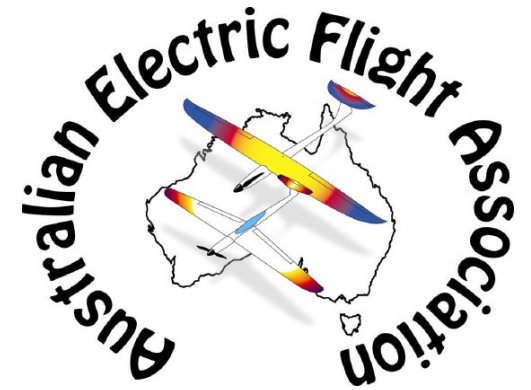


Electric & Glider **FLIGHT** Australia



Edition Number 21

December 2019



Winners at 4th Annual F5J Trophy event held at Cootamundra in November - Sidebar; Open winner, Andrew Meyer
Top Row Open winners; Andrew 1st, Scott Lennon 2nd, David Millward 3rd.
Bottom row Limited winners - David Moore 1st, Tom Clifford 2nd, Ralph Dephoff, 3rd. Report pages 3-8.

Editorial by Peter Pine

Big news this edition is the 4th Annual F5J Trophy event held at Cootamundra - a major event that continued despite the weather!

Thanks to Paul Moorfield and Charles Powell for all the photos! See the report pp. 3-8.

A tribute to one of our pioneers, Phil Connolly appears on p.11 and following. Thank you Phil for the contribution you made to electric flight! Our thoughts and prayers are with Maureen, Mark and families at this time.

Now it is time to focus on the events for 2020 - see the Sailplane Expo details on p.14, the SSL Open International event on p.15, and the new calendar for 2020 on pages 18-19.

Thanks to Mel Gillott for taking over the gliding postal events for 2020 - practise your Radian and F5J flights at club flying days and submit the results to Mel each month - see his details on the last page. Phil Stevenson continues with the EOT postal events. These are a great chance for you to practise your favourite events and build your skills. Those who practise most seem to have the best luck!

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President's Message by Trevor Smith

With the ongoing drought and fire conducive weather, my clubs flying time has been reduced as we enforce a no flying during total fire ban (TOBAN) policy. It's encouraging to hear that other clubs have also been introducing this policy. While none of us want to cause a fire that may injure others or cause loss of property, we also need to consider the tenure over our flying fields, especially if we lease. With my devil's advocate hat on, a crash causing a fire during a TOBAN may be viewed as irresponsible by the lessor putting your clubs field tenure at risk. A bit of a stretch perhaps, but not a risk you should be taking with your most valuable asset.

A flying colleague has asked me to tell you of his recent experience with a propeller strike. Simple situation, the plane landed a bit hard and bent the undercarriage. Wanting to re-fly without returning to the pits the undercarriage was adjusted from in front of the plane with arms very close to the prop. You probably know or may have even experienced what happened next. Transmitter dangling from neck strap, motor switch bumped, electric motor immediately started on full power with no respect for the arm in its path. The other members mobilised very quickly stabilising the wound with the bandages in the first aid kit, took our colleague to hospital,



packed up his equipment, ferried his car home and called his wife. Visiting him in hospital before his operation he felt more embarrassment than pain. I'm not going to preach to you about safety, you know what you should and shouldn't do, but I am going to show you the less gruesome picture of the stitched-up arm. The force was so great that the propeller broke. Fortunately, no permanent damage, all the fingers still wiggle.



On a brighter note, the Radian and F5J postal comps will be managed by Mel Gillott in 2020. After having done it for 3 years it's time for me to handover to someone else. Thanks to all those who entered this year and for the little bits of extra info you send with your entries. You are in good hands with Mel as I understand he has over 4 decades of modelling flying behind him.

And finally for 2019, look after yourself over the Christmas and New Year period and I hope to see you at an event in 2020.

tdsmith82601@bigpond.com

Australian F5J Trophy 2019

Cootamundra

by Peter Pine

38 entrants registered for the F5J Trophy event planned for 2/3 November at the Cootamundra state field. Unfortunately, the weather forecast looked poor with high wind and rain predicted. Fortunately, the event went ahead and only 5 people were put off by the weather forecast.

There were indeed high winds on the Saturday, but flying commenced anyway. By early afternoon 4 rounds had been completed, but the wind had increased to well in to the 30 km/hr bracket. Flying was paused for a while to see how the wind developed.

At 3:00pm, the hardy decided to keep flying. Some elected not to join in, and only one more round was completed before the wind became super extreme and flying ceased.

Because of the wind, there were quite a few outlandings when fliers followed a thermal down-wind (yes, there were still thermals) and could not get back, but there were less incidents of this than you would expect. Only a few sustained damage from outlandings.

Sunday dawned with much less wind. Showers were threatening, but flying continued. In fact, flying was only interrupted briefly two or three times during the day.

In the end, 9 rounds were completed to make it a contest, but a very challenging one. Andrew Meyer from SA came out on top for a second time (he won in 2018 as well when it was part of the team selection trial for the World Champs). Scott Lennon, a very accomplished flier from Temora, NSW, came second. David Milward from Victoria came third to make it an inter-state affair!



Big Coota sky above - launch line from upwind side of safety corridor below



Limited F5J winners all came from NSW; David Moore, 2nd Tom Clifford, 3rd Ralph Dephoff. No Radians featured this time, probably because of the wind. You needed a heavy or slippery model for these conditions.

The bevy of fliers that competed actually came from four states; yes, there were entrants from Queensland, NSW, Victoria and South Australia. Thanks to all those who defied the weather, and came and flew anyway. Though not the best event ever because of the weather vagaries, it will still go down in the memories as a distinctive one.

A vote of thanks must go to AEFA President, Trevor Smith, who ran the event very ably. It was run using the international strategy of a 6m safety corridor and numbered take-off points along the upwind side of the corridor. Take-off positions were allocated in the draw. Fliers could enter the corridor when the previous group had completed 8 minutes of flight time and move to their take-off point. This was very helpful, as there were 10 take-off points set 10m apart, so some fliers had up to a 100m walk to their point, and there was only 5 minutes preparation time between groups. The timing ran continuously and automated.

Spot landing markers, also numbered, were placed 15m downwind of the safety corridor. Current F5J rules were applied and penalties clearly documented at the briefing and on the score-boards.

Emergency motor re-start was permitted (and this is now published as a legitimate local rule), and it was fortuitous for some fliers who used the strategy to bring their model back from down wind in the extreme conditions and prevent damage (and a possible fire if they landed awkwardly when out of sight).

The only other variation at this event from what one would experience overseas, or at a World Championship, was that there was no fly-off.

Another big vote of thanks must go to the Coota club ably led by Grahame James. The club did a great job of preparing the field and catering for the fliers. Helen James also headed up the catering team and did a fabulous job, especially with the Saturday evening roast dinner on the field.

This event is now securely lodged in the F5J calendar each year; in 2020 it will be No.5 and the team selection trial for the next F5J World Championships. The AEFA successfully lodged a bid to run the trial with the MAAA. This time it will be a three-day, single event to choose a team. Mark you dairy now with 5-8 November 2020, and it will be held again at Cootamundra. You can see the calendar for the full 2020 year on pages 18 and 19.

F5J has now certainly come of age with so many events each year, and in all states except WA.



Top - Capable CD, Trevor Smith (right), President of AEFA, chatting to Hutton Oddy from Armidale. Cootamundra covered area was a boon in the weather!
Bottom: Andrew Meyer hits the spot - again!

Even the Northern Territory runs F5J at the Alice Springs Masters Games! Join the trend and give F5J a go - even if it is Limited F5J with models of 2.6m wingspan or less - that gives you a chance to cut your teeth at an easier level.



Above - David Leitch, Ross Ginder, Les Safarik flying
Below - Mandy and David Pratley in one of the breaks



Above - Marg Dephoff timing for hubby Ralph
Below - David Milward on another winning flight



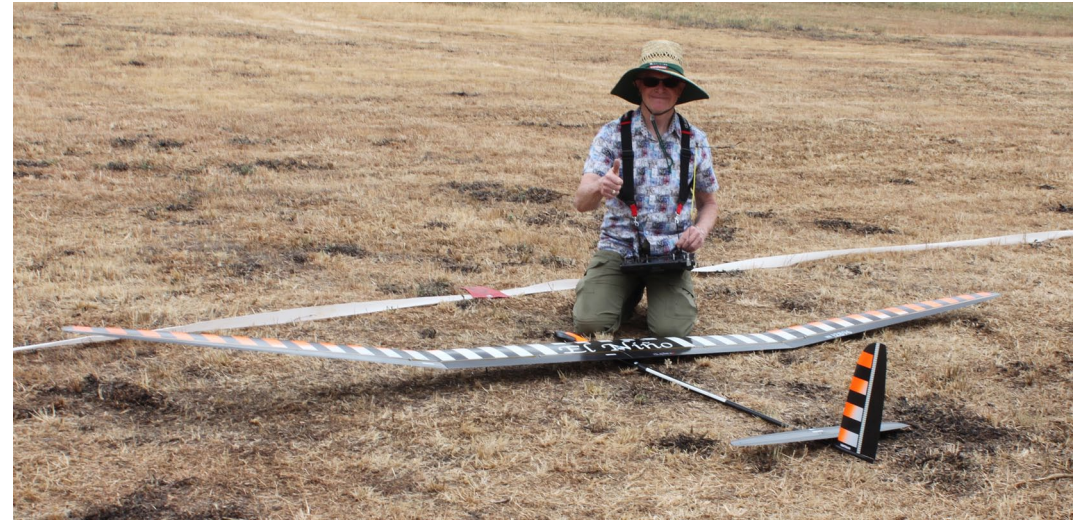
Above - Christine and Evan Bengtson during a break
Below - David Vels flying with Evan assisting





Left - face cover helped with the wind and the flies

Right - Mel Gillott prepares his El Nino for another flight.



Left - yours truly launches the Viator that performed well in the wind

Right - The SA contingent taking it easy - Mal Baxter, Andrew Meyer, Paul Moorfield



4th Annual F5J Trophy 2019 - Overall Results

[Cootamundra 2/11/2019]

www.GliderScore.com

Rank	Name	Class	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9
1	MEYER, Andrew	O	7611.8	100.00	7611.8	1000.0	1000.0	1000.0	*0.0	837.9	959.4	1000.0	814.5	1000.0
2	LENNON, Scott	O	7559.7	99.32	8160.8	946.2	830.3	963.6	*601.1	977.5	842.1	1000.0	1000.0	1000.0
3	MILLWARD, David	O	7250.2	95.25	7250.2	849.5	*0.0	1000.0	959.6	1000.0	1000.0	441.1	1000.0	1000.0
4	CANNON, Jamie	O	7209.5	94.71	7209.5	1000.0	1000.0	368.2	*0.0	1000.0	982.3	990.3	889.2	979.5
5	BLACKBURN, Hugh	O	7135.4	93.74	7135.4	*0.0	889.6	1000.0	1000.0	542.5	1000.0	780.7	1000.0	922.6
6	MOORFIELD, Paul	O	6738.2	88.52	7237.2	678.9	690.7	*499.0	872.0	1000.0	815.4	900.5	966.4	814.3
7	VELS, David	O	6406.7	84.17	6945.3	945.5	*538.6	797.2	699.0	853.8	908.2	733.9	658.3	810.8
8	PRATLEY, David	O	6288.3	82.61	6656.1	1000.0	421.7	*367.8	1000.0	897.5	985.4	452.9	787.6	743.2
9	MURPHY, Jack	O	6255.2	82.18	6255.2	1000.0	109.8	775.3	551.2	*0.0	950.6	1000.0	1000.0	868.3
10	SAFARIK, Ladislav	O	6019.1	79.08	6019.1	631.5	1000.0	669.5	725.3	420.5	1000.0	*0.0	824.6	747.7
11	FARRAR, Don	O	5484.8	72.06	5484.8	711.1	308.4	813.3	1000.0	*0.0	852.6	931.6	261.5	606.3
12	ODDY, Hutton	O	5480.3	72.00	5480.3	698.6	494.4	707.8	339.6	*0.0	857.4	785.1	899.2	698.2
13	STONE, Mark	O	5442.8	71.50	5442.8	*0.0	685.8	743.5	1000.0	744.5	666.7	386.4	467.7	748.2
14	STEVENSON, Phil	O	5378.4	70.66	5378.4	363.4	0.0	795.2	*0.0	988.6	1000.0	858.8	563.5	808.9
15	BENGTSON, Evan	O	5190.2	68.19	5190.2	369.7	531.8	1000.0	630.8	*0.0	978.8	232.6	599.2	847.3
16	LEITCH, Dave	O	5185.3	68.12	5319.4	485.1	1000.0	*134.1	575.1	722.7	714.8	388.8	400.8	898.0
17	MALHERBE, Mike	O	4989.9	65.55	4989.9	915.2	710.5	171.7	339.6	*0.0	945.3	1000.0	300.1	607.5
18	MOORE, David	L	4874.3	64.04	5017.7	295.0	422.3	*143.4	587.9	1000.0	938.3	468.2	423.3	739.3
19	CAMPBELL, Peter	O	4618.6	60.68	4618.6	431.0	*0.0	935.6	470.7	587.1	953.1	475.8	180.6	584.7
20	WEATHERSTONE, Step	O	4591.0	60.31	4591.0	0.0	*0.0	757.6	309.6	520.7	762.6	900.8	827.6	512.1
21	PINE, Peter	O	4034.7	53.01	4034.7	896.1	321.4	443.1	695.4	0.0	259.3	*0.0	419.4	1000.0
22	METZGER, Klaus	O	3786.8	49.75	3786.8	457.8	0.0	954.9	0.0	*0.0	995.4	519.1	294.4	565.2
23	BAXTER, Malcolm	O	3649.8	47.95	3649.8	295.1	485.9	0.0	0.0	*0.0	952.3	699.5	261.5	955.5
24	CLIFFORD, Tom	L	3380.4	44.41	3380.4	240.8	182.2	*0.0	104.4	889.7	410.5	345.1	780.0	427.7
25	DEPHOFF, Ralph	L	2975.2	39.09	2975.2	74.4	316.4	0.0	209.6	*0.0	553.1	369.6	857.4	594.7
26	ROSS-CLIFT, Geoffrey	L	2848.4	37.42	2848.4	*0.0	285.3	94.3	434.6	134.5	359.8	470.7	606.7	462.5
27	GILLOTT, Mel	O	2673.1	35.12	2673.1	0.0	318.5	0.0	0.0	*0.0	902.2	235.7	530.2	686.5

4th Annual F5J Trophy 2019 - Overall Results

[Cootamundra 2/11/2019]

www.GliderScore.com

Rank	Name	Class	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9
28	GIBSON, Paul	O	2237.7	29.40	2237.7	464.8	624.3	579.4	569.2	0.0	0.0	0.0	0.0	*0.0
29	SMITH, Trevor	O	2074.9	27.26	2074.9	622.5	636.4	314.1	501.9	0.0	0.0	0.0	0.0	*0.0
30	LOVETT, Terry	O	1006.7	13.23	1006.7	227.0	591.8	187.9	0.0	0.0	0.0	0.0	0.0	*0.0
31	POWELL, Charles	L	626.5	8.23	626.5	0.0	0.0	194.3	79.5	0.0	352.7	0.0	0.0	*0.0
32	FUNKE, Robert	L	303.4	3.99	303.4	0.0	192.1	111.3	0.0	0.0	0.0	0.0	0.0	*0.0
33	GINDER, Ross	O	259.5	3.41	259.5	259.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*0.0
34	WESTON, Kevin	O	215.4	2.83	215.4	215.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*0.0
=35	RODRIGUES, Vernon	O	0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*0.0
=35	MAYHEW, Alan	O	0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*0.0
=35	WATSON, Rob	L	0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*0.0
=35	WOODWARD, Ken	L	0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*0.0

40th Sailplane Expo 2020

Details now available

Entry form has been published -
AEFA & LSF web sites - See flier p.14

**Fly F5J, or be nostalgic and fly in
the type of event flown over many
years at the Expo - winch or
electric launch**

QLD F5J Challenge 2020

by Peter Pine

The Queensland guys have been working hard on developing a program of F5J events for 2020.

So far, they have come up with this plan (below) - mark your diary and see if you can fit in some of these events:

Dalby is the most frequent location because it is a great field and facilities and central to most fliers interested in this series. However, Dalby is only 2.5 hours drive from Brisbane airport (220km), so if you would like to fly in from southern states, it is doable!

If you would like to join in one even closer, Munbilla is only just over 1 hour drive from Brisbane airport (85km), so even easier! Try some of these events and join the QLD F5J revolution!

Round 1	Dalby	22/23 February
Round 2	Dalby	21/22 March
Round 3	Monto	25/26 April
Round 4	Dalby	6/7 June
Round 5	TBA	4/5 July
Round 6	MRSSA Munbilla	12/13 Sept
Round 7	Dalby QLD Titles	21/22 November State F5J Champs

SSL club members are supporting the AEFA. Results from SSL like these will be included when available.

Milang Open F5J 27-10-19

Place	Name	Total Score
1	Moorfield, Paul	8912.3
2	Pring, Mal	8001.8
3	Kent, Bill	7597.1
4	Stone, Mark	7422.3
5	Meyer, Andrew	6916.9
6	Potter, Greg	6755.9
7	Frizell, Mike	5799.1
8	Schmidt, Christian	5254.2
9	Baxter, Malcolm	4652
10	Biwden, Gavin	4488



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

Diggers Rest field is now back in action for Melbourne fliers, and an F5J event was held recently. Jim Houdalakis reports on the event held on 24 November:

You couldn't ask for better weather than we had at our November f5j event: 21 degrees forecast, blue skies and except for the occasional thermal gust, almost dead calm,

A light sea breeze kicked in for the last round of the day but there was plenty of lift around all day, if you knew where to look.

Low launches were the order of the day, which we rarely get to do with confidence here at Digger's

Rest, since it's usually windy and hence pilots are usually a bit conservative. A few regulars were missing with family obligations, but those that came, enjoyed the day.

There were the usual pilots there, and this time Max Kroger decided to finally join in the flying, instead of just helping time. It was good to see

him joining the fray after a long break from competing.

Congrats to Bob Wilson who took out 3rd with very consistent flights and heights. Second was me with some inconsistent flying, And a big congrats to David Millward in 1st who appears to have now got a handle on his new Pluses.

rcga f5j event 3 - Overall Results

[diggers Rest Vic 24/11/2019]

www.GliderScore.com

Rank	Name	Ctry	Club	RegnNo	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8
1	MILWARD, Dave	AUS			6936.4	100.00	6936.4	1000.0	1000.0	987.8	948.6	1000.0	1000.0	*0.0	1000.0
							Time	9:54	5:21	9:57	9:58	9:57	9:58	0	9:00
							Height	101m	49m	80m	54m	55m	71m	0m	201m
							Landing	45	45	50	20	50	50	0	25
							Over75m	-	-	-	-	-	-	Yes	-
2	HOUDALAKIS, Jim	AUS	VARMS		6886.7	99.28	7799.9	941.7	1000.0	1000.0	*913.2	983.4	978.8	982.8	1000.0
							Time	9:56	9:55	9:57	9:58	9:56	9:56	9:57	9:57
							Height	70m	88m	55m	192m	56m	83m	87m	157m
							Landing	20	50	45	50	25	45	45	50
							Over75m	-	-	-	-	-	-	-	-
3	WILSON, Bob	AUS			6785.9	97.83	7143.0	1000.0	998.3	957.7	1000.0	907.2	922.7	1000.0	*357.1
							Time	9:56	9:54	9:53	9:57	9:53	9:34	9:24	3:41
							Height	58m	88m	109m	75m	142m	126m	81m	112m
							Landing	50	50	50	45	40	50	35	0
							Over75m	-	-	-	-	-	-	-	-
4	MAYHEW, Alan	AUS	VARMS		6445.1	92.92	6445.1	935.4	575.7	980.5	988.0	1000.0	1000.0	965.5	*0.0
							Time	9:47	6:10	9:50	9:53	9:52	9:53	9:49	0
							Height	73m	48m	76m	55m	48m	70m	52m	0m
							Landing	0	0	50	50	35	50	25	0
							Over75m	-	-	-	-	-	-	-	Yes
5	BLACKBURN, Hugh	AUS	VARMS		4780.9	68.92	4780.9	128.8	532.9	1000.0	1000.0	*0.0	130.6	1000.0	988.6
							Time	1:33	3:23	9:55	9:55	0	2:01	9:55	9:54
							Height	27m	42m	52m	34m	0m	82m	72m	154m
							Landing	0	0	45	45	0	0	50	45
							Over75m	-	-	-	-	Yes	-	-	-
6	KROGER, Max	AUS			3992.3	57.56	3992.3	874.3	402.6	893.3	866.0	867.3	88.8	0.0	*0.0
							Time	9:44	3:33	9:43	9:54	9:57	1:37	0	0
							Height	139m	151m	149m	141m	148m	106m	0m	0m
							Landing	0	0	40	0	0	10	0	0
							Over75m	-	-	-	-	-	-	-	-

For more news from RCGA, go to their web site at:

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

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

The Emergency Motor Restart debate has been raging for years as I detailed in EFGA No.20. Interestingly, I received 12 messages from F5J fliers who value having EMR, but none from people who do not want it. I do, however, know of three or four people who are not happy about it.

Here is the response from senior flier, Ken Woodward, who competes in many F5J events:

“As an older flyer who generally flies winch launch converted to electric aircraft but still values them, I endorse all that you have said re Emergency Restart.



As you report, fires caused by “uncontrolled flight into terrain” are a real risk. At our MMSC field in Sydney, bounded by Lane Cove National Park, flying is not allowed on high fire danger days. This is a self imposed Club rule.

Flyers should also ensure that they program Fail Safe into their radio with Motor OFF as fail safe setting. Fail Safe settings for control surfaces - no right answer. I use “hold “.

Response from EOT flier, Mike Colston:



I was interested to read your article about the pros and cons of allowing an Emergency Motor Restart in F5J. Whilst I cannot comment on F5J we did have basically the same debate in EOT in relation to Height Limited Old Timer and Vintage Glider. In both events the motor is automatically turned off when the model reaches 200m or 30 seconds has elapsed, whichever comes first.

I believe that in NZ the motor is not allowed to rearm once it has switched off. The way we fly EOT here is to allow the motor to rearm and hence make an emergency restart possible. There was considerable debate about this several years ago and in the end it was agreed the emergency restarts were to be allowed, although, of course, that flight would then attract a zero score.

The reasons put forward in support of this decision revolved around the perceived illogicality of sacrificing a model that could have been saved if the motor had been allowed to rearm (very few of us were prepared to lose models that generally took many man hours to build!) and secondly the issue of safety. You mentioned the risk of fire in an out landing, but there are also risks of hitting houses, cars or even people once a model is too far away to be properly controlled.

I think that the issue may be more of a problem in EOT as our models are generally light and “floaty” and hence do not penetrate into the wind as well as an F5J model might, increasing the risk of losing the model downwind

Anyway, I thought it might be of interest to F5J flyers to know that there has been a similar debate in EOT and how it was resolved.



Friendly flies at Cootamundra

Time to submit your entry for the 2020 Sailplane Expo - see information p.14

Tribute to Phil Connolly

by Peter Pine

Phil Connolly was one of the founding members of the AEFA and very involved from the early 1990s. He started the Melbourne “show-and-tell” meetings in his garage all the way back then. You can read of his involvement on the AEFA web site: <http://www.aefanet.com/history>

Phil’s great passion was electric pylon and he was responsible for this class at the NEFR for quite a few years. See the images (attached) taken from my “History of the AEFA” PowerPoint. The first image on the next page was at a seminar weekend that I conducted in Melbourne in 1991, and we held a 7-cell electric glider event at the then VARMS field. There are some famous names there! Phil is on the right.

The second image is a pylon event at an early NEFR - quite a few people trying pylon in those days - Phil is on the right again - he must have liked that position. That is a very young Bob Hickman on the left. Phil Stevenson identified many others in the image. Standing beside Bob (l. to r.) is Nick Siefkin (deceased), Michael Vorstermans, Phil Stevenson, Phil’s son Andrew, David Hobby, Unknown, Unknown, Ray Pike (deceased), Phil Connolly (deceased), Front row kneeling: Cliff Fiddes, Mani Reiderich, Richard Tapp.

Phil suffered major physical impediments some time ago. He could not fly any more, so turned to another of his passions, electric boat racing for a while.

Phil and his son Mark were responsible for developing the E-meter, produced by Hyperion. See the E-meter in Phil’s hand in the image to the left. He was quite a talented guy and a great thinker.

Paul was admitted to a nursing home not that long ago. On Saturday 23 November, Phil suffered a heart attack and died quite suddenly. A small, informal service was held for Philip on Wed 27th November at Burwood Terrace Retirement Village.



Following are some messages I received when I notified members about Phil passing away. To help your understanding, Vic Smeed is a national treasure in aeromodelling; he was a prolific model aircraft and boat designer and responsible for models still flown today (they were free flight in their day and published in the famous Aeromodeller magazine) like the Tomboy, Madcap, Debutante, Linnet, Pushy Cat, Chatterbox, etc. etc. It was significant that Phil published in conjunction with Vic Smeed!

Memories about Phil Connolly by Anthony Mott

In 1970 Model & Allied Publications (English prolific model book producer) published a book "Radio Control for Model Boats", by Phil Connolly and Vic Smeed. This book has a lot of good basic info about powered "racing" boats. So Phil had been into the design and running model boats at that time. I do not know when he came to Melbourne, Australia with his wife Maureen and children.

The Racing Model Boat Club was formed in Melbourne and met in my lounge room. Gatherings were organised to cater for the two basic "efforts" – straight line speed over a 100m course, and what we called the Naviga Triangle which was borrowed from the Europeans, which was a time trial around a triangle of buoys set out in specified dimensions. Some time in the early 1980s Phil took an interest in model boating



Above - a 7-cell electric glider event held in Melbourne in 1991 - Phil Connolly is on the right. Third from left is Bob Hickman with a model he is still flying today!

Below - An early electric pylon event at the National Electric Flight Rally - Phil on the right - other names in text.



activities on the Melbourne scene. About this time Phil struck up a relationship with Harry Baldachino who ran an outfit called Full Ahead Hobbies, north of Melbourne, who was involved in making components and fittings for model boats. Phil and Harry got together and three new hull designs for multi-racing activities were designed. These were very popular across the Melbourne (and indeed, NSW) boating activities.

I do not remember what triggered Phil to go electric. Phil was very careful in his studying of matters, and applied a great skill and knowledge in extracting the best result from what was available. Phil convinced me (it did not take much!) to build an electric “multi-racer” to be run over a 5 minute journey in place of the traditional 10 minutes as used by the glow boys. He sucked a few others in including Phil Blake and Harry Baldachino himself....

We used ferrite magnet motors, early ni-cad batteries and lots of amps and sparks to control. Then came neodymium magnets, and motors made by Keller in Germany using these magnets, and better nicad cells were becoming available. There were many times I competed with (against) Phil in races, and I was invariably beaten – except for once at a big “do” held at Wagga, where I managed to best him. The model was a Nagari full of ni-cads, very low in the water, a Keller motor, and had lots of luck in negotiating the course.

Unfortunately the support for electric powered boats in Victoria waned. My prime modelling activity became aeromodels. With a number of electric motors and ni-cad battery packs on hand it was certain that I would venture into electric flight. And that happened. I built two models using the American Astro motors, the first a “floater”, and the second a more vigorous design that flew well but was killed by a Tx electrical fault!

Then there was the group organised by Phil to gather in his garage at Waverley. I attended several of these, and enjoyed them. From there, the “electric flight” movement took off and no doubt due to the push and impetus that Phil gave it. I think that is where the Victorian AEFA came from.

Phil was quiet achiever. He often listened to what you had to say, and then gave gently opposing information that corrected your views based on technical reality, of which he had a great knowledge. Phil was the gentle purveyor of the electrical truth. He was not confrontational, but determined that physics would win. I will always remember him as a sage. This may also have applied to his private life as well, given his gentle attitudes. He was a very knowledgeable gentleman!

Above right: Phil Connolly with his 7-cell electric glider photographed at an NEFR at Wangaratta



Phil Connolly with his 7-cell electric glider in 1991.

AEFA History by Phil Stevenson

To clarify history, the first electric flight organisation in Australia was established at the Richmond MAAA Nats in 1987, held at Richmond agricultural college. The name given was the Australian Electric Flight Society (AEFS) and was the for-runner on the AEFA. People who may have been there include Peter Pine, myself, Ian Avery, Peter Cranfield, Roy Calnan, Richard Solomon, Mike O'Reilly and probably a few more. Ian Avery volunteered to start a newsletter; if you gave Ian \$2 he posted a newsletter to you!

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



Expo 2020 shirt - produced especially to celebrate 40 years of Sailplane Expo events - available to entrants at a bargain price of \$20, partly funded by income received by the event over the years - enter now and book your shirt! Limited available. Hutton also advises that modern F5J is the main event, with Open and Limited classes - plus a fun Nostalgia event.

F5J australia



**AUSTRALIA F5J
OPEN INTERNATIONAL**

**SOUTH AUSTRALIA
MILANG 2020**


**SSL PARK, NINE MILE RD, MILANG SA
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3 BIG DAYS OF F5J COMPETITION

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2 man teams

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Ivory Gull refurbish by Mal Pring

I have just finished refurbishing a second hand Ivory Gull (Vintage 2.5m glider designed by R. Gosling in 1943), and taken about 150 grams off the weight due to relocation of the motor and battery.

It now weighs 1405 grams. The push/pull controls are now Dacron thread, instead of nylon fishing line! The motor is an Emax of some sort (1050 RPV, 35mm diameter, running on 3x2200mah cells.)

I could put lighter batteries in it, but then I would have to add nose weight. Still have to fit the height limiter, and see if it can reach 200m in the 30 seconds!

.....continued next page

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Great photo from the RCGA web site of Melbourne fliers now back at Diggers Rest field after receiving height clearance - taken at the first F5J for the year.

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Ivory Gull continuedWith the motor on top (instead of in the nose), it's not as streamlined as others, but it makes for a simple arrangement. Flies quite nicely in calm to moderate air, but have no idea how it will fly in a breeze.

Aero-tow version flying in the UK:

<https://www.youtube.com/watch?v=CUhQc6ErzxE>

Plans from Traplet:

<http://www.traplet.com.au/g148-ivory-gull>

Free plan download from Outerzone:

https://outerzone.co.uk/plan_details.asp?ID=1588

Straton 5m glider

by Claus Grimm

The STRATON got my attention when I first saw its impressive features. Considering the wing span of 5m, supplied with all servos built in and with motor and prop fitted, I couldn't resist it. The fuselage comes in two pieces and the wings in four sections kept together by Carbon Fibre rods. Electrical connections for flaps servo's are made by utilizing Multiplex connectors. I have extended this method to also include the aileron servos in the outer wing sections.

Building is a pleasure due to all parts being nicely pre-manufactured. Apart from joining the two fuselage half's, connecting servos and Rx, there isn't much else to do.

Flying is what you expect from such a huge model. In simple words, it doesn't want to land. Despite its Maximum Take-Off Weight of 8.5 Kg, the Scorpion motor (retro fit after the original motor failed) let the bird climb out quite steeply (1300 Watts) on a 18.5x11 folding prop. Once up in the air it responds nicely and predictably to all inputs. Stall is very gentle and not much height is lost. I have configured the flaps to three settings; no flaps, thermal setting @ 4 degrees, and landing configuration 30 degrees.

I operate the STRATON with a Spektrum RX AR8000 and a Telemetry module TM1000 that tells me the voltage of the RX/servo's (two 4-cell Eneloop rechargeable batteries in parallel) and motor LiPo battery. I enjoy flying this rather large glider very much that is also capable of doing some aerobatics like loops and rolls.



Claus with his Straton glider - Claus advises: span 5m, MTOW 8.5 Kg, Scorpion 4025-330 motor that I have acquired from Peter Pine after the original motor failed (good advice from Peter) 5000-6S LiPo battery. Wing area ~ 133 sqdm gives a wing loading of just 64gr/sqdm. Launching is very easy by using a home made dolly.



2020 Glider/F5J Events Calendar

Produced by the AEFA to promote F5J & Gliding

No.6/13-11-19

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
22-23 Feb		QLD F5J Challenge 2020 Round 1	Dalby, QLD
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
21-22 Mar		QLD F5J Challenge 2020 Round 2	Dalby, QLD
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
25-26 April		QLD F5J Challenge 2020 Round 3	Monto, QLD
30-Apr to 9 May	MAAA Nationals	Includes F5J and EOT events may also include F3 events	West Wyalong

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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
6-7 June		QLD F5J Challenge 2020 Round 4	Dalby, QLD
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			
4-5 July		QLD F5J Challenge 2020 Round 5	TBA, QLD
August			
23-Aug		HSL Winter Club Competition	HSL Maddens Plains
September			
12-13 Sept	MRSSA field	QLD F5J Challenge 2020 Round 6	Munbilla, QLD
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
21-22 Nov	Qld State F5J Titles	QLD F5J Challenge Round 7 & QLD Titles	Dalby, QLD
22-Nov	HSL Event	HSL Spring Club Competition	Maddens Plains
December			
6-Dec	Annual Event	Picton Cup Round 2 F5J	Picton

Leaderboard Check

You can see the ongoing 2019 Leaderboard here: <http://www.aefanet.com/images/stories/F5J/F5J-Leaderboard-2019.pdf> now up to 109 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. There has always been discussion about how to run the Leaderboard and some say it just shows participation. It does that, but it rewards good fliers entering more events. So, it encourages participation and shows the popularity of F5J events, and the good fliers always seem to be at the top!

The 2019 Leaderboard is now nearly complete - only the Picton Cup to go. Recent RCGA events have been added, and now we are receiving support from SSL in South Australia, and accessing the results of club events as well as the major events they run.

David Pratley has popped in to first place after scoring well in Coota. Second place is Don Farrar after scoring ahead of 24 fliers at Cootamundra, and Hutton Oddy is now in third place (also placed well at Coota). The proliferation of events is having an effect on the Leaderboard. Make sure you report your events so that the results can be added in.

Electric Glider & EOT Postal Competitions each month

There are electric glider and EOT postal events each month. Mel Gillott is managing glider results in 2020. 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 Mel & 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)

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