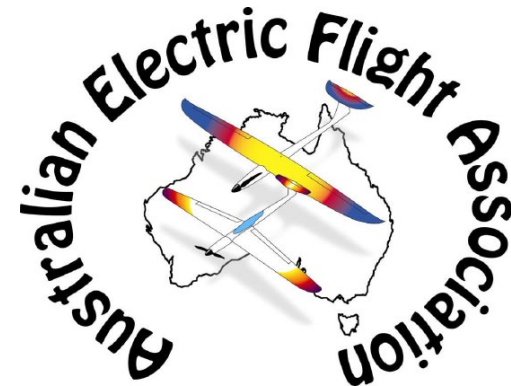


# *Electric & Glider* **FLIGHT** *Australia*



Edition Number 18

June 2019



Phil Stevenson won electric scale at the NEFR with his lovely Bleriot - flies very realistically- report p.4

## Editorial by Peter Pine

This edition is dominated by the National Electric Flight Rally, one of two major events run by the AEFA each year. And then there are so many events to report! Some model contributions have been held over until the next edition because of a lack of space - but keep them coming!

Thanks to the contributions that do appear in this edition - articles from Terry Lovett, Steff Gray, Knut Neumann, and Tony Meggs.

Please note the event changes announced in this edition - relocation of the Picton Cup, and rescheduling of the Southern Region Glider Competition - also watch for announcements about the location of future QLD F5J Challenge events. Monthly announcements are made by President Trevor to all members, so if you are not currently a member of the AEFA, join up so that you receive these announcements - it is free to join and free to obtain this E-magazine when it is published.

Keep the postal events going - a good way to practise - see the last page.

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## President's Message by Trevor Smith

What a great NEFR 2019 – lots of flying, fantastic facilities and great weather. From the feedback received, NEFR 2019 was a relaxed rally with no rushing between events and unlike 2018, all scheduled events were completed. A show of hands at the presentation indicated support for the four-day program so four days it is for NEFR 2020. Book the dates - 10-13 April 2020, and see the report on this year's event on pp. 3-8.

A special tribute to Dave Pratley. The PA system failed in the very last group of F5J at the NEFR. Dave grabbed the microphone and came to the rescue, standing on the flight line and calling out all the times and count down until the end of the flight. Thanks Dave. Quick thinking and well done!

The AEFA AGM (and election of the committee) is held at NEFR and this year saw a changing of the guard. Peter Pine, who has dedicated decades to the AEFA in various roles, has stepped down from the committee. AEFA would not be what it is today without the contribution made by Peter. Also stepping down from the committee was Terry Scolari, committee member for QLD. Terry has served as a past President and committee member and we thank him for his contribution.



At the AGM, the Special Resolution requiring all AEFA committee members to be MAAA members was passed, and the updated constitution has been submitted to Consumer Affairs Victoria. The motion that the AEFA apply to the MAAA for recognition as the Electric Glider NSIG was also passed. With these two matters resolved we are now able to apply to the MAAA for recognition as the Electric Glider NSIG and I am now preparing the application to be forwarded to the MAAA.

We have another departure from the AEFA team. Mike Colston, who has for the past seven years been the editor of the monthly EOT email, has had to step down due to health reasons. It's been a pleasure working with Mike and we wish him well for the future.

Until next time....

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## Picton Cup Relocated Round 1 in 2019

Height clearance issues are affecting regular events - the Picton Cup has been held in recent years at Appin - this year Round 1 will be at the HSL field at Maddens Plains on 16 June.

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## Southern Region Glider Rnd 2

Round 2 of our 2019 Southern Region Glider Competition will now be held at the Cooma Club field on 16 June 2019. Send an e-mail if you would like a copy of the full rules.

## National Electric Flight Rally 2019

The NEFR returned to the Cootamundra state field for the 32nd year, of the event, having been held every Easter since it started in Armidale in 1988. It is an opportunity for electric flying friends to gather in one location, enjoy each others company and fly a range of electric events. Variety is the keynote, and social activities feature strongly!

It is one of the few aeromodelling events that wives love to attend and join in the program, with lots of chatting and some shopping in between!

Events include three glider events, five electric old timer events, electric scale and a series of fun tasks. Foamy pylon has been a regular for a few. Electric Scramble, emulating the popular free flight scramble, has been a regular.

The glider events include the popular F5J that is the event of the decade and 7 rounds were flown over the four days. 21 fliers joined in and veteran flier, Bob Wilson, took out the event. Alan Mayhew came second and Dave Pratley third to make it a Victorian trifecta - results next page.

Rob Watson won Limited F5J, as he often does, with his trusty Radian. Ken Woodward, master of the timber model, came second, and Vernon Rodrigues came third.

## Radian at 2019 NEFR - Cootamundra

Worst score dropped

Place	Name	Class	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Rnd 8	Rnd 9	Total
1	Rob Watson	Expert	14	14	16	16	16	12	12	13	12	113
2	Bob Hickman	Expert	13	12	13	9	13	15	16	16	15	113
3	Bob Wilson	Expert	11	13	14	7	16	16	15	15	2	107
4	Dave Pratley	Expert	10	16	12	10	9	13	14	14	13	102
5	Alan Mayhew	Expert	16	15	11	16	8	10	13	11	10	102
6	James Johnson	Sportsman	12	11	9	12	12	14	11	6	14	95
7	Peter Pine	Expert	9	7	13	14	10	6	9	9	9	77
8	Trevor Smith	Sportsman	9	8	8	5	11	8	10	12	8	74
9	Joseph Roshier	Sportsman	6	10	10	5	6	11	7	10	11	71
10	Peter Henderson	Sportsman	3	9	4	13	16	7	8	4	7	68
11	Ralph Dephoff	Sportsman	2	4	5	8	4	9	5	8	9	52
12	Robert Funke	Sportsman	7	3	6	11	7	5	3	7	5	51
13	Tom Clifford	Sportsman	5	2	7	3	5	3	6	5	3	37
14	Jay McAlpine	Sportsman	8	1	3	2	3	4	1	3	4	28
15	Geoff Ross-Clift	Sportsman	4	6	2	4	2	1	4	2	1	25
16	Ken Woodward	Sportsman	1	5	1	1	1	2	2	1	2	15

The glider event at the NEFR that caters for all fliers, whether experienced or not, is the Radian event. Everyone with a standard Radian can enter. All mass on the field at once, spread out to reduce the hazards, and all launch at once on the horn and climb for a designated number of seconds, usually 20 seconds - and then try to fly for five or seven minutes, CD decision, and land on the field.

Fliers call out their number as they land and receive the number of points for their position in the landing sequence; first pilot down gets 1, second pilot 2, etc. This event is quick and easy to run, and is scored in two categories; expert and

sportsman. 16 fliers flew altogether - it is quite a sight to see 16 Radians climbing out together - and nine rounds were flown..

Inveterate Radian flier Rob Watson won Expert Radian, with Bob Hickman second and Bob Wilson third. In Sportsman, James Johnson from Canberra won, new junior Joseph Roshier second and Peter Henderson third (error in chart).

The third glider event is LEG, or Limited Electric Glider. It started many years ago as 7-cell glider, and changed to Limited when LiPos came out. It calls for a quick, short climb and a 5-minute

**NEFR 2019 F5J - Overall Results**

[Cootamundra 19/04/2019]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7
1	WILSON, Bob	5998.2	100.00	6850.9	1000.0	1000.0	852.7	998.2	1000.0	1000.0	1000.0
2	MAYHEW, Alan	5791.5	96.55	6563.4	1000.0	946.4	954.7	1000.0	1000.0	890.4	771.9
3	PRATLEY, David	5585.8	93.12	5616.7	30.9	1000.0	1000.0	924.2	931.5	1000.0	730.1
4	METZGER, Klaus	5556.4	92.63	6217.8	1000.0	718.0	1000.0	933.4	905.0	661.4	1000.0
5	STEVENSON, Phil	5533.0	92.24	5949.3	416.3	1000.0	986.9	1000.0	1000.0	546.1	1000.0
6	FARRAR, Don	5494.6	91.60	6130.7	892.6	963.4	1000.0	995.5	636.1	674.7	968.4
7	GIBSON, Paul	5388.6	89.84	6058.6	831.4	872.8	929.9	1000.0	794.2	670.0	960.3
8	PRING, Mal	5125.4	85.45	5720.9	979.4	714.9	917.3	812.3	701.5	1000.0	595.5
9	PINE, Peter	5061.0	84.38	5353.1	871.3	292.1	846.3	982.9	626.2	833.3	901.0
10	SAFARIK, Ladislav	4971.2	82.88	5209.5	953.2	982.6	821.2	807.2	444.7	962.3	238.3
11	GILLOTT, Mel	4884.1	81.43	5372.0	982.3	487.9	942.5	743.6	693.5	841.7	680.5
12	WATSON, Robert	4056.6	67.63	4420.4	363.8	890.9	990.1	650.7	499.6	500.0	525.3
13	SMITH, Trevor	3681.6	61.38	3681.6	855.9	530.1	817.8	622.3	855.5	0.0	0.0
14	WOODWARD, Ken	3670.9	61.20	3901.6	230.7	598.6	981.1	753.4	328.8	549.3	459.7
15	RODRIQUES, Vernon	3491.9	58.22	3745.6	826.1	429.8	862.7	458.9	468.6	253.7	445.8
16	ROSS-CLIFT, Geoffrey	3183.1	53.07	3344.7	537.7	541.0	383.6	643.2	161.6	386.7	690.9
17	ROSHIER, Joseph	2875.9	47.95	3097.5	276.6	221.6	829.9	581.2	506.7	272.5	409.0
18	DEPHOFF, Ralph	2867.6	47.81	2867.6	152.7	0.0	248.0	670.9	510.5	761.5	524.0
19	FUNKE, Rob	2366.5	39.45	2366.5	0.0	195.3	326.9	362.8	726.0	283.3	472.2
20	CLIFFORD, Tom	1996.6	33.29	1996.6	0.0	433.4	296.2	290.6	592.2	384.2	0.0
21	JOHNSON, James	1908.7	31.82	1908.7	0.0	699.8	95.0	502.2	379.2	232.5	0.0

**Correction from David Leitch - article in EGFA No.17 re Milang FXJ event**

There is a small but important error in my Milang report. Where it says at the start of Page 9 "No contestant made over 9 minutes in any flight in the contest that day." it should have said "No contestant launched under 100 metres and made over 9 minutes in any flight in the competition that day"

flight It seemed that this event was dwindling as you need a super-powered glider that can climb for 4 seconds and then fly for 5 minutes, which is contrary to the type of flying in F5J, but it seems to be going through a resurgence. In this event you can run your motor as many times as you like, but you lose a point a second of motor run. Consequently, everyone does 5-minutes or close, and it comes down to how much motor you use and whether you land accurately. The scores are usually very close, and an extra second of motor run could cost you the event. You can see the results on the next page and note that 4 points separate 1st and 2nd. Bob Hickman usually wins, but this time Dave Pratley came first with a high-powered Ava. Bob second and Bob Wilson third.

The five classes for Electric Old Timer are Texaco (the gentle one based on efficient flying) 1/2A Texaco for small ones, Duration, (the boots and all power race) Height-Limited Old Timer (where everyone climbs to 200m and then tries for 7 minutes with no more motor) and the newbie Vintage Electric Glider (which is growing in popularity). It will take too much space to describe the cut and thrust of all these events, but you can see the results on subsequent pages, and credit to Phil Stevenson acting as CD and fitting all this in.

Electric Scale does not attract a great number of entries, but does add variety to the Saturday flying. This year Phil Stevenson won flying his delightful little Bleriot pictured on the cover. I was given second place with the Racing Mustang featured in the last edition, and third went to Brian Lockett flying his large Salto glider. Now, Brian's flying display is something that has to be seen to

**AEFA 2019 LEG results**

								<b>Total</b>	<b>Drop</b>	<b>Score</b>
1st	David Prattley	1000	1000	997	1000	928	1000	5925	928	4997
2nd	Bob Hickman	991	1000	1000	1000	1000	994	5985	991	4994
3rd	Bob Wilson	1000	928	978	965	993	994	5858	928	4930
4th	Don Farrar	984	984	968	912	978	1000	5826	912	4914
5th	Alan Mayhew	929	921	1000	994	991	997	5832	921	4911
6th	Mel Gillot	975	953	981	987	988	978	5862	953	4909
7th	Ladislav Safaric	955	946	995	950	1000	994	5840	946	4894
8th	Phil Stephenson	994	972	606	981	972	949	5474	605	4869
9th	Roy Calnan	970	953	972	912	959	962	5728	912	4816
10th	Vernon Rodrigues	913	937	984	909	919	984	5646	909	4737



**NEFR 2019  
Texaco**

- Mal Pring
- Bob Wilson
- Phil Stevenson
- Mel Gillott
- Peter Henderson
- Trevor Smith
- Mike Colston
- Rob Watson
- Rob Funke

**NEFR 2019  
Duration**

- Peter Henderson
- Phil Stevenson
- Mal Pring
- Mel Gillott
- Trevor Smith
- Mike Colston
- Roy Calnan

**NEFR 2019  
1/2 A**

- Bob Wilson
- Phil Stevenson
- Joe Roshier
- Mal Pring
- Trevor Smith
- Mike Colston
- Rob Funke
- Peter Henderson

**NEFR 2019  
Vintage Electric Glider**

- Phil Stevenson
- Trevor Smith
- Mal Pring
- Ken Woodward
- Peter Henderson

**NEFR 2019  
EOT Height Limited**

- Phil Stevenson
- Bob Wilson
- Joe Roshier
- Mal Pring
- Mike Colston
- Peter Henderson
- Ken Woodward
- Trevor Smith
- Mel Gillott
- Rob Watson
- Rob Funke

**EOT Results  
Shown here  
In order of  
placing**

**Top Right** - Trevor Smith launching in Vintage Glider

**Centre Right** - Mike Colston prepares for another EOT flight

**Above** - Peter Henderson's Vintage Glider in the air

**Bottom Right** - Ken Woodward prepares for a Vintage Glider flight assisted by Robert Funke.

be believed. With over 3 Kw of power, this is one impressive aeroplane, and Brian's flying skills are exemplary. He put the model through an impressive range of manoeuvres, all in gliding flight after scorching power climbs, finishing with a "blender" manoeuvre, which starts with a stall and ends up with an inverted spin! Spectacular! Brian should have won Scale, but his lack of documentation went against him as far as the judges were concerned.

Foamy pylon is Bob Hickman's event, and we still use the lighting system built by Phil & Mark Connolly. There are only a few advocates, but they enjoy their race around pylons once a year with foamy pusher aircraft - and some of them scorch along. Brian Lockett's consummate flying skills come to the fore, and he has a pretty quick aircraft from the O'Reilly stable, and he usually wins. Bob enjoys his racing, but this year his aged foamy delta collapsed in flight! Rob Watson enjoys a race as well, flying a foamy delta he won at a previous event - how's that for mastery - from a Radian to a foamy racer! If this activity rouses your interest, check the rules on the AEFA web site and come along next year to enjoy the annual zip around pylons!

Electric Scramble is always popular - a good chance for some relaxed flying late in the day - and event borrowed from the free flight fraternity. Pilots spread out around the field, a horn starts the event and all must execute sequential 2

minute flights for 45 minutes. Actually, anything over 30 seconds counts, and if you go over 2 minutes, it just counts as 2 minutes. Total flight time in 45 minutes counts, so quick retrievals and launches are a must. Better to land at your feet if you can! Bob Hickman usually wins and this year was no exception - he lost only 65 seconds in 45 minutes. Amazing!

I managed a second in Scramble flying a Radian - I lost just over 2 minutes in 45, but I did have to bend down, pick up my Radian and launch again. Rob Watson also flies his trusty Radian and usually places - he came in third this time. It's a bit of fun!

New and enthusiastic junior, Joseph Roshier joined us with his Dad Neil from Melbourne this year, and Joe took home quite a few prizes - though he donated his wine prizes to his mentors, Dave Pratley and Alan Mayhew. He was also given an encouragement award of Toblerone chocolate, a Scorpion hat, and a participation certificate.

The catering was superb - local club members lead by President's wife, Helen James kept the inner flier happy, especially with a great roast dinner on Saturday night. Helen's efforts were appreciated so

**Top** - Brian Lockett's magnificent Salto takes to the air from a bungee launch.

**Centre** - Winners of Open F5J

**Bottom** - Winners of Limited F5J



much that the ladies present bought her a small gift, and Julie Pine presented it to her.

At the Saturday night roast dinner, held at the field in the copious facilities afforded by the great shed that Aeromodellers NSW have built on the site, the AEFA AGM was held. A new committee was elected (see last page) and votes were taken on significant issues, in particular a change to the Constitution asserting that the executive will always be members if the MAAA (a situation that has always existed anyway) and this will help in gaining recognition as a Special Interest Group.

Ladislav Safarik also made generous donations at the presentation ceremony - he gave Altis devices to those who came fourth in the F5J events. Klaus Metzger was a lucky recipient in Open F5J, and Ralph Dephoff in Limited F5J. Thank you Les - a great encouragement to F5J fliers.

David Pratley also donated a CAM F5J height device - one of the approved units that can be used at the WC. It went to Joseph Roshier, who is a worthy recipient as he trains for F5J in the future. Thank you Dave for your generous donation and sponsorship - support those who support our events!

You can see that the NEFR is a great weekend of camaraderie and a variety of flying - a real jamboree of flying and social events. Mark your diary for Easter next year and make sure you do not miss the next one! The dates are 10-13 April.



**Top Left** - winners Vintage Glider - Phil on left first place, Trevor second, Mal third

**Above** - winners of LEG - David first (and sponsor), Bob Hickman second, Bob Wilson third.

**Top Right** - Bob launching in Foamy Pylon

**Middle Right** - Joseph Roshier second in Sportsman Radian, Peter Henderson third

**Bottom Right** - Phil Stevenson first in scale, Peter Pine second



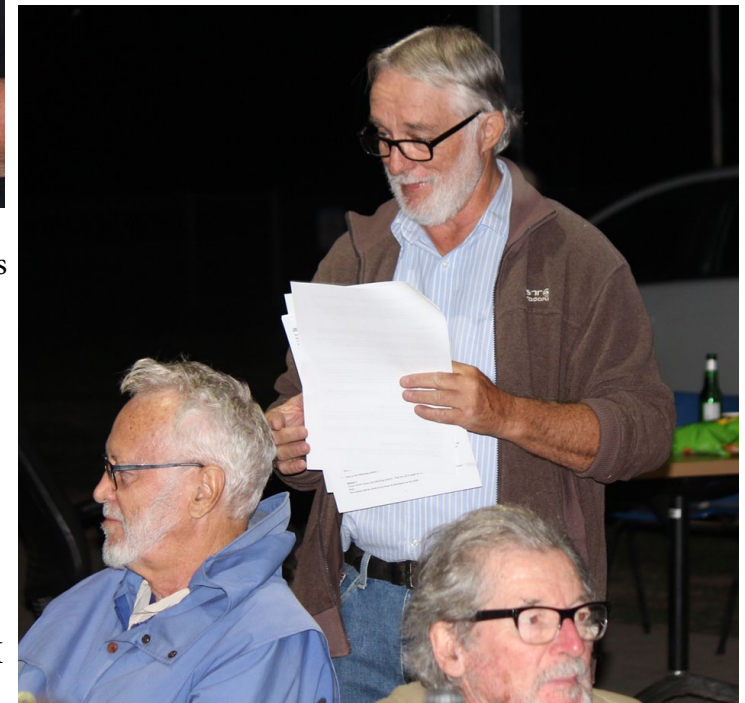
**Top Left** - Joseph Roshier is encouraged as a Junior entrant

**Left** - Ralph Dephoff delighted with an Altis donated by Ladislav Safarik

**Above** - Julie Pine gives a gift to Helen James for all her hard work in the kitchen

**Top Right** - Klaus Metzger also delighted to receive an Altis

**Right** - Trevor Smith addressing the AGM







### 2018/19 AEFA Raffle Winner

The raffle of a \$2,000 voucher from Flight Centre was drawn at the NEFR presentation. The lucky winner was Robert Gunn, President of the Southern Soaring League in Adelaide. President Trevor rang Robert from the field and advised him of the win, and Robert was ecstatic as you would expect. He is planning an overseas trip in the near future and the voucher will come in handy!

Mal Pring took the voucher prize back to Adelaide and presented it to Robert (above) at an SSL meeting. Thanks to those who took part in the raffle - the AEFA donated \$1,000 raffle proceeds to the Aussie F5J team.



### Tribute to Michael Colston (left)

For many years now (7 at latest report), Mike Colston has been managing the Electric Old Timer section of AEFA. He has diligently run the monthly postal scores and written encouraging messages to all EOT enthusiasts each month. He has managed the EOT events at the NEFR. I even have a record of his involvement in the EOT Derby that the AEFA conducted in Goulburn in 2012 - so, Mike's involvement was active then!

For health reasons, Mike has to hand over the EOT management to someone else, and Phil Stevenson, another long-time EOT advocate has taken up the baton. Thanks Mike for your long contribution, and thanks Phil for taking it on now (see last page)!

## Qld F5J Challenge - Round 1 30/31 March 2019

The QLD F5J Challenge 2019 consists of 6 events in southern and central QLD, best four to count for each flier who takes part. The first round was held at Munbilla, at the new MRSSA field in the Ipswich Valley on the Scenic Rim.

Saturday turned out rainy and the field was inaccessible due to a muddy approach. Fifteen fliers turned up, but some were disheartened by the rain and went home. The remainder adjourned to a community hall and coffee shop in Harrisville to see if the rain abated and if there was any hope of flying.

Some fliers accessed the field on foot and flew helis, but there was no flying on Day 1. The forecast for the second day was favourable and 11 fliers stayed to find that the forecast was correct. Sunday was an amazing day - you could not wish for better weather! The track dried out during the morning and vehicles were able to access the field.

Kevin Smeaton pushed through 6 rounds by early afternoon when flying was adjourned. There were great thermals and several challenging flights - but Evan Bengtson turned out to be the winner, Ross Ginder second and David Spain third. Ralph Dephoff was the only Limited flier with his 2.5m Prophet and was tops in that class.

Following are some comments from Evan:

I think we made the best of the one day given the circumstances (looks like Terry got his wish on this occasion but shame he wasn't there to benefit from it). I would like to add a few comments:

It was great to see Ken Fox back home again and competing locally. Spaino has really taken well to this electric flying and is now a bit of a dark horse. Karl actually scored the most 1000's but bummed out on a couple flights.

It wasn't Brian's day but he'll be back and competitive as ever.

Todd was handicapped by a failed flap servo which hampered his landing and camber changing.

### Munbilla F5J - Overall Results [Munbilla 31/03/2019] • ( Round 1 QLD F5J Challenge 2019)

www.GliderScore.com

MRSSA Club Field

Rank	Name	Score	Pcnt	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Drop1
1	BENGSTON, Evan	4914.6	100	979.1	958.9	1000	662.4	1000	976.6	662.4
2	GINDER, Ross	4907.6	99.86	984.1	1000	827.3	1000	944.4	979.1	827.3
3	SPAIN, David	4782	97.3	1000	281.1	955.7	864.8	961.5	1000	281.1
4	FOX, Ken	4518.8	91.95	858.5	1000	946.1	1000	685.4	714.2	685.4
5	PINE, Peter	4389.1	89.31	455.8	671.3	974.8	923.6	857.6	961.8	455.8
6	KNACK, Karl	4321.3	87.93	1000	254.6	1000	342.6	978.7	1000	254.6
7	HEINDRICK, Todd	2954.2	60.11	805.8	265.4	262.6	268.9	763.4	850.7	262.6
8	ARNOLD, John	2868.7	58.37	342.5	609	0	675.9	1000	241.3	0
9	FORD, Brian	2848.4	57.96	491.3	782.3	559.1	340.1	675.6	0	0
10	WALKER, David	2611.5	53.14	378.8	732.6	375.4	209.1	802.4	322.3	209.1
11	DEPHOFF, Ralph	2068.1	42.08	422.1	858.1	555.8	232.1	0	0	0

John was flying a plane that wasn't really suited to the light conditions. Peter was also flying a plane that was a bit heavy for the conditions but still picked out some good thermals that others benefited from as well.

David Walker is still getting used to the Stork but showing some good form. Ralph was the only Limited Class flier hampered by an equipment failure but performed very credibly with the small plane.

Ross was the most consistent flier and would have won without the dropper. I was lucky to get away from a low launch when I switched off instead of going to full power.

This has been said before, however many thanks to Brian along with help from Kevin in achieving the height clearance for our field. A great effort and much appreciated.

Thanks to Karl or his connections in material supply for the shelter and the efforts of numerous members in the procurement, assembly and erection of the shelter, toilet and water tank. Brian's seemingly endless efforts in refining the facility are recognised and appreciated by all. I think the club has a great facility, which will be improved even further over time.

Looking forward to more rounds of the QLD F5J challenge.



**Above** - choreographed launching - Evan Bengtson rear with moulded model. Peter Pine launching Ralph Dephoff's Prophet in the foreground. Evan heli flying below.

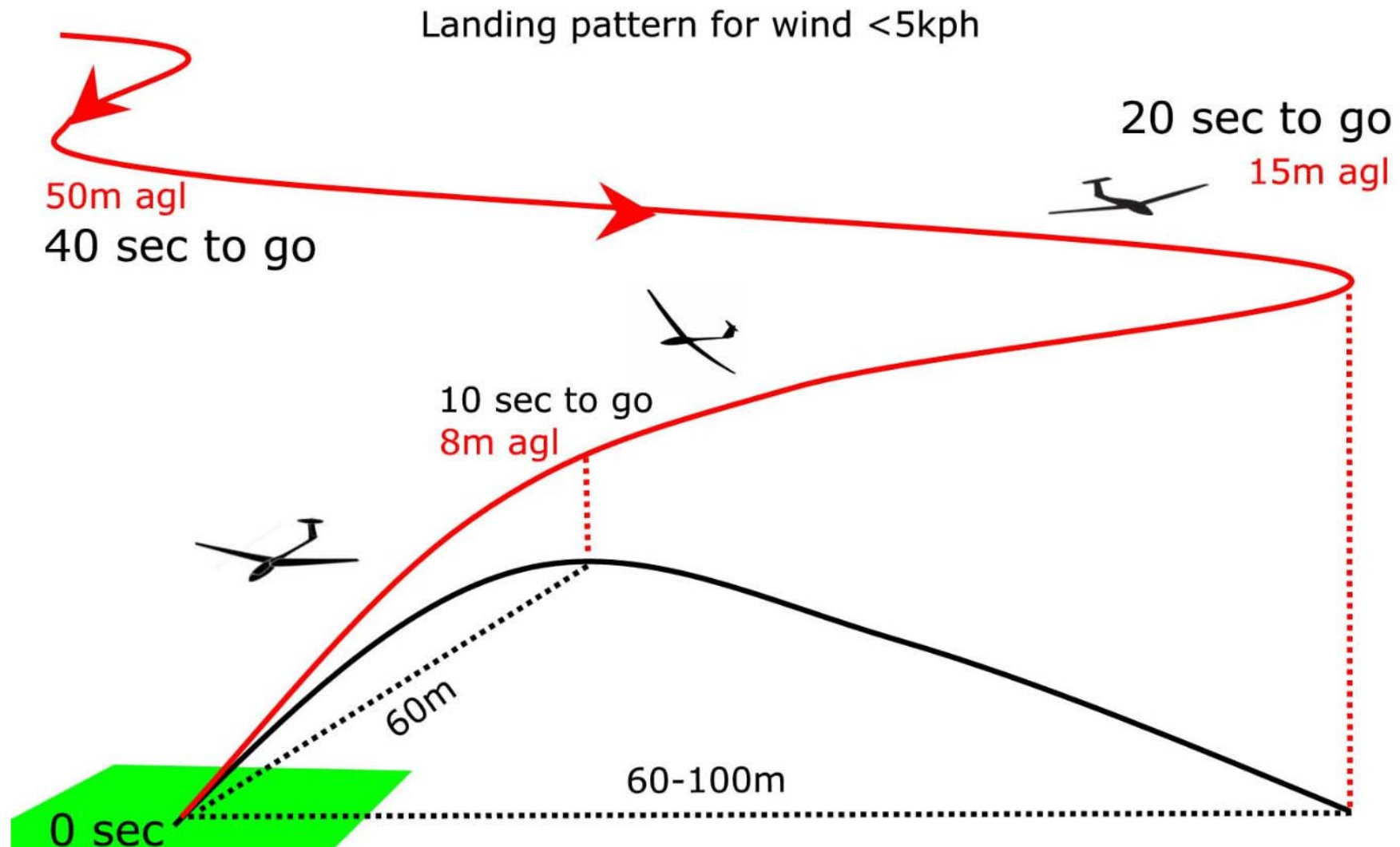


Muddy track up the levee to access the MRSSA field above - and down the other side below! Note the new shelter on the field and great flat area!



## Plan Your Landings

Terry Lovett sent through this diagram on how to approach a landing for precision. He managed to win the 2018 series of F5J (modified) Southern Region competition run by the Lake George Soaring League recently using this strategy. Practise it and benefit. Obviously the times need to be adjusted for the wind on the day, but once those times are established, your helper can call the three key turn points and get you down consistently to within 6-10 secs of your target time.





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 State Champs by Jim Houdalakis

There were 11 starters for the VMAA F5J state champs at the State Field at Mt Wallace, about an hour west of Melbourne on 5 May, and I think it was the first time any of the other competitors besides me had been there. It's a great new field, with lots of space, so I can see plenty of events being held there, and the host Bacchus Marsh Aero Assoc. were very welcoming, putting on a sausage sizzle for lunch. Thank you BMAA!

My wishes were answered and it didn't rain, and it wasn't windy, but we missed out on my wish for a bit of warmth. Conditions stayed heavily overcast pretty much all day with a bit of sun peeking through around the middle of the day. The wind

swung from the west in the morning, which made it difficult to measure the strength because of the tall bank of trees that ran behind the pits and carpark. The result was calm down low and somewhat breezy up high.

The pilots who started the day conservatively (over 150m) did well in the very light morning lift because it often took a while to find it. In Rnd 1 Marcus judged his height to 199m and only just scraped in his time, but in Rnd 2 it took nearly all his 187m launch height to finally find a bubble, which looked good until it finally died a long way downwind and he fell 10m short of the 75m landing limit to score a zero. It was from hero to zero in 2 flights!

The conditions soon changed to stronger lift and stronger sink which made it harder to just surf the air, and some good flights were had with launch heights less than 100m. The wind also picked



Winners above with Jim CD (right) • Andrew launch below



### VMAA F5J State Champs - Overall Results [Mount Wallace 5/05/2019]

[www.GliderScore.com](http://www.GliderScore.com)

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7
1	STENT, Marcus	5934.4	100	5934.4	1000	1000	1000	955.6	978.8	1000	1000
2	MEYER, Andrew	5933.1	99.98	6884.5	1000	1000	988.5	977.7	966.9	1000	951.4
3	BLACKBURN, Hugh	5918.4	99.73	5918.4	998.2	1000	932.2	988	1000	1000	1000
4	MAYHEW, Alan	5866.5	98.86	6356.2	489.7	885.1	981.4	1000	1000	1000	1000
5	HOUDALAKIS, Jim	5731.1	96.57	5731.1	1000	971.7	918.8	980.3	1000	1000	860.3
6	MILWARD, Dave	5353.2	90.21	5353.2	921.2	1000	1000	1000	947.3	975.5	509.2
7	WILSON, Bob	5297.5	89.27	5726.7	692.8	789	1000	941.3	429.2	971.3	903.1
8	CLAPPERTON, Bruce	5146.3	86.72	5528.5	382.2	1000	946.3	403.4	946.9	971.3	878.4
9	PRATLEY, David	5027	84.71	5084.3	749.8	57.3	818	1000	468.7	990.5	1000
10	RYAN, Gary	4286	72.22	4386.2	309.8	995.4	904	394.6	100.2	825.8	856.4
11	BUSEK, Zdenek	4161.1	70.12	4569	407.9	747.7	471.5	414.1	777.2	809.8	940.8

up during the middle of the day and pilots were adding ballast to penetrate in the stiff breeze. A number of pilots fell agonizingly short of the 75m limit when the lift quickly turned to sink and they could not make it home.

The lift got stronger in the early afternoon and the cycles got even longer. You could have big lift in one heat and then big sink in the next heat, but there was usually some lift to be found not too far away. The trick was not to base your launch height on the previous group, but to assess the air in your group and launch accordingly.

By the end of the day the lift lightened off and this caught out a few pilots who launched just a little too low and could not make their times. In the second last group of the day David Pratley, Andrew, Bruce and Hugh all launched withing 40m height of each other and the sink that came through was brutal causing the winning flight to be 6 minutes. In the end David eked out 6 more seconds and was the lowest launcher to take the 1000 points. Well flown David!

In the end Marcus had pipped Andrew by just 1 point in nearly 6,000 to take the win with Hugh finishing 3rd.

A special thanks to Andrew for flying across from Adelaide for the day!

And thanks to Jim for his report. See other gliding reports and check out all the Victorian action at: <http://www.rcga.org.au>



**Above:** Pit area and field at Mount Wallace, home of the Bacchus Marsh club - looks like a great glider field with flat land.



**Top left:** Bacchus Marsh field that rescued the VIC F5J champs

**Above:** David Pratley flying in the event with Max Kroger calling

**Below:** David makes his spot landing, Gary Ryan waiting to fly.



## Qld F5J Challenge - Round 2 11/12 May 2019

The second round of the QLD F5J Challenge took place at Dalby, just north of Toowoomba, at one of the best ever flying fields for gliders. The Dalby club site is immense and completely flat! The club has developed the site probably more than any other site I have ever visited - with a large club house with full kitchen, a toilet and shower block with multiple hot showers and flushing toilets, and a 300 KVA generator pumping 240V to an amazing number of power outlets, including in the pit area!

Day 1 was to start at midday Saturday, but the wind was howling! Some piked out because of the forecast and did not even turn up - big mistake! The 13 fliers present voted to fly anyway after making the trip and 6 rounds were completed in winds up to 35 km/hr. Hero of the day was Eddie Otto, local club organiser who - wait for it - flew a Radian in each flight! Despite the high wind! Eddie's quote of the day is "I did not turn once in 6 flights." He just climbed upwind as far as he could and drifted backwards in "gliding" flight to land, hopefully on the field. Sometimes he did not make it to within 75m of his launch - but he gave it a shot and put four scores on the board for the day - a great effort! Standard F5J models performed amazingly well despite the wind; 4 to 5 minute flights were common, but an amazing number of 6 to 8 minute flights, and 10 flights of



Dalby expansive flat field image taken from the tower at the edge of the field, on the corner of the pits.



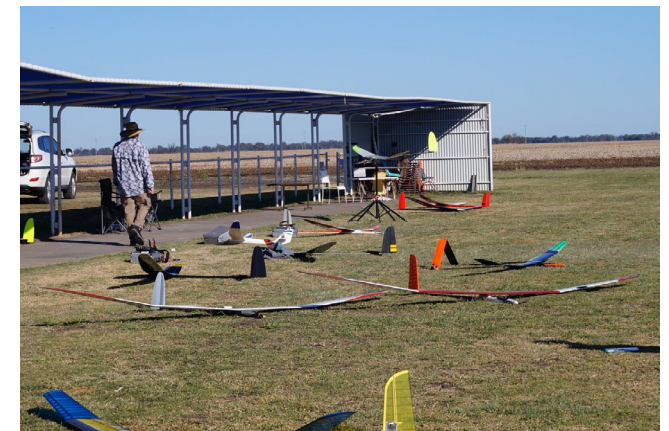
F5J launch line at Dalby

over 9 minutes! And the catering was great with sit-down meals prepared in the club kitchen - and one member even baked fresh scones on the windy afternoon and served them for free with jam and cream!

Following is a report published in the Dalby Club news by editor, Gary Carey.



Ross Ginder flying himself in to a win at Dalby - David Spain timing - Eddie Otto in the background.



Half of the pits area at Dalby

Dalby Model Aero Club hosted the second of six rounds of the QLD F5J Challenge competition. Despite winds of up to 30k/h or more on Saturday, thirteen competitors completed six rounds, albeit with some difficulty in the prevailing conditions.

Sunday morning's cool air was filled with the

aroma of bacon, sausages and eggs prepared by Dalby Club's gourmet chefs. Flying commenced in vastly improved weather which remained perfect throughout the day.

On Sunday our club hosted the Restored Vehicle Association of Dalby for morning tea. Ninety people in forty-five lovingly restored vehicles filled the parking area. Models ranged from 1917 (a Dodge) to the 1980's. Guest speaker, Meg Kummerow, from "Fly The Farm", Bongeen, explained the multiple roles drones play in the agricultural industry. Following her talk, Meg gave a wonderful demonstration of the versatile drone flying machine.

With his E- Flight Habu 32 ducted fan model, our local club member, Edwill, treated the RVA visitors to a flying display prior to their departure. At full throttle, he thrilled the crowd with his flying skills ending with a perfect landing to appreciative applause.

Following morning tea, the final six rounds of F5J were completed with excellent scores. Dalby representative Eddie Otto with his Radian won the Limited Class (wing span under 2.6m). Ross Ginder of Monto took out the Open Class (wingspan up to 4 metres) with his 3.67m Vladimir Plus. This is a very interesting competition with rules allowing for the pilots skill

to be the ultimate decider. The massed countdown launch, the thermal hunting and the return for a spot landing was, at times, very dramatic. Visiting competitors travelled from Brisbane, Gold Coast, Monto, Sunshine Coast, Bundaberg, Kenilworth and Pottsville NSW.

Twelve locals and visitors enjoyed a meal at the Leagues Club Saturday evening while the campers relaxed under the starry sky and quietness at the field and enjoyed the expansive facilities of our flying site and warmed themselves around a camp fire in our suspended fire pit.

Thanks to the members who prepared the field, clubhouse and toilets for the event and worked

### QLD F5J Challenge Round 2 - Overall Results [Dalby 11/05/2019]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Rnd11	Rnd12	Drop1
1	GINDER, Ross	10718.6	100	11388.3	932.4	966.7	873.6	669.7	1000	947.7	1000	998.2	1000	1000	1000	1000	669.7
2	GRAHAM, Chris	10580.6	98.71	11168.1	939.5	1000	765.3	982.3	1000	1000	587.5	896	1000	1000	1000	997.5	587.5
3	HALTON, Garth	9970.1	93.02	10697.8	1000	736.5	727.7	860.9	768.8	1000	777.1	989.3	954.8	926.8	996.6	959.3	727.7
4	BENGTSON, Evan	9728.8	90.77	10057	1000	572.1	1000	1000	328.2	522.8	727.1	974.2	958.1	1000	974.5	1000	328.2
5	ROPER, Greg	8988.4	83.86	9398.5	759.9	410.1	1000	1000	440	660.6	838.5	688.1	829.8	958.4	938.6	874.5	410.1
6	SPAIN, David	8899.3	83.03	9101	201.7	983.4	660.9	925.3	362.7	902	1000	1000	550.9	976.6	791.8	745.7	201.7
7	SCOLARI, Terry	8298.2	77.42	8642	734.3	343.8	995	776.8	699.9	705.1	882.9	398.2	652.7	657.9	882.4	913	343.8
8	PINE, Peter	8290	77.34	8290	801.9	446.8	638.6	690.9	582	989.1	572.9	1000	878.5	873.5	0	815.8	0
9	ARNOLD, John	6872.9	64.12	6872.9	0	1000	159	963.6	283	532.2	927.6	874.7	0	881.7	799.7	451.4	0
10	MORGAN, David	4333.8	40.43	4333.8	0	0	0	0	0	0	951.7	960.9	879	632.6	909.6	0	0
11	OTTO, Eddie	4296	40.08	4296	308.4	97.7	0	0	295.6	152.5	908	282.5	789.5	909.8	91.8	460.2	0
12	DALLY, Alistair	4275.3	39.89	4275.3	634	0	0	0	0	0	784.4	651.5	294.3	926.8	868.7	115.6	0
13	WALKER, David	3800.6	35.46	3800.6	0	0	0	0	0	0	756.9	861.9	749.2	602.3	830.3	0	0

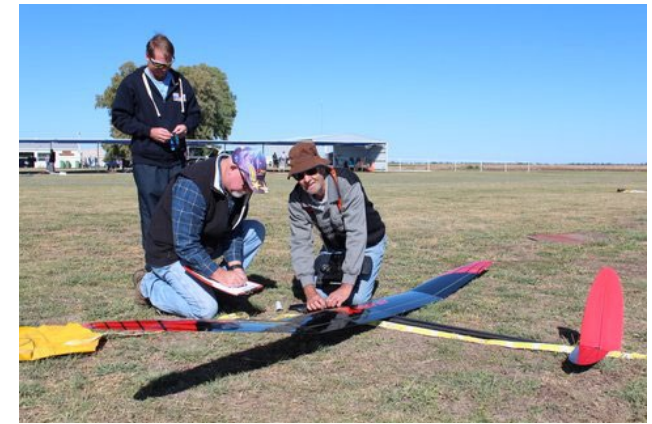


over the weekend. Everything was in pristine condition and received high praise from visiting flyers and the RVA people. Terry Scolari, the CD, in thanking the Dalby members for hosting the event, commented on the camaraderie and friendliness extended by the club members. Special thanks to Andrew for his batch of F5J scones baked at the field Saturday. On a cool, windy day, the hot scones were a treat.



**Left** - great hot scones cooked in the club house and served on the cold day free of charge!

**Right** - David Morgan from Toowoomba returns to competition flying with his Explorer.



**Left** - Eddie Otto with his amazing Radian - flew in the wind and the calm - quote of Day 2 from Eddie, "Why were all you guys with moulded models circling below my Radian?"

**Below** - Chris Graham second and Ross Ginder first place.



**Above** - Christine and Evan Bengtson enjoy the cooked lunch.  
**Below** - John Arnold launches!



## Changes to F5J Rules

by Peter Pine

FAI rules generally are frozen for a period of two years. The only changes allowed in between bi-annual rule discussions are for safety reasons.

**Well, this year was the year that F5J rules could be altered.** Given the immense international popularity of F5J, it was not surprising that many countries waded in to a discussion about how we should alter the F5J rules. Markó László of Hungary began in international discussion group seeking opinions on rule changes, and a lively and long-winded discussion ensued. Each country had a nominated spokesperson and I was selected as the spokesperson for Australian views on what rules should be changed. There was vigorous discussion and a final vote on each of the rule suggestions.

Most rule change suggestions were agreed upon. The only rule change that I brought up was the addition of permission to use "Emergency Motor Restart" to save a model if necessary with a resultant zero score. There was some support from around the world, but the idea is not popular in Europe so was voted out in the discussion group.

Sufficient to say, not all suggested rule changes were accepted, and surprisingly, **the rules committee did accept the Emergency Motor Restart suggestion for all events except a World Champs!**

It may be boring to wade through all the changes, but I urge you to do so if you fly F5J - you will need to comply with these rules by January 2020, if not before!

## Summary of F5J Rule Changes

Made at the April 2019 CIAM F5 Sub-committee Meeting - *Effective 1-1-20 (mostly)*

All text in bold is a direct copy of the new rule from CIAM documents

### Added to the General Definition paragraph A.4.1

**e) The use of any stability augmentation system which permits the automatic movement of control surfaces or the use of any device using sensors which provides altitude, heading, speed or any type of terrestrial or non-terrestrial references, is prohibited to be used in FAI sanctioned events. If the use of such a system or device is allowed for a specific CIAM class, the specialized section of the CIAM Sporting Code shall include the necessary provisions, requirements or specifications.**

### And in the specific F5J rules:

Item (h) **Added to Rule 5.5.11.1.1 - becomes a local rule from 1 June 2019:**  
**Any airborne device that uses airborne sensors to actuate any control surface is prohibited.**

**Stability systems as allowed in the F5 General Rules 5.5.1.3.e are prohibited.**

Item (k) **5.5.11.1.3.** Characteristics of Radio Controlled Gliders with electric motor and altimeter/motor run timer (AMRT).

Add a new point (iii) to sub-paragraph (h) related to the essential functions of the AMRT:

**iii) To reset the start height displayed to "---" if the motor is restarted at any time during the flight.**

Also Add next sentence –

**This rule can be used as a local rule at FAI World Cup events and Open internationals, but not at category one events (WC).**

Item (n) **5.5.11.6** Requires the pilot or his helper to advise the timer of the position of his aircraft when planning to land. If this is not done and the landing is not judged by the timer, no re-flight is permitted.

iii) The competitor is entitled to a re-flight if: the attempt has not been judged by the timekeeper ..... **provided that the helper or the competitor has informed the timekeeper about the position of the model at a reasonable time before landing; if this is not done, the competitor is not entitled to a re-flight if his attempt has not been judged by the timekeeper.**

Item (o) **5.5.11.8.1** For the benefit of junior pilots, the Contest Director shall grant team protection to the junior pilot and the helper he specified at the contest registration if the helper is also taking part in the contest as a pilot. For bigger events to make sure juniors are helped by their designated other.

Item (r) **5.5.11.10 Launching.** *Effective from 1 June 2019* – considered a safety aspect: **Model must be launched inside the access corridor not more than two (2) meters from starting position mark (number) at general direction of the launch line of the access corridor.**

An attempt is annulled and recorded as zero, if the model aircraft is not launched within the above specified distance.

Item (t) **Refers to 5.5.11.11 Landing**  
*Effective 1-1-2020*

The change indicates that the CD can still designate the landing direction, and requires compliance, but allows the CD to give the pilot some discretion if the wind changes dramatically.



The direction of the final approach to landing can be set by the Contest Director ..... Taking into account the actual distance between the landing points, the distance to the safety corridor and the prevailing wind conditions, the contest director may leave the choice of the landing direction to the Pilots.

This will require some clarification and monitoring for safety reasons, but could help avoid down-wind landings.

Item (w) **Applies to 5.5.11.12 Scoring**  
And represents a change of terminology to say that scores for height and time are “truncated”, which simply means that they are rounded down (only whole metres and seconds count). The terminology is problematic, but will work as long as it is explained.

Left below - Meg Kummerow explains the the role of drones in the agricultural industry. at the Dalby field - a seminar for the Vintage Car Club

Below - Peter Pine launches Explorer 4.0 at Dalby



**Above** - New fliers to F5J making an impact - on the left is Garth Halton (third place) and on the right Chris Graham (second place) - both hail from Brisbane. Chris was mentored by Ian Avery in Kiama as a teenager and flew at the Sailplane Expo in the early 90s.

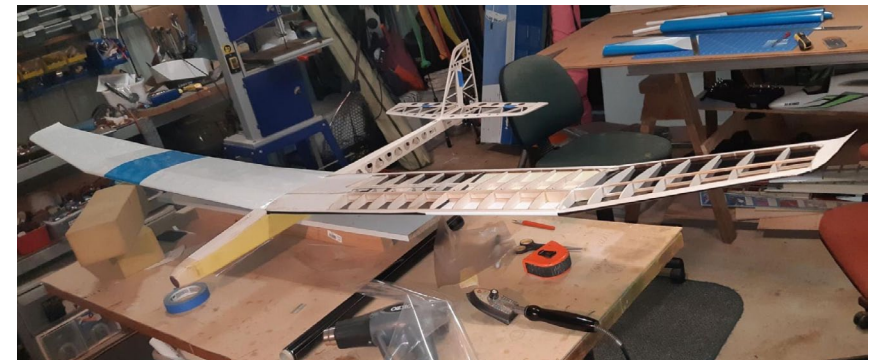
**Below** - Greg Roper from Kenilworth (near Montville) enjoys flying his new Volo at Dalby!



## Steff Gray glider

Steff Gray from Toowoomba is keen to become involved in F5j - he is preparing models - see the images (right) for one under construction.

Takaha from Hangar One in NZ - 2.7m with AG25 wing section  
Mega 1615/05 F5J motor - 1300-3S LiPo - Similar to an Olympus 2



## Knut Neumann Project

Other photos show a project between Knut Neumann, Mani Reiderich and Ian Lennox - laser cut parts for a large scale glider:

Knut says: I am in a big way into designing in 3D for modelling purposes, and laser cutting.

We are building a big 1/3 scale KA6e and I help the boys with the CAD work.

We will electrify it once it is built. The model has a span of 5m and we aiming for a weight around 12kg. It has a fixed landing wheel and we intend to have a wheel brake.



## COMET 5 Design

by Tony Meggs

Having built 3 models designed by others last year, from 1943, 1948 and 1968 I decided to move 20 years ahead and build one of my own designs, also from the last century. In 1988 Airborne published my Comet delta design. Its name was chosen as I designed it in the year of Halley Comet, 1986. I built 4 versions at the time, improving the aerodynamics and structure as I went. Much later I built a smaller version for electric power. The current model is pretty much as published, with some modifications for electric power, such as a large hatch to house the battery. I have provided separate cooling paths for the motor and the battery/ESC. It has elevons plus rudder.

Wingspan. 1.2m

Wing area 0.5m<sup>2</sup>

Flying weight 1.85kg (with 3300 mAh 3S pack)

Wing loading 3.7kg/m<sup>2</sup> (which is a bit less than the original .40 four stroke version)

Test flying has been very successful so far, with only the thrust line and elevator travel needing adjustment. It has a roll rate of about a zillion degrees per second, and does nice large loops. The originals had a very wide speed range, due to the low aspect ratio. I have yet to explore the low speed end as I still need more elevator travel to stall it in level flight.



### STRIKER update

The Peter Russell "Striker" has had about 40 flights so far. It is great to fly, very aerobatic and neutrally stable. One of Peter Russell's design criteria was for a high wing loading to cope with gusty conditions during competition. In view of this I made no effort to build it light, with the consequent high wing loading of 5.8kg/m<sup>2</sup>. This certainly gives it a solid feel in the air, but is less than ideal for an electric model.

## Rescheduled Cooma Event

Round 2 of our 2019 Southern Region Glider Competition will be held at the Cooma Club field on 16 June 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 1st, 2nd and 3rd 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.

### Event Cancellation.

To deal with the advent of bad weather impacting this event on 16 June 2019, we will make a decision to cancel the event and advise this on Friday night, 14 June 2019 by around 6.00pm.

This advice will be communicated by email, SMS and also put on the Lake George Facebook page.

By doing this we will save flyers and unnecessary trip to Cooma and give them time to rearrange their weekend activities.

Note: We will only issue this advice if the event is cancelled.

**Contacts:** Geoff Malone 0427094150  
Rick Harris 0429645254

### Future round dates.

Queanbeyan Round 3  
and Goulburn Round 4  
Dates to be confirmed.

## Leaderboard Check

You can see the ongoing 2019 Leaderboard here: <http://www.aefanet.com/images/stories/F5J/F5J-Leaderboard-2019.pdf> now up to 82 participants.

The Leaderboard scoring rewards those who fly in more events and place ahead of more people, so big events help give you a good ranking.

Klaus Metzger has popped in to first place, Don Farrar in to second and Phil Stevenson in to third because they flew and placed well in larger events like the Heathcote Cup, the Easter NEFR at Cootamundra and the MAAA Nats F5J that was well run by Terry Scolari on behalf of the AEFA.

David Pratley is snapping at their heels, especially because he attended the Easter Rally and placed well in F5J.

Watch this space, as the events at Jerilderie LSF Tournament are bound to have an impact on the 2019 Leaderboard because of high entry levels. At the moment 33 fliers are registered to fly in F5J on the Friday, and 25 in the combined F5J/Open Thermal event over the long weekend.

Many are watching this event to see how successful the combined event is - two classes run simultaneously, but scored independently. The success of this strategy devised by Gerry Carter (of Gliderscore fame) may affect the 2020 Expo.

**MILLENNIUM CUP 2019**

www.GliderScore.com

Rank	Name	Class	Best 2 Scores	10/01/2019	7/04/2019
				Millennium Cup 2019 Rnd HSL	Millennium Cup Rnd 2 20 Lake George
1	Malherbe, Mike	O	1848	912	936
2	Metzger, Klaus	O	1836	1000	836
3	Stevenson, Phil	O	1787	992	795
4	Watson, Rob		1725	781	944
5	Moore, David	L	1695	695	1000
6	Lodden, Fred	L	1617	903	714
7	Whitehouse, Phillip		1583	906	677
8	Murphy, Jack	O	1504	937	567
9	Andrews, Gary	O	1504	846	658
10	Ceo, Marc		1393	670	723
11	Sterrett, Ron	O	1307	718	589
12	Nutman, Bob	L	1262	628	634
13	Lindsay, Keith		1170	639	531
14	Funk, Rob	O	1135	587	548
15	Weatherston, Steve	O	834	0	834
16	Burke, Barry		820	820	0
17	Ross-Clift, Geoff		733	733	0
18	Safarik, Les		727	727	0
19	Weston, Kevin	O	702	0	702
20	Wadeson, Dave	L	692	0	692
21	McDonald, Doug		687	0	687
22	Woodward, Ken	Limit	645	645	0
23	Rodriguez, Veron		644	644	0
24	Smith, Trevor		603	603	0
25	Rath, Wilf		591	0	591
26	Manwaering, Grant		555	0	555
27	Malone, Geoff		480	0	480



**Change of Venue for events**

The need to operate events at sites that have approved height clearance from CASA is having a great effect on regular events. Organisers need to find a venue that has height clearance already in place!

**Picton Cup**

This popular event has been held for many years now, originally at Picton, but then migrated to Appin where there is an active club and some facilities. This year it will continue, but at the well-known Maddens Plains field of HSL.

**QLD F5J Challenge**

Already one of the events of the had to find another venue and Dalby graciously came to the rescue. There are some locations for the remainder of the events in question, but they will proceed. Watch this space! Calendar next page.

The Millennium Cup continues to be popular in NSW - a round of events at different venues over a year with scores accumulating to give an overall winner for the year. This is an event for 2.0m wingspan electric gliders with 27 entrants so far.

The QLD F5J Challenge was modelled on this successful range of events - join in and enjoy it.

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2019 Glider/F5J Events Calendar

Produced by the AEFA to promote F5J & Gliding

No.7/28-05-18

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

Date		Flying Events	Notes
<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	Jerilderie
15-16 June		<b>QLD F5J Challenge Rnd.3</b>	Dalby Club field
16-Jun	Two class, height limited event Rescheduled	Southern Region Electric Glider Competition	Cooma, NSW
16-Jun	<b>Annual event</b>	<b>Picton Cup Round 1 F5J now at HSL Club field</b>	Maddens Plains

<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

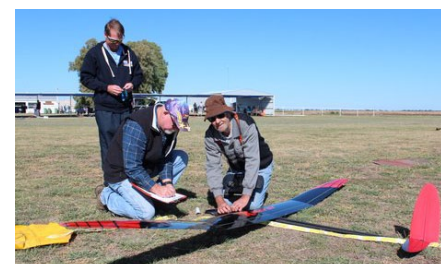
<b>November</b>			
1-3 Nov	<b>AEFA F5J Perpetual Trophy</b>	<b>F5J Annual Tournament</b>	Cootamundra
10-Nov	<b>Millennium Cup</b>	Electric glider event	Nowra
24-Nov		HSL Spring Club Competition	HSL Maddens Plains

<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

# QLD F5J Challenge 2019

Round 3 - Dalby Field - 15/16 June  
743 Dalby-Cecil Plains Road



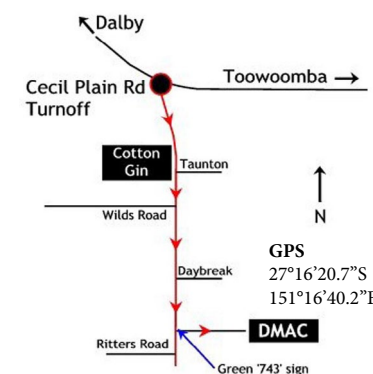
Join in a series of F5J events in Queensland in 2019  
Enjoy the event and the camaraderie!

### Details of the event:

- Briefing 9:30am on 15 June
- Flying commences 10:00 on 15 June
- Flying concludes 2:30pm 16 June
- Awards presented for the day by 3:00pm
- Awards both Open and Limited
- Limited is for models 2.6m span or less
- Results count towards the annual award
- Six events planned for the series

### Standard F5J event to current rules except:

- Emergency motor restart permitted
- No fly-off - Launch from spot
- Height devices available for loan
- MAAA membership required
- Lunch catering on the field
- Toilet available - Camping permitted
- Accommodation also in Dalby
- Entry fee \$30 - pay on the day



Toilets, generator and hot showers available  
Camping cost \$5 per head per night  
Arrival Friday can be arranged

### Contacts:

Eddie Otto (0417) 639 088  
Evan Bengtson CD (0416) 193 279  
Peter Pine (0407) 732 440

Presented jointly by the Dalby Club and the AEFA





## Electric Glider & EOT Postal Competitions each month

There are electric glider and EOT postal events each month. Trevor Smith is managing glider results in 2019. Phil Stevenson now 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 & Phil. 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)**