	0	0
17	ARNOLD, John	2001.3	23.51	2001.3	402.6	182.5	713.4	644	58.8	0	0	0	0	0	0

brisk and many overcame early difficulties to score very well and place well. Karl Knack had not flown F5J before, and he even made the lead at times. The lead swapped a few times, but inveterate F5J flier from Monto, Ross Ginder was the man to beat and he ended up carrying the day.

Brian Ford from Brisbane, who had only flown F5J once before, came in second. Brian is a good flier with a wealth of gliding experience under his belt, so when he started to understand F5J strategies, he ranked well placing second, and Karl came in third despite some high launches.

Evan Bengtson from Brisbane was also in contention, but a midair with my Electra2 in the last flight of the event dropped him back to fourth,

and didn't do much for my score as well! It is very disappointing to wreck good F5J models this way.

It was great to see locals like Rob Morrow joining in and enjoying the event and also placing well. Generally, fliers came from the Brisbane based MRSSA club, and from a local Bundaberg Club, with a few ring-ins from NSW. Ken Stephens and Greg Roper also came down from the Montville/Maleny highlands and joined in as well.

The field was small and made our spot landing set-up tight. A field with more room for spots would be better, and the Brisbane guys are thinking of Dalby next year as they have a very big field and are good hosts. Some of us experienced the Dalby facilities at a Nats some time ago. See you there!



RCGA F3K Victorian State Titles, Longwood

The F3K State Champs were flown at Longwood on Sunday 29 April, with Jon Day officiating as CD. Clive Warman flew down from NSW to compete (thanks Clive), and there were five flyers in total - Clive, Jim Houdalakis, Jon Day, Dave Millward, and Hugh Blackburn. We were sorry to have missed out on a few more possible starters owing to their family commitments.

It was a nice, sunny and rather cool day with blue skies and a moderate southerly wind. Lift was there to be had most of the time but as seems common in these conditions, elevated wind speeds after the lift blew past could make it hard to get back to the box and there were a number of land-outs.

Owing to the low numbers we mostly opted for tasks that could be self-timed, i.e. AULD and

Last 2x4, but we also flew some tasks that require timing (5x2, L3x3).

A variety of aircraft were used: Snipe 1 and 2, NXT, Concept X5. The contest for 2nd and 3rd places could hardly have been tighter, with Clive just pipping Jon by 0.1%.

Besides the flying, we had a pleasant day of socialising and spent some time watching a Wedgetail get pestered by smaller birds as it cruised the downwind tree-line looking for food (IIRC the wedgie was an occasional lift indicator, too!).

The detailed scores can be found at [Gliderscore.com](http://gliderscore.com).

Final places

1. Hugh Blackburn 100%
2. Clive Warman 84.8%
3. Jon Day 84.7%
4. Dave Millward 79.7%
5. Jim Houdalakis 55.5%

RCGA is the Victorian gliding organisation that runs a series of events in that state, and manage a leaderboard amongst their members. The executive comprises:

- | | | |
|---|----------------|-----------|
| 1 | Tom Dupuche | President |
| 2 | Dan Haskell | Secretary |
| 3 | Jim Houdalakis | Treasurer |

Check out all the action at: <http://www.rcga.org.au>



Hugh above with winning Snipe - John, Hugh, Clive below



Slovakia Report

As this magazine was being prepared the Aussie team that travelled to Slovakia has been competing in F5J events and representing us - remember, the AEFA helped fund these guys to make the trip - and you helped by purchasing raffle tickets!

Bob Wilson, Hutton Oddy and Don Farrar were funded and Ladislav was self-funded for a family trip to his home country.

Both Ladislav and Don flew in an event before the main show at a place called Holic. Ladislav was coached by Stork team member, Marco Gala and placed very well at 39th out of 72 fliers. Marco himself came third in the heats, and 10th in the Fly-off.

The first event in the Slovak triangle was at Dubnica, some 1.5 hours east of Trnava. This is an interesting field with a museum of old Russian aircraft on the field, parachuting and gliding taking place (even while flying models), and a dedicated restaurant and coffee shop on the field (with good coffee!)

At the Dubnica event, Bob Wilson placed very well at 38th out of 76 fliers. Don came 48th, Ladislav 63rd and Hutton 69th.

The second event was at Trnava, site of the World Championships next year and

was called the Visegrad Cup. 113 fliers took part in this event and our team gave credible performances again with Bob coming in at 49, Don at 57, Hutton at 75 and Ladislav at 78.

Then, on to the main event, the 2-day World Challenge, also at the Trnava field.

115 fliers competed in the World Challenge - see Hutton's report on the next two pages. This is a reprint from the "F5J Australia" Facebook page - join up if you want to keep up with the latest news as it happens!

What Hutton does not tell you is that he came in at 45th to take out 3rd on the Over 60s class! Well done Hutton. Ladislav came in at 60, Bob Wilson at 66 and Don 105.

As I said on the Facebook page, each of our four representatives placed well in one of the four events that they flew in; they took it in turns being the top placed Aussie! Well done guys. You did very well on the International stage.

2019 F5J World Championships

now formally approved by the FAI

World Champs at the Trnava field as used this year - Dates: 11-18 August 2019

Preceded by the 2019 World Challenge on 9-10 August - helpers can fly in this!

Let's send a great team - buy a raffle ticket (p.21) to help sponsor the team!



Above - Ladislav being coached by Marco in the Holic event.
Below - the Aussie team at Dubnica opening ceremony.



Hutton Oddy's blog on Facebook (F5J Australia)

The Trnava report.

Two competitions, 4 days, 115 entrants in the first event (Visegrad Cup), and 118 entered in the second event (World Challenge). 6 preliminary rounds and 3 fly-off rounds were flown for each event. That doesn't sound like much, but it was full on flying. A lot of waiting with 8 groups/round and up to 15 starting points (lanes), but the waiting wasn't wasted. There was lots of touring around the different modellers/countries tents (competitors came from at least 15 different countries) and plenty of questions to find out new stuff and make new friends.

The event(s) was/were well run. "Timekeepers" (that's what was printed on their shirts) were provided, and they did a great job allowing the competitors to concentrate on flying. Everything worked like clock work; 5 min preparation, 10min working time, and it kept rolling from around 9:30am most days until 7:30pm with a 45 minute break for lunch. Lunch and dinner was provided and the food tent team did a great job.

Weather ranged from 8-9 m/s wind on the first day to 2-5 m/s on the last. It rained overnight between the 1st and 2nd day of the World Challenge and that delayed the start of the last day.

Flying: Skill level of the top pilots is extremely high. For example, in the World Challenge all

those who made the fly off had 5/6 launch heights <60m. The lowest was 14m. Launch, turn and run back over the "timekeepers" to the thermal downwind was standard practice. Some held back with low motor power in the hope they could sneak in under those who launched perhaps 5m higher and marked the lift. At the very top it's a strategy game, and low-level thermalling skills are critical. That means model set up is very important; at <50m a single stall can be costly. Some pilots used flat(ish) turns that used mainly rudder to turn at low level to ensure a smooth transition into lifting air. Good eyes are important as well; once away it wasn't unusual to fly the model to a speck at >>1km downwind. To maintain sight, some pilots would follow the model from the landing point by >200m, and walk back when returning. This was mostly used in the fly-off, because 15 minutes is a long time and the models can get far away.

Conditions varied between days. For the Visegrad Cup the winds were 6-9m/s, but by the time we got to the World Challenge they were 2-5m/s. Wind speed during thermal feed was higher than this, which sometimes made conditions difficult to land. Many landed out for 0. The 75m from spot outlanding rule was enforced with a laser distance measurement from each spot. The CD would come and measure suspect distances. Models were not touched until the distance was confirmed in (height reading needed) or out (height reading not needed). There was lots of innovation.

Models: The days of converted F3J models are behind us. Lighter models with thinner wing sections, such as the SynerJ sections, that can hang when needed, and move when told, are the future. There are at least 12 new model manufacturers experimenting with different models, not including the Vinco. The market place is crowded.

Of the traditional 3J model manufacturers, NAN seems to have adapted the most to F5J. There were Pike Perfections used and a few Dynamics and some Maxas. Very few Pluses were seen (although Vladimir of Vladimir's models flew one, and provided the lubricant for after flight parties and a Plus as the prize for the World Challenge).

Specialist F5J models like the Stork were common, but even those are not experimenting with the new aerodynamics that 5J permits. Most divergence in construction technique is around the wing material and aspect ratio. Of the solid core wings, the Ultima 2 was a significant step up from the 1, and one made the fly-off (or at least the pilot made the fly-off with an Ultima2). The Volo is very nicely built and can be broken down into smaller lengths for packing. The Sense is a slimmed down cross between the El Nino and Pike Perfection and performed very well (2 in fly-off). They might be available when sorted, and from what we could see they are close now.

Traditional skinned wings seem to have better finish, and the models performed at least as well. Of the new breed the Infinity was well represented

and 2 made the fly off. Model weights are coming down (but not too far). The usual strategy is to built light and ballast up. For example, models of ~1200g had provision for 500g ballast. But, on the windier days of the Visegrad Cup, some of the winning models were >2000g. Some pilots used a range of models of different weights. The practice now is to indicate the final model weight, rather than the weight of ballast added.

Powertrains: Most flyers were using GM props and Reisenauer gearboxes on a mixture of motors (some in-runners, some not). Some of the lighter models used straight out-runners (because of weight). The choice of motor is to some extent dictated by the weight of the model. The most common size batteries were 650 mAh for light air, and 850 mAh for heavier winds, must be minimum of 75C. Speed of planes was much higher than in the past. This is to fly around slowly initially, and get away if no lift is found. In strong winds most were run flat out to 200m and as far forward as possible, but in lighter winds the tactic was lower power initially, sometimes turning back behind the flight line, then higher speed as required (with a good read, not needed). To do this you need enough power to get to height in 20 secs with the options for slow flight to sniff things out if the conditions allowed.

Radio stuff: No radio brand dominated the scene. There was a trend to reduce weight and increase flexibility by using S-bus (or equivalent) with converters in the wing. This was becoming more

common as the servo count on the wing goes up. There is now an EX-bus (Jeti) to PWM converter that can handle the increasing number of servos used. The Elasto was flown by one of the French team, models like this need 8 servos in each wing, ideal for an S/EX-bus system.

There was also some innovation in a not so good way. One competitor was disqualified from the Visegrad Cup, because it was found that he could restart his motor on command in low power mode and use that to sniff-out thermals. The key learning is that the pilot is responsible for ensuring his equipment is compliant with the rules. If not, then you are kaput, deliberate or not (except in this particular case the ruse was so complex, it could not have arisen by accident).

Results:

Visegrad Cup.

1. Radek Malcik, 2. Adrien Gallet, 3. Peter Feigl (Dynamic, Infinity, Explorer)

World Challenge.

1. Carlo Gallizia, 2. Primos Risner, 3. Pavel Svoboda (Dynamic and Explorer, Explorer, FIIK)

The models used by the fly-off pilots were Infinity (2), Envoy, Sense (2), Explorer (many), Ultima 2 (1), Pike Perfection (more) and Dynamic (fewer). One other result that means something to me is I came 3rd in the 60+ event at the World Challenge. Now I have to figure out how to get a cup back home... (nice problem to have).



Alex from Brazil flew an Aloha at the World Challenge - most launches below 40m - one 17m , 10minutes, and 1m



Above - Palo Lishak from Slovakia - original author of F5J rules, about to launch. **Below** - Ladislav's Stork in the pits.



Some Thoughts on Thermal Turns for F5J

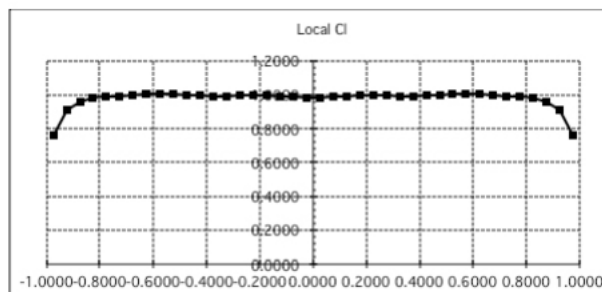
By John Haren

Recently I have had the opportunity to watch Phil Bird fine tuning his Avatar F5J glider, particularly it's behaviour during thermal turns. I hadn't paid all that much attention to the finer details of thermal turns over the years, but a recent study, as well as Marcus Stent's notes on trimming for consistency during the turns (aileron set up), led me to examine what was happening.

The behaviour during thermal turns was interesting to say the least. The model appeared to be more speed sensitive than I would have expected and also pitch sensitive- ie very sensitive to elevator input. The pitch sensitivity I felt was to be expected due to the high AR of 21:1 of the Avatar and would not be a real problem with control fine tuning and extra flying. However the rest of the behaviour during turns namely; the ease of tip stalling and the difficulty of maintain a consistent angle of bank and thermalling speed were a little puzzling.

Tip stalling played a big part in this behaviour so perhaps the planform wasn't working all that well, and this led to a more in depth check of the model geometry. So first of all I checked the wing Span lift Distribution using a spreadsheet and not surprisingly for modern gliders, discovered it was very close to the optimum elliptical distribution.

Perhaps a little too close, as the wing was working hard all along the span with an almost constant CL, and thus could stall anywhere first depending on the nature of any additional loading.



% OF SPAN

Now this distribution is great for straight and level flight due to the low induced drag. However the extra loading due to turning flight (ie thermal turning flight) –may be the core of the behaviour problem or so I thought. The extra lift loading on the inboard wing is due to the reduced speed generated by the turn.

I had recently remembered a comment by Mark Drela that the design of the wing planform should allow for the altered speeds (and thus CL's) along the wing of a turning model. I had set up a spreadsheet to see the effects of different bank angles, and the results were a little surprising. Basically – the long wing span (3.4m) of the Avatar and its light wing loading made it difficult to hold tight turns at low speeds. The wing Stall station along the wing for 45deg banked turns was around 80% of the semi span – guaranteed to insure a hefty

wing drop at low speeds as was actually the case in flight.

Well OK – the temptation would be to just blame the high AR and the associated small chords as has been the mantra for so long. There is a degree of truth here but it's not a detailed explanation. So what else was contributing to the problem? The combination, of the tight turning radius (light wing loading and slow speed) and the high ratio of the wing semi span to the turn radius was generating a large speed variation across the wing. The effect of this speed variation was so strong that it was actually overriding changes in the wing planform as I discovered, by trying a modified planform.

Examples of the effect of wing loading, bank angle on turn radius – for models of similar span but varying wing loading. Note these turn radii were calculated with a thermalling speed of 1.3 x the stalling speed for each model. The actual stalling speed was based on a conservative CL value of 1.0.

MODEL	SPAN	WING LOADING			TURN RADIUS m @ BANK ANGLE			
		kg/m2	oz/ft2		20	30	45	60
F3B-1987 LB-4	2.96	4.75	15.52	WING CENTRE	38.30	26.20	18.52	15.12
				WING TIP	36.90	24.90	17.47	14.38
				VEL WING TIP% WING CENTRE	0.96	0.95	0.94	0.95
FSJ -1996 PIKE PLUS	3.213	3.43	11.21	WING CENTRE	27.70	18.92	13.40	10.92
				WING TIP	26.15	17.53	12.24	10.12
				VEL WING TIP% WING CENTRE	0.94	0.93	0.91	0.93
FSJ - 2018 INSIDE	2.67	1.42	4.64	WING CENTRE	11.40	7.81	5.52	4.51
				WING TIP	10.07	6.60	4.51	3.80
				VEL WING TIP% WING CENTRE	0.88	0.85	0.82	0.84
FSJ-2018 AVATAR	3.4	2.54	8.31	WING CENTRE	20.50	14.04	9.93	8.11
				WING TIP	18.90	12.60	8.73	7.26
				VEL WING TIP% WING CENTRE	0.92	0.90	0.88	0.90

**Notice - Picton Cup Round 1 Rescheduled
Now 12 August at Appin field - see calendar**

Note how the tip speed as a % of that at the centre of the model drops as the wing loading reduces. The tip velocity for the lowest wing loading model shown – the INSIDE F5J is only 88% of the centre velocity. The heavier F3B model at over 3x the wing loading, strangely enough, has safer speeds at the tip.

WING LOADING		TIME(secs) 1 TURN FOR			
		ANGLE OF BANK			
Kg/m2	oz/ft	20	30	45	60
1.21	4.00	10.1	6.4	3.7	2.1
1.83	6.00	12.4	7.8	4.5	2.6
2.44	8.00	14.3	9.0	5.2	3.0
3.04	10.00	16.0	10.1	5.8	3.4
3.65	12.00	17.5	11.0	6.4	3.7
4.87	16.00	20.2	12.7	7.4	4.3

Two things help – first fly faster (but how much?) and secondly – bank steeper (ie 50deg or more). However in both these cases, the sinking speed will increase so there are optimum values for both, to satisfy the requirements of a safe thermalling speed and minimum sink.

Now this is where trimming becomes helpful. After setting up the glider as per Marcus Stent's Notes, try some thermal practice thermal turns. First of all I would recommend a thermalling speed of 1.3 x the stalling speed, taken from full size practice and this has been applied to the table below – taken from a spreadsheet, which provides estimates of the time required for one turn for various spans and wing loadings against bank angles. In a series of flight tests, using estimated constant bank angles, note the elevator setting required to obtain the required turn time, which will give the safe speed margin above the stall. Use an assistant to record the stick position against the bank angle, and this can then be transferred to a thermalling flight mode if the capability exists or committed to the pilot's memory.

The speed ratio of 1.3 should ensure that the turn remains smooth and safe, for any planform that is well behaved in straight and level flight. Severe turbulence may require extra speed to retain control.

Other points arose from the check on Phil's Avatar. In common with many modern gliders of V tail configuration, the effective tail and fin areas are a low % of the wing area. The Avatar in particular has an effective tail of 7.6% and a fin of 3.8% of the wing area. The Stability Margin even with the reasonably long tail boom, is consequently on the low side at around 7.6% of the wing Mean Geometric Chord at the recommended CG(35.4% MGC). Although such a low stability would be ok for experienced pilots – it does increase the work load. Thus the slight decrease in sink rate could be more than nullified by a flight in a moderately turbulent thermal. Wing span, fin size, tail boom length and dihedral form a relationship that determines the stability of a turning aircraft and thus its drag during thermal turns. In the case of the Avatar – the dihedral is at a minimum - on the low side of the recommended

range – being effectively 5deg (thanks largely to the increased tip dihedral of around 18 deg) and this together with the small fin size also helps to increase the thermalling work load. When the "Spiral Stability" is low then also the need for using opposite aileron to balance the turn (or top rudder) is more likely – particularly with long wings.

Thus the Avatar is definitely a model that needs to be flown. Phil has come to grips with it and generally appears to be thermalling it a little faster than his first attempts, and has been rewarded with faster climbing in thermals.

The other side of the performance coin for the Avatar is its very impressive straight line penetration capabilities for a model of its size and low wing loading. It is a very potent glider in good hands.



Byam Wight refurbished his Omega glider. Changed from 7-cell to 3S - blew the covering off the wing as he climbed!

The On-going LiPo Discussion

My comments about LiPo management and motors cutting out has caused quite a bit of discussion and attracted several comments.

Several fliers who use Castle Creations ESCs told me that they set the voltage cut-off to low or insensitive - and that works for them. I tried that with my ESCs, but it was not effective enough. Maybe this is a feature of Castle ESCs.

Byam Wight made contact and advised that motor cut is a common problem with large models that draw high amps, and that includes F5B models that pull up to 250A at start-up. The voltage delivered by the battery can drop significantly. Byam says that he does not simply lower the voltage cut-off on the ESC, **he disables it! (on advice from David Hobby)** The last thing you want with a high performance model is for the motor to cut just when you need power! **He then uses a separate Rx battery.**

Encouraged by Byam's comments, I have now lowered the cut-off in my F5J models using 850-3S LiPo to 5.0V. The radio still works just fine at 5.0V, and taking that has worked for me.

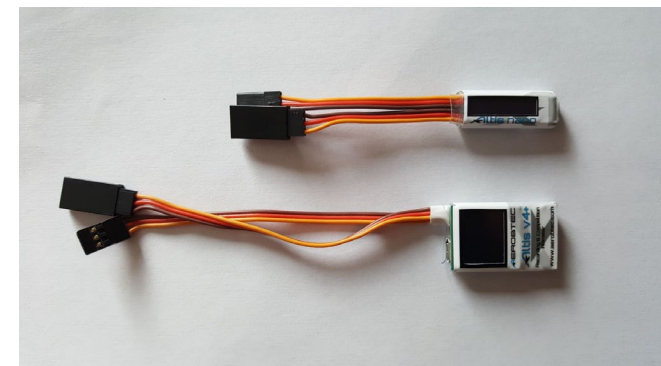
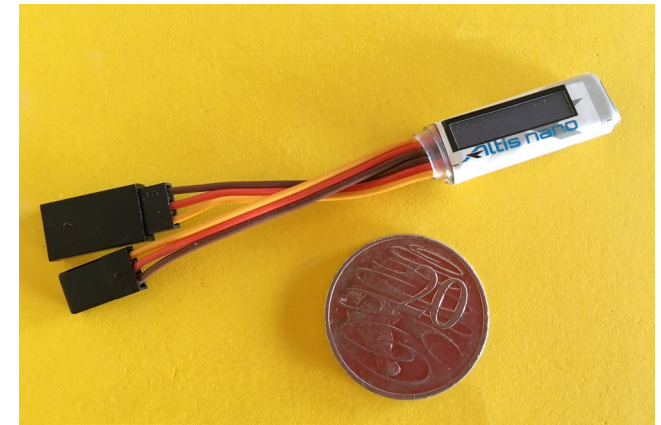
I give you this report as a personal approach to the issue and do not recommend that you try it unless you are happy to take individual responsibility for your actions. This practice is outside the recommendations by battery manufacturers, but personally I value my models more than my batteries!

Altis Height Device Update

The Aerobtec company based in Slovakia has come up with a new mouse trap - an Altis Nano that is nearly half the size of the previous Altis V.4+. The Nano weighs in at 6g and measures 11.5mm x 29mm x 6.5mm.

This is good news for those with limited fuselage space. If you had trouble locating the previous device, this new one will sneak into a small crevice!

The downside is that the figures on the LCD display are very small - necessarily so because of the size of the device. If you are one of our older fliers and have trouble reading small figures, you might have to stick to the older, larger device with big figures - or carry a magnifying glass in your pocket to read off the height after landing!



Please Note: 3rd Annual F5J Trophy event will now be held in Cootamundra

Large grass field in good condition due to watering.

Free camping on the field • Toilets and showers.

Food available • See information pages 22/23

Entry Form now active on AEFA web site.

Prego: F5J Open Class Sailplane

by Ken Woodward.

In 2016 I participated in the first F5J Trophy Event at the NAAS Field south of Tharwa, ACT. One of the prizes generously donated for the event was a partial kit of the Prego provided by Alan Mayhew from Melbourne. All I had to do was to be an entrant. This prize was drawn from a hat and it came my way. As I quite like building, this was a very welcome outcome. For anyone who likes to build, this is a great way to acquire a very capable aircraft.

At the 2017 F5J Trophy Event, Marcus Stent flew a Prego into first place (I believe this was Alan's prototype). I cannot promise anything like Marcus's success for myself, but I am pleased to be able to experience the model.

After the F5J Trophy flying was over, Marcus used the Prego to give a most informative demonstration on catching thermals. See my item on Catching Thermals- inspired by Marcus's demonstration. So what can I contribute?

Having finished building I can comment on that experience & others may be encouraged to build their own Prego.

Wing.

Construction is straightforward if you have had some building experience. However, as Alan

points out, in an excellent set of building notes, there are construction methods that would be new to many builders – including myself.

The wing spar is a sequence of carbon fibre tubes of decreasing diameter that fit into each other spanwise with some overlap. This provides the strength required across the 3. ---m span.

Ribs are laser cut from 3mm balsa . The centre section is flat. Tip sections are joined by aluminium rods – bent to give the dihedral angle. They came bent & fit into the hollow wingspar tubes (some drilling out of the wingspar ends is needed to accommodate the Aluminium joiners). The wing T.E. is carbon strip. Thin carbon strips are used to reinforce the rib to T.E. Joints. Flaps are optional. I have fitted flaps

The fuselage is quite conventional construction- plywood nose section with a carbon fibre boom.

Servo placement: the plan shows Rudder and Elevator servos mounted in the Fin. I have servos mounted forward of the wing. There is plenty of space in the nose section and the CofG has come out almost correct without adding lead.

I struggled and wasted a lot of time with the plastic covering. Heat shrink plastic & carbon strip do not mix. Alan has told me that wrapping the covering around the T.E. works - or use laminating film for covering.



Alan can no longer provide the Prego kit. If you contact Alan he can provide sources for laser cut ribs, carbon spar tubes and Aluminium wing joiners - plus the plan & building notes.

Long lengths of Aluminium tubing – torque tubes for ailerons - were not supplied. These are available from Miniature Bearings Australia ; Mansfield Queensland - with distributors in Sydney- see their website.

Bernard Gross Flying Wing by Tony Meggs

Here's my version of the Bernard Gross Flying Wing, from 1948 Air Trails. I happened across a photo of this (unnamed) model in an old magazine when I was looking around for a new project. Members of this forum quickly identified it for me.

I have scaled it down slightly, from 2.4m to 2.2m span. Wing area = 0.56m² and expected flying weight about 1.6kg, giving a wing loading of 2.9kg/m². I have ditched the undercarriage, reduced the dihedral and increased elevon and rudder areas.

Currently waiting on a supply of dope so I can finish it off and paint it.

Motor is a Scorpion 3008-1220, driving a 9" x 6.5" folding prop through a neat articulated prop extension which I got from Peter Pine (Electric Flight in Australia). 45 amp ESC

I am expecting to use a 3300mAh 3S battery, but this may change depending on cg requirements.

First flight will be interesting!



Tony hails from Nimbin in NSW and is one of those lone model enthusiasts in outlying towns around the country.

I am pleased to report that the model is now finished and has been flown successfully. Tony is very happy with the outcome, and the motor has plenty of power for this model.

Support the Aussie team to compete at the 2019 F5J World Championships - buy raffle tickets!

See information page 20

MONTO F5J

4th & 5th August 2018



Friday Afternoon : Social Fly

Saturday 8.45 am : Pilot Briefing

9 am : Commence Flying

6 pm : Dinner

Sunday 8.45 am : Pilot Briefing

9 am : Commence Flying

12 noon : Lunch and Presentation

Competition Information

Competition Director : Ross Ginder

MAAA affiliated membership required

Standard FAI rules will apply

Nomination fee \$20 [\$10 AEFA, \$10 Monto Race Club]

Nominations would be appreciated by 16th July

Breakfast, Lunch and Dinner available at field

Field : Monto Race Course, Airport Road, MONTO

Accommodation: 3 Moon Motel p 074166177

Colonial Motel p 0741661377

Albert Hotel p 0741662166

Monto Caravan Park p 41661492

Monto F5J

4th : 5th August

Free Camping

Hot Shower

Electricity

MONTO F5J

Ross Ginder

m 0409614319

rginder22@icloud.com

F3J World Champs News

As this magazine is being prepared, the F3J World Champs is being flown at Brasov, Romania.

The lead-up event was called the "Romania 100 Cup" and after 4 rounds with 75 fliers, Andrew Myer was 24, Carl Strautins was 28, Nick Chabrel was 34 and Paul Moorfield 79 (did not fly some heats).

Then the World Champs themselves started with 46 fliers. Andrew managed a 1,000 in the first round to put him in the lead with 6 other 1,000 scorers.

Nick Chabrel was at 16, and Carl Strautins was at 30. A good start to the event - watch it unfold!

F5J on Facebook

The "F5J Australia" Facebook page is for sharing information about events, models and happenings. Hutton's blog on p.10 and the F5B information courtesy of David Leitch (above) were published there. Join the Facebook page and keep in touch with F5J.

F5B World Champs News

Also as this magazine is being prepared, a few Aussies are battling it out at the F5B World Championships in Japan. The event has been organised by Ken Ueyama, well-known F5B friend who often joins in Australian events, and hosts Aussie visits to Japan to fly F5B!

Only 23 people have turned up for the event, which is very disappointing - the Germans and Brits did not come, and only one Italian.

Australia is represented by Bill Hamilton and Brett Solanov with Owen Solanov competing as a junior.

After two rounds, Bill is running 7th, Brett 20th and Owen 22nd. We wish you well guys as the event unfolds.!



Bundaberg Aero Sport Flyers

14th, 15th and 16th September 2018

Practice - Friday 14th

Competition - 15th and 16th

Central Queensland F5j Championships 2018

Electric Glider/Soaring Competition <2.5mtr class and >2.5 - 4mtr open class

F5j is a great concept for electric gliders.
If you have any type of electric glider you can fly.
Friendly Environment, Come and try.
Height devices are available for loan on the day.

This F5j event is offered in conjunction with the AEFA

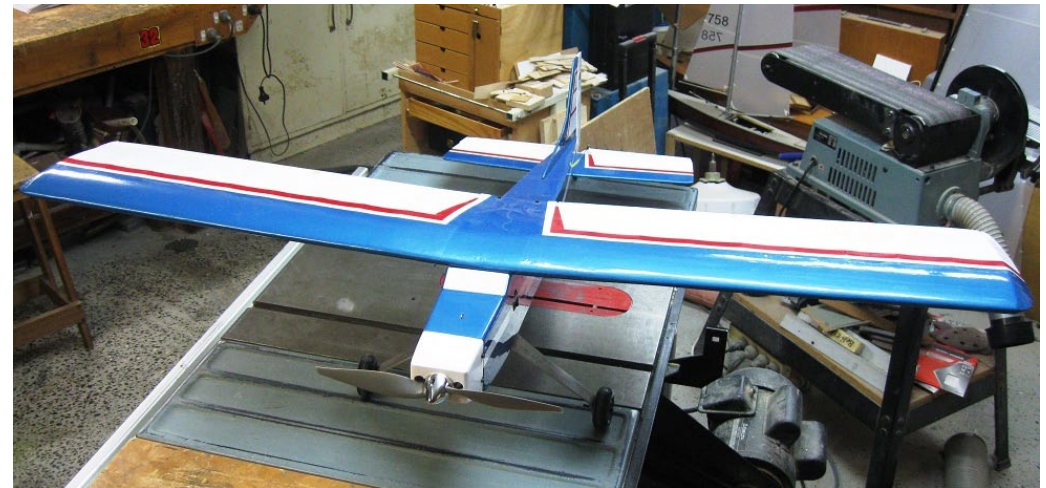
<http://www.aefanet.com>

We are an MAAA and MAAQ affiliated field.
Field location: 25°08'58.80"S, 152°23'26.94"E
Basic Canteen Available for Light Refreshments

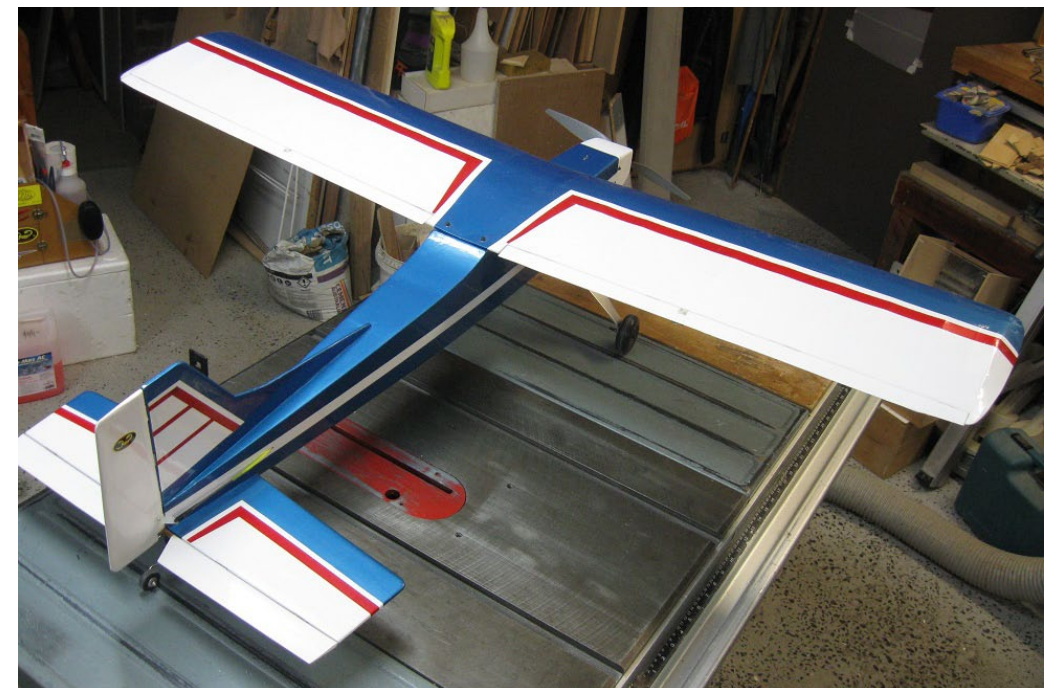
Camping \$5 Per/Night - \$20.00 Entry Fee.

Trophies for each respective class for 1st, 2nd, 3rd.

<http://bundabergaerosportsflyers.weebly.com>



The Aeroflyte Hustler does not die - here is a refurbished version by Frank Murphy from Melbourne with the OS.46 replaced by a Scorpion 3026-710 on 4S



World Interglide Woodie & ALES Postal Contest 20 October 2018

Four Person Team Competition

The Australians, courtesy of John Quigley, have agreed to a postal contest against the U.S.A. This is a one day postal contest. The LSF will sponsor the postal contest and post the results to RC Groups and to the LSF Website. Instructions are below.

1. Download and install GliderScore 6.XX

- a. <http://www.gliderscore.com/download.aspx>
- b. Follow the setup instructions
- c. This program will allow you to enter your score and then transmit it via internet back to the Glider Score page where you can check the scores/standings while the contest is underway.

2. Rules are simple:

- a. This is a **Woodie** contest and an ALES contest!!!
- b. Rules guidelines: Please use the 2017-2018 R/C Soaring Rules set found on the Academy of model Aeronautics website:
<http://www.modelaircraft.org/events/compreg.aspx>
- c. Should an aircraft become un-flyable one backup plane of each type allowed
- d. No wingspan restriction
- e. Maximum flying weight is 5 kilograms
- f. You must be an LSF level 1 SAP or eSAP

Member or greater! If you are not an LSF member please download a SAP and/or an eSAP form from here:

<http://www.silentflight.org/index.php/lsf-program/lsf-tasks>

and start your flying now! Your LSF information will be verified and your scores will be thrown out if you are not an LSF member!

g. Team photo and pilot names/LSF number required. Please send to:

lsf_President@silentflight.org

Your team picture is your registration. All team pictures must be in prior to 9/21/18.

h. Winning team in Woodie will receive US\$200 from the LSF.

Wood Crafters Construction rule:

- i. Wing and Stab are built up from wood.
- ii. No restriction on spar construction or materials.
- iii. No Molded D-Tube leading edge construction.
- iv. Fuselage can be wood, glassed wood or moulded Fiberglass including the fin.
- v. Carbon reinforcement can be used on any part of the structure.

i. Winning team in ALES will receive US\$200 from the LSF.

j. A **PayPal** address required from one of the winning team members.

k. Winning Team in Electric can't win in Woodie and visa versa.

- l. Four person teams (You may fly both or either)
 - i. 5 Rounds in each platform type
 - ii. Woodie – 10 Minute Working Time and 9 Minute glide time round
 - iii. Electric - 10 minute glide time round and 1 point per second deduction for time over/under 10 minutes
 - iv. LSF Electric launch is 30 Sec / 200 metre
 - v. 300M line **Max** (winch to turnaround) f or the woodies.
- vi. Each pilot must wait 15 minutes between each flight
 - vii. Maximum of two team members airborne at any given time
 - viii. Each team must fly from same airfield/location
- m. Read the watch: MM:SS (Minutes/Seconds)
- n. Varios and Skegs permitted on Electrics only
- o. Woodie Standard Landing Tape: 10 meter tapes - **IN** [anywhere in the 10 meter diameter (100 points) or **OUT** (0 Points)
- p. ALES Standard Landing Tape: 10 meter tapes / 5 points per meter. 50 points for landing within the first 1 meter diameter all the way to 5 points at the 10 meter diameter mark
- q. Zero Landing points for landings that shed parts or are inverted in the landing tape circle

3rd Australian F5J Trophy Details

Dates:

3-4 November, 2018

Practice Day and arrival available on Friday 2 November

On-field camping available that day

For special arrangements, local contact - Grahame James (0429) 422 849

Time:

Pilot briefing 9:00am Saturday 3 November

Flying commences 9:30am on Saturday 3 November

Flying commences 8:30am on Sunday 4 November

Event finishes 3:00pm on Sunday 4 November

Location:

NSW State Field, Cootamundra

Noted on Google Maps as "Aeromodellers NSW State Flying Field" at coordinates 34°43'16.4"S, 148°02'34.2"E

As you leave Cootamundra on the Gundagai Road you drive across a railway crossing. The State Field is 10km from the railway crossing on the right.

Just before the field there is a large, white sign with black writing indicating that the field is coming up.

Accommodation:

There are 5 motels and 6 hotels in Cootamundra, and a caravan park – plus free camping on the field. See the in-town offerings online at Trivago, Wotif or Booking.com

Entry Fee:

\$50 per pilot, register online (now active) at www.aefanet.com

Fill in interactive entry form, e-mail to David Lucas and pay by EFT – or print out and post to AEFA Treasurer, Ralph Dephoff. **Entries close 26 October!**

Register and pay for Saturday night dinner with your entry

Event:

F5J with no fly-off - Part of team selection trial of Aussie team for 2019 F5J World Championships (but only aspirants affected)

Trophies and Awards for Open F5J (up to 4.0m wingspan) and Limited F5J (2.6m wingspan and less)

Current F5J rules 2018 except emergency motor start allowed with zero score for non-aspirants only, **no fly-off**.

Aspirants for WC must use approved FAI devices with no motor restart

For details of the F5J rules, consult the AEFA web site: <http://aefanet.com/images/stories/F5J/F5J-rules-2018.pdf>

For enquiries about the event, contact CD Trevor Smith:

trevor_d_smith@bigpond.com

Giveaway of goodies donated by sponsors drawn from the hat

Seminar from the F5J Team that competed in Slovakia July 2018

Data loggers available for loan – just bring your electric glider!

Event presented by the AEFA and the LSF

Facilities:

Toilets with lighting at night – Men's, Women's & Disabled - Unisex, hot shower - Large shed with upstairs mezzanine floor overlooking field.

Large concrete area under mezzanine with lighting – set-up area and rain shelter – bring your own chair - Canteen window opening to undercover area.

On-field pits area with concrete floor - shade cloth covered.

240V generators supply power. **Camping** - Available on the field free of cost

Catering:

Breakfast and lunch available Friday, Saturday and Sunday

Menu - Egg & Bacon Rolls, Hamburgers, Sandwiches, Chicken Burger,

Sausage Sandwich, Cappuccino (pod coffee), Instant Coffee/Tea, Cold Drinks/

Water, Slices. Bring your own chair – tables supplied

Saturday Night Dinner:

Roast Beef and/or Roast lamb, Roast Vegetables, Desert - \$30 per head – nominate and pay with entry online. You will need your own chair.

Join in a fund raiser to send an Aussie team
to the F5J World Championship in Slovakia in 2019



Win a \$2,000 Flight Centre Travel Voucher

Voucher drawn Easter 2019 • You can use your voucher for:

Flights and Air Fares
Vacation Packages
Hotels, Resorts & Accommodation
Car rental and car hire
Cruises or Tours
Rail Passes or Travel insurance

You can top up the voucher to suit any product or group of products that you choose
Voucher redeemable at any Flight Centre office, and to be used within 3 years of receipt

F5J electric glider is booming! Team selection trials for the First F5J World Championships are under way. Four events count in the Australian team selection trials; F5J International Milang, LSF Tournament Jerilderie, the F5J Trophy event in November 2018, and the 2019 Sailplane Expo! We will be sending our best F5J fliers to represent us. Let's support them! The costs are high and this fund will assist them!

The Trnava club in Slovakia will hold the first F5J World Championships in August 2019.

Tickets are \$10 each, three for \$20, or five for \$30. The raffle will be drawn at the presentation at the National Electric Flight Rally at Easter 2019. All proceeds from this raffle will go to the team for Slovakia 2019!

Buy tickets online or send a message for paper tickets to ppine@northnet.com.au. A page has been set up on the AEFA web site. You can simply click on a PayPal link and buy the tickets you want. Here is the page you need to go to - this is a live link:

<http://aefanet.com/world-champ-fund-raiser>



Travel voucher supplied by Flight Centre



Alice Springs Masters Games Model Flying with F5J Included

Masters Games are scheduled for Alice Springs this year between 13 and 20 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 joining the event, and an extra \$70 entry fee for entering events, no matter how many events you compete in.

For more information, consult the official web site here:

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



Following the article in the last EGFA edition by Gus Fox about his assembly of an F5J Introduction, Peter Mather (Vic.) sent in this image of his version.

2018 Glider/F5J Events Calendar

Produced by the AEFA to promote F5J & Gliding

No.11/22-7-18

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

Date		Flying Events	Notes
August			
4-5 Aug		Monto F5J	Monto, QLD
12-Aug	First round rescheduled	Picton Cup	Appin
26-Aug		HSL Club Comp Rnd 4 - F3J & F5J	Maddens Plains
September			
14-Sep	Practice Day	F5J Central Queensland	Bundaberg, QLD
15-16 Sep	2-day F5J event	F5J Central Queensland	Bundaberg, QLD
16-Sep		HSL F5J	Maddens Plains
22-23 Sep	2m Electric Glider event	Millennium Cup Rnd 5	Gloucester
October			
13-20 Oct	Masters Games	F5J Included	Alice Springs
21-Oct	2m Electric Glider event	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	NSW State Field, Cootamundra
11-Nov	2m Electric Glider event	Shoalhaven Shield - Millennium Cup Rnd 7	Bomaderry
18-Nov	Second Round	Picton Cup	Appin
25-Nov		HSL Club Comp Rnd 6 - F3J & F5J	Maddens Plains
December			
2-Dec	Now Southern Region 2018 Fun Electric Glider Event - Round 3	Ted Swan Cup - Round 3 of SRFEG	Goulburn

The Soaring Emus Invite all glider guiders to an LSF Flying objectives weekend at the Adrian Bryant Field West Wyalong

Date 23 – 26 November 2018

MAAA membership is a field & LSF requirement.
Recommend 2.4 systems only

All Electric gliders and soaring glider guiders welcome. IE Vintage, Woodies and moulded all welcome. Fly for fun or join the LSF ESAP & SAP self paced achievement programme.

Contests will be run over the weekend using a very easy format. Contest flying between 10am and 4PM. No rounds just fly when you get the urge. Any three flights to count for the contest. Fly in both thermal and electric. General flying at any time. Have a go at a 1K or 2K Goal and Return. The field is of a size that this is possible within the perimeter.

Gliders can use the LSF winch format. ie 300m to turnaround. If you have not flown on a 300m line experience real soaring not some cut throat contest.

Field location 33Deg 49m 12.74s South 147 17 30.39 W

Field fee \$30 for the event. Camping available \$10 per night. BBQ Electricity hot showers civilised toilets. BYO food & beverages. There is a well stocked IGA and hardware in one shop down town.

Coordinators John Quigley & Barry Burke

Email flyingnut@tech2u.com.au

barry.burke@hpe.com

More updates to come.

3rd Australian F5J Trophy event now in Cootamundra

Canberra was double booked, so F5J Trophy has been moved to the NSW State Field in Cootamundra.. You can travel to Coota on the Olympic Way (up from Albury or down from Cowra). If you need to fly, Canberra is still the closest airport and you can hire a vehicle - Cootamundra is 178km from Canberra airport and you can travel there in just over 2 hours.

There are 5 Motels in Cootamundra, 6 Hotels and a Caravan Park.

Camping at the State Field is free - and there are three toilets (male, female, disabled) and a hot shower. Food will be available on the field!

The field is 10km from Cootamundra on the Gundagai Road. It is a great field with plenty of room, and it has green grass as it is watered! See details p.19

Two more chances to fly F5J in Queensland in 2018

First there was Bundaberg, called the F5J Central Queensland Championship, for the last two years. Then Monto was added courtesy of Ross Ginder. Now an new event has been flown at Susan River (Hervey Bay).

Susan River has concluded - but now you can still attend these:

F5J at Monto on 4-5 August

F5J at Bundaberg on 14-16 September

Queensland F5J fliers have never had it so good!

And don't forget the 3rd Australian F5J Trophy event on 3-4 November - now being held in Cootamundra. This year the event will be part of the team selection trial program for the 1st F5J World Championships to be held in Slovakia in 2019. But don't let that deter you - only those who nominate themselves as aspirants will be competing for a place on the team. For the remainder of the field it is business as usual with two classes being flown - both Open and Limited F5J. You can fly Limited with your Radian! Radians came first and second in Limited last year!

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-2017-18A.pdf>

The 2018/19 Leaderboard is well under way.

There are now ten events on the Leaderboard for this year so far; MAAA Nats, VARMS, Digger's Rest, Jerilderie and Susan River events have been added. 83 fliers are now represented on the Leaderboard ; if you have flown in any of these events, you are on the chart!-

Alan Mayhew has hit the top of the chart after his great performance at Jerilderie, followed by Andrew Meyer, who has also placed well. Bob Wilson is now at No.3 after flying in many events. As I write, Bob is in Slovakia flying in the Slovak F5J triangle - hope his practice has helped him!

Ross Ginder has ramped up the chart in to No.4 after some good performances (including winning at Susan River), and Paul Moorfield is sitting at No.5 after winning at Jerilderie.

Keep your eye on the Leaderboard as there are many events scheduled in the next couple of months, leading up to the F5J Trophy event in November. I am sure they will have much to report - so make it to that event! Flier on the next page! Please note that the venue for this event has changed - mark your diary and book your accommodation.

See you there!

3rd Annual
**Australian
F5J Trophy**



The Australian perpetual F5J trophy 3rd annual event is to be held at the NSW State Field Cootamundra Presented by the AEFA in conjunction with the LSF Australia

Two days of flying 3-4 November 2018

Note - This event is part of the team selection trial for the 2019

F5J World Championship - but only those who nominate as aspirants are affected



Open F5J

up to 4.0m class

First prize:
100W Powerful Charger
AP640 - Value \$250
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**Limited F5J
Trophy**

up to 2.6m class

First prize:
Spektrum DX8e Tx
Value - \$300
www.modelflight.com.au



Please Note - Change of Venue
This event now being held at the NSW State Field at Cootamundra
Field Location: 34°43'16.4"S, 148°02'34.2"E

Other Sponsors:

flyelectric.com www.flyelectric.com
Sky Soaring Robots www.skyrob.com
AEFA www.aefanet.com
Dave's Toys and Modelflight will also donate items

Product types distributed to Participants:

Electric Motors LiPo Batteries
Battery Checkers Folding prop blades
Prop adapters Speed Controllers
Servos Spinners

Special Feature: More seminars by the 2nd F5J team that competed in Slovakia. Learn about their overseas experiences and prepare for the World Championships

Pre-registration required - Entries close 27 October - see the AEFA web site for a registration form:

www.aefanet.com

Prizes for placegetters - and a give-away of products by draw from the hat - \$50 entry fee
Data loggers available for loan - just bring your electric glider. Food available on the field.
Camping free - toilets and hot shower provided.

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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 2018. 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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(links and e-mails are interactive in this document - to send an e-mail from this page, click on the e-mail address)

Web site - www.aefanet.com