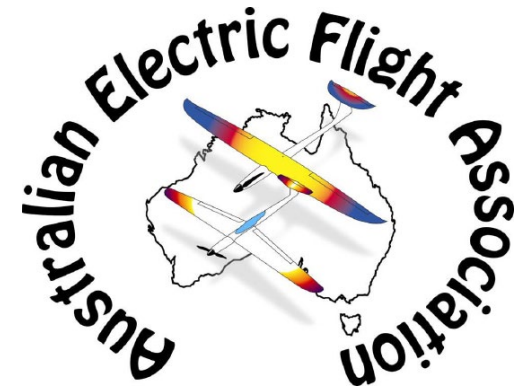


Electric & Glider **FLIGHT** *Australia*



Edition Number 20

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Queensland F5J Champions 2019 - after 6 rounds of the QLD F5J Challenge - best 4 to count - see report p.9
(Left to Right) Open winners - Ross Ginder 1st, Karl Knack 2nd, Evan Bengtson 3rd • Limited winners - Ralph Dephoff 2nd, Eddie Otto 1st, Doug Moody 3rd

Editorial by Peter Pine

Another edition of EGFA E-magazine hot on the heels of No.19, because there is so much to report. The successful QLD F5J Challenge has come to a conclusion for 2019. The last two rounds are reported here, plus the final wrap up of the event; the award of certificates and prizes to those who were successful.



Also a reminder to submit your entry for the imminent F5J Trophy event to be held in Cootamundra at the beginning of November - don't miss this premiere F5J event, run just the way you will experience it overseas with a safety corridor and 5 minutes between groups. Come and experience F5J the European way - both Limited and Open classes to be run.

See the news about the new F5K class that has sprung up on p.18. Thanks to Chris Graham for bringing this to our attention. You will find ongoing information on the F3K-F5J QLD Facebook page managed by Chris.

Two very important issues are also raised in this edition - a discussion on EMR in F5J, and the dangers of LiPos. Read on!

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President's Message by Trevor Smith

It's official, the MAAA has advised the AEFA that their application to run the F5J Team Selection Trials for the 2021 F5J World Championships has been successful. The selection trials will be held at the Aeromodellers NSW State Field at Cootamundra NSW from the 6th - 8th November 2020, with the field available for practice on the 5th November.



It is hoped that by holding the event over three days there will be sufficient time to mitigate against unfavourable weather conditions. We will continue to liaise with the F5J community in the lead up to these trials and there has already been a suggestion that we should commence the trials on the afternoon of the 5th November.

Unfortunately some of our fellow flyers have been impacted by Lipo related fires. If you read nothing else in this magazine please read the article on pages 14-15.

Hearing of these incidents made me realise how complacent I had become about charging and discharging Lipo's, and I doubt that I am alone. I have done all the wrong things; left batteries unattended in the garage while charging and discharging, charged batteries inside the house while

watching TV so as not to have to go into a cold garage during winter and left batteries unattended while charging them in the council provided lock-up at my club field. But not any more! Batteries are now charged and discharged outside the house and I will be suggesting to my fellow club members that we use a table outside our lock-up for charging.

But while writing this I have just remembered that my transmitter has a 2S Lipo, and I usually leave the transmitter charging overnight inside the house. The transmitters next charge will be under the carport away from the house.

My club flying field is surrounded by bush and during Total Fire Bans for our area we do not fly; why, because we are concerned that a crash in the bush could result in a Lipo fire. Does your club have a similar policy?

The 4th Annual Australian F5J Trophy is fast approaching with entries closing on the 25th October. If you are thinking of attending this great event, at the location of the 2020 F5J team selection trials, then go to the AEFA website at:

<https://www.aefanet.com/aust-f5j-trophy>

and fill in the entry form. Event details, including the program, are also available on the website.

Until next time!

tdsmith82601@bigpond.com



QLD F5J Challenge 2019 Round 5 - Dalby by Peter Pine

The F5J Challenge reached round 5 in September with another round at that great Dalby field; but the wind did not leave us alone! It was quite windy on the Saturday, so 8 rounds were pushed through.

Extreme wind was scheduled for Sunday, so we made an early start, completed one more round and started Round 10 before the wind became so strong that further flying was called off. Terry Scolari and Kevin Smeaton did a good job to push through 9 rounds and the scores were substantial.

Because of the poor weather, only 16 fliers turned up for the event, but were not deterred by the wind!



Left to Right:

Eddie Otto, 2nd Limited
Doug Moody, 1st Limited
Ralph Dephoff - 3rd Limited
Peter Pine - 3rd Open
Karl Knack - 1st Open
David Vels - 2nd Open

Overall results next page.

Final results for the QLD F5J Challenge series of events on p.10

Dalby F5J Sept - Overall Results [Dalby 7/09/2019]

www.GliderScore.com

Rank	Name	Score	Pcnt	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9
1	KNACK, Karl	7928.8	100	460.8	979.3	1000	949.5	1000	1000	1000	1000	1000
2	VELS, David	6849	86.38	959.1	1000	925	528	758.5	988.4	679.5	1000	538.5
3	PINE, Peter	6834.8	86.2	748.6	456	884.5	1000	1000	1000	0	983.5	762.2
4	METZGER, Klaus	6724.6	84.81	900	931.4	1000	616.8	0	973.3	894.9	408.2	1000
5	ROPER, Greg	6488.5	81.83	1000	347.5	0	1000	553.7	931	789.3	867	1000
6	ODDY, Hutton	6369.6	80.33	0	1000	1000	885.6	598.1	996.4	402.3	1000	487.2
7	BENGSTON, Evan	6201.5	78.21	742.3	965.4	667.5	810.8	557.4	1000	1000	458.1	351.5
8	GINDER, Ross	5709.2	72.01	1000	1000	0	1000	802.9	0	869.7	787.2	249.4
9	HALTON, Garth	5688.9	71.75	1000	407.7	867	980.8	1000	566.3	0	493	374.1
10	FOX, Ken	5276.5	66.55	939.9	404.8	862.4	917.8	612.1	0	484.6	878.1	176.8
11	JAMES, Michael	4042.2	50.98	165.5	298.4	853.6	693.8	0	38.7	1000	992.2	0
12	MOODY, Doug	3836.2	48.38	795.1	771	512.4	378.3	208.8	384	218.4	568.2	161
13	ARNOLD, John	3391.8	42.78	668.6	284.1	350.6	0	313.3	0	688	690.4	396.8
14	OTTO, Eddie	3198	40.33	180.5	572.2	302.6	383.2	450.6	173.3	306.3	175.7	826.9
15	DEPHOFF, Ralph	2246.1	28.33	548.3	0	449.4	0	0	0	0	512.4	736
16	FORD, Brian	975.5	12.3	975.5	0	0	0	0	0	0	0	0

Last chance to enter the top F5J event in the country

Australian F5J Trophy event

Cootamundra State Field 2-3 November 2019

Entries close 25 October - pre-entry essential!

See details p.21

QLD F5J Challenge 2019

Round 6 - Warwick

by Peter Pine

Round 6 and final of the QLD F5J Challenge was held at the friendly Warwick club field on 12/13 October. The weather forecast was not good - high chance of rain all day Saturday, but light winds Sunday. Neither eventuated! Apparently the forecast did not deter all, as 24 fliers turned up for this last round.

Saturday was calm with a few showers that stopped flying briefly (only one group ended up flying in light rain at the end - see Brian's video p.7), but 6 rounds were completed.

Sunday was windy and there was bit lift, and big sink and some turbulence - see David Vel's comment p. 7. The conditions put some people off and they quit, but the brave continued to the end!

So, it was a great event made even better by the friendly Warwick club members that played host and did a great job!



Karl Knack - 1st Open F5J



Evan Bengtson - 2nd Open F5J



Brian Ford - 3rd Open F5J



Tom Clifford 1st Limited - Geronimo



Eddie Otto - 2nd Limited - Radian



Ralph Dephoff - 3rd Limited



Garry Jordan, John Arnold, Trevor Walker



Luka Brown - AEFA Junior Program participant

You can see the winners on the previous page - all results on p.8. It was a Brisbane trifecta in Open F5J with all placegetters from the MRSSA club. Limited was won by Tom Clifford who made the trip all the way from Ourimbah near Gosford. Eddie Otto continued to star with his Radian until damaged caused him to turn to back-up model for the last few flights. Ralph Dephoff was flying a Prophet 941 wing on a shortened Pulsar fuselage with a Prego tailplane - I think it was a Prohulsego.

The event was a fitting conclusion to the Queensland series for 2019. What an amazing turnout with 24 entrants. 6 of the entrants (25%) came from NSW (and grappled with the time difference).

Words cannot express the welcome that the Warwick club gave to the visitors. They are possibly the most welcoming club that I have ever experienced. Some of the ground was a bit rough (off the well prepared strip), but the club is going to endeavour to clear rocks and pebbles and prepare more of the ground for our type of event. I look forward to visiting again!



Some of the 24 fliers above - Flight line shot below - Ross Ginder in foreground, then Brian Ford preparing, Karl Knack timing



Comment by David Vels:

As for the Warwick weather on Sunday ... Wow! I don't believe I've seen such a great variation in performance from one group (heat) to the next.

From a lift perspective, I think we've all experienced rough thermals and perhaps never let the truth get in the way of a good story when describing how rough it was.

On the lives of my children, I swear that my model (over 2kg) was rolled inverted to wings level when thermaling. Imagine a Flick Roll that gained 5-10 meters of altitude. Brutal!

However, what goes up must come down. There was a Round where an experienced pilot flying the latest, state-of-the-art 4m model launched to 200 meters and scored just 3:42 for flight time. Equally brutal!

Timer Al Dally says:

I think that might have been a round I was timing for you, David. The model was upset over the trees and I thought you were going to be toast, but it was simply thrown upwards and away you went. Brutal is a good description! I could barely believe how hard it hit and pushed you up.

Video from Brian Ford - click on the link:

<https://youtu.be/5qqAw0MB47I>



Aerial view of the Warwick club facilities - a great shed still being developed - will end up with toilets, showers and an improved kitchen. The two other roof areas are pits under development. 24 caravan sites - 12 with waste dump and town water connected.



David Spain, Ken Fox and Al Dally discuss models and strategies. The Plus still features and several were being flown. There was a large assortment of different designs.



Ralph Dephoff with his Prohulsego. Doug Moody timing. Tom Clifford making his way to the assigned launch spot.



Klaus Metzger came again all the way from Katoomba after attending the previous round at Dalby. These events are great chance for real F5J experience. Hutton Oddy made the trip from Armidale.

QLD F5J Challenge 2019

by Peter Pine

The fat lady sang at Warwick! Six rounds of the QLD F5J Challenge were completed! Altogether, 32 fliers took part in this series of events - a great turn-out for QLD!

The events were planned for various venues around southern QLD, but some could not join in because they had not yet received height clearance from CASA, in particular Maryborough, Bundaberg and Monto. Maybe some of these venues can join in next time.

Three of the six events were actually held at Dalby where there is a great, open field, very good facilities, friendly club members, and it is quite central for most travellers. Two were held at the very new MRSSA field at Munbilla, near Kalbar, on the Scenic Rim of the Ipswich valley - only a short drive from Brisbane. And the last one was at Warwick.

In the end, there were nine of the 32 fliers who competed in Limited with models up to 2.6m wingspan (the ubiquitous Radian starred), and the rest flew Open F5J with models up to 4.0m wingspan.

The plan for the F5J Challenge was for each flier to have their best four events out of the six count towards the final result. In the end, only four fliers

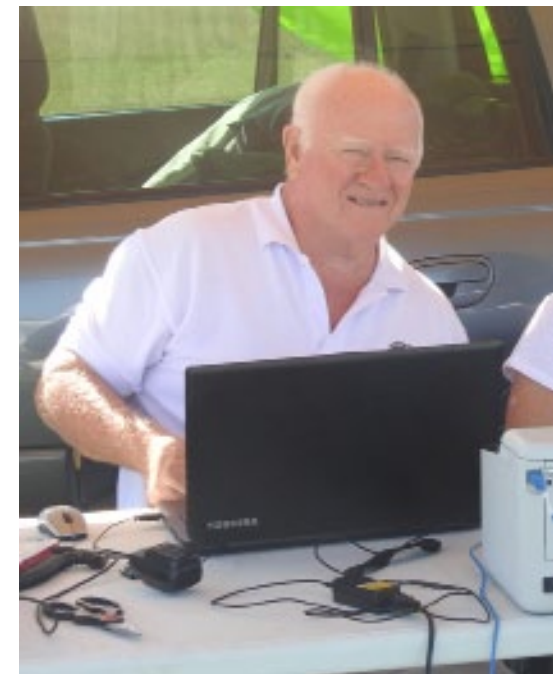
competed in all six events, but thirteen competed in at least four events. All of the eventual winners competed in five or six events. You can see on the chart on the next page that the results were spread; not all those in four or more are at the top. Some who competed in only 2 or three events came higher up the leaderboard.



The winners are featured on the front cover, and again here at the top right. They deserve the accolades for starring in this event. And it is planned to continue. Though I facilitated the program this year, a Queensland team is taking over for 2020, lead by Ross Ginder and Kevin Smeaton.

Speaking of Kevin, he deserves accolades as well for scoring all the events this year using the trusty Gliderscore program expertly developed by Gerry Carter in Melbourne. Some of you will know Kevin from his involvement in the Sailplane Expo in Armidale. Thank you Kevin!

So, what more can I say about the QLD F5J Challenge, except that Queenslanders stepped up to the mark and did themselves proud. A great bunch of fliers, some very experienced and skilful, and some cutting their teeth on a new competition format. Go for it QLD!



Kevin Smeaton in a familiar scene - behind his computer running an event

Queensland F5J Challenge 2019

Best four scores to count

Place	Name	Open/ Limited	Total Score	Rnd 1 Munbila	Rnd 2 Dalby	Rnd 3	Rnd 4	Rnd 5	Rnd 6
1	Ginder, Ross	O	3989.2	998.6	1000	990.6	1000	720	581
2	Knack, Karl	O	3879.3	879.3	0	1000	858.1	1000	1000
3	Bengtson, Evan	O	3872.3	1000	907.7	996.6	714.5	782	968
4	Pine, Peter	O	3416.8	893.1	773.4	832.3	829.4	862	801
5	Roper, Greg	O	3317.5	0	838.6	293.6	821.9	818	839
6	Halton, Garth	O	3311.6	0	930.2	885.5	778.9	717	570
7	Spain, David	O	3299.1	973	830.3	872.8	595.2	0	623
8	Graham, Chris	O	2722.6	0	987.1	0	898.5	0	837
9	Fox, Ken	O	2614.6	919.5	0	348.1	0	666	681
10	Dally, Alistair	O	2501.1	0	398.9	839.8	673.4	0	589
11	Vels, David	O	2459.3	0	0	394.7	333.6	864	867
12	Arnold, John	O	2417.7	583.7	641.2	612	580.8	428	510
13	Oddy, Hutton	O	2251.4	0	0	0	687.4	803	761
14	Walker, David	O	1950	531.4	354.6	0	624	0	440
15	Otto, Eddie	L	1764.5	0	400.8	564.7	0	403	396
16	Ford, Brian	O	1641.6	579.6	0	0	0	123	939
17	Metzger, Klaus	O	1616	0	0	0	0	848	768
18	Dephoff, Ralph	L	1542.4	420.8	0	401.9	386.7	283	333
19	Callum, Richard	O	1463.2	0	0	815.1	648.1	0	0
20	Jordan, Garry	O	1360	0	0	0	581	0	779
21	Scolari, Terry	O	1339.2	0	774.2	0	0	0	565
22	Heinrich, Todd	O	891.4	601.1	0	0	290.3	0	0
23	Moody, Doug	L	801	0	0	0	0	484	317
24	Cullm, Tai	L	654.8	0	0	0	654.8	0	0
25	Morgan, David	O	565.8	0	404.3	161.5	0	0	0
26	James, Michael	O	510	0	0	0	0	510	
27	Clifford, Tom	L	461	0	0	0	0	0	461
28	Fritz, Marco	O	428.6	0	0	0	428.6	0	0
29	Mooney, Dennis	L	246	0	0	0	0	0	246
30	Brown, Luka	L	165.5	0	0	0	48.5	0	117
31	Turner, Brad	L	117.6	0	0	0	117.6	0	0
32	Daniels, Ian	L	75.8	0	0	0	75.8	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.

RCGA News

The RCGA held its AGM in August. Highlights included discussion over the on-going battle to gain height clearance at the RCGA main field at Digger's Rest. During this year events had to be re-located because of the absence of height approval at Digger's.

The good news is that the eagerly sought height clearance came through after the AGM. Ex-President, Tom Dupuche reported:

On 27 September I received the Diggers Rest extended height clearance approved instrument from CASA.

It has taken support from a number of people to get this through. A big thank-you to Daniel Haskell for securing written approval from the property owner for use of Diggers. Norm Ripp for his connections to AirServices Australia. Joe Finocchiaro for running this from a VMAA perspective.

Consequently the location of scheduled events for the 2019-20 year has changed and have been noted in our calendar - please consult the RCGA web site for any updates.

Other interesting items from the AGM were:

- Max Kroger suggested that thermal events should have a dropped score after 4 rounds were completed, but this was defeated. (Please note that a dropper after 4 is standard in F5J rules. Ed.)
- The meeting acknowledged the superb work by Gerry Carter by developing and maintaining the world class Gliderscore program.
- Alan Mayhew reported on negotiations by VARMS to find a new field as the current field will cease to be available in the next 2 years or so. A strong alternative is on the table with the club receiving strong support from Knox City Council.
- Norm Ripp reported on a possible field between Sunbury and Gisborne and an invitation by the Wonthaggi club to use their site. Aero-tow activities were discussed, but the meeting decided

that this was not a core activity for RCGA.

- Tom Dupuche, Jim Houdalakis and Dan Haskell were thanked for their work as the 2018-19 executive.

- Annual trophies were presented according to the report posted in EGFA No.19.

- A new committee was elected - see below. See gliding reports and check out all the Victorian action at:

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

New RCGA Committee

President - Marcus Stent

Secretary - Norm Ripp

Treasurer - Jim Houdalakis

The new committee is congratulated upon their election and the AEFA looks forward to working with this group to foster gliding in Australia!

RCGA Events for the rest of this year:

20-10-19	F5J - Diggers Rest
17-11-19	F3K, F5K and free practice day - Diggers Rest
24-11-19	F5J - Diggers Rest
8-12-19	Open Thermal - winch only Diggers Rest

To Allow Restart on Not Allow Restart? That is the Question!

The Emergency Motor Restart debate has been raging for years. Here are my thoughts. I recently sent this paper to a limited number of people. You are now invited to respond and enter in to the debate. Ed.

A paper for all fliers planning to run F5J events – personal observations by Peter Pine.

The AEFA has been running and promoting F5J events since 2012. The association has run over 42 F5J events in that time (I may have forgotten some!). I have been involved in many of these, and the following comments are based on this wealth of experience, discussions with F5J fliers who have been competing for some time, and my personal preferences.

The AEFA has always tried to be inclusive rather than exclusive; it wants people to have a go at F5J, so the AEFA has adopted a relaxed approach. The AEFA committee invented the Limited F5J class to try to encourage newcomers. The AEFA has run relaxed events that have not pushed competitors to the limits. The AEFA has applied general F5J rules, but has allowed some variations when it seemed appropriate, including allowing an “Emergency Motor Restart”. The AEFA has allowed the use of non-approved height devices; allowing types that still do the F5J task, but are

not on the official list of approved devices. The “Emergency Motor Restart” (EMR) debate has raged for some time in Europe. I discussed the issue with fliers in Slovakia in 2017 and found quite polarized opinions. Some are adamant that it should not be allowed for competition reasons. Some are equally adamant that it should be allowed for safety and personal reasons.

I even discussed the issue with Emil Geizendanner, chairman of the FAI F5 sub-committee, in Switzerland and found he was opposed to “Emergency Motor Restart”. It is interesting that the F5 sub-committee voted this year to allow this strategy (EMR) to be used world wide at the CDs discretion in all events except the World Championships event. There is obviously strong support for the feature in some quarters, and this was revealed during the international rules debate that I took part in this year (I was representing Australian views). The USA put up a rule change allowing EMS after I raised the issue, and many countries voted in favour of it. In the end the F5 committee changed the rules to allow EMS (see my comments in EGFA No.18).

Please consider the following points in making a decision on whether to allow “Emergency Motor Restart” in your events – these are arguments used by those who support EMR:

- Those who have come to F5J from winch launch glider are used to the idea that once you launch you are committed – the old saying “Launching is

optional, but landing is mandatory” comes in to play, with the variation that once launched you are committed to fly out the slot without a possible restart.

However, those who are new to electric gliding can see no reason why you cannot use the benefit of electric power – that you can use your motor if you are in trouble! It does not make any sense to them that you cancel out your safety net!

- Landing out scores a zero, but so does restarting your motor – same result in the competition, but you can save your model. All common devices show a zero, or a row of dashes if you restart your motor.
- Those who oppose EMR say that fliers will take more risks if they know they have a safety net, and that advantage should not be allowed.
- This is cancelled out by the fact that those with multiple F5J machines and are competitive, will risk a \$3,000 model if they think they may gain an advantage.
- Fliers who only have one model, and maybe have either saved for a year to buy a \$3,000 machine, or spent months building a model to take part in F5J, do not want to risk going way down wind if they do not have a safety net – they are disadvantaged when flying against competitive fliers with many models (three are allowed for each competitor in a WC) if EMR is not allowed.

- If your precious model is way down wind and looks like hitting a fence, it makes sense to be able to use the motor to save it in this emergency situation. As mentioned before, you still score a zero, but you save your model.

- Some quite experienced F5J fliers will not fly in an event if EMR is not allowed (except in team selection trials). I am one that would be reluctant if EMR is not allowed and probably would not attend normal events that disallow this feature. You stand to reduce your attendance by banning EMR.

- The safety angle is argued by EMR supporters – they are horrified at the thought of some brave flier going way down wind, crashing his model because he cannot get back and because he cannot use EMR, and the LiPo causing a fire (you often can't see how you land). If a farmer's crop is burnt out by such an accident, who foots the bill? We may have insurance, but we don't want to use it unless absolutely necessary!

- Interestingly, over the period I was drafting this paper, an experienced flier at a nearby club crashed a new model in to a sugar cane field and the LiPo caused a fire – the whole crop was burnt out!

- There was a similar incident recently in the Lockyer valley and the insurance argument is still

going on – and model flying received very bad press over this incident!

- The average age of F5J fliers is quite high. Older fliers often cannot make the rush down wind to retrieve a model. Recently I have seen younger fliers come to the rescue – good on them! However, if you want to cater for older fliers, allow EMR.

- It has been said that landing way down-wind and having to retrieve your model may cause you to miss a round and suffer a loss of scores. Please rest assured that model fliers in serious competition send members of their team to retrieve models and continue flying themselves! It is only the poor flier with a single, valuable model who will throw away a competition to retrieve his model!

- If you want to apply stringent conditions to an event, plan some serious events for serious fliers who are willing to accept restrictions and let the younger fliers with multiple models battle it out, but do not apply harsh rules to general events if you want to promote the F5J class!

Peter Pine
17-9-19

Response from Michael James

Being a complete newby to the F5J scene, I may be looking at this the wrong way but here goes. I like the idea of not allowing motor restarts, as having that backup must entice pilots to operate their planes well outside what would be considered conservative, or even maybe safe.

I also really like the idea of being able to use the quite expensive motor to get me out of trouble, that I am sure to put myself into at some stage. My thoughts on the dilemma are; Allow EMR for the comp and score it the appropriate zero for the round.

Now to discourage the practice to maybe make gains in competitions, that zero score would NOT be able to be used as one of the dropped scores for the comp. The idea of carrying a zero score for the whole comp would definitely deter me from flying my plane further away from the landing zone than I could ever in my wildest dreams return home from.

A penalty is a penalty and is reflected on the total scores at the end of the comp, I reckon that an EMR should be handled as a penalty and it should be reflected in the final score.

**Send in your entry for the
Australian F5J Trophy event now! Details p.21**

Response from Marcus Stent

I can see that there are a number of people that highly value the restart option and given the AMRT says 0 height if they restart then I do not see an issue. Let's be inclusive and encourage as many pilots as possible. If we lose one person due to a totally irrelevant rule then it is one too many.

There should be no complaint from any highly competitive pilot to allow it. It makes no difference to them. If they think it's an advantage then do it. I personally think it makes competitive pilots worse because it can distract them from the good decisions required to win.

The LSF has run local rules, not F3J, at Jerilderie for 40+ years and it is part of why the event has been so successful. They even selected WC teams using this 'compromised' format.

Fun and inclusion first. Sticklers for the rules and sheep stations second.

What are your thoughts on EMR?

It is obviously a contentious issue for some. I am amazed at how polarising it has become! When I sent this paper to 50 or so F5J fliers, I had 10 people respond and say that they are in favour of EMR.

I also know of four or five people who are against it from their posts. What are your thoughts? I will publish sensible responses here.

Fires and LiPo Safety

Two F5J model fliers have recently had their homes damaged by fire when a charging LiPo burst in to flames.

And now two recent incidents have also occurred where a model crashed, the LiPo caught fire and damaged farmland.

It is time for a wake-up call about LiPos!

Here briefly are the incidents:

- A NSW model flier was recently charging a large, near new LiPo pack in his garage. Battery was in a LiPo bag. An automatic charger was linked to a Power Supply plugged in to 240V. The only indication of any problem was that the LiPo did not seem to be increasing in voltage at the normal rate. Unfortunately, this flier went outside briefly and the fire started.

Only the garage was burnt, but fumes went through the whole house. Apparently LiPo fumes are corrosive; they attach themselves to any electrical device and become acidic. All electrical devices had to be replaced (new TV, etc.), the whole house had to be scrubbed down to remove residue and repainted. Sadly this model flier lost 40 years of accumulated model equipment and over 30 models, including two moulded F5J models!



Some images of the devastating garage fire - may this make you review your charging procedures



- In October 2018, an R/C aircraft accident occurred at a Queensland Aeromodelling Club, west of Brisbane - resulting in a grass fire. The aircraft involved was a small electric powered model that went off the air on the downward leg of a circuit at the club.

The batteries in the aircraft caught fire and the wind spread the fire over several paddocks. Fences were burnt and one shed burnt down. Unfortunately, this was reported on national news and model flying received very bad press over the incident. The insurance debate is still raging.

- A Melbourne model flier was recently charging indoors in the same way as incident 1. His charging LiPo caught fire and burnt out half the house. I also have a friend in Brisbane who was charging like this (some time ago) and went outside to mow the grass. He lost his whole house and has never fully recovered from the traumatic incident!

- Just after the NSW garage fire, a very experienced model flier was test flying a new model not far from where I live. He crashed in to a sugar cane crop; the LiPo caught on fire and destroyed the whole crop.

Are these enough incidents to wake us up to the dangers! Read on and decide to employ safety strategies!

LiPo Safety Suggestions

- **Only use good quality LiPos**
- **Use a reliable and tested charger**
- **LiPo bag does not ensure prevention of fire, especially with large packs**
- **Monitor your charging - probably every five minutes or so.**
- **Charge in a safe location - maybe outside! Maintain easy access.**
- **Place charger and pack on a fire-proof, non-conductive surface (fibro, cement, ceramic)**
- **Do not have the rest of your LiPos stored nearby where you are charging.**
- **Preferably have a fire extinguisher nearby.**
- **When test flying a new model, stay over the flying field until you are sure that the model is reliable!**

- **Retire old LiPos that are starting to swell. It is not worth losing a model, or having a fire, just so you can get a little extra out of old batteries.**

- **Balance your cells often. It is not enough just to use a “balance charge”. Check the voltage difference between cells often and initiate a balance procedure if they are out of balance by more than .005V. Some chargers have a balance only function. I use a Hyperion Battery Sentry.**



Graupner Cirrus Conversion

by Neil Killeen

Acknowledgements

Many have electric-converted their Cirrus before me. I have read many on-line posts/threads by others. However, for this particular conversion I'd like to thank John Chandler and Peter Pine for many very helpful e-mails around motor selection.

Also, John chopped the nose off his the year before I did mine, which helped me finally make the decision to do it and provided helpful pictures of the details of his method.

I would especially like to thank Peter Van Alkemade whose skill, excellent tool shop, generous giving of time, and good company was fundamental to the successful outcome of this conversion. Pete did a lot of of the motor install work as I watched and learned. I did cut the nose of myself though...

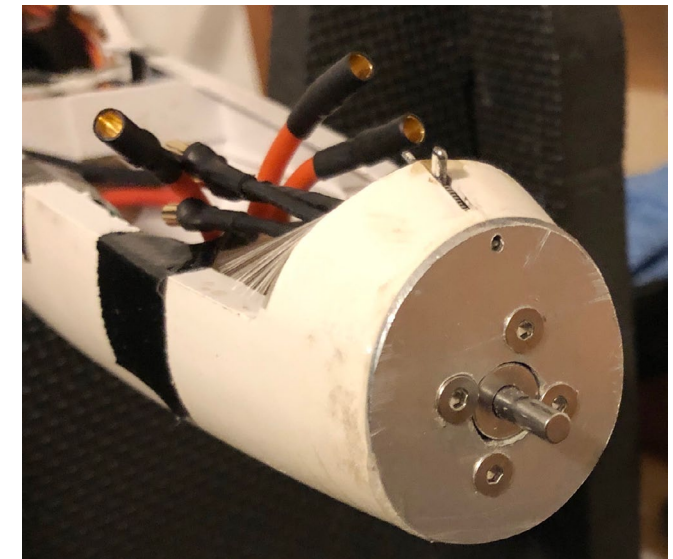
Why Do This?

No convenient slope to fly from at our club, and rarely is the bungee used for thermaling days. So, the Cirrus was not getting much flying at all. For a long time I contemplated a power-pod above the wing. Peter Van Alkemade had the idea of dual self-contained wing mounted power pods (rubber banded on). Although the proto-types did work on the 2m glider we tested, they added too much

weight to the wings and the performance was poor. The traditional above the fuselage power pod is a poor solution really and in the end I decided that if I wanted to fly the Cirrus, the nose had to come off.

Choice of Parts

- The motor is a DualSky XM2838EG-9 outrunner - note NOT the "L" model. This has 28mm can diameter, 380W at max power on 3S with 10x6 prop. It is specifically designed for narrow fuselage gliders. See http://www.dualsky.com/Xmotor_Outrunners/XM2838EG.shtml. The small diameter can was a big advantage to the install.
- HiFei 60Amp SBEC (I have rudder, elevator, spoilers and ailerons so needed an ESC that could drive all of those) speed controller
- Aeronaut Folding props (10x6 and 10x8) - 8mm yoke
- Aeronaut cool nose 38mm spinner and 42mm centre piece
- Aluminium sheet - <https://www.jaycar.com.au/aluminium-sheet-295-x-295mm-18-guage/p/HM9500>
- Turnigy 2200 mAh/25C battery, XT60 connectors (HobbyKing)
- Rudder and elevator servos are JR ES539
- Aileron servos (in wing) are HiTec HS65HB
- Spoilers are from HobbyKing
- Receiver is a Spektrum AR620, one of their new range with no external antenna.



40th Sailplane Expo Armidale January 25-27, 2020



New England Model Aircraft Club and the Sailplane Expo Trust invite you to beautiful Armidale on the New England Tablelands for the 40th Sailplane Expo.

Events will be F5J and (because it's the 40th Sailplane Expo) a special Nostalgia class.

F5J to International F5J Rules - start at 0930 Saturday and finish by 1300 Monday.

Nostalgia - any model designed prior to 1990, flown to 6 mins Max in 9 min working time. Launch can be either by electric motor (cut off height 150m - height devices available for loan), or winch (Max 150m to turnaround). Nostalgia will be flown from 1100 until 1330 on Sunday January 26.

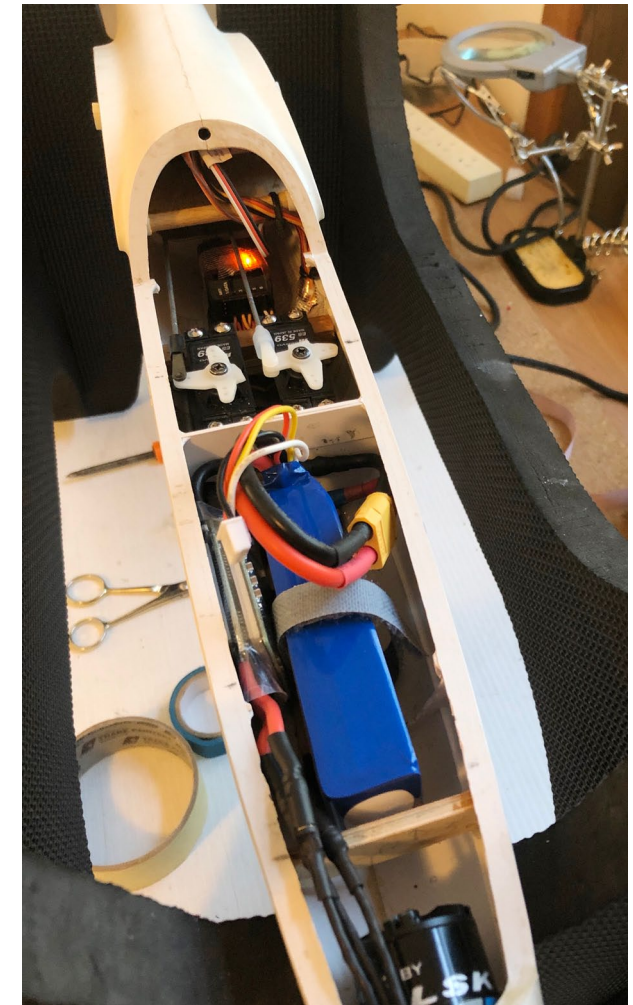
Dinner with presentations and stories from Expo's past on Saturday evening.

The field: Warrane Rd Dumaresq, 3.5km from the Booralong Rd turnoff - available for practice Friday January 24, 2020

Co-ordinates **30°26'39.3"S 151°31'07.3"E**

Get your form from Entry Form from <http://www.lsfaustralia.org.au/> or <http://www.aefanet.com/>

Entries Close Friday January 17, 2020 • Contact Hutton Oddy 0425 285 758 or vhoddy@gmail.com



The cockpit set-up in Neil Killeen's Graupner Cirrus after fitting all the gear - a plastic former had to be removed to achieve this. Note the Dualsky outrunner motor, and a large battery with the ESC tucked in beside it.



Chris Graham shared a post.

September 22 at 7:27 AM · Adc Topics

Exciting times ahead with the new F5K electric launch DLG class looking like it's full steam ahead... hopefully more manufacturers will see how popular this class will be and jump onboard!



New F5K Glider Class

Chris Graham put up a post in the F3K/F5J QLD Facebook page about a new class taking off (literally) in Europe.

Chris says, "Here it is: the new F5K Vortex 3." The first F5K contest is in October in Holland, called "The Losser Open". You can find information about this new contest format at F5K Thermal Soaring (Facebook), or at the web site:

www.thermal-soaring.com

The Vortex manufacturer says, "We made two versions, a light and a strong version. Target weight with powerdrive and Altis Nano for the light version is approx. 250g. The strong one is about 20g heavier. More news will follow on the vortex-soaring web site."

<http://vortex-soaring.com>

Aerobtec have already picked up on this class and the new firmware for the Altis Nano (available on Flight Manager) includes settings for F5K.

Thanks Chris for making us aware of these developments - we watch with interest and there are quite a few people interested in this class.

Note: links above (and others in this E-mag) are live - just click on them!
(Ed.)

40th Sailplane Expo 2020

Details now available

Entry form has been published - AEFA & LSF web sites - See flier p.17
Fly F5J, or be nostalgic and fly in the type of event flown over many years at the Expo - winch or electric launch

Nimbus

by Jilles Smits

Jille's project was reported as "under construction" in the last edition of EGFA. Now it is complete and the maiden flight was successful!

The images show the model finished and undergoing final adjustments. The maiden flight took place at Munbilla on 28 September. Congratulations Jilles on a fine project.

Jilles says, "It flew hands free without any trim changes. It was a bit sensitive on the elevator so I dialled in some differential. You can see videos of the maiden flight here:

https://youtu.be/Oc1W3pKkO_0

<https://youtu.be/GyzRjSsNBUk>



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Valentine Expresso

by Luke Cullen

The Valentina Expresso is 2 meter hotliner. It has a 2 piece wing and it's all composite. It hails from the Czech Republic, and you can see it on the internet here:

<http://eshop.valentamodel.cz/en/index.php/espresso-2m-a47>

The model is made in several versions: laminate, laminate with carbon D-box, laminate with kevlar

wing, laminate with carbon wing. It has a wide speed range and is capable of most aerobatic manoeuvres.

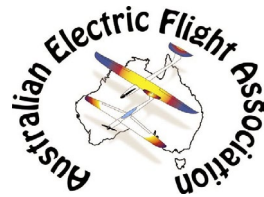
My model weighs 1.2 kilos and is now powered by a Mega 1630/3 inner-runner motor swinging an 11x6" Aero-naut folding prop; a large motor, I know, but it gives the authority and performance that I was looking for, and it is thin enough for the minimal fuselage at 28mm diameter. Being an inner-runner, it also avoids all the problems of clearing the cables from the motor. I run a 2200-3S LiPo to help with balance and give long flights.

On the first outing I had a 30 minute flight, during which I used 3 minutes of motor run. I used 1300 mA out of the 2200-3S battery. The power feeds to the motor and Rx through a Hifei 80A ESC - plenty of leeway there!

I've used Savox and Hitec mini servos, and use a Futaba 18MZ WC radio. I have tried all the different flight settings, as well as butterfly.

I'm super impressed with this model and final power combination.

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



**Electric Flight
 in Australia &
 AEFA
 Open F5J
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First prize:
 Mega 6/10/3E motor with
 Reisenauer 5:1 gearbox
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www.flyelectric.com



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 up to 2.6m class**

First prize:
 Spektrum DX8e Transmitter
 Value \$370
www.modelflight.com.au



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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F5J Trophy major sponsor

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 matching a prop, selecting an electric model**

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2019 Glider/F5J Events Calendar

Produced by the AEFA to promote F5J & Gliding

No.8/16-10-19

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

Date		Flying Events	Notes
November			
1-3 Nov	AEFA F5J Perpetual Trophy	F5J Annual Tournament	Cootamundra
10-Nov	Millennium Cup	Electric glider event	Nowra
17-Nov	RCGA Event	F3K, F5J and Free Practice Day	Diggers Rest
24-Nov		HSL Spring Club Competition	HSL Maddens Plains
24-Nov	RCGA Event	F5J Electric Glider	Diggers Rest
December			
8-Dec	Annual Event	Picton Cup Round 2 F5J	HSL Maddens Plains
8-Dec	RCGA event	Open Thermal - Winch only	Diggers Rest

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.



One of the new breed of F5K models - converted DLG

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Infinity and NAN models

Reisenauer gearboxes + various brushless motors

GM props and spinners

Height limiters

mob: 0410794173

email: skyrobsol@gmail.com



Garth Halton launches his F5K Bamf in Brisbane recently

2020 Glider/F5J Events Calendar

Produced by the AEFA to promote F5J & Gliding

No.3/17-10-19

Key - **green** for F5J events, **HSL** - Heathcote Soaring League, **SSL** - Southern Soaring League

Date		Flying Events	Notes
January			
12-Jan	RCGA Event	F5J Glider	Diggers Rest
25-27 Jan	Sailplane Expo	F5J Only - 2.5 days Nostalgia glider event Sunday - electric or winch	Armidale
26-Jan	RCGA Event	F3K, F5K and free practice	Diggers Rest

February			
9-Feb	RCGA Event	Open Thermal Glider - winch	Diggers Rest
16-Feb	RCGA event	Combined Open Thermal & F5J Glider	Mt Wallace TBC
23-Feb	RCGA event	F5J Electric Glider	Diggers Rest
23-Feb	HSL Event	HSL Summer Club Competition	HSL Maddens Plains

March			
7-9 Mar	FXJ Australia - SSL	SSL Milang - F5J only	Milang, SA
22-Mar	RCGA event	F3K State Championships	Diggers Rest
22-Mar	HSL Event	Heathcote Cup F5J	Maddens Plains
22-Mar	RCGA/SSL event	F3K State Championships	Diggers Rest

April			
5-Apr	RCGA event	F5J VIC State Championships	Diggers Rest
10-13 April	AEFA National Electric Flight Rally	Jamboree of Electric Events including F5J	Cootamundra State Field
18-19 April	RCGA event	Victorian Open Thermal State Championships - Format TBA	Horsham
30-Apr to 9 May	MAAA Nationals	Inlcudes F5J and EOT events may also include F3 events	West Wyalong

Leaderboard Check

You can see the ongoing 2019 Leaderboard here:
<http://www.aefanet.com/images/stories/F5J/F5J-Leaderboard-2019.pdf> now up to 105 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 holds first place. Rounds 4 and 5 of the QLD F5J Challenge have been added in, and that brings Karl Knack up to second place after winning both rounds. David Pratley is now in third place. The proliferation of events is having an effect on the Leaderboard.

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.

2020 Calendar continued next page

Please advise any events in your area that need to be added. Note the QLD F5J Challenge events are nearly organised, but not ready for this edition.

2019 Remaining Events
See p.22

May			
3-May	RCGA event	F3K and Free Practice Day	Diggers Rest
17-May	RCGA event	Open Thermal Glider - Winch	Diggers Rest
24-May	RCGA event	F5J Electric Glider	Diggers Rest

June			
5-Jun	LSF Tournament	F5J LSF Tournament	Jerildere
6-8 June	Queen's Birthday weekend	LSF Tournament Thermal Glider - including F5J	Jerilderie
21-Jun	Annual event	Picton Cup Round 1 F5J	Picton
July			

August			
23-Aug		HSL Winter Club Competition	HSL Maddens Plains

September			
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October			
18-Oct	HSL Event	Millennium Cup Round	Maddens Plains

November			
5-8 Nov	AEFA F5J Perpetual Trophy	F5J Annual Tournament - World Champs Team Selection Trial	Cootamundra
22-Nov	HSL Event	HSL Spring Club Competition	Maddens Plains

December			
6-Dec	Annual Event	Picton Cup Round 2 F5J	Picton

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