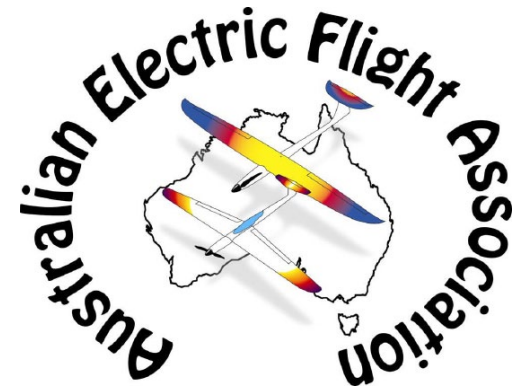


Electric & Glider **FLIGHT** *Australia*



Edition Number 19

September 2019



1st F5J World Championship in Slovakia - Aussie team at opening ceremony (left) - Marcus launches for Andrew (right)

Editorial by Peter Pine

F5J has come of age after nearly 10 years of development - at last a World Championships. See the report on pages 3 to 5.



Plenty of events to report this edition, including (besides the WC) EOT at the Nats, LSF Tournament Jerilderie, RCGA Champions for 2018/19, Picton Cup and the ongoing QLD F5J Challenge. It is becoming more difficult to publish all results, so I have directed you to the Gliderscore web site for results where I can.

This edition also ramps up the contributions from members about their model building - see reports from Lawrie Prest, John Quigley, Jilles Smits, Rod Carrick and Tony Meggs. You can see that these reports emanate from far and wide - from far north Queensland to the depths of South Australia - indicative of the spread of members and electric flight activity! Keep the reports coming to support EGFA.

Next major event is the Australian F5J Trophy in Cootamundra in November - see the flier on p.20 and send in your entry to get this major event going. See you there!

ppine@northnet.com.au

President's Message by Trevor Smith

I didn't think not competing in the F5J World Championships would be so stressful. From August 12th to 17th my iPad and mobile had a good workout checking for Aussie team updates on Facebook and Gliderscore. The fantastic updates on the F5J Australia Facebook page by team manager Les Safarik, team members Andrew Meyer, Jim Houdalakis and Marcus Stent, and others such as Nick Wu certainly satisfied my desire for information. Congratulations to the team and of course to Les for all the pre-work and support he provided to the team.

In EGFA-18 I mentioned that the AEFA were applying to the MAAA to be recognised as the Electric Glider National Special Interest Group (NSIG). Well I'm pleased to announce that our application was successful. The next step for the AEFA, in its capacity as the Electric Glider NSIG, was to apply to the MAAA to run the Australian team selection trials for the 2021 F5J World Championships. The AEFA has proposed running these selection trials as part of the 5th Annual Australian F5J Trophy at Cootamundra in November 2020. Our application was last week submitted to the MAAA and we anxiously await the MAAA's response.



Position vacant - Since the AGM in April the AEFA has been down one committee member, the Vice President. If you would like to join the AEFA committee, please contact me and I will give you a heads up on what it might entail. Unfortunately, there are no perks with the position. I tried for a company plane, but it was turned down.

Until next time.....Trevor Smith

tdsmith82601@bigpond.com

Altis Issue

A message received from a member of a WC team: We have recently detected faults with some Altis units. My Altis intermittently worked/armed the motor and the connecting wires pulled off very easily.

I had a similar issue with an Altis device terminal - when I wiggled the wires the unit disconnected (all power to servos was terminated). Before the recent F5J WC I ensured I bridged out the unit with a hard wired positive and negative wire - the unit only requires signal to operate.

Response from manufacturer:

[Regarding the cable problem - first report one month ago - more appeared during WC. It seems there was a problem with cables in a batch of devices. We will handle the issue seriously and will take appropriate measures for future devices and warranty devices already sold on the market.](#)

[We will request measures from the cable supplier. We will inform the distributors. We will inform users with whom we have direct contact. We will repair the cables under warranty or exchange the devices.](#)

1st F5J World Championships 2019 Slovakia

At last a World Championship for the most popular model flying event was conducted near Trnava in Slovakia from 12th to 17th August.

The curtain raiser was the World Challenge F5J or Trnava Cup; the same event that has been held for several years already at this site. This event was open to WC competitors for practice, but also to helpers and others to share in the celebration of F5J! 188 fliers took part in this event, and 7 rounds were flown. Placegetters of interest were Andrew Myer 44, Jim Houdalakis 66, Viktor Frunze (Russian designer of the Viator) 100, Ladislav Safarik 113, Marcus Stent, and David Pratley 169.

The Aussie team for the World Champs consisted of Andrew Meyer, Jim Houdalakis, and Marcus Stent (pilots) with Ladislav Safarik as team manager. You can see them on the cover image with the young lady (one of the timers) holding the country sign. The WC had 109 pilots altogether.

The WC itself commenced in calm weather, but by Day 2 the wind came up and Aussies started to fare well. After Round 6 Jim Houdalakis was placed 24th, Andrew Meyer 25th and Marcus Stent 83rd. These positions gave Australia fourth place in teams.



However, the event is long and arduous, and fortunes varied as time went on. Marcus had a couple of downers to have him low on the leaderboard, but he fought his way back up towards the end. Jim was placing very well, but suffered two zeros and it hard to come back from that in this company. Andrew rose as high as 15th in the placings at one time, but finished 23rd to be the highest placed Aussie in the event.

Marcus finished up at 44 and Jim at 78, and this gave Australia 15th in teams. Congratulations to these guys for a hard-fought result. Flying in a WC amongst the top fliers in the world is a hard gig - it is very tough competition. We are proud of the result achieved by our Aussie team - you did well guys!

The final winners after 4 rounds of fly-off were Arijan Hucaljuk from Croatia 1st, Sebastian Manahardt from Germany 2nd, Roberto Bonafede

from Italy 3rd and Joe Wurts flying for New Zealand 4th (there were two New Zealanders in the fly-off). The fly-off flights were 15 minutes and the top 14 fliers took part.

There is just too much detail from the WC to cover it all here, but you can go to the Gliderscore web site and see all the results on the screen - flight by flight and round by round, and the overall results. Click on this link: www.gliderscore.com

Yes - the magnificent Gliderscore program developed by Gerry Carter in Melbourne was the official scoring software! Another feather in the Aussie cap!

If you would like to see many images from the World Champs, and videos as well, check out the F5J Australia Facebook page, and the QLD F3K/F5J page as well.



Montage of images from the F5J World Champs showing the Aussie team - features Marcus, Andrew and Jim arriving at Vienna - then the whole team assembled at the Slovakian venue - then David Pratley unpacking, the opening ceremony - other images show Marcus assisting a Kiwi in the fly-off and Canadian team - see Facebook.

How F5J Began

by Lana Milinkovich

A group of thermal soaring enthusiasts from Slovakia, Hungary and Slovenia met at internal competitions, between 2006-2010. They called those competitions Eurocup and worked hard to test what works and what is not working and kept updating the rules as they saw what worked better.

The core group of people working on this were Juraj Baciak, Slovakia, Laszlo Marko, Hungary and Rok Vektorazzi from Slovenia. Then the Slovenian part of the work was taken over by Jure Pečar. Those men were the drivers of changes that would later become the official F5J category.

Then the Czech team and Radek Novotny joined the core group. Many people had different ideas about this type of thermal soaring. Every continent was flying a bit differently.

In 2010 an official FAI F5J Working Group was created with the following mailing list:

Georg Shering, UK Coordinator
 Mike Proctor, UK
 Marko Laszlo, HUNGARY
 Urs Schaller, ITALY
 Palo Lishak, SLOVAKIA
 Jure Pecar, SLOVENIA
 Antonis Papadopoulos; GERMANY
 Miguel Medina, SPAIN
 Lenny Keer, USA
 Manuel Almeida, PORTUGAL

The core rules for official F5J were almost finished, when Palo Lishak gave his famous suggestion that earned him a nickname “The Father of F5J”. He recommended the change regarding altimeters. The CIAM F5 RC Electric Sub-committee agreed on the final draft on October 14th 2010. Palo demonstrated how to use altimeters to completely eliminate the influence of motor and battery power from the scoring by measuring start height and putting that into scoring equation instead of a motor run time.

The final draft was accepted on April 16th 2011. The change using altimeters opened F5J to many people outside of electric power circles. The event attracted top soaring pilots and ensured the long term success of the category. Thank you Palo for your excellent suggestion. You will be remembered by future generations.

I would like to express my gratitude to everyone who contributed to making F5J an official sport with the first World Championship in 2019. There were many people involved behind the scenes. Thank you for your efforts and thank you for everything you have done. I salute you!

Lana



Palo Lishak on the left - “Father of F5J” -with Viktor Frunze from Russia, designer and builder of the Viator.



The Aussie team pictured with Viktor Frunze from Russia

Electric Old Timer West Wyalong Nats by Phil Stevenson

The AEFA stepped up and agreed to run EOT at the MAAA Nats at West Wyalong. Two days of flying were conducted in some winds a bit too strong for long flights.

Unfortunately Geoff Potter's Bomber was rolled over by a gust on landing and broken on Saturday, and Gary Andrew's Playboy was destroyed by a big gust on takeoff on Sunday.

Thanks to those who flew in the wind, dust and flies. Results follow. Congratulations to the winners. It was good to see some new faces.

Ed. - See pages 15/16 for some information from John Quigley about his Vintage electric glider build for the Nats.

Vintage glider seems to be a promising class on the EOT scenario - watch for a build up of this class with glider designs up to 1959 allowed.

Here is an image of a beautiful Italian glider that meets the criteria for Vintage Glider.



What design interests you?

MAAA Nationals 2019 Duration

Entrant	Fl 1	motor Fl 2	motor Fl 3	motor Fl 4	motor Best 3	3 motor	place				
Bob Wilson	420	25	420	11	420	18	1260	48	1		
Phil Stevenson	420	19	420	9	419	25	420	20	1260	48	2
Mal Pring	214	25	420	21	190	25	175	25	824		5
Gary Andrews	237	25	429	25	17	17 dnf			683		3

Electric Old Timers.

MAAA Nationals 2019 Texaco

Entrant	Fl 1	Fl 2	Fl 3	% remaining	place	
Bob Wilson		600	600	900	28	1
Phil Stevenson		600	600	900	18	2
Gary Andrews		600	600	900	8	3
Geoff Potter/Mike Towell		600	600	dnf		4

Electric Old Timers.

MAAA Nationals 2019 1/2 A Texaco

Entrant	Fl 1	Fl 2	Fl 3	% remaining	place	
Bob Wilson		600	600	900	36	1
Phil Stevenson		600	600	900	26	2
Gary Andrews		600	600	900	24	3
Geoff Potter/Mike Towell		600	600	900	13	4
Mal Pring		600	600	630		5
Roy Calnan		600	557	600		6

Electric Old Timers.

MAAA Nationals 2019 Vintage Electric Glider

Entrant	Fl 1	Fl 2	Fl 3	Fl 4	Best 3	place	
John Quigley	400		60	294	420	1114	1
Mal Pring	420		243	218	420	1083	2
Pil Stevenson	347		126	270	420	1037	3

Electric Old Timers.



F5J at Jerilderie

David Leitch

We flew 17 rounds of F5J at the LSF Tournament at Jerilderie, with a vote not to fly on Monday due to rain. It was absolutely shocking traffic on the way back to Sydney, which made me wish we had flown a few more rounds despite the rain.

My congratulations to the organisers for running what was, from my perspective, a very sophisticated competition with simultaneous Open Thermal and F5J. It was a new experiment of how to run winch launch and F5J at the same time and score them separately, a clever scheme devised by Gerry Carter.

The results are available on Gliderscore; open <http://www.gliderscore.com> and click on "Online Scores" in one of the header bars. Under "Select a Competition", scroll down to Jerilderie F5J, F3K or Thermal to see all the results.

The weather was not really great conditions for F5J with few, if any, very low launches, but at the same time a lot learning on to fly at close to winch launch height. I just have to work on my landings!

It was also great to see a large Kiwi contingent, plus flyers from Qld, NSW, Victoria, Tasmania, South Australia and West Australian. Wow, that's a big community!



Friday F5J winners - Joe Wurts 1st, Marcus Stent 2nd, Andrew Myer 3rd

Consult Gliderscore web site for full event scores



Top left - rugged up for the briefing at Jerilderie
Above - great open field in the centre of the Jerilderie race course



Far left - Ladislav Safarik, F5J
WC team manager, hams it up
with Paul Gibson

Centre - winch line for Open
Thermal



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.

RCGA News

The RCGA run their year from July to June (financial year), so they have just wound up their year of events and come up with winners in each category.

Overall Champions were:

1. Jim Houdalakis
2. Dave Pratley
3. Hugh Blackburn

Open Thermal has 21 competitors are winners:

1. Jim Houdalakis
2. Daniel Haskell
3. Dave Pratley

F5J had 16 competitors overall and the winners were:

1. Marcus Stent
2. Jim Houdalakis
3. Dave Pratley

F3K Discus Launch results from 6 fliers:

1. Dave Milward
2. Andrew Myer
3. Marcus Stent

The competition calendar for 2019-2020 has now been published on the RCGA site, so check there for Victorian events.

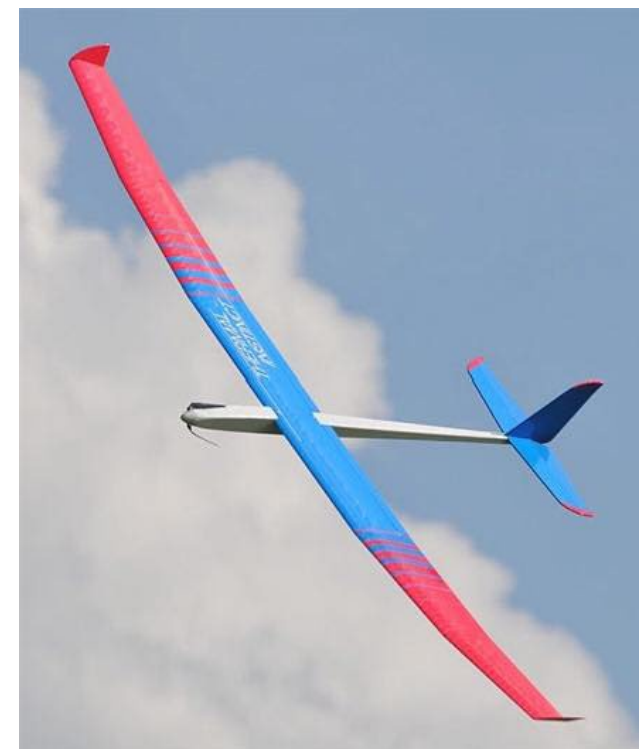
Upcoming events are a combined winch and electric launch event at Mount Wallace on 8 September, and an Open Thermal event (winch only) on 12/13 October, and an F3K event at Diggers Rest on 20 October.

The RCGA still have not received height clearance for their normal field, so watch the schedule to see where events are being held.

A new executive will be taking over now that the new year has begun, so also check the web site to see who will now be running the group. We wish the group well for the next season.

See other gliding reports and check out all the Victorian action at:

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



Attractive glider image from the Heathcote Soaring League Facebook page in relation to the Picton Cup.

You do not have to fly moulded models to join in F5J. There are many good gliders that can take part - join in and enjoy it!

Picton Cup Round 1 of 2019

After a couple of failed attempts to run the Picton Cup at the Heathcote Soaring League field at Maddens Plains (all other venues suffering from lack of height clearance), the event was finally held with 15 fliers.

While the forecast was for fine but windy, the wind strength did not reach the prediction. Conditions were challenging, with lift fairly scarce most of the time

The winner were: Open - 1st Trevor Smith, 2nd Don Farrar, 3rd Phil Stephenson
Limited - 1st David Moore, 2nd Tom Clifford, 3rd Geoff Ross-Clift

Picton Cup Rnd 1 2019 - Overall Results

[Maddens Plains 21/07/2019]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7
1	SMITH, Trevor	5741.5	100.00	6091.1	1000.0	990.9	349.6	1000.0	1000.0	935.2	815.4
2	FARRAR, Don	5682.5	98.97	6379.8	987.1	933.2	1000.0	697.3	994.9	767.3	1000.0
3	STEVENSON, Phil	5505.5	95.89	5915.1	1000.0	836.5	409.6	833.2	938.0	916.6	981.2
4	MALHERBE, Mike	5477.7	95.41	6052.4	652.4	574.7	825.3	1000.0	1000.0	1000.0	1000.0
5	MOORE, David	5429.8	94.57	5429.8	0.0	861.7	849.4	935.3	1000.0	783.4	1000.0
6	WEATHERSTONE, Step	5285.2	92.05	5692.0	952.8	1000.0	406.8	437.2	936.9	1000.0	958.3
7	MURPHY, Jack	5222.6	90.96	5870.3	1000.0	827.8	827.4	980.6	858.6	647.7	728.2
8	LEITCH, Dave	4753.1	82.78	4963.3	598.7	1000.0	1000.0	210.2	833.3	814.7	506.4
9	WESTON, Kevin	4724.4	82.29	4724.4	609.5	787.8	1000.0	842.0	0.0	1000.0	485.1
10	CLIFFORD, Tom	4357.9	75.90	4740.4	545.7	1000.0	546.8	463.3	900.8	382.5	901.3
11	ROSS-CLIFT, Geoffrey	4341.3	75.61	4341.3	575.2	691.6	777.1	782.0	949.6	0.0	565.8
12	WATSON, Robert	4213.8	73.39	4485.7	885.4	490.4	360.2	646.7	966.4	271.9	864.7
13	RODRIGUES, Vernon	3835.8	66.81	3835.8	381.9	839.9	709.7	1000.0	664.3	240.0	0.0
14	NUTMAN, Bob	3078.8	53.62	3078.8	523.2	798.2	748.4	398.1	597.1	13.8	0.0
15	SOLOMON, Richard	1888.6	32.89	1888.6	439.5	458.7	681.1	309.3	0.0	0.0	0.0



Comments from Phil Stevenson

Cool and steady 10kt breeze from the NW. It was a day for going upwind and parking the model heading into wind, and maybe drifting sideways to choose best air. Don and I (Stork and Kappa4) went downwind a couple of times in good thermals but mostly lost out getting back again through the sink. The powerlines downwind also limit our courage. Trevor parked his Maxa upwind all day and won out. David Moore did the same with his 2.5m Pulsar and won Limited. Radians were flying backwards all day. Landing the lighter planes was challenging.

Good day, 7 rounds flown, minimal damage done. Summer round of Picton Cup should be at Picton again as our CASA height application is now being processed.

QLD F5J Challenge 2019

Round 4 - Munbilla

by Peter Pine

The F5J Challenge 2019 in Queensland is powering on. Round 4 was held at Munbilla in the Ipswich Valley on 13/14 July at the MRSSA Club field - thanks guys for hosting the event again. 22 fliers this time, and the total number who have competed in the series is now up to 27

Saturday started with light wind, but it soon strengthened reaching 38 km/hr with gusts over 40 km/hr. Flying was paused after lunch to see if the wind moderated at all, and an hour later it seemed to be, so flying commenced again - but the wind tricked us! Even so, this bunch of hardy fliers soldiered on, flying in very high winds with only a couple of guys sitting it out for some rounds. At least the wind was steady and there was not a lot of turbulence, so flying was possible and some good flights were posted (and some poor ones as well!).

Sunday was a direct contrast - cool at first but light winds. It warmed in to a very pleasant day and a very different type of flying was experienced. There was lift, but it sometimes petered out, and there were some groups that had very short flights when none could be found. I think it is fair to say that this event brought out the all-rounders; those who could fly on in high winds, and also could search for lift in light conditions as well.

Ross Ginder came out on top again and most of the accomplished fliers were high in the results list. Please see the Overall Results following- and thanks to Kevin Smeaton for running the day and supplying the results.

A feature of the weekend was a couple of new chums from my home club in Pottsville trying out competition flying; Ian Daniels flew his Radian in his first ever event, and 12 y.o. Junior Luka Brown (who is training under the Junior Program sponsored by the AEFA and Aeromodellers NSW) also flew a new Night Radian in a few groups after soloing for the first time in the previous week. Thanks guys for giving these new chums a go!

So - the Overall Results for the Challenge after 4 rounds are also following. Please note that the best four count. There are only five of us who have flown in 4 events so far, so we are grouped at the top. These placings will change dramatically as more people rack up four events, and some drop a poor result.

Images:

Top - Open winners - Ross Ginder with his new Vertigo, Chris Graham (right) 2nd, Karl Knack (left) 3rd
Bottom - Limited winners - Tai Cullum 1st (left), Garry Jordan 2nd (centre), Ralph Dephoff 3rd (right)



QLD F5J Challenge 2019 - Overall Results [Munbilla 13/07/2019]

www.GliderScore.com

Rank	Name	Score	Pcnt	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10
1	GINDER, Ross	8993.7	100	997.3	1000	1000	1000	1000.00	428.00	1000	996.40	1000.00	1000.00
2	GRAHAM, Chris	8081.2	89.85	1000	869.2	1000	985.4	948.80	964.50	885.9	994.10	364.20	433.30
3	KNACK, Karl	7717.5	85.81	1000	650.4	617.6	538.8	1000.00	1000.00	962.5	1000.00	948.20	167.00
4	PINE, Peter	7459.2	82.94	929.8	498.7	1000	600.5	1000.00	437.30	886.7	958.10	624.20	961.20
5	ROPER, Greg	7392	82.19	553.6	898.2	977.1	408.6	984.80	804.90	872.9	855.80	544.20	900.50
6	HALTON, Garth	7005.5	77.89	0	1000	695.2	1000	0.00	791.70	935.1	1000.00	583.50	1000.00
7	BENGSTON, Evan	6425.8	71.45	355.5	531.6	902.3	1000	0.00	1000.00	1000	354.90	1000.00	281.50
8	ODDY, Hutton	6182.4	68.74	298.8	657.8	495.6	920.5	360.00	205.30	976.2	841.20	692.80	939.50
9	DALLY, Alister	6056.4	67.34	523.2	937.7	905.2	484.3	752.60	812.20	868	485.50	0.00	287.70
10	CULLUM, Tai	5889	65.48	261.6	1000	943.9	560.2	498.30	308.00	682.3	408.80	695.10	792.40
11	CULLUM, Richard	5828.5	64.81	862.3	101.7	605	744.1	390.10	543.90	938.7	671.10	971.60	0.00
12	WALKER, David	5611.7	62.4	241.6	471.8	712.5	687.4	650.20	1000.00	406.8	216.60	690.10	751.30
13	SPAIN, David	5353.3	59.52	1000	507.4	0	0	0.00	0.00	971.7	1000.00	941.70	932.50
14	JORDAN, Garry	5225.1	58.1	396.5	430.1	438.5	580.7	284.70	934.10	976.6	972.90	0.00	211.00
15	ARNOLD, John	5223.8	58.08	489.1	548.2	552	888.5	605.50	534.10	385.7	647.00	309.90	573.70
16	FRITZ, Marco	3854.7	42.86	243.1	860.4	544	663.7	700.50	843.00	0	0.00	0.00	0.00
17	DEPHOFF, Ralph	3477.5	38.67	405.2	863.8	431.2	289	0.00	0.00	250.4	571.70	422.30	243.90
18	VELS, David	3000	33.36	0	0	0	0	0.00	0.00	1000	0.00	1000.00	1000.00
19	HEINDRICK, Todd	2611.3	29.03	327	861.3	0	0	0.00	0.00	302.2	0.00	282.40	838.40
20	TURNER, Brad	1057.7	11.76	0	0	0	0	0.00	0.00	456.3	205.60	175.30	220.50
21	DANIELS, Ian	682.1	7.58	226.8	0	455.3	0	0.00	0.00	0	0.00	0.00	0.00
22	BROWN, Luka	436	4.85	0	0	0	0	0.00	0.00	0	0.00	154.40	281.60



Queensland F5J Challenge 2019

Best four scores to count

Place	Name	Open/ Limited	Total Score	Rnd 1 Munbilla	Rnd 2 Dalby	Rnd 3	Rnd 4	Rnd 5	Rnd 6
1	Ginder, Ross	O	3989.2	998.6	1000	990.6	1000	0	0
2	Bengtson, Evan	O	3618.8	1000	907.7	996.6	714.5	0	0
3	Pine, Peter	O	3328.2	893.1	773.4	832.3	829.4	0	0
4	Spain, David	O	3271.3	973	830.3	872.8	595.2	0	0
5	Knack, Karl	O	2737.4	879.3	0	1000	858.1	0	0
6	Halton, Garth	O	2594.6	0	930.2	885.5	778.9	0	0
7	Arnold, John	O	2417.7	583.7	641.2	612	580.8	0	0
8	Roper, Greg	O	1954.1	0	838.6	293.6	821.9	0	0
9	Dally, Alistair	O	1912.1	0	398.9	839.8	673.4	0	0
10	Graham, Chris	O	1885.6	0	987.1	0	898.5	0	0
11	Walker, David	O	1510	531.4	354.6	0	624	0	0
12	Callum, Richard	O	1463.2	0	0	815.1	648.1	0	0
13	Fox, Ken	O	1267.6	919.5	0	348.1	0	0	0
14	Dephoff, Ralph	L	1209.4	420.8	0	401.9	386.7	0	0
15	Otto, Eddie	L	965.5	0	400.8	564.7	0	0	0
16	Heinrich, Todd	O	891.4	601.1	0	0	290.3	0	0
17	Scolari, Terry	O	774.2	0	774.2	0	0	0	0
18	Vels, David	O	728.3	0	0	394.7	333.6	0	0
19	Hutton Oddy	O	687.4	0	0	0	687.4	0	0
20	Tai Cullum	L	654.8	0	0	0	654.8	0	0
21	Gary Jordan	L	581	0	0	0	581	0	0
22	Ford, Brian	O	579.6	579.6	0	0	0	0	0
23	Morgan, David	O	565.8	0	404.3	161.5	0	0	0
24	Marco Fritz	O	428.6	0	0	0	428.6	0	0
25	Brad Turner	L	117.6	0	0	0	117.6	0	0
26	Ian Daniels	L	75.8	0	0	0	75.8	0	0
27	Luka Brown	L	48.5	0	0	0	48.5	0	0

Overall Results for Round 4 at Munbilla on the previous page - plus a group shot of fliers
Results for the series so far after 4 rounds shown above - see comments p. 11

Valkyrie Old Timer

by Lawrie Prest, Townsville

The Carl Goldberg Valkyrie was originally a free flight model. My version is electric with rudder, elevator controls.

Wing span is 3 metres, length is 1.8mtrs, weight is 4.6 kgs.

Power comes from an AXI 4120-18 out runner swinging a 16x8" APC prop from a 4 cell LiPo.

The model was built from a short kit supplied by Dan Walton of Laser Technologies in the USA. Construction time was a bit over 7 months.

The green and white are automotive paints, and the gold is hobby king covering.

ED. Look at all those ribs! And Lawrie said there are 17 wing spars!

For a build blog, check out:
<http://frannybrodigan.com/Valkyrie.asp>



Time to submit your entry for the Australian F5J Trophy event
Cootamundra 2/3 November - both Open and Limited classes with great prizes
See the flier on page 19

My Electric Folly

by John Quigley

While Barry Burke and my self were putting together a gliding event for the 71st Nationals, Phil Stevenson was putting together Old Timer Electric events.

As we were discussing event clashes, the subject of Electric O/T Gliders popped up. Somehow I became committed to building an electric old timer model glider!

My experience with electrifying my Big Birdy was some help, but an O/T glider could be different. I decided on the DG-67 as I thought it would be easier than other plans that I already had. A call to Peter Pine for some advice on propellers lead to a request for a story and photos of my project.

My DG-67 is scaled 1.5 times original and with some minor building errors came out at 102 inch span. The finished weight, with battery, is under 1.7Kg. I could not get some new silk in time to do my standard Red, Green and White colour scheme for Italian designs, so it finished up a bit of a mixture.

I used poly-span on the stabiliser, thinking it would be a bit lighter. I did not want the stab to the usual white but what to do? I had enough white silk for the fuselage.

There is a small amount of washout in the tapered section of the wing. The CG is on the spar and there is 5 degrees of down thrust on the motor. The first few flights without the down thrust were quite exciting! Now it is nice model to fly.

I used a Turnigy Aerodrive 35-42-1250; a CAM 11 x 5 on a 64mm centrepiece, and a Turnigy 60A Plush ESC. I use separate batteries for motor power and for the radio. An ALTIS device is powered by the flight pack via a "Y" lead between the switch and RX.

After my previously brief foray into electric models, I did not know what I needed, and an early adventure was almost a disaster. After a few flights the motor burnt out just after launch. A few missing heart beats and a very fast landing. The fuselage needed a new nose. That is when I decided I would have two batteries in a model. The difference in wing loading is minimal.

Notes on the original drawing. The fuselage plan is not symmetrical on the centre line. This error is obviously increased as the model is scaled.

Dorio Giulio is the designer, hence the name DG-67. His initials and the 67th model he designed. Construction of the fuselage is quite different to most. The longerons are angled rather than traditional square longerons. This angled technique will result in a light and strong fuselage. I have found it tedious using a jig for



construction, so I went with traditional square longerons made from Western Red Cedar to speed construction. If I were to build another I would also mount the servos in the bay behind the wing LE.

All the front bulkheads and keel were made from 1/8" aircraft ply. Spars are firm balsa with carbon on the inside glued on with cyano, and vertical grain firm 5mm balsa in between the spars.

The drawing shows the rear bulkheads with much of the material cut out. I followed the out line and made a 0.4mm ply/balsa /0.4 mm ply sandwich.

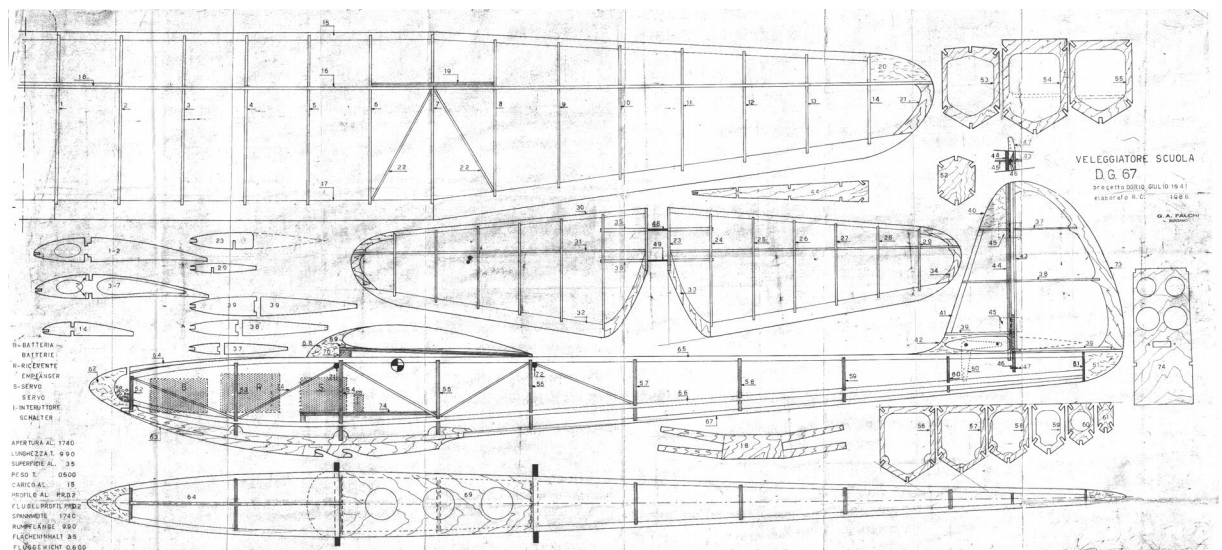
I used cables for the rudder and a balsa elevator push rod with a bearing / carrier for the all moving stabiliser.



Dorio is a practical modeller but I do not agree with the way he pivots all moving stabs. I reversed the function of the stab mount. The pivot is at about 1/3 of the root chord.

I have been using Profili for some time and building this model I have discovered that the wing profile specified on the plan is different from the profile Profili will produce. A file would be needed for the tip rib and this would help to draft out the tapered ribs with the above programme.

Thanks for reading my meanderings!
Ed. - more images p.21



NIMBUS

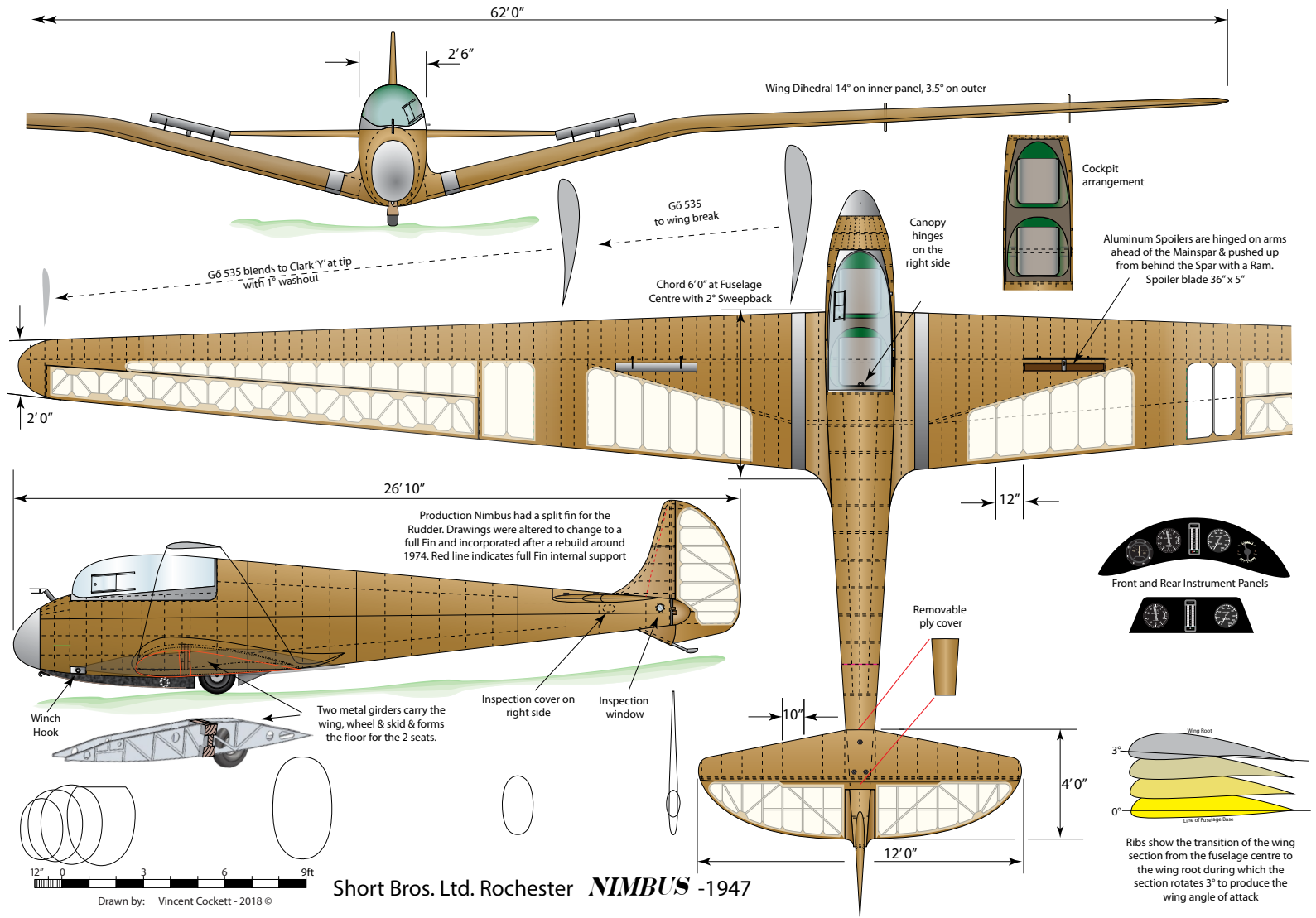
by Jilles Smits

Inveterate draughtsman, Jilles Smits from Brisbane, is at it again. He must like complicated! See the design he has under way!

Jilles says, "At the moment I am building a 1:3.5 Nimbus. a two seater from the early 1950s.

Only one was ever built. It was a design request from the UK. Because I never built a gull wing I decided to build one myself."

Here it is under way:



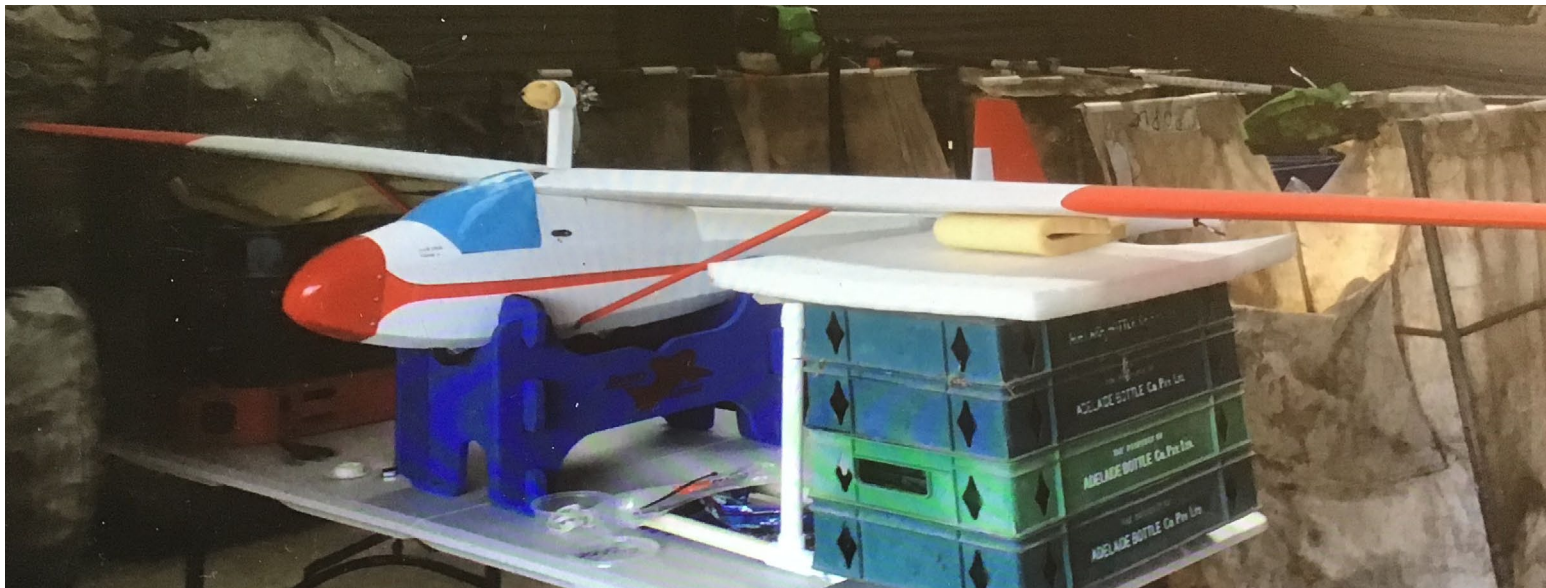
Grunau glider

by Rod Carrick

The Grunau IV glider wingspan is 13 foot ,scratch built by a gentleman at Balaklava. The motor is an Eflite 46 of 670 Kv running on a 5000 -5S LiPO through an 80A ESC drawing 55A. The model came out around the 5kg mark with battery.

The prop is a 10x6", 4 bladed folding pusher. With standard Hitec servos, it weighs in at just over 5 kg dry with motor pod on.

I remove the pod by simply take out the holding rod and it becomes a slope soarer. It then weighs 4.85 kg dry (no 5S battery) and has its own flight pack.



Leaderboard Check

You can see the ongoing 2019 Leaderboard here: <http://www.aefanet.com/images/stories/F5J/F5J-Leaderboard-2019.pdf> now up to 101 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.

Marcus Stent has popped in to first place , David Pratley in to second and Joe Wurts in to third because they flew and placed well in larger events like the LSF Tournament at Jerilderie. Round four of the QLD F5J Challenge has now been added, and so has the Picton Cup.

Watch this space, as the Australian F5J Trophy event scheduled for the first weekend of November in Cootamundra is bound to have an impact on the 2019 Leaderboard.

Tony Meggs News

Model 1 : Taipan Aerobatic model

My **Taipan** is finished and successfully test flown. It is slightly bigger than the Striker that it was designed to replace, and a bit lighter, giving a reduced wing loading. It flies really well, and the lower wing loading is certainly noticeable.

Specs are:

Wingspan 1.48m

Wing area 0.45m²

Wing section NACA 0012

Flying weight 2.39kg (with 3S 3300)

Wing loading 5.3kg/m² (compared to 5.8 for the Striker)

No dihedral, sweep, or washout; no down or side-thrust; wing and tailplane at zero degrees.

Motor - Scorpion 3020-890

Prop 13 X 4 initially, which was reasonable, but then a 13 X 6 which improved the performance markedly.

Model 2 : Martinet glider

I built the Martinet decades ago and recently re-furbished to use the gear out of my written off Radian XL. It was designed by Martin Simons (Airborne #68) as an experimental low aspect ratio glider for 2m class. It must be the ugliest sailplane ever! I couldn't remove all the old covering film, even trying heat and every solvent I had to hand. I just re-covered over it using Doculam.



4th Annual
**Australian
F5J Trophy**



The 4th Annual Australian Perpetual F5J Trophy event, presented by the Australian Electric Flight Association, is to be held at the Aeromodellers NSW state field at Cootamundra NSW.
Location: 34°43'16.4"S, 148°02'34.2"E.

Two days of flying 2nd -3rd November 2019

The field is available on Friday 1st November for practice and camp setup

Two classes - Open F5J and Limited F5J



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Pre-registration required - Entries close 25th October 2019 - see the AEFA web site for a registration form.
MAAA membership required. Augmented Stability Systems not allowed.

www.aefanet.com

\$50 entry fee. Data loggers available for loan - just bring your electric glider. Food available on the field.
Enjoy the great Cootamundra site – free camping (no powered sites) toilets and shower provided.

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2019 Glider/F5J Events Calendar

Produced by the AEFA to promote F5J & Gliding

No.7/1-9-19

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

Date		Flying Events	Notes
September			
8-Sep	RCGA event	Open Thermal & Electric Glider combined event	Mt Wallace
7-8 Sep	2-day F5J event	F5J Central Queensland QLD F5J Challenge Rnd.5	Dalby, QLD
21-22 Sep	Millennium Cup	Electric glider event	Cootamundra State Field

October			
12-13 Oct		QLD F5J Challenge Rnd.6	Warwick Club field
12-13 Oct	RCGA event	Open Thermal Glider	Wentworth, NSW
20-Oct	RCGA event	F3K and free practice day	Diggers Rest

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

December			
8-Dec	Annual Event	Picton Cup Round 2 F5J	Picton
8-Dec	RCGA event	Open Thermal & Electric Glider combined event	VARMS (TBC)

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



Construction shots of John Quigley's DG-67



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!

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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