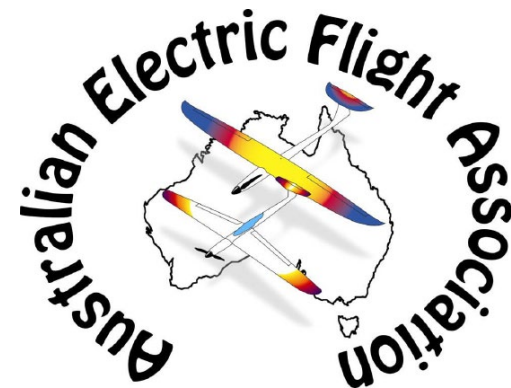


# *Electric & Glider* **FLIGHT** *Australia*



Edition Number 17

March 2019



Lawrie Prest from Townsville has successfully constructed a 5.4m PWS 101 from Jilles Smits plans - report p.18

## Editorial by Peter Pine

F5J comes of age in 2019! The AEFA has been running F5J events and promoting the class since 2012. Now, in 2019, we have the first World Championship scheduled, we have chosen the Aussie team to compete (see p.12), and we have more than 16 F5J events planned around the country. this year (Calendar p. 24)



At the Sailplane Expo, 35 competed in F5j and only 24 in OT. by the end of the Open Thermal event, where both winch and electric launch were permitted, only one flier was still using a winch (see p.3).

Has winch launching had its day? Is there a case for an Open Electric Thermal event of 10 minute flight in 12 minutes working time? Those who tried it at the Expo commented that it was a much more relaxed event than F5J. Contentious questions, but worth asking. Give your opinions!

For now, it is time to submit your entry for the National Electric Flight Rally at Easter (p.22) and the MAAA Nats, buy your tickets in the raffle to support our F5J team (p.21), and mark your diaries for events that you can attend this year (Calendar p. 24).

See you at Easter!

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## President's Message by Trevor Smith

During AEFA's preparation for the 2018 F5J Trophy/F5J Team Selection Trial we were advised by the MAAA that the AEFA were not recognised by the MAAA and as such the AEFA could not run a Team Selection Trial event. As we mentioned in EGFA-15, this also had insurance implications for AEFA events.



But there's some great news! After working through the issues with the MAAA Secretary Tyson Dodd, I am pleased to announce that the AEFA are now recognised by the MAAA.

Of course AEFA events, like any other MAAA club event, must continue to observe all MAAA MOPs and local club rules and all participants must be current MAAA members. This recognition is very important to the AEFA as we can run events in our own name with participants fully covered by their MAAA membership insurance. Also, MAAA recognition enables the AEFA to run future team selection trials.

For many years the AEFA has been keen to achieve MAAA National Special Interest Group (NSIG) status but has been unable to comply with the requirement that all members must be MAAA members. The MAAA has offered the AEFA a

concession with respect to this requirement and will consider our application to become an NSIG if all AEFA Committee members are MAAA members.

To show our commitment to meeting this requirement, we propose that this be enshrined in the AEFA constitution via a special resolution at the upcoming AGM. You will have received an email regarding the AGM outlining this special resolution and a proxy form to be used to cast your vote. If you have any difficulty with the proxy form please contact me at [tdsmith82601@bigpond.com](mailto:tdsmith82601@bigpond.com). We encourage you to vote to have your say on this important matter.

At the upcoming AGM a motion will also be moved that the AEFA apply to the MAAA to become the Electric Gliding NSIG. The AEFA has been a strong supporter of model flying and electric gliding in particular and we believe our association can continue to contribute to aeromodelling and add value as the electric glider NSIG.

Fortunately, the NEFR is over four days and the above serious stuff is only a small, but nonetheless important, part of the event. So, if you plan on joining in the NEFR fun, please get your entry in now.

Until next time...

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## Sailplane Expo 2019

The Expo reached its 39th year in 2019, and was run as F5J (2 days) and Open Thermal with electric launch included for (1.5 days).

The F5J event equalled the biggest such event in Australia yet with 36 entrants; an indication of the popularity of F5J. Competitors came from Sydney, NSW south coast, Brisbane, Melbourne, Newcastle, NSW north coast and some regional Queenslanders; quite a spread. It was great to see some new fliers, particularly from Brisbane and the Sunshine Coast, and they made their mark!

The weather was very favourable, but challenging. Sometimes thermals were plentiful, but other times sparse, and sometimes they started well but disappeared. So, there was a spread of scores.

This was the final event in the team selection trial regime to find fliers to represent Australia at the first F5J World Champs to be held in Slovakia later this year (see calendar). This added an extra layer of tension to the whole affair, but as usual the top fliers prevailed.

Jim Houdalakis, a very competent flier from Melbourne, took out the event and secured his place on the WC team. Second place went to new F5J flier, Chris Graham from Brisbane and third place to Colin Woodward from Sydney; an interstate result!

### Some comments from David Leitch:

Well I turned up early for some afternoon practice after a 7 hour drive. Lots of spectators but they were only there on the assumption they would be fed.

The Expo was the last of 4 qualifying comps for Slovakia. I was not a not a contender but I have history with Armidale. At 1000 meters above sea level and a great fine wool and cattle area, and soon to be a wind and solar farm hub as well, this is where I went to school.

Thermals, windy afternoons, thunderstorms, keen competition; this comp has the lot. I flew a Pike Dynamic, Infinity, and Sense. The Sense and Infinity are at opposite ends of the design spectrum and fly very differently. I have over a year's experience with the Infinity, but only a couple of weeks with the Sense. Just discovering that the Sense loves a bit of reflex on the way back home.

So, the Armidale F5J is over for another year. Despite expectations for more wind, conditions were basically unchanged over the weekend and the promised thunder storm didn't develop beyond a black cloud. We flew 6 rounds on the second day for 12 in total.

Jim Houdalakis won from Chris Graham and Col Woodward. Lowest successful launch was David Vels who accidentally switched off at 17 metres and then flew beautifully to follow a thermal back.



F5J Winners - Jim Houdalakis 1st centre, Chris Graham 2nd left, Colin Woodward 3rd right



Bovine spectators above - Expo pits below





Ross Ginder managed a 35 metre start height with confidence.

This was a contest where mistakes killed you. Jim didn't start under 100 metres as far as I recall on any flight and made the time on all but one occasion. Several other pilots eg Alan Mayhew, Ross Ginder, Marcus Stent, David Pratley and even Chris Graham to an extent on day 2 had a series of successful low launches earning 1000 points, but would occasionally not get away and end up with a zero or a very low score.

There were a few crashes. I wrote off my beloved Pike Dynamic on my first flight of the day when the battery disconnected from the ESC. The plane is close to a write off and narrowly avoided other pilots as it hit the ground. C'est la vie!

The F5J weekend ended with a dinner at the Bowling Club, and the subsequent days were an F3J type event with winch launch and electric launch in each of the groups.

### Expo Open Thermal Report: by Jim Houdalakis

Armidale Open Thermal, with combined winch and electric launch motor gliders: The hot, sunny and light conditions continued for this event held after f5j

Most of the f5j fliers stayed on, but for some, the heat after 2 days was enough and went home early.

Out of the 25 that flew, there were only about 8 fliers that decided to winch, a far cry from the previous years when it was winch only.

First day and there was a prevailing light breeze from the west, with basically big lift and occasionally big sink. Setup into wind, I decided to winch for Open Thermal, and flew my 1850g Perfection so I could get good launch height.

The motor gliders had motor cut outs at 200m, but could fly quite a bit lighter than me. I was out launching most of the electrics, but some were making the most of the fact you could zoom past 200m (I was told of one motor glider logged a 236m launch) so I was probably matching them with the winch. I don't think a lot of the other winch launchers were launching as well as me or the motor gliders, so they suffered somewhat.

We managed 6 rounds in quite hot conditions making for an exhausting first day.

Day 2 and conditions started even lighter, and, with hesitation on which way to point the winches, took a while to get



Alan Mayhew with his (now ubiquitous) Plus



Matt Sykes flew a Robbe oldie in his first ever F5J event





started. Looking at the forecast and at the request of the CD, we turned the flight line around which seemed correct initially, with a light breeze into wind at the time.

Of course once we set up the wind swung around, and was downwind for the rest of the day. I heard a comment that I was being handicapped, since I was leading from the previous day. I took this as a challenge. The rest of the guys winching weren't happy launching downwind against motor gliders which would easily do 200 metres plus.

Two competitors switched to motor gliders, and the rest had had enough, packed up, and went home. This left me as the sole pilot winching, and launching downwind, in a sea of motor gliders, at least I wouldn't have any line crosses.

I flew my super light Perfection at 1700g, but even trying to swing around, somewhat into wind on launch, it was a struggle to get anywhere near the motor gliders on launch height. However the conditions were so light and thermally, finding lift wasn't very hard, I would've struggled, I think, if it was hang time conditions.

Some said I had an advantage with being able to nose into the landing spot, (ie no motor to damage) which maybe was true, however I was the only pilot to achieve all my flight times, so at the end of the day, it was still a thermal competition.

Anyway we managed to get through 3 rounds, before lunch, presentations, and a long trip home. I heard from the motor glider flyers, a lot of whom hadn't flown open thermal rules before, that they found it much less stressful rule-wise, especially since the launches and landings we staggered with the 12 minute working time, and you could go over your flight time without penalty as opposed to f5j, and of course, launching to 200 metres, which is normally a last resort in f5j.

A big thanks to Hutton Oddy, for CD-ing, and Kevin Smeaton for score-keeping and everyone else who helped organise, feed and generally help out at another great Armidale Sailplane Expo." The place getters:

1. Jim Houdalakis
2. Alan Mayhew
3. David Pratley

**Below:** OT launch scene - Nigel Virtue launching for David Crandon from Lismore

**Right:** Hutton Oddy makes it all happen! Many thanks



**Open Thermal winners above:** Jim Houdalakis 1st centre, Alan Mayhew 2nd left, Dave Pratley 3rd right



## OpenThermal Sailplane Expo - Overall Results [Armidale 27/01/2019]

www.GliderScore.com

Rank	Name	Score	Pcnt	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9
1	HOUDALAKIS, Jim	8984.23	100	1000	1000	991.39	1000	1000	992.84	1000	1000	1000
2	MAYHEW, Alan	8832.95	98.32	847.38	1000	991.31	1000	1000	1000	1000	994.26	1000
3	PRATLEY, David	8760.74	97.51	1000	772.26	1000	1000	1000	1000	1000	988.48	1000
4	MURPHY, Jack	8722.51	97.09	984.19	967.88	858.17	979.79	979.82	997.11	971.34	994.24	989.97
5	SPAIN, David	8681.7	96.63	948.42	974.28	953.62	985.54	1000	985.56	864.62	985.61	984.05
6	ODDY, Hutton	8679.22	96.61	979.94	928.26	935.25	909.09	997.1	972.58	975.64	994.26	987.1
7	FARRAR, Don	8077.29	89.91	962.75	447.63	964.13	992.77	989.85	721.64	1000	1000	998.52
8	JOHNSON, Scott	8016.59	89.23	738.95	1000	1000	1000	698.84	988.55	992.83	1000	597.42
9	LEITCH, David	8015.13	89.21	992.79	672.99	1000	986.99	675.4	1000	995.59	992.82	698.55
10	CALLUM, Richard	7989.33	88.93	782.23	1000	869.56	997.01	543.22	987.01	963.97	994.26	852.07
11	WOODWARD, Colin	7862	87.51	1000	975.71	992.8	520.74	384.27	994.22	1000	994.26	1000
12	KNACK, Karl	7773.03	86.52	1000	685.79	995.69	631.89	487.06	989.89	985.67	1000	997.04
13	FRITZ, Marco	7683.11	85.52	868.87	968.43	710.56	958.51	860.86	405	945.55	982.73	982.6
14	METZGER, Klaus	7183.93	79.96	997.11	985.65	994.2	771.98	462.64	688.12	959.24	964.13	360.86
15	SAFARIK, Ladislav	6982.56	77.72	943.96	975.71	1000	186.28	280.97	1000	986.89	628.93	979.82
16	RYAN, Gary	6621.23	73.7	820.4	724.53	969.56	604.61	496.36	315.16	775.33	929.69	985.59
17	CRANDON, Phil	5277.13	58.74	989.97	678.83	989.92	1000	829.02	789.39	0	0	0
18	FOX, Ken	5238.21	58.3	989.91	711.62	858.99	969.95	962.53	745.21	0	0	0
19	WILKS, Garry	4972	55.34	677.65	515.06	720.69	543.96	620.08	633.47	607.92	472.02	181.15
20	SYKES, Matt	4865.25	54.15	361.44	441.89	479.19	470.41	406.11	520.92	692.86	561.6	930.83
21	VIRTUE, Nigel	4863.34	54.13	962.64	878.83	1000	856.93	436.23	728.71	0	0	0
22	CRANDON, David	4264.44	47.47	930.83	848.57	827.83	461.76	604.88	590.57	0	0	0
23	ZAMBELLI, Jamie	3953.72	44.01	972.7	527.97	505.02	858.36	307.13	782.54	0	0	0
24	CLIFFORD, Tom	885.35	9.85	255.74	282.85	346.76	0	0	0	0	0	0



## FXJ International Milang, SA by David Leitch

Milang is a small town about 1 hour's drive East Adelaide about 30 km from the Coast and in the wine growing area of South Australia. It's also host to a high standard F5J contest held in conjunction with an F3J comp and a hand launch F3K weekend. The F5J event was held on Friday and Saturday afternoon.

The NZ team for this year's world championship in Slovakia (including Joe Wurts, winner of many model gliding world champion medals, both individually and as team member) flew at the contest as did the recently selected Australian F5J team of Andrew Meyer, Jim Houdalakis and Marcus Stent.

The contest was held in what I call the "Southern" or winch format. In this format, contestants are divided into teams and have a fixed launch spot. You are "protected"; that is you don't fly against your team member, but you fly against everyone else. In this contest there were 14 teams of 2. So you flew every second heat and timed on the first heat. There were five minutes between heats, enough time to put a battery on to charge, take a drink, apply the sunscreen, etc. The format has advantages and disadvantages. Fortunately it wasn't too hot, so being stuck out on the flight-line with no shelter for 8 hours on the Friday wasn't so bad.

One thing I did like was putting in scores over the smart phone. Smart phone scoring was developed by an Australian, Gerry Carter, and is widely used at contests overseas, but for some reason the majority of Australian contests still insist on pencil and paper. The smart phone system lets you see the score in each group as its entered and updates overall results regularly. In the team system the scoring system means that you saved the time of walking to the scoring tent. On a long flight line, over the day, this time saving adds up. As a result over a day and a half we flew 16 rounds. This was great practice for someone like me.

The contest was brilliantly run by Southern Soaring League, who own the field. They have built some great facilities for comfort, and working on and storing models. Still, the two year old drought had made a real mess of conditions; zero grass and enough dust to get into my Tx gimbals. Beside the facilities, the club members were very helpful and organized and put on a great comp.

On the Friday conditions were tough. It was windy but not incredibly so, but the thermals were very tricky; impossible for me, and difficult for even good flyers. The landing direction was





changed in the day. No contestant made over 9 minutes in any flight in the contest that day.

On the Saturday conditions started out much better, and there were some launches under 100 metres. Joe Wurts, not unexpectedly, was leading the contest, but for most of the day he was carrying a landing out zero which meant a bad flight could cost him first place. He was at the other end of the flight line to me, but nevertheless I did see most of one flight on Saturday. This had Joe's "Plus" flying at medium height, under 100 metres in front of the launch line, then moving say 250 metres to the left when the first position didn't work out. He was lower, and then when that didn't work out he moved back behind the flight line and flying cross wind. He was down to less than 20 metres height where he encountered lift to get away for the last 3 minutes. The only indication of the lift I saw was from the circle the Plus made when it hit the lift.

Quite often making the ten minutes on the Saturday required making a "save" from low altitude from thermal bubbles that blew across the field. It was a testing and therefore rewarding contest. In every heat someone made the ten minutes so, if you "flunked", you were penalized

As far as models went, I'm more and more convinced that the model is secondary to the pilot. There were plenty of Pluses, Pikes, Storks and also Maxas. As I understand it, the lightweight Pluses (typically under 1100 g) were carrying say 150 g of ballast. Joe Wurts, flying a Plus, won the comp but Pete Williams pushed him closely flying a Maxa, and Marcus Stent flew the best of the Aussies using a Stork. It's congratulations to Marcus who had a dog crush the centre panel of his new lightweight Stork only a couple of days before the contest.



My own model was flying at 1380 g and at times I thought it struggled in Saturday's conditions. My Saturday flying can't be forgotten soon enough, but on the Sunday I made it 5 flights in a row including a couple of low level saves, so I can't complain.

I've posted a summary of the results below (p.10). Average launch height, excluding land out flights, was 168 metres across the contest, and the winner's average launch height was 147 metres. Average landing points were 41, so this shows the F3J background of many pilots. Average flight time was 517 seconds with the winner on 594 seconds, again excluding land outs.

In this contest, F3J or open thermal experience was important; reading the air up high was as important as reading it down low.

## International F5J Milang 8 March 2019

	Name	Score	Pcnt	RawScore	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Rnd11	Rnd12	Rnd13	Rnd14	Rnd15	Rnd16
1	Wurts, Joe	14732.3	100	14732.3	955.2	972.4	*0.0	983.1	1000	981.5	1000	984.8	1000	1000	1000	996.5	992.2	998.2	977.7	890.7
2	Williams, Peter	14308.2	97.12	14876.9	1000	1000	630.1	1000	970	1000	966.5	980.6	1000	*568.7	926.5	955.3	964.3	1000	942.3	972.6
3	Stent, Marcus	14300.9	97.07	14300.9	953.4	967.7	*0.0	989.2	664.9	973.9	944.2	880.3	965.8	968.5	1000	1000	1000	993	1000	1000
4	Pratley, David	14195.8	96.36	14875.4	812.1	965.5	*679.6	965.3	958.8	965.2	938.5	943.8	999.1	1000	996.8	852.4	932	944.7	960.5	961.1
5	O'Reilly, Michael	14054.9	95.4	14054.9	941.4	962	540.2	991.1	945	1000	965.6	1000	981.1	949.3	914.3	942.7	986.1	985.9	950.2	*0.0
6	Drabble, Len	13681	92.86	13681	996.5	997.4	541	996.4	940.7	*0.0	946.2	753.3	840.5	917.8	849.4	983.3	1000	1000	963.1	955.4
7	Chabrel, Nick	13663.1	92.74	13663.1	933	1000	596.8	1000	982.8	952	999.1	1000	*0.0	873.4	928.1	1000	479.2	962	956.7	1000
8	Blackburn, Hugh	13578.5	92.17	13578.5	626.4	*0.0	983.2	979.3	1000	570.9	1000	960.5	965.5	943.9	995.2	947.8	970.3	998.3	1000	637.2
9	Stone, Mark	13443.1	91.25	13910.3	*467.2	902.5	890.6	976.6	965.6	753.4	804.1	963.1	513.6	990.1	939.1	974.5	924.4	917.3	972.8	955.4
10	Meyer, Andrew	13266.9	90.05	13768.2	956	551.3	683.1	667.3	950.3	961.7	895	938.4	*501.3	876.7	961.2	999.1	936.3	978	934.6	977.9
11	Botherway, Kevin	13172.9	89.42	13172.9	1000	988.7	1000	986.5	996.6	839.2	966.5	0	969	500.9	999.2	962.9	*0.0	996.5	966.9	1000
12	Houdalakis, Jim	12642.4	85.81	12642.4	952.4	0	735.5	929.7	*0.0	803	651.2	998.2	911.5	972	959.1	915.8	996.5	937	985.4	895.1
13	Schultz, Trevor	12599.8	85.53	12984.1	859.9	874.9	1000	654.7	948.5	931.2	884.7	470.5	822.6	*384.3	894.2	714.4	788.4	888.3	882.4	985.1
14	Merryweather, Brad	11435	77.62	11435	976.2	405.4	969.9	537.4	937.4	987.8	857.4	785.8	729.5	473.8	822.3	898.9	*0.0	954.2	660.9	438.1
15	Haskell, Daniel	11432.3	77.6	11432.3	707.8	955.5	647.3	953.7	786.9	640.6	434.7	869.3	663.2	912.6	893.4	184.5	900.6	910.2	972	*0.0
16	Leitch, David	11033.9	74.9	11033.9	627.3	836.9	352.7	957.3	952	690.2	0	374	876.4	781.5	880.6	984.2	856.4	956.9	907.5	*0.0
17	Potter, Greg	10405.7	70.63	10405.7	968.3	829.2	0	568.5	733.7	0	952.2	954.5	816.8	*0.0	928.9	991.6	665.3	968.9	616.3	411.5
18	Barrenger, Chris	8939.3	60.68	8939.3	160.3	599	436	590.7	661.2	775.3	712.2	646.2	613.5	632.9	916.8	563.3	*0.0	399.8	932.1	300
19	Ryan, Gary	8775.4	59.57	8933.4	672.4	884	217.2	838.1	384.2	446.1	690.9	444.2	795.9	624.1	249.2	743	*158.0	736.6	657.5	392
20	Moorfield, Paul	8071.9	54.79	8071.9	965.5	636.4	773.2	950.5	902.1	920.9	861.7	335.6	928.5	797.5	0	0	0	0	0	*0.0
21	Bowden, Gavin	8001.6	54.31	8001.6	326.9	404.5	555.2	540	445	321.5	643	*0.0	557.3	722.9	474.2	886.6	390	351.8	821.5	561.2
22	Safarik, Ladislav	7196.4	48.85	7196.4	877.5	850.7	699	465.3	387.7	431	816.4	971	731.3	966.5	0	0	0	0	0	*0.0
23	Pring, Mal	6956.5	47.22	6956.5	646.6	428.1	617.8	500.9	782.2	998.3	753.2	312.8	0	869.8	842.9	203.9	0	0	0	*0.0
24	Norman, Graham	6868.8	46.62	6868.8	867.8	812.8	618.7	0	608.9	306.4	871.1	604	0	528	24.2	822.2	433.5	371.2	0	*0.0
25	Frizell, Mike	5931.6	40.26	5931.6	660.8	885.2	608.6	893	858.2	343.4	433.8	494.3	298.9	455.4	0	0	0	0	0	*0.0
26	Winser, Bill	4213.2	28.6	4213.2	666.4	746.3	0	532.4	536.9	424.7	523.2	783.3	0	0	0	0	0	0	0	*0.0
27	Schmidt, Christian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*0.0
27	Zimmerman, Christian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*0.0

It is time for you to submit your entry for the  
**National Electric Flight Rally**  
to be held at Cootamundra at Easter

Join in this fun weekend - a jamboree of electric flying events - see details on p.22



Milang 2019								
	Average			Ranking			Result	Rounds
Name	Height	Landing	Seconds	Height	Landing	Seconds	Percent	Won
Wurts,Joe	147	49	594	2	1	1	100	5
Williams,Peter	148	47	564	4	9	7	97	6
Stent,Marcus	157	47	589	9	5	2	97	5
Pratley,David	167	42	576	13	12	6	96	1
O'Reilly,Michael	168	47	584	14	7	3	95	2
Drabble,Len	159	42	563	10	11	8	93	2
Chabrel,Nick	151	49	550	7	3	10	93	5
Blackburn,Hugh	119	41	545	1	13	12	92	3
Stone,Mark	166	37	554	11	17	9	91	0
Meyer,Andrew	174	47	547	18	6	11	90	0
Botherway,Kevin	149	47	576	5	4	5	89	3
Houdalakis,Jim	170	35	583	15	22	4	86	0
Schultz,Trevor	184	35	535	20	24	14	86	1
Merryweather,Brad	167	36	502	12	19	19	78	0
Haskell,Daniel	173	38	505	17	16	18	78	0
Leitch,David	190	40	523	22	14	15	75	0
Potter,Greg	150	44	509	6	10	17	71	0
Frizell,Mike	172	31	425	16	25	24	65	0
Barrenger,Chris	147	49	394	3	2	25	61	0
Ryan,Gary	200	40	426	24	15	23	60	0
Moorfield,Paul	185	47	536	21	8	13	55	0
Bowden,Gavin	157	36	365	8	20	26	54	0
Safarik,Ladislav	197	35	512	23	23	16	49	0
Pring,Mal	175	37	442	19	18	22	47	0
Norman,Graham	206	36	446	26	21	21	47	0
Winsler,Bill	202		499	25	26	20	29	0



**Above:** New club field by MRSSA, the Brisbane gliding club - located in the Ipswich Valley at Munbila on the scenic rim. This is the site of the first of the round of F5j Challenge events in Queensland



**Right:** New Viator F5j glider by Kane Morley of Tyalgum. Hails from Russia, is 3.2m wingspan and weighs about 1kg. Flies beautifully with a Mega 1615/5 CE inner-runner motor. The thin wing and low weight combine to make it a great thermal machine.

## Australian Team for First F5J World Championships

After four F5J selection events the team to represent Australia in Slovakia has been chosen. The first event was the 2018 F5J International at Milang in SA, the second event was the 2018 LSF Tournament in Jerilderie, the third was the 2018 Australian F5J Trophy event conducted in Cootamundra, and the fourth was the 2019 Sailplane Expo just concluded, with Jerilderie counting double points.

After three events, Andrew Meyer from SA had secured his position on the team - he could not be budged from No.1 position.

It all came down to the wire at the Sailplane Expo. Jim Houdalakis secured a position by winning F5J at the Expo, and Marcus Stent performed well enough to gain a place.

We wish Andrew, Jim and Marcus all the best as they travel to Trnava in Slovakia in August this year to compete. The team has selected native Slovakian speaker, Ladislav Safarik, as team manager.

The AEFA is supporting the team by donating the proceeds from the "Flight Centre" raffle to help them with their expenses. Grab you ticket for the raffle and support the team - see p.21.



Jim Houdalakis being congratulated by Hutton Oddy after his win in F5J at the Expo, securing his place on the F5J Aussie team.



Andrew Meyer & Marcus Stent placed at the F5J Trophy event in Cootamundra securing their places.

**Support these guys  
Representing us overseas**

**The AEFA is conducting a raffle  
to support the team fund**

**LAST CHANCE**

**BUY TICKETS NOW**

**Raffle to be drawn at the NEFR  
Easter at Cootamundra  
Buy tickets online (AEFA site)  
Buy tickets at VARMS  
Buy tickets at the NEFR**

**Prize: \$2,000 Travel Voucher**

**With "Flight Centre"**  
**You can use this for any travel products**

- Aeroplane flights
- Car hire
- Travel insurance
- Holiday packages

**See raffle featured p.21**



## Heathcote Cup 24 March 2019

The Heathcote Cup is a long-running glider event conducted by the Sydney gliding club, Heathcote Soaring League. I remember (Ed.) competing years ago on Heathcote Oval with great glider fliers like John Borrill and John Channon; winch launch then of course.

This year the event was conducted at the club's Madden Plains field and enjoyed good weather. For the first time, the event was just F5J in both Open and Limited classes. The change to F5J saw an increase in numbers to 25 fliers. That is an amazing number for a one-day, regional event and indicative of the popularity of F5J in NSW.

Winners of Open were Colin Woodward 1st, David Leitch 2nd and Klaus Metzger 3rd. In Limited, David Moore 1st, Geoff Ross-Clift 2nd and Dave Wadson 3rd. You can see that it pays to practice; these guys are regulars at many F5J events. Results are on the next page. Jack Murphy was the CD.

HSL also have informal practice days for F5J through the week. If you are interested, check out the HSL Facebook page where members often communicate about the weather and their availability to attend for practice.

Comments about the event on the HSL Facebook page:

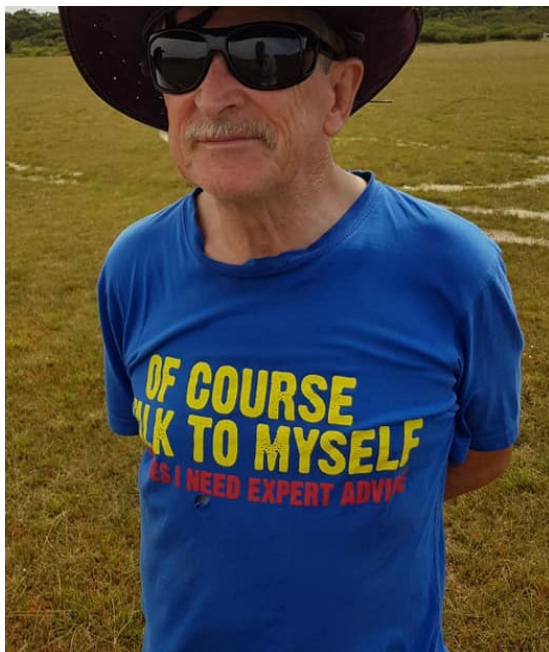
From Geoff Clift: "What a great day! Well done Col on your result and for the input from Jack for producing a well paced, enjoyable, competition."

From Colin Woodward: "Thanks Geoff. Congrats on your placing as well. It was a great turnout which made it a great comp. Great to see a wide variety of models and skills all competing together."

**Right** - Open winners at top, Limited winners below







**Above:** Ladislav Safarik, team manager for the Aussie F5J team, hams it up at the briefing as Jack Murphy tries to instil some order!

**Left:** Some of you will have noticed that I featured John Haren and his return to flying with an “Inside” on the F5J Facebook page. John is well known for his talking ability and attracted comments on Facebook. Here you can see he now talks to himself!

### Heathcote Cup Results 24 March at Maddens Plains

Rank	Name	Class	Score	Pcnt	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6
1	WOODWARD, Colin	O	5719.5	100.00	1000.0	1000.0	809.9	913.1	1000.0	996.5
2	LEITCH, David	O	5569.8	97.38	1000.0	616.7	960.8	992.3	1000.0	1000.0
3	METZGER, Klaus	O	5444.7	95.20	887.3	779.7	882.4	919.1	1000.0	976.2
4	FARRAR, Don	O	5428.2	94.91	978.0	919.6	1000.0	1000.0	1000.0	530.6
5	SAFARIK, Les	O	5259.7	91.96	1000.0	1000.0	914.5	1000.0	425.0	920.2
6	STEVENSON, Phil	O	5059.1	88.45	1000.0	884.3	1000.0	1000.0	559.6	615.2
7	MOORE, David	L	5030.2	87.95	897.3	993.6	879.7	628.0	719.1	912.5
8	WEATHERSTON, Steve	O	4843.2	84.68	959.1	837.9	913.3	752.5	415.2	965.2
9	WESTON, Kevin	O	4741.5	82.90	904.0	776.5	559.4	721.5	780.1	1000.0
10	ANDREWS, Gary	O	4654.6	81.38	790.7	651.3	804.8	486.0	921.8	1000.0
11	SMITH, Trevor	O	4585.8	80.18	906.3	822.9	684.4	543.0	710.7	918.5
12	MURPHY, Jack	O	4181.7	73.11	740.0	500.5	900.6	1000.0	636.1	404.5
13	ROSS-CLIFT, Geoff	L	4113.1	71.91	827.6	1000.0	553.3	517.6	717.3	497.3
14	WADESON, Dave	L	3720.1	65.04	670.6	459.8	482.2	714.3	494.8	898.4
15	GARLICK, Steve	O	3689.2	64.50	606.6	864.6	1000.0	405.4	308.9	503.7
16	BIRD, Phil	O	3358.2	58.71	372.1	1000.0	16.1	496.1	473.9	1000.0
17	MALHERBE, Mike	O	3220.5	56.31	699.6	485.0	211.3	325.4	527.9	971.3
18	WOODWARD, Ken	L	3162.7	55.30	597.6	576.5	433.5	809.6	337.7	407.8
19	NUTMAN, Bob	L	3052.2	53.36	443.6	498.0	845.1	329.4	334.2	601.9
20	FUNK, Rob	O	2638.0	46.12	420.4	485.7	525.1	592.8	341.0	273.0
21	CHARD, Richard	O	2505.6	43.81	910.9	594.7	1000.0	0.0	0.0	0.0
22	LODDEN, Fred	L	2429.4	42.48	429.0	582.4	727.2	383.2	307.6	0.0
23	DEVERSON, James	O	2227.9	38.95	117.3	257.5	705.0	497.0	280.6	370.5
24	STERRETT, Ron	O	2110.5	36.90	400.4	357.2	513.3	381.3	149.8	308.5
25	HAREN, John	O	344.5	6.02	0.0	344.5	0.0	0.0	0.0	0.0
26	LOWE, Matt	O	0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0





The Radio Control Gliding Association (RCGA) is entrusted with developing the sports of soaring within Victoria, Australia. And as such, the RCGA helps nurture the soaring community and the various disciplines that have developed within the gliding fraternity.

## Victorian F5J December 2018

by Jim Houdalakis

F5j at the VARMS High-Street Road field can be a challenge with the field restrictions to the north and east ,

trees and high voltage powerlines to the west and tip to the south,

and with the forecast southerly, I had my trepidations.

Luckily the wind somewhat played ball, and dropped from medium to light strength, down to variable and almost nothing as the afternoon progressed.

We had 8 starters including a junior Joseph Rochier, which we haven't seen in a long time, and a few spectators.

I think the best tactic was to head west, upwind and low over the trees, and catch bubbles kicking off at the tree line.

Dave Pratley used this tactic over the day to good effect.

I was also impressed by Alan, who painted himself into the north-east corner, which is the most restrictive part of the field, on more than one occasion, and managing to hang/surf the bubbles coming through to get his time.

I myself started a bit too conservative, with some highish launches, and my landings weren't the best, but I didn't end up too far off the winner.

Not everyone was lucky on the day, with Bob and Col coming together while in the same thermal, late in the afternoon, and Bob's plane out of action for the rest of the day.

Final results were:

1st David Pratley

2nd Alan Mayhew

3rd Jim Houdalakis

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

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6
1	PRATLEY, David	4996.6	100.00	5295.8	998.3	998.3	1000.0	*299.2	1000.0	1000.0
2	MAYHEW, Alan	4966.9	99.41	5886.6	975.2	1000.0	1000.0	*919.7	991.7	1000.0
3	HOUDALAKIS, Jim	4923.8	98.54	5847.4	953.8	1000.0	991.4	1000.0	*923.6	978.6
4	COLYER, Colin	4280.6	85.67	5050.5	873.7	862.6	867.2	*769.9	897.9	779.2
5	CLAPPERTON, Bruce	4277.3	85.60	4521.1	1000.0	952.3	925.4	*243.8	1000.0	399.6
6	BUSEK, Zdnek	4269.5	85.45	4655.6	909.6	*386.1	921.6	1000.0	985.3	453.0
7	WILSON, Bob	2951.4	59.07	2951.4	1000.0	585.1	928.4	437.9	0.0	*0.0
8	ROCHIER, Joseph	685.8	13.73	685.8	128.1	387.2	170.5	0.0	0.0	*0.0

## Flying Chouffe

By Chris Bauweraerts – the Netherlands

It's the flying gnome. The gnome is the logo of the brewery that I founded with my brother in law in 1982.

The Flying Chouffe was built by a friend in 2001. In those times we used 30 NiCad batteries, an Actro motor with a 16 X 8 propeller. The maximum power was 2200 Watt. The take-off weight was 4.4kg. Later the Flying Chouffe was equipped with LiPos and the weight was reduced by 1kg! Then the flying time doubled from 3 minutes to 6 minutes. Now the "Flying Chouffe" is on display under the roof of the tasting room of my brewery.

The flying Chouffe is a fusion of Chris's two favourite things: beer and model aeroplane flying. Not many people know, but flying model gliders with electric motors is a hobby Chris has been practising since the late '70s. Not many model glider fliers used electric motors then because half the weight of an electric motor driven glider was made up of the motor and the heavy batteries. The power generated by these motors was miserably low. In 1985 Chris stopped his model glider activity since the brewery left him less and less time for a hobby.

When Chris picked up the thread of his earlier hobby again in 1999, the technology behind



radio controlled model gliders had changed significantly. The motors were now much lighter and more powerful and, five years later, the batteries also became considerably lighter. Now the motor with the batteries makes up only 20% of the weight of the model glider; the motor is three times as powerful and also three times lighter! Even a lay person will understand easily that the modern, quiet electric motors used by model glider fliers today make it easier for them to practise their hobby.

Using the newly available technology, Chris had

**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 21**



a most original idea. He walked around hatching a plan to have a “Flying Chouffe” made using the new propulsion methods. This led him to his old flying friend Rik Libaers. Rik got on the job and Chris went in search of a sufficiently powerful motor.

When the “Flying Chouffe” first took to the air in 2001 it weighed 4.4kg and could fly for a little over 3 minutes. The generated power was 1,300 Watts maximum which was more than enough to reach a flying angle of 45 degrees.

In 2008 the “Flying Chouffe” was equipped with more modern and much lighter LiPo batteries. It now weighs only 3.4kg and can fly for 6 minutes.

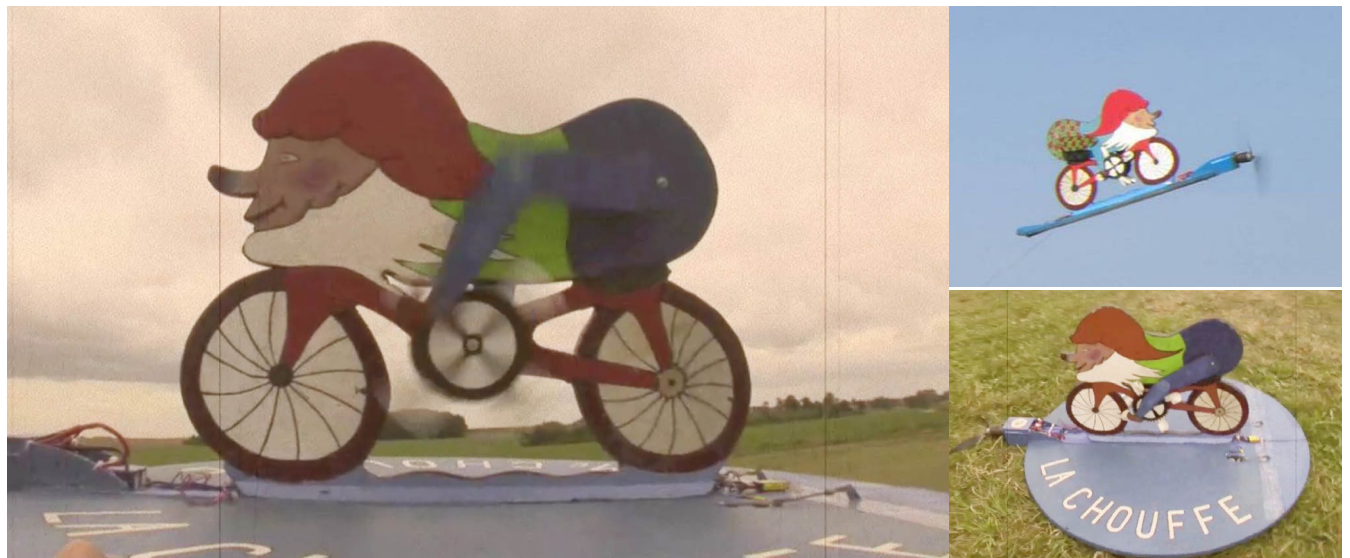
The “Flying Chouffe” withstood many crashes and is still flying. It is a popular item and was filmed by RTL TV for a programme called “Cost What it Will”. Japan Airlines sent a team of journalists to Achouffe and, of course, the “Flying Chouffe” had to put on a performance. The result of this was that a photo of the “Flying Chouffe” appeared in Japan Airlines monthly in-flight magazine, which has a readership of around 7 million.

“The Beer Hunter” Michael Jackson once had the honour of standing in the cold and a biting wind to witness a flight of the “Flying Chouffe”. Michael mentioned that one of his good friends was also a model aeroplane fanatic. In the final edition of his book about famous Belgian beers there is a photo of the “Flying Chouffe”.



**Left:** Chris and his brother-in-law pouring the first beers produced at Achouffe in 1982.

**Right:** Here they are launching the Flying Chouffe



The Flying Chouffe is set up so that the gnome mounted on top pedals the bicycle as it moves through the air - it looks like he is flying the machine and giving motive power by pedalling!



## Lawrie Prest PWS 101

This is my latest build. PWS 101 in 1/3rd Scale. 5.4 metres wingspan and weighs 12 kgs. The kit was cut by Wolf Models from the plan drawn by Jilles Smits . It took me 9 months to build and flies beautifully.





## Racing Mustang

by Peter Pine

Courtesy of Dave Geary, I tried a foamy Racing Mustang from RocHobby. The 1070mm wingspan scale model comes ready assembled with all gear installed, including flap servos, retracts, motor, ESC, etc. Just plug in your battery and fly it!

This is a speed machine and likes to fly fast. Initial flights were very pleasing, with a just a slight tendency noticed to tip stall when flying slow without the flaps down.

Then came the disaster! After a raft of successful flights and ultra-smooth landings with the flaps down, I tried a loop. First I put the model in to a dive to pick up speed, and then pulled up for a large diameter loop. At the top of the loop the Mustang flicked and went in to a violent spin. I just managed to get the throttle off before it plummeted in to the trees.

The wing was in several pieces and there are scrapes here and there on the foam. Broke the nice four-blade prop as well! However, the wing went back together in big chunks, and after a bit of fiddling, all the controls are working again. One aileron servo had the wires torn off, but with the precision of a watch-maker and a magnifying glass, I managed to solder the cables back to the insides of the servo.



Moral of the story is, if you want to try new manoeuvres with a new aircraft, try them at height; preferably two mistakes high! If I had done that I might still have a pristine scale racing Mustang.

Have you had similar experiences? Send in your reports, preferably with photos and share them with all. Combined experience is better than none at all, and maybe you can help avoid a disaster like this one!





## And the Tony Meggs Models continue.....

Tony, who hails from Nimbin, continues to send in details of models he is equipping....

This one is a 1968 aerobatic model, Striker, designed by Peter Russell, first test flown recently with an MVVS 3.5/1200 sport motor. Tony expected it to be underpowered, but it flew surprisingly well, but without enough power for aerobatics. It weighs 2.5kg in flying condition with a 3300-3S pack. The wing loading is about 5.8kg/m<sup>2</sup>.

Tony checked the power with a 13 x 4" APC. It was pulling nearly 40 Amps with the MVVS, which is on the upper limit for the motor, about 450 watts. Tony is now looking for about 550-600 watts and is going to try a Scorpion 3020-890, which should do it easily on 3S if the amps are pushed a little.

Watch for a flight report - and more models from Tony's hangar - he seems to have an unlimited number of projects!



## Voting at the AGM

**We need your help!** There are two important matters to be resolved at the AGM to be held at Cootamundra at Easter at the National Electric Flight Rally (see flier page 22).

Please respond to the President's e-mail. Submit a proxy vote if not attending the NEFR! You can print out the proxy form and give it to anyone who is attending the NEFR, or fill it in and e-mail it back to any of the executive.

There are fillable fields on the PDF - you just download the attachment, type in the fields, save the changes, and return the document by e-mail.

While you are at it, consider offering your services and nominating for the AEFA Executive. We need your help to progress the AEFA!



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**  
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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



### Southern Region Electric Glider Competition 2019



### Cooma Round 2

**Sunday 5 May 2019**

Contact Grant Manwaring 62411320

Rick Harris 0429645254

Round 2 of our 2019 Southern Region Glider Competition will be held at the Cooma Club field on 5 May 2019. The event is based on a simple rules format that encourages flyers of varying ability to participate and enjoy the days gliding activity.

The event will again consist of two classes, up to 2.6 meters class and above 2.6 meters to a maximum of 4.0 meters.

For the 2019 event we have made some minor rule changes to enhance the event. These are, allowing models in the under 2.6 meter class with no height limiter to have 30 second motor run, (at CD discretion), above 2.6 meter models must use a height limiter device. The height limiter device to be set for 200 meters or 30 second cutoff.

Height limiter devices such as the Soaring Circuits CAM or the Altis V.4 are suitable, there are others available as well.

**Lunches.** For the events this year we will need to self-cater for lunches, ie bring your own lunch and drinks. This makes it much easier and flexible running the events when we do not know the numbers to cater for. Fruit cake will be served at lunch.

We envisage a 9.45am pilots briefing, 10.00am start time with a lunch break around 12.30pm. Weather permitting we should complete the event by around 3.00pm.

For each event we will award a trophy for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place in each class. We will aggregate the scores recorded for the best 3 rounds and award a perpetual Leader Board trophy for the overall year winner. An entry fee will be charged to cover costs.

Continued next page.....

## 2019 National Electric Flight Rally

### Cootamundra State Field

### Easter 2019 - 19-22 April

The biggest electric flight rally in the country  
A jamboree of electric flying events and activities



#### Events include:

- Foamy pylon Racing
- F5J - Open and Limited
- LEG - Limited Electric Glider
- Radian glider - Sportsman & Expert
- Electric Scramble
- Electric Scale
- EOT - Electric Old Timer 5 classes
- Free flying
- Roast dinner at the field
- Draw of Flight Centre voucher raffle

Great site - toilets and shower on the field  
Free camping - no power  
Charging sites for batteries  
Catering on the field  
Pre-registration required - entry form on web

Presented by the Australian Electric Flight Association  
all details on web site:

# www.aefanet.com

MAAA membership required



## SREG Electric Glider Competition 2019 - Rnd 2

### Cooma - Sunday 5 May

Continued from previous page.....

#### The Rules.

Launching method, electric motor, height limited to 200 meters or 30 seconds.

All flights will count. No attempts allowed.

Total flight time of 30 minutes from 5 flights to be flown in rounds.

Maximum flight time per flight is 8 minutes, deduct 1 point over 8 minutes.

Timing starts when model is launched and stops when models first contacts ground.

Landing to be in defined area, outside this area is a zero for that round.

Last flight to be 1 minute or more, with CD to appoint timers for this round.

Pilots responsible for their own time calculations, these to be submitted to the CD on completion of each flight.

A flyer can fly in one class or other, but not in both on the same day.

A tie result on the day will result in a fly off, closest flight time to 6 minutes will be declared the winner.

**Future round dates.** Queanbeyan Round 3 and Goulburn Round 4 Dates to be confirmed.

#### Directions to Cooma Club Field

Approaching Cooma from the ACT, pass M & T Motors on the left (approximately 3 kilometres from Cooma) then turn left into Polo Flat Road. Drive 200 metres, cross the railway line and immediately turn left.

The entrance to the field is approximately 300 metres along this road on the right. There is a sign on the gate, Cooma Radio Controlled Model Aero Club.

Please close the gate as there are usually sheep in the paddock.

The trip to Cooma is about 1 hour 45 minutes from Belconnen Mall to the Cooma field.

The club has a website, Cooma Aeromodellers, check it out for additional information.





## QLD F5J Challenge

By popular request, a series of six F5J events have been organised in Queensland this year, called the Queensland F5J Challenge (see calendar).

All the events are in southern to central Queensland where most F5J enthusiasts reside. Enthusiasts can attend any or all of the events. The best four scores by any individual will count towards the award of champion of QLD.

The six events planned are:

- MRSSA field Ipswich Valley 30/31 March
- Maryborough club field 11/12 May
- Dalby club field 15/16 June
- Monto Race Course 13/14 July
- Bundaberg club field 14/15 September
- Warwick club field 12/13 October

These are low key, but properly run, F5J events with the following characteristics:

- Launch from the spot
- Height devices available for loan
- Emergency motor restart allowed
- No fly-off
- Late start Saturday, early finish Sunday

F5J has come of age in Queensland! Mark your diaries and join in the fun. Great practice to fly in a proper event - prepare yourself for the serious events!

## Junior Program

The AEFA and Aeromodellers NSW (State Association) have combined to launch a Junior Program. This is an attempt to introduce young fliers in to our sport. Both organisations will contribute funds to make this happen.

Those young people not currently involved in model flying are invited to apply to join the program. To show they are serious, they must have their parent's approval and contribute \$100 to the project. They will then receive a full set of equipment to allow them to join a club, assemble a Radian and learn to fly under the tutelage of a mentor. The end product is an accomplished flier who will take part in a Limited F5J event, and it is hoped they will continue. If they complete the tasks, they get to keep all the gear worth over \$1,000. If they do not complete the program, the gear is returned and passed on to someone else interested.

We currently have mentors ready to take on juniors in Sydney, Newcastle, Armidale and Pottsville. One junior has successfully applied in Pottsville and will soon start the program.

If successful, the AEFA hopes to export the idea to other states. We are keen to see young people join in and enjoy our sport instead of playing computer games! (**Note** - gear for this program supplied at special prices by Model Flight & Electric Flight in Australia).

## Leaderboard Check

The 2018-19 F5J Leaderboard came to an end with the Sailplane Expo - see the final result for 2018/19 here with 123 participants:

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

Congratulations to Ross Ginder who maintained his top flier position because he has flown in many events and placed well in the Expo. Jim Houdalakis rightly popped in to second place with some strong results and a win at the Expo. Alan Mayhew maintained third place because of his strong results recently. In fact, you will see that all the top fliers are grouped at the top of the table.

In recent years, the Leaderboard has run through to after the Sailplane Expo to decide on funding for a team to Slovakia in that year. The AEFA has taken the decision to now revert to the calendar year for the F5J Leaderboard, so the 2019 Leaderboard will commence with this year's Expo - that means that the Expo will be counted twice; in last year's Leaderboard and in this year's.

You can see the commencement of the 2019 Leaderboard here:

<http://www.aefanet.com/images/stories/F5J/F5J-Leaderboard-2019.pdf>

Victorian trifecta so far with Dave Pratley, Jim Houdalakis and Marcus Stent at the top - 54 participants so far from two events.





## 2019 Glider/ F5J Calendar

### Produced by the AEFA to promote Gliding and F5J

<b>May</b>			
5-May		HSL Autumn Club Competition	HSL Maddens Plains
5-May	Two class, height limited event	Southern Region Electric Glider Competition	Cooma, NSW
11-12 May	Subject to height clearance approval	<b>QLD F5J Challenge Rnd.2</b>	Maryborough Club field
19-May	RCGA event	Open Thermal Glider	Diggers Rest

<b>June</b>			
7-Jun	LSF Tournament	<b>F5J LSF Tournament</b>	Jerildere
8-10 June	<b>Queen's Birthday weekend</b>	LSF Tournament Thermal Glider - winch/electric	Jerildere
15-16 June		<b>QLD F5J Challenge Rnd.3</b>	Dalby Club field
16-Jun	<b>Annual event</b>	<b>Picton Cup Round 1 F5J</b>	Picton

<b>July</b>			
13-14 July	Subject to height clearance approval	<b>QLD F5J Challenge Rnd.4</b>	Monto Race Course

<b>August</b>			
12-17 Aug	<b>1st F5J World Championships</b>	<b>F5J World Championships</b>	Slovakia
25-Aug		HSL Winter Club Competition	HSL Maddens Plains

<b>September</b>			
13-Sep	Practice Day	<b>F5J Central Queensland</b>	Bundaberg, QLD
14-15 Sep	2-day F5J event Subject to height clearance	<b>F5J Central Queensland QLD F5J Challenge Rnd.5</b>	Bundaberg, QLD
21-22 Sep	<b>Millennium Cup</b>	Electric glider event	Cootamundra State Field

<b>October</b>			
12-13 Oct		<b>QLD F5J Challenge Rnd.6</b>	Warwick Club field

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

<b>December</b>			
8-Dec	<b>Annual Event</b>	<b>Picton Cup Round 2 F5J</b>	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

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](mailto:ppine@northnet.com.au)

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

**Submit your entries now for**  
**National electric Flight Rally at Easter**  
**Cootamundra State Field**  
**A jamboree of electric events**  
**Great roast dinner on field Saturday (numbers needed)**  
**Details page 22**

## 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)**