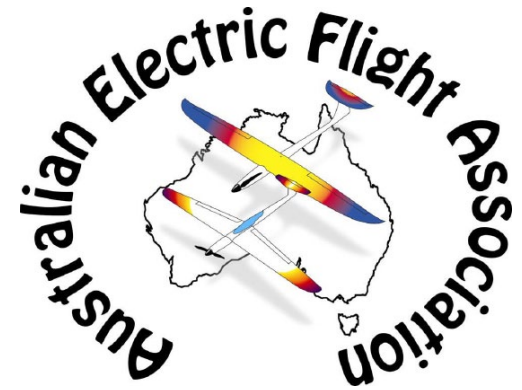


Electric & Glider **FLIGHT** *Australia*



Edition Number 16

January 2019



Lots of winners - Top left: Open winners F5J Trophy. Bottom left: Limited winners at F5J Trophy. Top centre: 1st & 2nd Masters Games F5J. Bottom centre: Millennium Cup overall winners. Top right: Shoalhaven Cup winners.

In this edition - F5J Trophy report, Masters Games report, Millennium Cup end of year, Twin electric projects, new Tony Meggs model

Editorial by Peter Pine

Another version of the EGFA E-magazine launches us in to 2019. This edition contains reports of many events. 2018 was a busy year!

Many thanks to the guys who provided event reports for this edition. And thanks to Charles Powell for all the photos he supplied from the F5J Trophy event.

2019 is not looking as busy with many events on hold because of height limit issues - but some of the popular events are already scheduled - see the new calendar on pages 25 and 26 - and mark you diary!

Three famous events coming up soon are the Sailplane Expo and FXJ International (both p.25) - followed closely by the NEFR scheduled for Cootamundra this year at Easter - details and entry form for this event are already displayed on the AEFA web site.

There are quite a few model build reports in this edition also, to make it more interesting. Thanks to Phil Stevenson, Laurie Baldwin, Frank Murphy and Tony Meggs for contributions!

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President's Message by Trevor Smith

Welcome to the new year. I would have liked to say 2018 just flew by (from a flying perspective), but for me at least, it dragged on. I seemed to spend more time looking at weather reports and cancelling events than flying. So perhaps I should just say, I hope 2019 brings better weather.

The AEFA National Electric Flight Rally (NEFR), held over Easter 2019, is heading back to a location it knows well, the NSW State Field at Cootamundra. Yes, I know the NEFR program for 2018 could have been better; we missed one event and ran over time on others. With this in mind we have revamped the program with it now extending into Monday, and hopefully we will have a smoother running rally. We have even introduced a couple of free flying time slots, but I still haven't managed to get Bixler pylon racing in to the program!

The NEFR entry form, flier and program are on the AEFA website [here](#). I certainly enjoyed the hospitality and facilities at Cootamundra during the recent F5J Trophy and I am looking forward to going back there for NEFR 2019.

The MAAA Nats in 2019 will once again be held at West Wyalong. As in 2018, the AEFA will provide the CD and equipment for running the F5J event.



We are also hoping to have enough entries to be able to run EOT events. Some good news, both these events will be held at the AB Field and not the airport and this opens up the opportunity for camping at the field. If you are considering camping can you please let Terry Bond know karenand007@gmail.com. And, if you are planning to enter EOT events can you please let Phil Stevenson know philstevo2003@yahoo.com.au.

There's no other way so say this, the raffle to support the Aussie team attending the 2019 F5J World Championships is not going as well as the previous two raffles. The prize is, of course, guaranteed, but the extent of the support we will be able to offer the Aussie team is currently well below what has previously been given to the fliers attending the Slovakian F5J events in 2017 and 2018. If you wish to support the Aussie team by way of this raffle the details can be found on page 22.

Until next time.....

tdsmith82601@bigpond.com

Many thanks to major sponsors of the F5J Trophy event; Dave's Toys for Big Boys and Model Flight - they contributed major prizes and extras to the goodie give-away as well. Minor sponsors who contributed to the goodie give-away were Sky Soaring Robots, Electric Flight in Australia and the AEFA.

Support those who support our events.

Australian National F5J Trophy 2018

In its third year the National F5J Trophy event broke records, included much drama, and was the third event in the series to select the Aussie team to compete at the first F5J World Championships in 2019.

After being held for two years in Canberra, the F5J Trophy event moved to the NSW State Field at Cootamundra for 2018 and was held on the first weekend in November. 36 fliers entered and 35 flew to make this the largest F5J event yet to be held in Australia by a small margin.

Day 1 was quite windy and there were quite a few outlandings as competitive fliers chased lift down-wind and could not get back. Some disappeared over a far hill and took some finding; there were even some destroyed due to unfortunate arrivals.

It was difficult to achieve high scores on Day 1. Launching up to 10 at once, there always seemed to be someone who got away and depressed the scores of the rest of the field who landed at 5:00 minutes or so!

Day 2 was much better flying weather and was enjoyed by all. So, the results show those who can cope with varying conditions. But there was still drama on Day 2!

Klaus Metzger was well down-wind when half of one wing of his Plus model parted company with the rest of the aircraft. Amazingly, Klaus managed to keep flying and land the aircraft safely, and to find the missing half wing!

Marcus Stent had a Stork that had suffered a mid-air, an inverted landing and a hard arrival. He was flying back-to-back heats, so launched again almost straight away. On the climb out the aircraft made a vigorous manoeuvre and the inside half of one wing de-laminated from the spar. The wing cracked from the LE and a long, dog-leg crack was created back to the spar and down most of its length. The aircraft was still flying, but every time the speed increased slightly, one whole half of the wing fluttered. Amazingly again, Marcus managed to coax the Stork through a 10-minute flight and gain a spot landing! He received a standing ovation for his skill and Herculean effort.

As you can see from the results charts on the next two pages, Andrew Meyer came out ahead and displayed amazing skill in flying. Andrew actually only won four out of the 13 rounds, but he never scored below 900 (except for one throw-away of 336). That demonstrates that consistent flying is what wins the day, with only one chance to drop a poor score. Andrew received a super charger by sponsor Dave's Toys for Big Boys.

My assertion is reinforced when you see that the second place-getter, Marcus Stent, also only had



Andrew Meyer, winner of Open, shows some effort in launching above.

Marcus Stent 2nd below with ill-fated Stork.



F5J Trophy 2018 - Overall Results

[Cootamundra 3/11/2018]

www.GliderScore.com

| Rank | Name | Score | Pcnt | Raw Score | Rnd1 | Rnd2 | Rnd3 | Rnd4 | Rnd5 | Rnd6 | Rnd7 | Rnd8 | Rnd9 | Rnd10 | Rnd11 | Rnd12 | Rnd13 |
|------|-------------------|---------|--------|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 1 | MEYER, Andrew | 11663.9 | 100.00 | 12000.7 | 968.6 | 1000.0 | *336.8 | 984.9 | 988.1 | 901.2 | 980.8 | 950.1 | 1000.0 | 1000.0 | 1000.0 | 971.9 | 918.3 |
| 2 | STENT, Marcus | 11508.6 | 98.67 | 11508.6 | 1000.0 | 1000.0 | 938.4 | 1000.0 | 897.2 | 952.8 | *0.0 | 998.3 | 956.5 | 969.7 | 960.8 | 1000.0 | 834.9 |
| 3 | LENNON, Scott | 11195.5 | 95.98 | 11620.1 | *424.6 | 1000.0 | 918.3 | 1000.0 | 484.7 | 995.5 | 1000.0 | 848.6 | 955.7 | 992.7 | 1000.0 | 1000.0 | 1000.0 |
| 4 | HOUDALAKIS, Jim | 10670.8 | 91.49 | 10670.8 | 1000.0 | 0.0 | 973.6 | *0.0 | 946.0 | 986.6 | 994.4 | 1000.0 | 941.5 | 946.8 | 977.9 | 904.0 | 1000.0 |
| 5 | MAYHEW, Alan | 10012.8 | 85.84 | 10012.8 | 978.2 | 447.1 | 1000.0 | 1000.0 | 1000.0 | 579.7 | 164.5 | 1000.0 | 944.8 | 918.1 | 988.7 | 991.7 | *0.0 |
| 6 | MILLWARD, David | 9850.8 | 84.46 | 9850.8 | 944.1 | 0.0 | 1000.0 | 950.3 | 1000.0 | 956.4 | 0.0 | *0.0 | 1000.0 | 1000.0 | 1000.0 | 1000.0 | 1000.0 |
| 7 | BENGTSON, Evan | 9762.4 | 83.70 | 9762.4 | 954.1 | 238.3 | 295.5 | 976.4 | 970.5 | 915.4 | 1000.0 | 985.9 | 947.0 | *0.0 | 1000.0 | 987.1 | 492.2 |
| 8 | LEITCH, Dave | 9562.1 | 81.98 | 9562.1 | 912.3 | 962.3 | 0.0 | *0.0 | 1000.0 | 964.4 | 945.8 | 953.8 | 982.2 | 188.4 | 993.2 | 784.7 | 875.0 |
| 9 | GINDER, Ross | 9556.4 | 81.93 | 9556.4 | 1000.0 | 0.0 | 1000.0 | 0.0 | *0.0 | 580.9 | 1000.0 | 1000.0 | 1000.0 | 1000.0 | 991.0 | 1000.0 | 984.5 |
| 10 | WOODWARD, Colin | 9395.8 | 80.55 | 9828.6 | *432.8 | 641.0 | 1000.0 | 914.5 | 1000.0 | 944.6 | 449.7 | 976.9 | 696.2 | 865.5 | 907.5 | 559.5 | 440.4 |
| 11 | PRATLEY, David | 9364.2 | 80.28 | 9571.8 | 273.8 | 379.9 | *207.6 | 925.8 | 593.2 | 1000.0 | 986.2 | 1000.0 | 967.4 | 922.0 | 930.6 | 406.9 | 978.4 |
| 12 | CAMPBELL, Peter | 9086.6 | 77.90 | 9357.4 | 987.8 | 407.2 | 372.0 | 368.3 | *270.8 | 984.2 | 965.6 | 760.4 | 971.8 | 661.8 | 902.3 | 921.6 | 783.6 |
| 13 | STEVENSON, Phil | 9042.9 | 77.53 | 9042.9 | 184.3 | 576.7 | 0.0 | 855.1 | *0.0 | 1000.0 | 839.9 | 799.7 | 1000.0 | 934.5 | 993.0 | 859.7 | 1000.0 |
| 14 | MURPHY, Jack | 9034.7 | 77.46 | 9225.1 | 1000.0 | *190.4 | 874.8 | 963.4 | 230.6 | 420.8 | 258.4 | 967.3 | 871.3 | 902.5 | 853.4 | 826.1 | 866.1 |
| 15 | BAXTER, Malcolm | 8515.6 | 73.01 | 8515.6 | 214.4 | 957.8 | 293.8 | 429.3 | 887.0 | 757.3 | 576.6 | 829.4 | 959.1 | 941.4 | 844.2 | 825.3 | *0.0 |
| 16 | ROPER, Greg | 8493.5 | 72.82 | 8493.5 | 903.9 | 286.1 | 0.0 | 508.6 | 558.5 | 770.3 | *0.0 | 899.1 | 854.2 | 1000.0 | 960.5 | 924.9 | 827.4 |
| 17 | WILSON, Bob | 8387.5 | 71.91 | 8387.5 | 485.1 | 329.1 | 0.0 | 1000.0 | *0.0 | 1000.0 | 1000.0 | 907.2 | 698.0 | 982.9 | 66.2 | 955.7 | 963.3 |
| 18 | PINE, Peter | 8298.9 | 71.15 | 8604.3 | 310.6 | 558.7 | 457.4 | 621.3 | 340.5 | 755.1 | *305.4 | 537.4 | 919.0 | 975.9 | 956.1 | 868.8 | 998.1 |
| 19 | FARRAR, Don | 7497.8 | 64.28 | 7497.8 | 560.0 | 270.5 | 635.4 | 979.6 | 565.0 | 416.7 | 363.3 | 915.3 | 962.4 | 977.6 | 852.0 | 0.0 | *0.0 |
| 20 | METZGER, Klaus | 7449.3 | 63.87 | 7449.3 | 983.2 | 1000.0 | 889.9 | 326.6 | 438.4 | 926.1 | 407.2 | 809.9 | 746.9 | 0.0 | 0.0 | 921.1 | *0.0 |
| 21 | SAFARIK, Ladislav | 7378.4 | 63.26 | 7378.4 | *0.0 | 329.7 | 472.0 | 574.7 | 265.3 | 687.4 | 617.9 | 756.7 | 669.8 | 941.1 | 907.1 | 356.0 | 800.7 |
| 22 | ARNOLD, John | 7319.2 | 62.75 | 7391.8 | 161.4 | *72.6 | 207.6 | 795.4 | 344.9 | 576.4 | 234.9 | 943.2 | 900.4 | 864.9 | 864.9 | 721.1 | 704.1 |
| 23 | RYAN, Gary | 7317.6 | 62.74 | 7532.8 | 565.8 | 329.2 | *215.2 | 317.8 | 461.1 | 881.7 | 339.5 | 691.4 | 845.2 | 766.6 | 713.5 | 881.2 | 524.6 |
| 24 | BIRD, Phil | 6848.1 | 58.71 | 6848.1 | 903.0 | 107.8 | 916.5 | 340.5 | 197.2 | 1000.0 | 0.0 | 572.9 | 908.1 | 902.1 | 1000.0 | 0.0 | *0.0 |

F5J Trophy 2018 - Overall Results

[Cootamundra 3/11/2018]

www.GliderScore.com

| Rank | Name | Score | Pcnt | Raw Score | Rnd1 | Rnd2 | Rnd3 | Rnd4 | Rnd5 | Rnd6 | Rnd7 | Rnd8 | Rnd9 | Rnd10 | Rnd11 | Rnd12 | Rnd13 |
|------|----------------------|--------|-------|-----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|
| 25 | HAREN, John | 6493.2 | 55.67 | 6493.2 | 176.3 | 194.1 | 890.9 | 161.3 | 407.2 | 926.7 | 478.0 | 476.4 | 990.2 | 835.8 | 811.1 | 145.2 | *0.0 |
| 26 | WATSON, Robert | 6439.7 | 55.21 | 6608.8 | 279.5 | 170.3 | 253.9 | 191.6 | 203.0 | 680.5 | 373.9 | 740.7 | 844.1 | 899.2 | 863.2 | 939.8 | *169.1 |
| 27 | ODDY, Hutton | 6253.1 | 53.61 | 6389.2 | 167.5 | 243.7 | 592.2 | 916.2 | 256.5 | 395.3 | 264.0 | 509.0 | 749.1 | 933.8 | 923.0 | *136.1 | 302.8 |
| 28 | LOVETT, Terry | 5910.3 | 50.67 | 5910.3 | 0.0 | 202.5 | 403.7 | 908.8 | *0.0 | 360.7 | 299.8 | 411.7 | 876.4 | 839.7 | 876.7 | 641.9 | 88.4 |
| 29 | QUIGLEY, John | 5202.1 | 44.60 | 5202.1 | 0.0 | 480.3 | 164.6 | 746.1 | 118.9 | 993.9 | 219.2 | 356.8 | 684.9 | 314.6 | 905.4 | 217.4 | *0.0 |
| 30 | WHITEHOUSE, Phillip | 3976.7 | 34.09 | 3976.7 | 35.6 | 396.5 | 176.5 | 722.8 | 130.5 | 248.0 | 374.4 | 256.7 | 0.0 | 111.4 | 862.5 | *0.0 | 661.8 |
| 31 | BURKE, Barry | 3548.6 | 30.42 | 3548.6 | 301.7 | 392.7 | 339.1 | 668.7 | 222.7 | 0.0 | 292.6 | 569.4 | 278.5 | 483.2 | 0.0 | 0.0 | *0.0 |
| 32 | SMITH, Trevor | 2820.2 | 24.18 | 2820.2 | 300.4 | 214.2 | 247.1 | 256.9 | 942.4 | 480.5 | 378.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | *0.0 |
| 33 | ROSS-CLIFT, Geoffrey | 2603.0 | 22.32 | 2603.0 | 213.6 | 166.5 | 118.7 | 194.9 | 82.5 | 507.3 | 0.0 | 92.9 | 861.6 | 0.0 | 78.3 | *0.0 | 286.7 |
| 34 | WORKMAN, Steve | 2527.5 | 21.67 | 2527.5 | 178.7 | 151.8 | 201.5 | 411.0 | 206.5 | 374.5 | 231.5 | 304.5 | 189.1 | 0.0 | 98.5 | 179.9 | *0.0 |
| 35 | RIPP, Norman | 2201.7 | 18.88 | 2201.7 | 87.2 | 0.0 | 0.0 | 284.3 | 0.0 | 770.7 | 134.7 | 300.2 | 624.6 | 0.0 | 0.0 | 0.0 | *0.0 |
| 36 | DEPHOFF, Ralph | 1861.3 | 15.96 | 1861.3 | 74.6 | 209.7 | 222.9 | 0.0 | 0.0 | 0.0 | 0.0 | 252.9 | 289.6 | 811.6 | 0.0 | 0.0 | *0.0 |
| 37 | RUCINSKI, Stan | 0.0 | 0.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | *0.0 |

four rounds that he won. His dropper was a zero, but his last flight was an 834. If he had scored another 160 points in his last flight (or 994 instead of his zero), he would have scored higher than Andrew.

Third place went to consummate glider flier, Scott Lennon of Temora. Scott burst on to the F5J scene when he won at the 2018 MAAA Nats at West Wyalong by a huge margin! That made the F5J Trophy winners' podium an inter-state affair with a South Aussie winning, a Victorian second and a New South Welshman third.

You may be aware that this event was the third in the Team Selection Trial for the Aussie team to go to Slovakia in 2019 and compete in the first F5J World Championships. The result puts Andrew in an unassailable position; he is a definite for the team. The remaining two positions will be decided at the Sailplane Expo in Armidale at the end of January. See the details on p.23 for the Expo and come along to see the finalisation of the Aussie team! There are quite a few fliers who are still possibles. There were 11 fliers who registered as aspirants for the WC team, and two of those will now fill the second and third positions.

I was fortunate to be able to take out the Limited F5J Trophy, placing 18th overall and received a Spektrum DX8 Tx from sponsor Model Flight. I flew a 2.2m Hyper ME for all but one flight and managed to place ahead of several 4.0m fliers, so it may not be all about size after all. This lightweight model (650g) may have even placed better than that if the first day had not been so windy!

Second place in Limited went to veteran Limited Flier and Radian expert, Rob Watson. Rob has won many Limited events. In this event Rob placed 26th overall. Third place went to John

Quigley after limited experience with F5J (I think WW Nats was John's first experience of F5J, so he has done well).

Congratulations must go to Trevor Smith, CD of this event, for running a great comp. He did well to complete 13 rounds and to fend off several difficulties to complete a successful event. Thanks must also go to Charles Powell for his first scoring effort, and to Marg Dephoff for her great assistance in collecting score cards and assisting with the scoring.

The Cootamundra club should not go unmentioned. They catered extremely well over the weekend and pulled off a great roast dinner on the field on the Saturday evening. As caretakers of the field also, they do a great job of watering and keeping the site very usable.

The facilities at the Coota State Field are very good with toilets, shower, lights, huge covered area, mezzanine viewing platform, covered pits, free camping, etc. Fliers enjoyed the site so much that the NEFR will be held there this Easter (see information on AEFA web site).

The 2019 National F5J Trophy event is already planned for the first weekend of November, back at the same site near Cootamundra. Most fliers were positive about this site and we are trying to solve the fence climbing challenge for those who land too far down-wind!



Geoff Ross-Clift launching Radian in Limited



Jack Murphy launching in Open

*Another launch line shot
- by Charles Powell*





Launch time above -
Climb out bottom left.
Ross Ginder launching to right.



And this flight has just come to an end!!



Open winners above - Scott Lennon 3rd,
Andrew Meyer 1st, Marcus Stent 2nd

Limited winners below- Rob Watson 2nd,
Peter Pine 1st, John Quigley 3rd.



Marcus wing damage above - Klaus wing separation below - how could these guys keep flying?
[Click this link](#) to see a video by Scott Lennon of the fluttering wing Stork coming in to land



Masters Games F5J Report

By CD John Adams, Darwin

F5J was a very successful competition at the Masters Games held in Alice Springs. There were quite competitive conditions; even though there were strong thermals, there also was very strong sink.

As you can see from the results, some of the Open entrants were beaten by fliers using smaller aeroplanes. For example, Max Newcombe was flying a Radian, and Ross Finocchiaro was using a Radian for the last two rounds.

Ross had a mid-air collision on take off and destroyed his good aircraft but he continued with the Radian, and still came first in the Limited section.

The local club did a wonderful job preparing the field and all the amenities. It was really well prepared with many charging stations, lots of shade and kitchen facilities provided by the supporting wives.

The whole thing was very successful and we had Dawn Fraser as well as the Administrator, who is the Governor in other States, coming to visit us.

Ed. Note: Several competitors have praised John for running a very relaxed and enjoyable event - thank you John!



John Adams from Darwin did a fine job as Contest Director at the Masters Games F5J event, even though it was the first time he had run, or even seen, this type of event. Congratulations John!

Masters Games Report

by Max Newcombe,
Barossa Valley

I have flown in lots of glider competitions; at Jerilderie for more than 20 years or so, National Championships at various places, and international competitions at Milang. I am fully aware that, with a large numbers of entrants, that time constraints must be adhered to. These cause organisers to use strategies to ensure the required number of flights can be achieved and to obtain a good result. Some of these strategies and pressures give rise to complaints against the rules, against other competitors and so on.

I must report that the model flying events at the Masters Games in Alice Springs were some of the most enjoyable and relaxed events that I have ever competed in. Difficulties arose at various times at the Masters Games, but there was always a brief respite given to a flyer, especially if the delay was not entirely their fault.

The Aeromodelling competitions were all run in the spirit of the Alice Springs

Games – ‘The Friendly Games’ – and made the week a real pleasure; an enjoyable event for all concerned.

I complimented John Adams, CD for the F5J event, during the competition, saying that it was one of the best CD jobs at a glider competition that I have ever experienced. I believe there were a fair few first time competition flyers and John made sure they were not disadvantaged if they had problems. Either the automatic countdown was delayed, or they were put in later heats, if problems had to be sorted out.

I did intend to make my comments to John public at the medal presentation dinner, but when the mini storm hit with horizontal rain, things became distracted. It would be appreciated if you could report my comments .

I should point out that there were other F5J flyers who also thanked John for his assistance when they had problems, and I did notice that the IMAC flyers were given similar support during their flights. The hardy Old Timer flyers held their usual friendly relaxed style of event.

The Masters Games was a very good public relations exercise for Aeromodelling as a sport, with excellent coverage in the local press and radio. Perhaps numbers might swell in the next event.



Max Newcombe with the models that he flew at the Masters Games event.



Klaus Metzger & Kevin Fryer (OT) relaxing in the pits.



Left - Klaus Metzger flying himself to a winning position at the Masters Games.

Right - Model fliers gathering at the beginning of the party that was the Masters Games



Centre Right - The open space at the airport where the F5J event was flown.



Bottom Right - Kevin with his Maxa at the edge of the landing strip at the airport..



Masters Games - Overall Results

[Alice Springs 14/10/2018]

< Scores - Original >

CORRECT

www.GliderScore.com

| Rank | Name | Score | Pcnt | Raw Score | Rnd1 | Rnd2 | Rnd3 | Rnd4 | Rnd5 | Rnd6 | Rnd7 | Rnd8 | Rnd9 | Rnd10 |
|------|--------------------|--------|--------|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 1 | METZGER, Klaus | 8872.4 | 100.00 | 9470.6 | 1000.0 | 872.4 | 1000.0 | 1000.0 | 1000.0 | 1000.0 | 1000.0 | 1000.0 | 598.2 | 1000.0 |
| 2 | WESTON, Kevin | 8835.1 | 99.58 | 9638.7 | 1000.0 | 944.8 | 1000.0 | 993.7 | 1000.0 | 803.6 | 1000.0 | 1000.0 | 1000.0 | 896.6 |
| 3 | ROSS, Finocchiaro | 7805.5 | 87.98 | 8152.9 | 776.5 | 926.5 | 1000.0 | 972.6 | 1000.0 | 347.4 | 737.4 | 929.3 | 1000.0 | 463.2 |
| 4 | NEWCOMB, Max | 7579.3 | 85.43 | 7718.8 | 435.0 | 1000.0 | 616.2 | 1000.0 | 139.5 | 1000.0 | 1000.0 | 866.0 | 992.7 | 669.4 |
| 5 | VIGAR, Matthew | 7036.1 | 79.30 | 7273.1 | 1000.0 | 620.9 | 597.7 | 498.6 | 237.0 | 945.2 | 373.7 | 1000.0 | 1000.0 | 1000.0 |
| 6 | SHACKLEFORD, Colin | 7004.2 | 78.94 | 7419.0 | 655.2 | 893.1 | 446.5 | 717.1 | 414.8 | 1000.0 | 576.7 | 748.8 | 1000.0 | 966.8 |
| 7 | RENTON, Ashley | 6381.2 | 71.92 | 6756.2 | 385.9 | 669.0 | 723.1 | 495.9 | 375.0 | 1000.0 | 1000.0 | 528.7 | 744.5 | 834.1 |
| 8 | HILLIARD, Peter | 5976.5 | 67.36 | 5976.5 | 246.0 | 1000.0 | 767.7 | 907.4 | 0.0 | 0.0 | 371.7 | 1000.0 | 683.7 | 1000.0 |
| 9 | TURNBULL, Greg | 5607.5 | 63.20 | 5755.1 | 706.5 | 147.6 | 1000.0 | 1000.0 | 438.9 | 394.4 | 354.5 | 223.1 | 490.1 | 1000.0 |
| 10 | DUNN, Ken | 5452.9 | 61.46 | 5452.9 | 1000.0 | 539.3 | 445.1 | 398.7 | 234.5 | 856.3 | 714.8 | 338.5 | 925.7 | 0.0 |
| 11 | GULLOCK, Steven | 5329.1 | 60.06 | 5329.1 | 277.5 | 955.1 | 319.2 | 772.0 | 1000.0 | 900.4 | 779.3 | 325.6 | 0.0 | 0.0 |
| 12 | CLIFFORD, Thomas | 5313.8 | 59.89 | 5482.9 | 404.4 | 980.4 | 347.5 | 519.6 | 1000.0 | 449.6 | 169.1 | 982.5 | 218.7 | 411.1 |
| 13 | YOUNGER, Ray | 5219.1 | 58.82 | 5219.1 | 0.0 | 133.3 | 794.1 | 888.4 | 316.6 | 362.4 | 973.2 | 312.7 | 991.1 | 447.3 |
| 14 | CASTLES, Greg | 4951.6 | 55.81 | 5113.8 | 162.2 | 1000.0 | 670.5 | 254.2 | 206.9 | 661.0 | 561.6 | 633.4 | 711.6 | 252.4 |
| 15 | FRYER, Kevin | 4299.8 | 48.46 | 4299.8 | 889.1 | 42.9 | 537.8 | 1000.0 | 0.0 | 335.0 | 0.0 | 0.0 | 819.5 | 675.5 |
| 16 | OLIVER, John | 4118.0 | 46.41 | 4118.0 | 0.0 | 1000.0 | 877.2 | 134.1 | 336.7 | 0.0 | 157.6 | 635.9 | 628.3 | 348.2 |
| 17 | LITZMAN, Kevin | 350.0 | 3.94 | 350.0 | 350.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

OPEN OVER 2.6 METER
WINGSPAN
1,2,6
GREEN

LIMITED UNDER 2.6
WINGSPAN
3,4,6
ORANGE



VMAA F5J VIC State Champs 2018

By Jim Houdalakis

We arrived at the Diggers Rest field to blue skies light North-Easterly winds, and me hoping we'd finally have a day of low f5j launches and the tactics that accompany them. I was concerned about daylight savings having kicked in that morning and people running late, but 11 starters and several spectators, were ready to go by the time I had arrived.

Unfortunately Graham Norman had technical issues with the plane; he'd been working on his aircraft late the previous night, as was Norm Ripp, so they both dropped out early.

Mak Kroger had once again come along to help out on the day, so that I could run 2 heats per round, which also meant a busy day with eight rounds ahead.

In the first round everyone was fairly conservative with low to mid hundreds in metres launch height.

However, by round 2 and 3 most were pushing the lower limits with Marcus winning a heat from a 25 metre start height, but he was in a close battle with Dave Pratley in the same heat, and in the same thermal, until Dave zigged when he should've zagged and fell out.

By lunch time there was a big storm front developing to the North and the sky had heavily clouded over, with a 180 degree switch in the wind and now a medium strength wind blowing. So a change of tactics and most ballasted up and went for conservative launches closer to 150 or more metres.

As the afternoon wore on and with luck on our side, the storms slipped past with only the odd drop of water here and there, and with the departing storm front the winds abating as well.

So as the afternoon wore on, with the sky still cloudy, we encountered soft lift conditions. Occasionally someone would gamble on a lower launch, but it just didn't pay off, so the launches remained conservative, but were slowly getting lower again. Surprisingly I managed to spec out on my last flight, so there was still good air to be found late in the day.

Congratulations go to:

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

See the full results on the next page.

Thanks to Dave from **Dave's Toys for Big Boys** for sponsoring first place with a flight battery pack prize.

Thanks to the VMAA for providing the trophies.

And thanks to everyone who helped setup, pack up and enter scores, making my job easier.

This event was part of the RCGA series of events. Check out all the Victorian action at:
<http://www.rcga.org.au>



And the winners were l-r: Jim, Marcus, Dave
See next page for 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 |



VIC F5J Champs - Max Kroger & Gary Ryan left.
Group shot above. David Milward right.



Millennium Cup Report by Fred Lodden

The Millennium Cup grew from an annual event called the Shoalhaven Shield. The Shoalhaven Shield was run by the Nowra club and was for relatively simple 2 channel aircraft of 2 metre wingspan, launched by winch or bungee, to do a six minute flight with a landing bonus.

In the late 1990s there was some discussion about expanding this annual event to a series, with each round to be hosted by a different club in NSW. The rules for the Shoalhaven Shield were to be used. The inaugural year that this new series was conducted was the year 2000 and hence the name, the Millennium Cup.

A committee was formed to provide oversight and governance for the whole series. The committee provided the common equipment such as the launch equipment (initially hand tow pulleys, line and ground anchors), keyboard, landing spots and scoring system. Over the years there were some changes in a few areas. Firstly there was the introduction and development of a retriever to expedite parachute retrieval, then the introduction of a low power winch to remove the requirement for hand towing.

With common launch equipment it has been necessary to have sequential launching with pilots called up in turn from a randomised draw created

at the start of the day. This sequential element alone adds quite a degree of variability to how successful flight attempts might be.

One aspect that was not to be discouraged was experimentation and scratch building. With the stabilisation of the F5J rules for electric launch aircraft, it was decided that for 2018 the Millennium Cup rules would be altered to make it an electric launch only competition. Since it was desirable to have foam aircraft, such as the popular Radian, able to compete in the Millennium Cup, the rules were amended to make it an ALES type competition. So the rules for the launch phase were a 30 second motor run or 150m height, with the motor to cut off with whatever came first. Power trains were to be limited to no more than 160W. Other than the motor channel, there were to be only two channels for the flight controls. We continued to have sequential launching.

Over the years with various clubs choosing to either participate, or not participate, the locations have changed and the number of rounds has fluctuated between five and seven. Weather can force the cancellation or rescheduling of a round as well. For most years there have been seven scheduled rounds. The winner of the Millennium Cup goes to the pilot with the highest aggregated score from their best four rounds. The Shoalhaven Shield event continues to be held and each year it forms the final round of the Millennium Cup. So now with the all electric format the model



A view of the briefing at Nowra with Ian Avery handling proceedings - just out of the image!



Ken Woodward and his version of the ubiquitous Radian



Shoalhaven Cup winners above

types being flown are quite varied. Perhaps the most popular model is the Radian with a mix of electric Serenas, Q12, some older 2m 2ch built up aircraft that have been 'electrified', and some aircraft where the pilot has mixed a wing from one model with the fuselage from another. Experimentation and the search for a sweet spot continues.

In 2018 with the all electric format the participation increased. We were able to conduct six of the seven scheduled rounds (one was lost due to weather). And of the six rounds that we were able to conduct, we had six different round winners this year.

We had 40 pilots compete in at least one round of the 2018 Millennium Cup.

The Winner of the 2018 Millennium Cup is Colin Woodward. Rob Watson took 2nd place and Klaus Metzger took 3rd.



Millennium Cup winners above



A few keen electric glider fliers gathered at Black Rocks in Pottsville for a Boxing Day flying session - John Arnold from Burrum Heads, Terry Scolari from Woombye, Ralph Dephoff from Kingscliff, Paul Dumsday from Robina and Peter Pine.



Terry Scolari put together the jigsaw that Ladislav created at Bundaberg and flew it successfully!



A collection of Paul Dumsday's models, including the famous Vortex!

Paul is adept at vacuum bagging his own wings and has many scratch built models.

Paul also loves slope soaring and engages in dynamic soaring. An enthusiast at work!

Home-built REF Model for F5J

by Phil Stevenson

The model is 4m span and weighs 1.3kg. It uses the small inner-runner Mega 1615/05CE F5J motor, prop about 9x5 and 850-3S battery. The fuselage is a Geronimo pod lengthened by about 100mm, and the boom is lengthened also, so overall length is about 1.6m.

The wing is wire cut styrofoam with spread tow carbon vac bagged on. Some 37gsm, and some 25gsm. Spars are pultrusions glued to 1/4in balsa (pultrusions are carbon 6mm x 1mm x 750mm strips. Pultrusion is the manufacturing process; it pulls carbon uni fibres through a heated die, injects resin and pulls out finished hard straight strips of high density C Fibre. Cheap from HobbyKing and ideal as spar caps).

The section is traced from the Geronimo, which is supposed to be AG40. The tail is harder, extruded Knaff foam with 18gsm glass skins.

Prior to this one I did 3 attempts at thinner Synergy wings, about 3.7m span using the EPS Knaff foam. They all ended up heavier than planned and some were too soft requiring more spar material to be added. I have completed all 3 models and have them flying, but was not really happy. I wanted a calm weather, light-weight model, so I switched to the lighter foam, thicker section and left out the aileron spars, hinges, servos and



cables to save maybe another 200g. I have not flown the 4m model much; maybe twice before Coota, and maybe only 4 times at the event, all on Sunday morning before the wind came up. On the first flight I was down below tree height at 8mins and it hung into a tiny bubble to max out. It easily turned tight and flat down to 5m height and climbed out to maybe 20m. On other flights the max was easier. My starts were getting lower. I have since increased the rudder size and improved the flap/elevator mix, to improve my landing scores. This model is a keeper, even if it does not come out very often.

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 22

Making a Simple Project Hard (But still getting it done!)

by Laurie Baldwin

Let's start at the finish; 10 September 2018, when my DH98 De Havilland Mosquito took to the skies for the first time. It behaved flawlessly, flew several circuits, landed and taxied back to the pits without a blemish. Mission accomplished, and after only 10 years.

“Ten years?” “Is that a typo?” Afraid not. I purchased the plans in August 2008. It's entered as aircraft #31 on my models register. I'm currently building #71. But why so long? In fact the whole project might have been abandoned if not for the involvement of some key people and it's that side of the story I'd like to tell.

I can't remember why the Mosquito. I'd been enjoying my Twin Otter off land and water, but managed to write it off. The Mossie has always appealed and I found some plans for an electric model by Ivan Pettigrew in Chilliwack British Columbia. Model Airplane News described him as “a legend of the electric RC community”. “His spectacular subjects and straightforward design philosophy have spawned tribute threads .. and an organization ... dedicated to his models.” What could go wrong?

Once the plans arrived I started to have second thoughts, and third and fourth. I wasn't sure I

understood what was required. I'd never built anything as big or complex before. Fortunately Bob Hickman was handy to me, along with coffee, and Woodend's award winning vanilla slice. The way forward became a little less daunting. Even so, other more appealing projects appeared, so the Mosquito got put on hold. One was a cheapish ARF Mitchell bomber. With Bob's help again, for the maiden flight, I was at least getting more experience with twins.

I still had serious doubts about my ability to accurately make the Mosquito's parts, but an AEFA Swan Hill electric rally got the project moving again. I meet Tony Cauchi and his wife there and learnt that he was venturing into laser cutting. He'd invested in gear and set it up at his home in Geelong. The plans still posed a challenge but Tony's machine offered a solution, albeit with a catch. Ivan's plans were hand drawn, in 2000, and used imperial sized materials. Some shapes weren't symmetrical and line thicknesses didn't always give me the clarity I wanted. Tony's machine required information in vector format whereas scanning produces a raster file. So the process we adopted was for me to import a scanned section of the plan into Adobe Illustrator, electronically 'trace' each part and output a vector file. The project was rolling again.

Then there was a conversation with Tom Nash from my Greensborough club. Tom was building a 65" (1650mm) BF110 from a Flair kit. He didn't want to finish it but thought I might like to take it



on. It looked like the perfect platform to test some potential Mosquito changes. Flair's design was for a 5lb hand-launched twin, powered by Speed 600s, with no rudder, or wheels, and the wing got removed to change batteries. My ideas involved splitting the wing at the nacelles, adding servo-less retracts and a castoring tail wheel, as well as differential throttle for taxiing. Removing the whole canopy could give access to batteries. Tom's offer proved to be significant. The BF 110 let me successfully validate and refine some potentially hair brain ideas and processes. It flew beautifully.

During the Mosquito's construction I was chatting to Bob Wilson about old timers and the topic of my project came up. Bob thought I might like to have the carcass of a pre-crashed, wet-fuel ARF Mosquito. It offered some potential short cuts particularly regarding the nacelles and cowls. It certainly gave me an idea for mechanical aspects of attaching and positioning servo-less retracts as well as the outrunners. That was a major concern resolved. The downside surfaced in a mismatch of dimensions. The ARF had a fatter and narrower wing than the one I'd almost finished building. Desperation took over and I reasoned that repairing and using the donor parts was worth the effort even if the conformance to scale was compromised. In fact, at about that stage I embraced terms like 'stand-off-scale' and 'in the spirit of...' with the aim of finally getting the project finished.

In a similar vein Gary Ryan offered to help with spinners. The ones I had weren't particularly scale and Gary believed they were 3D printable. I have the pair Gary made but a lot more work is needed to get them flight ready. I decided to go with the non-scale spinners, at least initially. Impatience prevailed! Chris Gash, a colleague from RAAF days, and an aeronautical engineer to boot, also got involved with some spinner options and advice about undercarriage structures.

Nearly there, however I was conscious of some club friends flying Fokker DR1s and their

difficulty controlling take-off runs. Rumour has it that the Mosquito can be problematic too. Their solution was a gyro in the rudder channel. Cambell Hogg is a choir friend who uses gyros extensively in his models. With his encouragement I put one into a plane and promptly crashed it on the gyro's first flight. The lesson there was about Tx switch location and minimizing the chance of selecting the wrong function when panicking. Worth knowing.

The final contributor I want to mention is a chap I've never met, Markus Mueller. He's responsible for eCalc, an on-line tool I've used extensively and which guided my Mosquito power system choices. Along the way I'd tinkered with a B-17, Twin Otter and Bf110. However, sitting at my desk and exploring options about props, motors and batteries suits me nicely and gave me confidence that performance would be in the right ball-park. It was, and I wouldn't be without that tool.

So there we have it. On a fine but cloudy September morning, my 'near-scale' Mosquito elegantly trundled down the runway at Greensbough for its maiden flight. Very complementary comments post flight made a nice change from the often-disparaging remarks about electric models. It may have been a decade in the making but it wouldn't have happened without the help of some very supportive modellers. That's one of the great things I love about this hobby.



BF110 above and Mitchell below were twin projects that gave Laurie experience in this type of model and influenced the build of the Mosquito



DH Hornet Twin Scale Model by Frank Murphy

After 3+ years of building, Frank completed his Hornet and tried a maiden flight recently. Everything worked as it should except that it was definitely under powered. So here is the story for your edification.

The power set-up purchased some time ago is two Scorpion 4020-14 with 5S Lipos and 18x8 props.

Here is a list of the rest of the equipment used:

Transmitter: Hitec Aurora 9X

Receiver: Hitec Optima 9

Rx Batteries: 5 x Eneloop 2000mAh

Wingspan: 80" / 2033mm

| | | |
|----------------|--------------|------------------|
| Weight: | Batteries | 1,202 gm |
| | Lead balance | 740 gm |
| | Fuselage | 1,965 gm |
| | Wing | 6,561 gm |
| | TOTAL | 10.468 Kg |

ESC: 2 x HiFei 80A SBEC

Batteries: 2 x 5S 4400mAh 60C

Flap servos: Savox 0254MG (Digital)

Landing Light Control: HS-5055 (Digitals)

U/C - Main: 2 x Robart 647RS 110 Deg powered by 3S Lipo with a Castle 9V Regulator /

U/C - Tail Wheel: Turnigy Retract

Gear Door servos: 2 x HS-81

Frank did some tests with a Watt meter, and using 2 different sets of batteries, found pretty consistent results on both sets and from starboard and port. The Amps ranged between 24.5 and 26, volts between 20.7 and 20.9 on full throttle. So, Watts were around the 520 mark, well short of the 1kW it should have been.

Revs on each test were all a bit over 9000. The batteries were brand new Turnigy Nano-tech, 5S, 4500mAh and 35-70C .

Frank thought he needed either a bigger or coarser pitch prop - or both, so that the amps would go up and he would get more power.

For interest sake, Frank has a mate in Canada who built a similar sized model. He used Turnigy SK 5065-380kv motors with 20x13 props. Sounds huge!

Then Frank had an "aha" moment. The build was done over almost 4 years and when he bought the motors, ESCs and props in August 2016, he calibrated the ESC on the 36mHz radio he had at the time. He subsequently upgraded to a Hitec Aurora 9X last year but never recalibrated the ESCs to the new radio. So, when he recalibrated the throttle the problem was solved:

Running on somewhat depleted 5S batteries at about 19V, I had 72.9 Amps, 1353.5 Watts and just over 7500 RPM. Beware of the dreaded throttle adjustment!



Large DH Hornet by Frank Murphy - a great project - and we wish you success with ongoing flight tests, Frank

Another Tony Meggs Model

Tony, who hails from Nimbin, never fails to impress with unusual designs. Here is his latest creation:

It is an Il Moar, a 1943 Italian design. Powered by an MVVS motor.

Specifications:

Wingspan 2.4m
Wing area 0.57m²

Empty weight (ie no battery) - 2.3kg
Flying weight - (3300mAh 3S pack;300g)
2.6kg
Wing loading - 4.5kg/m²
CG - 48% of root chord (ignoring root fillet)

Motor:

MVVS 3.5/1200 Sport
with 12x6" APC prop
pulling 45A
(too big really, and replaced now with a
13x4, pulling 35A, not flown yet)



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



Heathcote Cup F5J

At Maddens Plains

Sunday 24th March 2019

9:00am pilot briefing for 9:15 start

- Entry fee \$20
- Prizes for Open and Limited (2.6m)
- The top score of the day will determine the winner of the perpetual trophy.
- This is an electric glider contest to F5J rules with the following local conditions
 - Stabilisation devices are not permitted
 - Emergency motor restart will be allowed but zero score for that round will result.
 - The 75m outlanding rule will be replaced by landing on the grassed area of the field.
- Current MAAA membership required and card to be produced on the day.
- HSL has approval to fly above 400ft, provided certain conditions are met, which they will be on the day.

Register your interest by email to hslglider@gmail.com. Preregistration will allow notification if weather conditions are not suitable. This will be decided the day before the event.
www.facebook.com/hslglider/

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 or call 0425 285 758

FXJ Milang 2019

A message from Mike O'Reilly to allow you to prepare for the 2019 FXJ event:

Hi Fellow Soaring enthusiasts

Please see below some early information that will allow you to plan leave, flights or the ultimate soaring road trip.

The 2019 event will be held from Friday 8th March to Monday 11th March at SSL's field on Nine Mile Road, Milang SA

Friday 8th March – F5J from 10:00 til 5:00

Saturday 9th March – F3K from 9:00 til 11:00; F5J from 11:30 til 5:00

Sunday 10th March – F3J from 9:00 til 5:00

Monday 11th March – F3J from 9:00 til 2:00

Regards

Mike O'Reilly

Watch this internet site for further information as it becomes available:

<http://www.southernsoaringleague.club/milang-open-international/>



HEATHCOTE SOARING LEAGUE

2M ELECTRIC GLIDER CONTEST MILLENNIUM CUP, ROUND 1 MADDENS PLAINS

SUNDAY the 10 February 2019

9:00AM Briefing, 9:15AM Start

This event is for electric launch sailplanes, up to 2 metre wingspan and 3 channel control. A device to limit the motor run to 150m or 30 seconds is required. The task is to fly for 6 ½ minutes from launch to landing. A spot landing gives bonus points.

The contest format is quite relaxed. We would love to see as many as people as possible come along and participate.

MAAA membership is required to fly at the club and your card is to be produced at registration.

HSL has approval to fly above 400ft, provided certain conditions are met, which they will be on the day.

The field is located on the Old Princes Highway, Maddens Plains. If coming from Sydney travel south and take the Helensburgh exit to the Old Illawarra Highway, then South past the Darkes Forest turn off and the field is about 1km further, on the right, after the Boomerang golf course.

\$10 entry fee, plus \$2 for Millennium Cup Series entrants.

ENQUIRIES:

Email: hslglider@gmail.com or visit www.facebook.com/hslglider/

Leaderboard Check

Check out the current F5J Leaderboard compiled by the AEFA for 2018/19 here:

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

The 2018/19 Leaderboard now has the F5J Trophy event displayed - check it out for yourself using the live link above.

Ross Ginder is still top flier because he has flown in many events and placed well in most of them Alan Mayhew meanwhile has popped in to second place because of his strong place in the F5J Trophy event. Evan Bengtson dropped from second to third place but is still one of the top three. You will see that all the top fliers are grouped at the top of the table, but it could all change a little more yet,

To follow the practice of recent years, the 2018/19 Leaderboard will run through to after the 2019 Sailplane Expo in Armidale in January. Watch for the results of the Expo and see what the changes are to the Leaderboard, and what will be the outcome of the F5J Team Selection trials.

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.

2019 Glider/ F5J Calendar

Produced by the AEFA to promote Gliding and F5J

| April | | | |
|------------------|-------------------------------------|---|-------------------------|
| 7-Apr | RCGA event | F5J VIC State Championships | Diggers Rest |
| 7-Apr | Millennium Cup | Electric glider event | Lake George |
| 13-14 April | RCGA event | Victorian Open Thermal State Championships Winch/Electric | Horsham |
| 19-22 April | AEFA National Electric Flight Rally | Jamboree of Electric Events including F5J | Cootamundra State Field |
| 24 April - 1 May | MAAA Nationals | Including F5B, F5J and EOT events | West Wyalong |
| 28-Apr | RCGA event | F3K and Free Practice | Diggers Rest |

| May | | | |
|------------|------------|-----------------------------|--------------------|
| 5-May | | HSL Autumn Club Competition | HSL Maddens Plains |
| 19-May | RCGA event | Open Thermal Glider | Diggers Rest |

| June | | | |
|-------------|---------------------------------|--|------------|
| 7-Jun | LSF Tournament | F5J LSF Tournament | Jerildere |
| 8-10 June | Queen's Birthday weekend | LSF Tournament Thermal Glider - winch/electric | Jerilderie |
| 16-Jun | Annual event | Picton Cup Round 1 F5J | Picton |

| July | | | |
|-------------|--|--|--|
| | | | |

| August | | | |
|---------------|------------------------------------|--------------------------------|--------------------|
| 12-17 Aug | 1st F5J World Championships | F5J World Championships | Slovakia |
| 25-Aug | | HSL Winter Club Competition | HSL Maddens Plains |

| September | | | |
|------------------|-----------------------|-------------------------------|-------------------------|
| 13-Sep | Practice Day | F5J Central Queensland | Bundaberg, QLD |
| 14-15 Sep | 2-day F5J event | F5J Central Queensland | Bundaberg, QLD |
| 21-22 Sep | Millennium Cup | Electric glider event | Cootamundra State Field |

| October | | | |
|----------------|--|--|--|
| | | | |

| November | | | |
|-----------------|----------------------------------|------------------------------|--------------------|
| 1-3 Nov | AEFA F5J Perpetual Trophy | F5J Annual Tournament | Cootamundra |
| 10-Nov | Millennium Cup | Electric glider event | Nowra |
| 24-Nov | | HSL Spring Club Competition | HSL Maddens Plains |

| December | | | |
|-----------------|---------------------|-------------------------------|--------|
| 8-Dec | Annual Event | Picton Cup Round 2 F5J | Picton |

Disclaimer: The AEFA does not condone the breaching of CASA or MAAA rules. It is your responsibility to make yourself aware of the rules applicable to the site where events are held and to comply with these rules. The AEFA takes no responsibility for penalties incurred if you exceed the CASA limits and height restrictions for the field location where advertised events are held.

Please advise any errors in this calendar.

If you have events at your club that can be added to this calendar, please send the information to ppine@northnet.com.au

Please check with local organisers that events are proceeding as listed.

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:

| | | |
|--------------------------------------|-------------------|--|
| President | Trevor Smith NSW | tdsmith82601@bigpond.com |
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