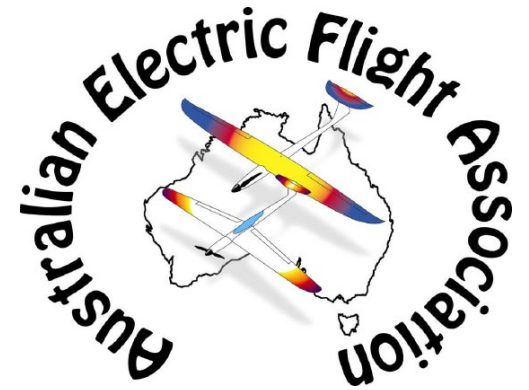


# *Electric & Glider* **FLIGHT** *Australia*



Edition Number 15

November 2018



Events proliferate - images above from Monto F5J - report p.3. See the plethora of events in this edition!

## Editorial by Peter Pine

What an overwhelming number of events to report in this edition!

Five local events and three overseas events of interest are reported, one being a World Championships. Check them all out - they make interesting reading.

You will see in this edition that long-standing events are now turning to electric motor launch. The Millennium Cup and Ted Swan Cup lead the way, and now the famous Heathcote Cup has joined the ranks of cross-dressers.

See also the events now allowing both winch launch and electric launch in the same groups. LSF has lead this charge with voting to run the 2019 Jerilderie Tournament this way. Trial events have started in Victoria and the Sailplane Expo next January will follow that lead. The writing is on the wall - most thermal events will be electric launch in the near future.

Electric cars are taking over the roads, solar power is taking over homes, and electric power is taking over gliding!

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## President's Message by Trevor Smith

The 31st October is rapidly approaching and for many of us recreational flyers it will mean a big reduction in the number of sites where we can legally fly above 400ft (120m).

CASA Instrument 96/17 (available [here](#)) released in October 2017 placed a blanket ceiling height of 400ft everywhere in Australia for recreational flyers, except where a CASA approved ceiling height increase applied. The MAAA acting on behalf of its members secured an exemption (Instrument number CASA EX52/18 available [here](#)) to 96/17 however the exemption has an expiry date of the 31st October 2018. One aim of the exemption was to provide relief to MAAA members while their respective clubs applied to CASA for ceiling height increases. So, come the 1st November 2018, if you do not have a CASA approved ceiling height increase already in place, then 400ft is the limit. In my opening sentence I didn't use the word 'legally' lightly. CASA Instrument 96/17 is LAW and penalties apply for breaching this LAW.

I don't know what it will mean to you, but for me, if I am to continue to fly F5J, I will have to travel one and one half hours each way to a club field that has a CASA approved ceiling height increase, this of



course assumes these clubs' current applications are successful. Anyone for 1/12 scale indoor F5J!

Another thing I have to think about is the future of the F5J postal competition. In the monthly results I publish launch heights (as we all do for any F5J Comp, think about it), and not many of us launch below 120m. Should I ask if you are flying legally, am I liable for running the comp if you are not flying legally, I don't know the answer. More to come on this.

While on rules, do you really understand the 30m rule for recreational flyers? I am told many interpret the rule as a 30m radius hemisphere centred on a person and you must avoid bringing your aircraft anywhere within that hemisphere. Wrong! The rule actually refers to a 30m radius cylinder extending below your aircraft (at any altitude) to the ground and you cannot bring this cylinder over people on the ground. Hence why you cannot fly at any altitude, over the pits and spectator areas at flying events, and also over roads and populous areas. Why, because if a drone (read multi-rotor device) loses power it will fall straight down!

On a brighter note, the 3rd annual F5J Trophy, incorporating the 3rd F5J team selection trial, is being held on the 3rd & 4th November at a field that has a CASA approved ceiling height increase. So visit the LSF website for all the details and get your entry in before the 27th October closing date.

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## F5J Monto Queensland

The second year of an F5J event held in Monto in central Queensland attracted 18 entrants - four even came from NSW. The remaining field of 14 fliers came from Brisbane, the Gold Coast, Bundaberg, Hervey Bay and the Sunshine Coast.

The event was run in the centre of the town racecourse in Ross Ginder's home town, and a great site it is; plenty of space and good thermals, but the thermals were variable at times.

Day 1 was productive with 9 rounds flown for the day and a great start to the event in mild to slightly windy conditions. Thermals were hard to find at times and often petered out - this was the challenging part of the weekend! Three groups were flown per round with 6 or 7 fliers in each, so it was a great result to complete 9 rounds. The leadership varied all day. Ross Ginder and David Spain were in the lead after 2 rounds. Evan Bengtson and Karl Knack came in to contention after Round 3. In Round 3, Phil Stevenson shot up in to the top three and the top three remained unchanged until Round 6 when Karl came back in to third place and Ross, Evan and Karl held sway right through to Round 9, and right through Day 2 until the last round when Phil Stevenson pulled out in a whopper of a flight in the last round of 9:49, when most of the field landed before 5 minutes. That jettisoned Phil back in to the top three to decide the event.

Day 2 had dawned foggy and cleared to a sunny, warm day of 25 degrees plus at midday (that sent fliers looking for shade despite it being winter) with very light winds of 1 to 7 knots and good thermals. Many max flights this day and the competition was on for the lowest launch of the day and still do the 10:00 minutes. Winner by the second last round was Brian Ford who launched at 55m, struggled for while with the wing tips almost brushing the grass, but gently worked a thermal away for a 9:55 flight.

The gloves were off and Ross Ginder went in to the last round determined to better the low height start - he did 39m and flew 9:48!

The very next group, Darren Toms, flying a Geronimo Limited F5J machine of 2.54m wingspan, won the group with a 59m start. In the same group, Ladislav launched at 73m, Klaus at 76m and David Spain at 90m - 4 people out of 6 launched under 100m!

Did I mention the catering? That was outstanding - the best food provision at any model flying event that I have ever attended, anywhere in the world! This was all a product of the commercial kitchen at the racetrack (see image next page) and the unbending work by Michelle Ginder and a few willing helpers, including Christine Bengtson, Laurelle Stevenson and David Spain's partner, Jenny. I guess the fact that Ross and Michelle operate the local Foodworks store assisted in this!



Ladislav Safarik prepares to launch at Monto (above) Host Ross Ginder and son Lockie - with Dad's trophy



The Friday night dinner on the field, in the copious covered areas afforded by the race track location, was steak and onions on the BBQ, with many accompaniments - followed by cheese cake, pavlova and apple pie. Breakfast on Saturday morning included everything you could ever want for that meal - cereal, fruit, muesli, yoghurt, eggs and bacon, toast, jam, coffee, etc., etc. By the end of breakfast we had to remind ourselves that we had come to fly - not just to dine!!

The following meals were of the same ilk, and the cost was amazingly low. You can come just for the food (as John Arnold predicted), or you can come to eat and fly!

If you want a friendly, low-key F5J event, and you would like to warm your bones in winter, there is no better event than Monto. Watch out for it next year.



Extremely well equipped kitchen that made the catering at Monto a delight!

## 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 LSF web site.**

### Another "Inside" Image

The RES "Introduction" and the aileron version, called the "Inside", continue to dominate the news.

Here you can see veteran flier, John Haren, coming out of hibernation and flying an "Inside" built by Phil Bird.

The "Inside" is unique in that it has 6 servos in the wings - two for flaps, two for main ailerons, and two for tip ailerons.

This is another example of a built-up, lightweight, F5J aircraft that perform well in light conditions. Try one yourself - search the Internet for supply.



## Monto F5J 2018 - Overall Results [Monto Race Course 04/08/2018]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Rnd11	Rnd12	Rnd13	Rnd14	Drop1
1	GINDER, Ross	12657.1	100	13280.5	1000	1000	1000	1000	1000	623.4	1000	905.5	1000	751.6	1000	1000	1000	1000	623.4
2	KNACK, Karl	12434.7	98.24	13137.3	912	1000	702.6	983.1	905.9	970.7	842.1	1000	992.7	969.2	940.3	977.3	975.4	966	702.6
3	STEVENSON, Phil	11584	91.52	12059	934.2	643	1000	1000	950.9	647.8	1000	957.2	697.8	772.2	475	1000	980.9	1000	475
4	SPAIN, David	11522.3	91.03	11871.7	1000	1000	360.1	473.4	927	987.9	349.4	1000	968.6	971.1	1000	978.7	902.3	953.2	349.4
5	BENGTSON, Evan	11431.8	90.32	11633.5	984.8	995.8	971.9	1000	1000	201.7	926.8	644.4	888.2	1000	822.4	997.4	997.5	202.6	201.7
6	KEMPSTER, Geoff	11423.8	90.26	11720.4	868.4	720.9	1000	883.2	893.6	1000	296.6	978.7	346.7	1000	925.8	959.3	949.9	897.3	296.6
7	METZGER, Klaus	11213.3	88.59	11213.3	924.1	634.6	0	398.6	921.7	969.8	640.5	1000	1000	919.3	943.8	1000	948.6	912.3	0
8	JORDAN, Gary	10745.6	84.9	10933.9	929.2	188.3	370.2	630.2	803.6	908.5	891.2	953.7	966.4	990.8	599.8	916	852.4	933.6	188.3
9	FORD, Brian	10464.4	82.68	10536.8	965.5	890.4	288.4	462.2	964.6	1000	175.1	771	1000	1000	1000	947.2	1000	72.4	72.4
10	SAFARIK, Ladislav	9973.6	78.8	10287.6	1000	314	912.8	541.5	841.7	450.2	331.8	863.1	924.9	890.5	477.9	933.7	848.1	957.4	314
11	TRONC, David	9662.3	76.34	10017	885.1	571.7	376	904.4	864.1	956.8	877.9	354.7	938	536.7	549.8	845.4	399.8	956.6	354.7
12	TOMS, Darren	9148.4	72.28	9346.9	999.2	198.5	267.1	995.7	1000	320.1	207.9	358	663	476.9	928	932.5	1000	1000	198.5
13	TOMS, Derry	9038.3	71.41	9275.5	913.9	245.8	237.2	741.1	900.3	451.2	1000	954.5	621.3	771.8	327.4	929.9	913	268.1	237.2
14	CULLUM, Richard	9016.1	71.23	9185.4	895.5	246.6	223.5	169.3	588.4	1000	293.1	366.3	920.6	824.4	968.9	841.2	886.4	961.2	169.3
15	SCOLARI, Terry	8800.3	69.53	9011.1	884.3	241.1	349.2	921.3	210.8	560.4	897.4	863.8	540.1	594.9	496.5	893.5	706.1	851.7	210.8
16	ARNOLD, John	7241.4	57.21	7241.4	0	782.9	0	201.9	369.1	818.4	343.5	353.8	727.7	686.3	832.3	674.8	927.4	523.3	0
17	WALKER, David	5316.9	42.01	5428.7	916.2	128.4	229.9	111.8	117.8	272.8	230.2	455.1	560	418.6	290.9	745.7	126.9	824.4	111.8
18	PINE, Peter	3931.5	31.06	3931.5	803.4	653.3	414	264.6	835.1	961.1	0	0	0	0	0	0	0	0	0



(Left) Darren Toms launched his Geronimo for another Limited F5J winning flight.

(Right) And Darren hits the spot for maximum bonus landing points



## Central Queensland F5J Champs

This event has now been run for the third year near Bundaberg - hosted by the Bundaberg Aero Sports Fliers. Nineteen fliers turned up - two from NSW and the rest from Queensland (Gold Coast, Sunshine Coast, Maleny, Brisbane, Monto, Bundaberg). A great showing for a regional event held over two days at a pleasant time of year.

Saturday morning was delightful weather with good thermals, but then the wind came up. It was a little unpleasant in the wind on Saturday, and it continued for Sunday, but Sunday was better flying.

Ten rounds were completed by Sunday lunch time, so it was called a day (or a weekend) and the event was wrapped up.

The lead changed frequently during the event with some really good fliers vying for the top spot. Ross Ginder had an uncharacteristic rough time, especially when his new Plus malfunctioned and gave him grief. Ladislav Safarik had an elevator servo fail which caused an unpleasant arrival. There was one mild mid-air, but apart from that the event ran smoothly.

Evan Bengtson was in contention on and off all weekend, but managed to pull it off to take out the event in the end. Brian Ford came in second and

Karl Knack came in third in Open F5J - so that made it a clean sweep for the MRSSA club from Brisbane.

David Spain and Greg Roper flew very well and came out in 4th and 5th positions.

David Toms is a very good Limited F5J flier from Bundaberg, and battled it out with Peter Pine over the weekend. Peter came out just ahead, David Toms second and another Bundaberg flier, David Tronc came third in Limited.

In the "low starting height" department, scores were not as good as Monto. Winner was still Ross Ginder with a 61m launch and still scored 1,000. Brian Ford was second with 90m his best. Evan managed a 79m launch and Karl 111m.

Darren Toms is pretty good at low launch and managed a 57m launch, and Peter Pine a 98m.

It is good if you can work from a low launch, but it does not help if you don't make the time!

Thanks again to Christine Bengtson who supplied the photos to the right. Group shot at the top.

Book this event next year - it is a great time to visit the warm north and thaw out your bones after the winter season!



Evan 1st (r), Brian 2nd (centre) and Karl 3rd (l)



Peter 1st Limited (l), Darren Toms 2nd (centre), David Tronc 3rd

## Central Queensland F5J Champs - Overall Results [Bundaberg 15/09/2018]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw											Drop1
				Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	
1	BENGTSON, Evan	8964.2	100	9943.3	1000	979.1	987.9	1000	1000	1000	980.6	1000	1000	995.7	979.1
2	FORD, Brian	8847.8	98.7	9541.4	1000	983.4	1000	989.2	693.6	994.5	1000	929.2	951.5	1000	693.6
3	KNACK, Karl	8632.4	96.3	8956.1	914.3	970.4	1000	1000	782.2	1000	982.4	323.7	983.1	1000	323.7
4	SPAIN, David	8160.9	91.04	8378.1	989.3	984.3	217.2	962.5	946	1000	519.4	907.8	939.8	911.8	217.2
5	ROPER, Greg	7759	86.56	8067.4	588.2	910.2	910.3	924.2	308.4	908.2	904	638.5	975.4	1000	308.4
6	PINE, Peter	7688.3	85.77	7983.3	974	977.3	1000	955.8	402.6	295	970.9	987.1	939.8	480.8	295
7	TOMS, Darren	7485.3	83.5	7712.2	1000	1000	226.9	1000	466	577.4	904	994	903.8	640.1	226.9
8	SAFARIK, Ladislav	7418.5	82.76	7606.4	799.6	187.9	793.1	718.5	829.9	931	611.5	990.6	922.4	821.9	187.9
9	TRONC, David	7283.1	81.25	7599.3	990.2	1000	823.1	705.1	316.2	533.6	947.2	450	911.5	922.4	316.2
10	GINDER, Ross	6896.2	76.93	6903.3	108.2	1000	997.4	7.1	1000	470.3	1000	1000	1000	320.3	7.1
11	CULLUM, Richard	6873.6	76.68	6873.6	924.8	893.6	931	800.4	895.5	446.4	713.1	333.9	0	934.9	0
12	SCOLARI, Terry	6817.9	76.06	6817.9	934.4	912.4	108.2	919.4	864.8	671	561.6	852.5	993.6	0	0
13	DALLY, Alistair	6576.6	73.37	7010.4	971.6	847.8	641.4	615.4	433.8	725.8	532.8	1000	629.7	612.1	433.8
14	JORDAN, Gary	6427.7	71.7	6576.8	904.4	240.6	149.1	956.2	536.9	175.3	941	968.6	1000	704.7	149.1
15	HEINRICH, Todd	5141.4	57.35	5141.4	770.8	0	978.4	939.2	230.7	248.1	1000	863.7	110.5	0	0
16	ARNOLD, John	5129.4	57.22	5129.4	0	0	879.9	899.2	214.9	814.5	0	822.6	648.1	850.2	0
17	TOMS, Derry	4808.1	53.64	4808.1	931.1	877	878.4	916.9	154.4	233.6	0	603.5	17	196.2	0
18	MORROW, Rob	3943.9	44	3943.9	645.5	804.9	354.6	942.8	1000	0	196.1	0	0	0	0
19	WALKER, David	2882.8	32.16	2996.1	452.6	214	113.3	268.3	416.4	206.5	149	347.6	194.8	633.6	113.3

**Submit your entry for the 3rd Australian F5J Trophy event at  
Cootamundra now!**

**Entries close 27 October - Pre-registration required  
See information pages 24-26 and the LSF web site**



## RCGA F5J First Event of the July-June year

September saw the start to the Victorian competition gliding season after a 2 1/2 month winter break. There were 6 starters for F5J electric launch glider event on 8 September at the State Diggers Rest field, and a few apologies from people who wished they could've attended.

The conditions were cool, with about a 20 ish kph westerly all day and gusting to a bit more on occasion, with a mostly overcast sky. The cycles were pretty far apart for most of the day, with the occasional strong lift cycle coming through, so you had to be on the ball, because it was very easy to miss the boat at catching a core. Trying to catch up to someone already in a core usually meant ending up with not enough height to come back.

The gusty conditions made a mess of a lot of landings, and caused quite a few >75metre out

landings with zero score, and some very long walks into adjacent paddocks, to retrieve planes. In fact there was one heat mid-day where everyone landed out and got a zero.

It was also pleasing to see "blast from the past" Max Kroger at the event, who, even though didn't compete this time, is keen to get back into the swing of things. Thanks to Max for hanging around and helping as a spare time keeper and caller.

As usual consistency won out and congratulations go to the winners :

Hugh Blackburn 1st  
Dave Milward 2nd  
Jim Houdalakis 3rd

### Combining Winch and Electric Launch in glider events

You will be aware that the LSF group plan to combine electric and winch launch in the one event next year, and have asked club groups to experiment with the possibilities. You will also realise that the LSF executive now resides in Victoria and many of the key people in RCGA are also the LSF executive.

So - the Victorian event calendar now includes trial events - the first to be held on 16 September - report next page.

## RCGA - winch and electric launch rules

1. Winch launch gliders will fly to the normal 10 in 12 rules.
1. For safety reasons - electric launch gliders must launch in a direction specified by the contest director (normally into wind) with a first turn point also specified by the content director (eg: 100m from the launch point). The CD will determine this based on number of pilots and the conditions of the day.
2. Electric gliders will have their motor turn off after either 30 seconds of motor run OR at a height of 200 meters - whichever comes first (or when the pilot turns it off if earlier).
3. Electric launch gliders will fly 10:30 in 12 minute working time (to account for the 30 sec motor run).
4. For scoring purposes 30 sec will be deducted from the final electric flight time (eg: A 10:31 will be scored as 10:01).
5. Both winch and electric launch gliders will land to the F3J landing rules - maximum of 100 points.

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



**rcga f5j 1 - Overall Results**

[Diggers Rest 8/09/2018]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8
1	BLACKBURN, Hugh	6214.3	100.00	6653.1	1000.0	*438.8	823.3	1000.0	1000.0	840.1	550.9	1000.0
2	MILWARD, Dave	6162.4	99.16	6162.4	985.5	1000.0	931.7	1000.0	*0.0	1000.0	858.5	386.7
3	HOUDALAKIS, Jim	5600.7	90.13	5600.7	1000.0	0.0	1000.0	924.1	*0.0	1000.0	1000.0	676.6
4	STENT, Marcus	4164.8	67.02	4164.8	332.6	0.0	0.0	832.2	1000.0	*0.0	1000.0	1000.0
5	PRATLEY, David	3583.0	57.66	3583.0	972.8	0.0	0.0	616.3	739.1	655.2	599.6	*0.0
6	WILSON, Bob	1321.5	21.27	1321.5	290.5	1000.0	0.0	31.0	0.0	0.0	0.0	*0.0

**open thermal combined - Overall Results**

[diggers 10/09/2018]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8
1	HOUDALAKIS, Jim	7970.0	100.00	7970.0	1000.0	1000.0	1000.0	994.3	991.4	984.3	1000.0	1000.0
2	HASKELL, Daniel	7534.2	94.53	7534.2	998.6	855.7	1000.0	1000.0	997.1	694.3	988.5	1000.0
3	BLACKBURN, Hugh	7430.5	93.23	7430.5	998.6	1000.0	459.0	995.7	1000.0	985.7	998.6	992.9
4	CARTER, Gerry	7423.3	93.14	7423.3	826.4	691.5	995.7	990.0	957.0	992.8	971.3	998.6
5	WOODWARD, Don	7298.8	91.58	7298.8	1000.0	524.6	815.8	1000.0	998.6	998.6	997.1	964.1
6	SIZER, Bernie	7041.2	88.35	7041.2	802.0	994.2	992.8	618.0	1000.0	994.3	1000.0	639.9
7	PRATLEY, David	6978.8	87.56	6978.8	585.9	477.6	948.2	998.6	988.5	1000.0	994.3	985.7
8	MILWARD, Dave	6910.7	86.71	6910.7	1000.0	940.4	653.2	472.1	939.7	971.3	981.3	952.7
9	WILSON, Bob	6652.0	83.46	6652.0	694.4	992.8	844.6	633.8	992.8	958.5	724.5	810.6
10	STENT, Marcus	6488.0	81.41	6488.0	997.1	506.7	995.7	991.4	1000.0	1000.0	997.1	0.0
11	BUSEK, Zdenek	5886.1	73.85	5886.1	712.8	423.2	568.8	671.9	985.6	964.2	924.0	635.6

**F5J Results 8 September**

See the chart to the left, and check the report on the previous page.

**Open Thermal - Combined Winch and Electric Launch**

You saw the rules on the previous page for the first Victorian trial of the combined event, and you can see the results chart to the left - 11 starters, with 6 on winches and 5 using motorised gliders.

An addition to the rules regarding relaunches for electrics was that they had to be from the flight line. The electric launch fliers were grouped to one end of the flight line to avoid entanglements with winches, and with launches forward and parallel to the winch lanes while motors were running. Electric fliers had height limiters set to 200 metres and a 30 second motor run limit.

Timing was the main issue people had different views on. We had decided on the electric launch fliers timing 10:30, and subtracting 30 seconds from final time, so we ran with that. Several flyers thought that could be improved upon, and I have some ideas on that.

It is telling that the first 6 places were winch launch and the last 5 places electric, so it is obviously not equal - there needs to be more work on the rules!

## F5B World Championships Takikawa Japan 2018

From the internet and a report by Brett Solanov

The F5B World Championships 2018 in was held in Takikawa, Japan. Gerben van Berkum, from the Netherlands, won the event. Second place was Thomas Wackerlin from Switzerland and third place Martin Neudorfer from Austria. Martin was also the leading junior. In teams ,Austria won, represented by Martin Neudorfer, Julian Schild a Karl Waser. Second place in teams was Switzerland and third place Belgium.

Australia was represented in F5B- Electric Multitask Glider by Bill Hamilton, Brett Solanov and Owen Solanov. Brett and Bill were senior entries and Owen a Junior, being just 10 years old.

The Takikawa Sky Park is a full size airfield renowned for glider flying and the site is beautiful, with a lush green grass runway next to a river, with a mountain range as the backdrop. A museum here houses some rare and very well kept vintage and modern gliders, a couple of which we were lucky enough to see fly.

Our flying started with two days of practice at the site before official practice, the Takikawa Cup and finally the World Champs. Both Brett and Bill were not 100% happy with their power train setups, chasing the elusive optimisation of power and performance versus low energy use. A total of 1750 Watt/minutes is allowed per flight. This is measured by a telemetry logger issued by the world champs organisers and a daily rotation of this equipment ensures a fair result for each competitor. Going over the Watt/minutes came with hefty points penalties. Bill also had a motor/controller issue during practice and swapped to a spare setup.

The Takikawa Cup was a shakedown event prior to the WC. It was clear that the Europeans had the upper hand, with fast models that used less electrical energy than we could fathom. The process of power system tuning was underway for the Aussies. Bill finished 20th, Brett 17th and Owen, flying a soft (8S) power setup, finishing in 24th place, despite performing extremely well on the world stage.





**Support the Aussie team to compete at the 2019 F5J World Championships**

**Buy raffle tickets in the AEFA raffle!  
Great prize!**

**Appeals to people other than fliers.  
Sell some at your club or in your  
community**

**See information page 20**



## F5B World Champs report continued

The start of the World Champs was met with windy conditions, making high lap scores difficult, the thermal task into a hovering event and spot landings tricky and sometimes risky to the model.

Bill got off to a great start holding a surprise position of 7th outright after 2 rounds on day 1. Scores were not high due to the conditions. Brett put in consistent flights but struggled with energy consumption. Owen had a motor mount fail and did not complete the second round after a good start in round 1.

**Day 2** had improving conditions and scores. Bill dropping to 11th after a missed landing in round 3. Brett still improving with developing a better power setup. Owen had a prop come off in round 3 resulting in a zero score. The interest in Owen's flying, from the entire flight line was heartening. The prop was located by some fellow competitors who then commented that, that particular prop is very inefficient! Suddenly a new/latest prop was passed to Owen for his model from the Belgium team.

**Round 4** saw Bill decide to step up the model's performance in the improving conditions. A 10S battery and new prop were fitted. The flight score was better but the Watt/mins were well above the 1750 limit and a 114 point

penalty was the result. A lesson learnt- Don't play with untested setups in the middle of a comp.

**Round 5** was not good for Bill, having a motor/ESC failure, most likely due to the bad decision the day before and another low score which he could no longer drop. Owen had a power step up too, with a 9S battery fitted and a new prop. Owen started putting in personal best scores... with some coaching from the entire flight line and sponsorship. Brett was still working through his setup, making small improvements and flying consistently.

### Day 4-The last day.

Bill flew his B model getting good, but lower scores- finished 19th. Brett continued to improve, tweaking setups, and finished top Aussie in 14th place. Owen continued his personal best scores and finished 22nd out of 23 competitors, a credit to Owen and his ability at such a young age.

The F5B world champs was won by Gerben van Berkum winning 6 of the 7 rounds- after a dropped score. Gerben also won the Takikawa Cup giving a clean sweep to the Netherlands. Gerben was the only competitor for the Netherlands and is definitely the man to beat at the moment.

Team results - Austria 1st, Switzerland 2nd then Belgium 3rd.

There were 3 Junior competitors, Martin

Neudorfer- Austria, 17 years old, won the junior event and placed 3rd outright. Lucas Cantoni- Switzerland, 16 years old, second junior and 6th outright. Owen Solanov- Australia placed third Junior. Owen is very keen to continue in F5B and I am sure will become a top competitor in the near future.

A massive thank you to the officials and helpers in Japan. The event was relaxed and enjoyable, despite the heat of competition, due to their hard work and great attitude. The opening and closing ceremonies were real highlights! Also thanks to Steve Manganelli, the F5B Contest Director.

Rose Hamilton was our official helper. Thanks Rose for double checking when we forgot something.

We have come away from the world champs with a lot more knowledge and enthusiasm for F5B. We are impressed and are in debt to the fellow competitors who were willing to help, show, teach and lend anything they could to help another competitor. Gerben, Luc van Tricht and Ralf Drinkmann are all top competitors who always had time for us. Gerben also mentored Owen with coaching and support from the very start, a fantastic opportunity for a junior competing in their chosen sport to get such quality time with the best in their game.

## Asian Pacific Open F3K Event

Recently an Aussie team travelled to Singapore to compete in an Open F3K event - see the brave fliers to the right! Note the variety of aircraft - CX5, Vice, NXT and Revolution DLGs.

The Aussie team did very well and made a great impression. After three rounds, Kevin Botherway (NZ) was in the lead, Joe Wurts (NZ) 2nd, and Marcus Stent 3rd.

After 6 rounds, the three New Zealanders had taken the lead (with Joe in front) and Marcus had slipped to 9th.

After 9 rounds and three days of flying the top 12 went in to a 6 round fly-off - Marcus was in!

And the final outcome was amazing:

- 1st - Joe Wurts, New Zealand
- 2nd - Marcus Stent, Australia
- 3rd - Zhi Geo Tang, China

Congratulations Marcus, and the Aussie team, which took out third place in teams as well! What a great result!

If you would like to see a video of the event - check it out here - don't know how these guys make the launch so high:

<https://www.youtube.com/watch?v=Fu75MjdkSYw>



Aussie Team (l to r) - Jon Day, Shona Guest, Marcus Stent, Andrew Meyer and Clive Warman



Close up of models to the left.  
Fly-off group of 12 above.  
A great event and a great outcome!



Winners at the Asia Pacific Open DLG Championships - Joe hamming it up on the chair, Aussie Marcus Stent (left) second place, Zhi Geo Tang (right) third place



## Bernard Gross Flying Wing

After I published the report about Tony Meggs Bernard Gross flying wing in the last edition of EGFA, Dave Harper (above) reminded me that I had featured a twin build of this design in EGFA No.4 in 2016.

It was a twin build because both David and Gordon Scamp in Brisbane had built this design together - one each. David powered his with a Scorpion 3014-1220 and fitted a Hifei 60A ESC, a 3000-3S LiPo battery and a 10x7 folding prop. Gordon used an MVVS 4.6/1120 SPORT motor with a three-bladed, folding 10x8" propeller and a similar 60A ESC. See the report on the first flight of Dave's version in EGFA No.4 .



## European F5J Championships 2018

Europe's best F5J fliers gathered at Dupnitsa, Bulgaria in September. Even the Brits turned up for this one. Fourteen qualifying rounds in five days were the preliminaries with 108 fliers. This was the first ever full European Championships since FAI recognition.

After Day 2 and 6 rounds, Peter Zweers (Netherlands) was running 11th and Marco Gala (Slovakia) was running 12th. They both would have been in the Fly-off at that rate. Slovakia was in the lead in teams, the Netherlands had slipped from 2nd to 6th and Slovenia had slipped from first to 2nd with fliers placed 2nd, 4th and 58th. Overall leader was Petr Malcik from the Czech Republic. Stephen Haley from Britain was competing and was placed 15th.

Day 3 and the wind continued at 8-12 metres/second! After nine rounds Arjan Hucaljuk from Croatia surged to the lead. Petr Malcik from the Czech Republic slipped one place to 2nd, and Jan Hlastec from Slovenia ended up third.



**Header: The mandatory group shot at the European F5J Championships**  
**Centre: A launch scene at the European F5J Championships - note safety corridor**  
**Bottom: The Ukrainian team**

The lead pilots hung on to the end with Arijan Hucaljuk of Croatia 1st in the preliminaries, Primo Riner of Slovenia 2nd, and Petr Malcik of Czech Republic third.

The Fly-offs were 4 rounds with the top 12 pilots. The 12 pilots in the Fly-off included some from Germany, Lithuania and Slovakia as well as the leading countries.

We were watching results from people we know, but they all slipped out of the Fly-off. Peter Zweers ended up 16th, Marco Gala 19th and Stephen Haley 22nd. Even so, they flew well and gained a good result in windy conditions.

Germany ended up on top in teams, Slovakia 2nd and Slovenia 3rd. Peter Zweers was happy with the Netherlands placing 10th in teams out of 25 nationalities.



2018 ECH Seniors FLYOFF - Overall Results  
 [Dupnitsa Bulgaria 25.8.2018 r.]  
 www.GliderScore.com

Rank	Name	Ctry	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4
1	HUCALJUK, Arijan	CRO	3827,5	100,00	3827,5	1000,0	904,2	1000,0	323,3
2	DRUST, Timo	GER	3621,8	94,63	3621,8	791,7	998,3	916,0	915,8
3	FEIGL, Sebastian	GER	3597,1	93,98	3597,1	993,8	1000,0	622,7	980,6
4	FEIGL, Benedikt	GER	3159,0	82,53	3159,0	1000,0	228,3	943,7	987,0
5	RIZNER, Primoz	SLO	3004,7	78,50	3004,7	322,9	813,5	963,9	904,4
6	KOSIR, Damir	CRO	2775,5	72,51	2775,5	577,8	282,3	955,9	959,5
7	MALCIK, Petr	CZE	2773,0	72,45	2773,0	380,8	588,1	814,9	989,2
8	HLASTEC, Jan	SLO	2450,2	64,02	2450,2	360,4	218,6	915,5	955,7
9	ADAMEK, Juraj	SVK	2377,1	62,11	2377,1	158,9	301,8	960,1	956,3
10	MALCIK, Radek	CZE	1987,8	51,93	1987,8	0,0	0,0	988,3	999,5
11	PAMPIKAS, Donatas	LTU	1979,5	51,72	1979,5	0,0	0,0	979,5	1000,0
12	MAJERCIK, Bohuslav	SVK	1927,3	50,35	1927,3	208,9	0,0	743,8	974,6



(Left) Fly-off results. Arjan Hucaljuk from Croatia first place, then Germans 2, 3 and 4. (Above) Variety of models in the Fly-off - I can make out Stork, Infinity, Pike Superior, Pike Dynamic, Explorer, Sense, Volo, Cyclone. See note on Stork p.13.



## Heathcote Cup

### 16th September 2018

By Ken Woodward

This year the Heathcote Cup was run for the first time to F5J rules. Despite the poor weather forecast, a keen group of flyers came to Maddens Plains south of Sydney and were rewarded with a good day of flying.

Yes, it was cool and gusty, but there were some very good flights especially in the morning. A few flyers had the courage to follow good air well downwind. One found the option of a restart a model saver.

Holder of the Heathcote Cup Perpetual Trophy for 2018 is : Klaus Metzger.

Congratulations, Klaus.

Phil Bird- 2nd Place and Mel Gillott - 3rd.

Ken Woodward & Fred Lodden were 1st and 2nd in Limited Class.

Jack Murphy recorded flight data into GliderScore on a laptop and quickly had the final scores & places available at the completion of Round 6. Thanks Jack.

Thanks also to Trevor Smith & AEFA for the P.A. system & score sheets. Next year this event will move to March. Watch for this vintage event now reformatted in to F5J.

You do not need a large “full house state of the art aircraft “ to have a great day. Conversion of a glider to electric is easy with plenty of well priced motors, speed controllers and batteries available. There are experienced modellers ready to provide help if needed. A Radian, or an ARF model are options. If time allows, considers building from plans or a kit.

Aircraft under 2.6m span are unlikely to carry off the Heathcote Cup Perpetual trophy but are in the running for places in the Limited Class.



Heathcote Cup winners - Phil Bird, Klaus Metzger, Mel Gillott



Group shot from the Victorian F5J State Championships held recently - report next page

## Victorian F5J State Championships

The Victorian State F5J Championships were held on Sunday 7 October at the state field. Extremely variable conditions all day. Marcus Stent reports that he had to alternate flying the Heavy Stork with 400g ballast added (2200g flying weight) and going to 200m in one round, and then the Light Stork at 1350g the next.

Marcus took out the event in style. His coup de grace was his lowest ever launch in competition at 25m. He felt a light thermal go through a minute before launch. He turned off low, lost the thermal twice below 50m in the first 3 minutes of the flight a long way down wind, but it finally popped and he was away...phew! Hard work, he says but so worth it and a great buzz!!!

You can see from the chart that competent F5J flier, Jim Houdalakis, came second and Dave Milward came third. There were 11 fliers in the event.

The other images on this page show Marcus with his two Storks, and the 25m reading from his low start.

This may have turned in to a competition for the lowest start in F5J in Australia. I think Bob Hickman can claim a lead with an 18 metre launch in the F5J postal comp run by Trevor Smith - register your results!



## f5j state champs 2018 - Overall Results

[digger rest 7/10/2018]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8
1	STENT, Marcus	6984.2	100.00	7914.4	*930.2	995.1	1000.0	1000.0	989.1	1000.0	1000.0	1000.0
2	HOUDALAKIS, Jim	6759.2	96.78	7465.8	976.5	978.9	967.8	*706.6	967.3	983.1	924.5	961.1
3	MILWARD, Dave	6662.4	95.39	7172.5	1000.0	1000.0	978.3	1000.0	932.3	975.2	776.6	*510.1
4	BLACKBURN, Hugh	6624.1	94.84	7054.4	977.9	1000.0	897.2	816.7	932.3	*430.3	1000.0	1000.0
5	PRATLEY, David	6546.2	93.73	6546.2	1000.0	957.7	*0.0	690.2	1000.0	1000.0	946.7	951.6
6	WILSON, Bob	6224.3	89.12	6810.5	938.6	963.5	977.5	789.5	*586.2	701.8	939.0	914.4
7	MAYHEW, Alan	5338.6	76.44	5338.6	978.7	980.9	1000.0	*0.0	1000.0	16.9	699.3	662.8
8	BUSEK, Zdenek	3716.7	53.22	3994.2	330.5	764.5	*277.5	464.3	481.5	717.5	384.9	573.5
9	RYAN, Gary	3249.5	46.53	3249.5	650.1	0.0	0.0	*0.0	564.4	580.8	775.5	678.7
10	RIPP, Norm	49.4	0.71	49.4	49.4	0.0	0.0	0.0	0.0	0.0	0.0	*0.0
11	NORMAN, Graham	0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*0.0



Marcus made good use of his Storks to win this event. Please note - Stork kits are available from Ladislav Safarik Call (0410) 794 173 for colours & cost. Lightweight available now!

## Training the Young..... Three generations at once!

by Geoff Ross-Clift

My prayers were finally answered one Sunday: No wind, the Chief Test Pilot (CTP), Tristan my son, had a time slot, the plane was ready to maiden, master transmitter and slave transmitter were bound, all control surfaces worked, control transfer and transmitter controls were approved by the CTP and we found a suitable area nearby to fly with only one dog. A long list - what are the chances for all of this coming into alignment?

The two young pilots-t- be (Eva and Beau my grandchildren), were furiously debating who would fly first when we arrived at the field. This was only resolved by the scissors, paper, rock game (quite beyond the author's understanding) and consequently Beau lined up ready to fly proudly holding the slave transmitter like a winner's trophy.

Now this was a maiden flight for the CTP so a quick familiarisation of transmitter controls and flight surfaces was needed before Beau could fly. Last time the CTP flew was in the NiCd era with a JR that had analogue trims, and I don't remember if exponential and Dual Rates were available. Not only a maiden flight, but a golden maiden as the plane was a Bixler 1.1 V2 with more powerful engine and other upgrades and none of us had any

ideas of the flight characteristics of this model. Although described as an excellent trainer it has ailerons; is this too big an ask for the youngsters?

The launch, with half throttle, saw her smoothly transition into a gentle climb. Perfection! Now a turn before the far, tall trees....a perfect climbing, banked turn slowed down the heart beat and the CTP and author began to breathe more easily. This was indeed a good plane. Everything was panning out OK.

Suddenly the unexpected happened. A mature magpie was not having any intruder in his skies. The chase was on. Now, as a previous glider guider, I was worried. The magpie was above and behind - the "coup de grace" was about to happen and this above the tall, perimeter gum trees. Just as the magpie was gaining on the Bixler, magic happened. The engine note rose and the bird was left behind. He was nowhere near as fast as this perfect plane. After this, although he would reappear at each flight there was no real mischief to be seen.

Time to check CofG; a 30 degree dive produced a slow pull out. Perfect. CofG was about 3mm behind the aileron servo slots. This was with the 2.2 Ah LiPo fully forward. I had been worried about the relatively small rudder area, so had mixed aileron to rudder. At this stage I did not know that the slave transmitter would not get this mix but come the flight this did not seem to



**Introducing the young to the delights of radio controlled flight - Peter Pine at Black Rocks oval. The AEFA is planning a program to promote glider flying to the young**

matter. Elevator and aileron was all the youngsters needed, and that was enough. Flight surface travel was as per the manual and is more than enough. Following advice, 50% exponential was programmed into ailerons and 45% on elevator. The CTP did not use 50% Dual Rates, although that was available if needed. Finally, the Bixler 1.1 v2 touched down on finals with wings level and stopped 4m from the CTP. The maiden could not have been better.

But now it was Beau's time to experience his first flight with his first plane. The CTP tested Beau

with stick movement; all seemed OK. Time for the second launch. Again a very smooth launch, banking, climbing turn and pupil altitude was reached. The hand-over confirmation effectively sounded. A turn right call from the CTP resulted in a LEFT turn. No worries, this was soon corrected, and Beau was back in control. This time he got it right. The CTP was certainly being tested, but the youngster was having fun; he was in control and the plane was flying. All was good. Suddenly the plane dived steeply towards some nearby trees. Again “master up elevator” saved the day but this signalled time for a landing...the CTP needed Relaxation Time! A perfect landing and heartbeats were all back to normal.

Now it was Eva’s time to see if she could pilot this super, park trainer. Eva’s reaction to voice commands of up, right, down and left were tested. No problems. Sticks were moved correctly. So the Bixler was launched and gained three mistakes of height. Flight direction was towards the far gum trees. Suddenly a black and white bird was flapping towards the Bixler. Eva was the pilot. She reacted by pushing down - the CTP said: “OK Eva, now pull up”. Voila - her first flight and a perfect loop!! It was too much for the magpie - he’d been given the bird and was off back to the far gums.

By this time the CTP had resumed control and was flying the plane back to the launch line while gaining height. Eva was doing just dandy. Eva’s turns were good; not too much stick movement,

but the appropriate elevator control at the same time was missing. However, the CTP was able to seamlessly compensate and hand back control, and to the casual observer this seemed like a competent pilot. Three minutes of flight time went too quickly for Eva. As the plane came into land, three young boys, who unseen by us, were heard to say hey, “Look at that!!” I could see Eva’s smile broaden. She is only 9, and her smile was one of achievement and the accolades from the boys are a story for the future.

Finally we remembered that, although the battery had not missed a beat, maybe we should consider calling it a day. The plane was in one piece. The youngsters were delighted at their first flights. My son was delighted with the plane and he hadn’t crashed it.

Maybe this will help others in promoting youth flight. This was the first flight for Beau (aged 7) and Eva (aged 9) and could not have been better. We purposefully kept flight time short and hope we will do it again soon. Now, I need practice on a slave with a competent teacher to allow recovery training from 3 mistakes high, or should that be two?

**Note** - the AEFA is planning a Junior program to introduce teenagers to the joys of radio controlled soaring. Watch this space!



Delighted grandchildren after successful flights with the Bixler trainer on a buddy system

Proud granddad with his two budding aviators - with the two transmitters used in the exercise



## 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](mailto: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

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**  
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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](mailto: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



## 2018 Glider/F5J Events Calendar

Produced by the AEFA to promote F5J & Gliding

No.13/25-9-18

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

Date		Flying Events	Notes
<b>October</b>			
7-Oct	RCGA event	<b>F5J Glider VIC</b>	Diggers Rest
13-14 Oct	RCGA event	Open Thermal Glider	Wentworth, NSW
13-20 Oct	Masters Games	<b>F5J Included</b>	Alice Springs
21-Oct	2m Electric Glider event	Millennium Cup Rnd 6	Maddens Plains
21-Oct	RCGA event	F3K and practice day	Diggers Rest
28-Oct		HSL Club Comp Rnd 5 - <b>F3J &amp; F5J</b>	Maddens Plains

<b>November</b>			
3-4 Nov	<b>F5J Perpetual Trophy</b>	<b>F5J Annual Tournament</b> <b>F5J team selection trial</b>	NSW State Field, Cootamundra
11-Nov	2m Electric Glider event	Shoalhaven Shield - Millennium Cup Rnd 7	Bomaderry
11-Nov	RCGA event	Winch & Electric Glider	Diggers Rest
18-Nov	Second Round	<b>Picton Cup</b>	Appin
18-Nov	RCGA event	F3B Multi-task Glider	Diggers Rest
25-Nov		HSL Club Comp Rnd 6 - <b>F3J &amp; F5J</b>	Maddens Plains

<b>December</b>			
2-Dec	RCGA event	Open Thermal Glider	Diggers Rest
2-Dec	Now Southern Region 2018 Fun Electric Glider Event - Round 3	Ted Swan Cup - Round 3 of SRFEG	Goulburn
9-Dec	RCGA event	<b>F5J Electric Glider VIC</b>	VARMS

<b>January</b>			
13-Jan	RCGA event	Winch & Electric Launch Glider	Diggers Rest, Vic
25-28 Jan	Sailplane Expo	<b>F5J two days - team trial</b> Winch/Electric 2 days	Armidale, NSW

# 39th Armidale Sailplane Expo January 25 to 28, 2019

Warrane Road Field, Armidale NSW

Google Maps Co-ordinates -30.444252,151.518692

New England Model Aircraft Club invites you to the 39th Sailplane Expo. Events will be F5J and Open Thermal (combined Winch and Electric launch).

**The F5J event** will run from 1000 on Friday January 25 to 1700 Saturday January 26.

This will be the last of the qualifying events for selection of a team to represent Australia in the first F5J World Championships to be held near Trnava, Slovakia in August 2019. Stability augmentation systems (gyros) will not be permitted.

**The Open Thermal event** will be held from 0900 Sunday January 27 to 1300 Monday January 28. It will allow both winch and electric launch to the RCGA rules below.

Note:- RCGA = Radio Control Gliding Association - <http://www.rcga.org.au>  
For further information contact:  
Hutton Oddy by email [vhoddy@gmail.com](mailto:vhoddy@gmail.com) or call 0425 285 758

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](mailto:flyingnut@tech2u.com.au)  
[barry.burke@hpe.com](mailto: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.26**

## MAAA Insurance Clarification

Recent communication with the MAAA revealed that no-one would be insured by the MAAA if the AEFA runs an event, despite all fliers and officials being members of the MAAA and the event is held at an MAAA field.

It has been commonly assumed that if all fliers are MAAA members, the insurance is active. We were advised that this is not the case. The MAAA advised that MOP057 addresses the issue of events being run by outside bodies not recognised by the MAAA - you can read the MOP yourself here:

[www.maaa.asn.au/images/pdfs/mops/MOP057-Policy-Insurance-Conditions-15-May-2016.pdf](http://www.maaa.asn.au/images/pdfs/mops/MOP057-Policy-Insurance-Conditions-15-May-2016.pdf)

Please be aware that you are only covered by MAAA insurance if you fly at events organised by an MAAA club or SIG (Special Interest Group). Insurance is still active for club and personal flying. The MAAA says you are insured anywhere if you have the permission of the landowner.

## Leaderboard Check

Check out the full list of the AEFA 2018/19 F5J Leaderboard here:

<http://www.aefanet.com/images/stories/F5J/F5J-Leaderboard-2018-19.pdf>

The 2018/19 Leaderboard now has Susan River, Monto, Bundaberg, Heathcote Cup and RCGA F5J events displayed - check it out for yourself using the live link above.

Ross Ginder is now top flier because he has flown in many events and placed well in most of them. Evan Bengtson has shot up to second place after his win at Bundaberg with 19 fliers. Alan Mayhew maintains third because of his strong place in the large Jerilderie F5J event.

Klaus Metzger, Phil Stevenson and Ladislav Safarik are snapping at their heels because of flying in many events and placing well at times.

To follow the practice of recent years, the 2018/19 Leaderboard will run through to after the 2019 Sailplane Expo in Armidale in January.

This year, there are no places up for grabs to travel to Slovakia for the World Challenge. Instead, the F5J Team Selection Trial will conclude with the Sailplane Expo and an F5J team will be selected. They will compete in Slovakia in August 2019. The WC will be preceded by the World Challenge - team members and helpers can enter this event.



## 3rd Annual Australian F5J Trophy

**This event is part of the team selection trial  
for the 2019 F5J World Championship**  
but only aspirants who have already nominated are affected - any MAAA flier can enter

Two days of flying 3-4 November 2018

The Australian perpetual F5J trophy 3rd annual event is to be held at the NSW State Field Cootamundra - **Location: 34°43'16.4"S, 148°02'34.2"E**

Presented by LSF Australia



### Open F5J

Dave's Toys  
for Big Boys

Open F5J  
Trophy

up to 4.0m class

**First prize:**  
100W Powerful Charger  
AP640 - Value \$250  
[www.hyperionaustralia.com.au](http://www.hyperionaustralia.com.au)



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AEFA      [www.aefanet.com](http://www.aefanet.com)  
Dave's Toys and Modelflight will also donate items



### Limited F5J

Modelflight  
Limited F5J  
Trophy

up to 2.6m class

**First prize:**  
Spektrum DX8e Tx  
Value - \$300  
[www.modelflight.com.au](http://www.modelflight.com.au)



#### 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 & MAAA membership required - Entries close 27 October  
Register on the LSF web site:



<http://www.lsfaustralia.org.au>

Prizes for placegetters - give-away of products to all - \$50 entry fee  
Data loggers available for loan. Food available on the field.



Augmented Stability Systems not allowed.

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Phone: (08) 8186 4250

## 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.lsfaustralia.org.au](http://www.lsfaustralia.org.au)

Fill in interactive entry form, e-mail to Ralph Dephoff and pay by EFT – or print out and post to Ralph Dephoff. **Entries close 27 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. **Augmented stabilisation devices not allowed.**

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](mailto: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 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.

## 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!

## Electric & Glider FLIGHT Australia magazine - produced under the auspices of the Australian Electric Flight Association - contacts:

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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](http://www.aefanet.com)**