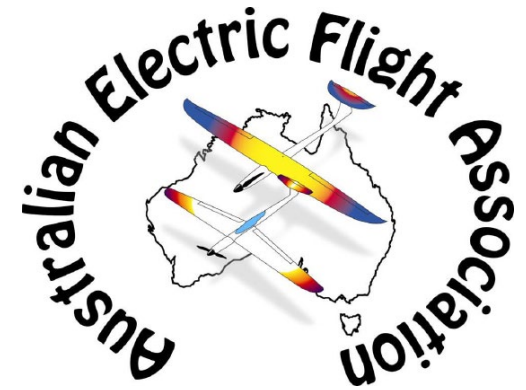


Electric & Glider FLIGHT Australia



Edition Number 23

April 2020



Note

Some material in this edition was prepared before shutdown
No more events until the situation improves

Milang Open International F5J 2020 - top left, David Milward (Vic) 3rd, Andrew Meyer (SA) 1st, Marcus Stent (Vic) 2nd
Centre Top - Big Milang sky • Top Right - Robert Gunn control centre
Bottom Left - masks were popular • Centre - group of avid fliers • Right - launch scene

Editorial by Peter Pine

What a trying time for all - locked at home! But a good time to start that build. See several examples of projects featured in this edition.



There has been some discussion about keeping in touch with our flying colleagues. Consider giving each other a call and supporting your mates.

There are also plans for a meet up by Zoom - a show-and-tell session. Share what you are working on with your mates - encourage one another. Details will be sent out with this E-magazine. If you did not receive the information and would like to watch, or to join in, send me an e-mail and I will give you the details.

Please note that all current events are cancelled. The full calendar of events planned is still published on pp. 23-24 for your information, but contact event organisers if in doubt about which events will start up again, almost certainly not until July. Keep sane, and keep in touch.

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President's Message by Trevor Smith

By now you are probably looking at your models hanging up in the garage or shed rather than from a distance at your flying field. And, you probably have a mental list of all the projects that you will undertake in this period of isolation while waiting out the coronavirus.

My list of isolation projects includes: finishing (I'm a slow builder) the 1/2A Texaco Playboy Senior I was hoping to fly at NEFR over Easter (now cancelled), building a foam kit D.H. 100 ducted fan Vampire still in its box somewhere in the garage, convert to electric motor a 3m bungee launch glider I built in the 80's, and if I finish all of the above I might start on the Puppeteer biplane which is resting comfortably in its box on my grandmother's windup gramophone which I have been meaning to restore for over 20 years.

But one of my first tasks was to balance all my batteries and make sure they were at their storage voltage for their hibernation. Needless to say, I have also promised to do a bit of maintenance around the house.

Bequest from Paul Gibson - I notified all members back on the 15th February of Paul Gibson's passing. Hutton Oddy has advised the AEFA that Paul wished to support future F5J teams to world championships



and this can be achieved by a modest bequest from the proceeds of selling Paul's modelling gear. The AEFA committee have agreed, at a committee meeting on the 29th March 2020, to accept Paul's bequest. All funds received from Hutton Oddy from the sale of Paul's modelling gear will be held by the AEFA in a separate bank account and used solely for the purpose Paul intended. This is a wonderful gesture from Paul and the AEFA will ensure his bequest is honoured.

On other matters, the AEFA AGM was to be held at NEFR over Easter but with the event cancelled the committee have decided to hold the AGM using the online platform Zoom. It is essential that we hold the AGM as it is a requirement of the AEFA constitution and the meeting at which new office bearers are elected for the next year of operation. You will soon be receiving an email detailing the AGM process, date, time and how to join in the AGM via Zoom.

The time is right for me to step down as the AEFA president and I will not be nominating for a committee position at the AGM, so this will be my last message in this EGFA e-magazine (aah). It's been a busy 3 years and I have met and corresponded with many members and made new friends. We have achieved a lot in the last 3 years, but I won't bore you with that here, I'll leave that for my AGM presidents report

I don't have a wrist radio, but, "six two and even over and out". PS - "six two and even over and out" is how Dick Tracey, comic strip detective, signed off.

F5J Open International Milang SA

by Paul Moorfield

The 2020 Milang International F5J competition is over and was a fantastic competition!

It was well run by our CD, Robert Gunn, who kept the measured pace going. We flew 22 rounds over Saturday, Sunday and Monday morning, and then 3 flyoff rounds. Although this sounds demanding, with 3 minutes between heats, 5 minutes between rounds, and a bye for each team in each round, it was an OK pace.

(Ed.) The efficiency of the event was aided by score logging using mobile phones, and announcements via FM radio, a strategy that has been trialled previously at Jerilderie. By doing this, time delays between groups and between rounds were cut down considerably. At a big event, this strategy is effective, but hardly justified for small events in my opinion.

We had 30 competitors, with contingents from Western Australia, Victoria, and New South Wales. Thanks to these competitors for coming! But thankfully our South Australian Andrew Meyer came out in first place, followed by Marcus Stent and Dave Milward from Victoria.

Conditions were remarkably consistent over all 3 days; southeast at 10-20kph in the morning, southerly after lunch at 20-25kph. Strong thermal



Paul Moorfield and event winner Andrew Meyer
David Pratley made the event and scored well



Mike Frizell left and Mal Pring right
Sydney team Col Woodward and Jack Murphy



lift even from early in the morning, becoming trickier and less consistent as the afternoon wore on. Sunday afternoon in particular was difficult, with planes falling out with 3 minute flights, while the lucky, and the skilful, got away for 10 minute flights. Over the 3 days the top 10 changed rapidly as a result of landouts, motor failures, and the tricky conditions at times. Launch heights were generally conservative, with the strong wind countering many of the usual flight line indicators.

By Monday morning we had the top 9 identified (including Greg Potter and David Pratley - great work!) for the 15 minute flyoff that was flown before lunch in strong conditions.

It was pretty exciting, with the requirement to follow the lift downwind and high for a long way to guarantee getting the time, meaning often long walks downwind for the competitors to keep their planes in sight.

A few low level launches were required , with Andrew pulling off a very low level “get out of goal” in the last heat to clinch victory. We then had a barbecue lunch, gave out the awards, and went home satisfied after an excellent competition.

Thanks to everyone who came, thanks to Robert, thanks to everyone who helped set the field up, thanks to those who provided the lunch. Great fun!



Marcus Stent concentrating - Jim Houdalakis calling at Milang



Klaus Metzger is being guided by Kevin Weston in the Open International event

Name: Fly Off F5J
 Venue: Milang
 Date: Mar 09, 2020

#	Name	Score	Pcnt	RawScore	Rnd1	Rnd2	Rnd3
1	Meyer, Andrew	2945.1	100	2945.1	979.6	965.5	1000
2	Stent, Marcus	2928.9	99.45	2928.9	1000	949.6	979.3
3	Millward, David	2903.7	98.59	2903.7	956.4	980.3	967
4	O'Reilly, Michael	2629.7	89.29	2629.7	818.9	843.2	967.6
5	Chabrel, Nick	2577.3	87.51	2577.3	627.8	981.4	968.1
6	Blackburn, Hugh	2571.4	87.31	2571.4	693	955	923.4
7	Pratley, David	2567.1	87.17	2567.1	738.8	890.9	937.4
8	Houdalakis, Jim	1963.7	66.68	1963.7	0	1000	963.7
9	Potter, Greg	924.3	31.38	924.3	0	924.3	0

QLD F5J Series

by Peter Pine

The Queensland ramp up of F5J activity started with Bundaberg in 2016. Early events included about a dozen fliers from far north QLD, central QLD, Brisbane and northern NSW. Bob Wilson from Melbourne even joined in, and so did Ladislav Safarik. Terry Scolari and myself assisted with running these events.

Ross Ginder started to add events in Monto, and one was even held at Susan River (Hervey Bay). Then came the impetus to set up a series of F5J events in QLD spread out over a year. The QLD F5J Challenge was born and 6 events were held in 2019. Venues included Munbilla (near Ipswich), Dalby and Warwick. Some planned venues were not possible because of height clearance issues, but that has generally been overcome now. Dalby became the favourite venue because it is such a large, open space, a friendly club and a venue central to most QLD participants.

About a dozen fliers participated in most events, but it ramped up to 22 in the July Munbilla event - a great turn out! And then 24 turned up for the final for the 2019 series, which was held in Warwick. Overall, 32 fliers took part in the 2019 series.

QLD fliers, lead by Ross Ginder, Eddie Otto and Terry Scolari have now organised the 2020 series and scheduled 7 events for the year. Again, Dalby

is the main venue with others planned for Monto, Munbilla and maybe Maryborough.

Round one was held at Dalby on 22 February 2020 with 11 competitors and it was quite windy. 8.5 rounds were completed on Saturday until the wind became unbearable and was called off for the day. Day 2 was still windy with wind speeds up to 37 km/hr as Chris Graham's wind meter shows in the image right, so the event was called off and the result declared after 8 rounds.

David Vels was the clear winner, adding to his success at the Sailplane Expo, Karl Knack was second and David Spain third - good flying guys! Evan Bengtson is an accomplished flier and usually comes in the top group, so no surprise to see him fourth. Al Dally flew very well in the wind with his Pulsars to come in 5th - great effort Al! I think it is quite clear that there is a bunch of accomplished and competent fliers developing in QLD after all the practice!

John Arnold did not fly because of the wind. Brad Turner suffered from a faulty Altis that kept giving the same height each flight, so was awarded zeros, which is correct according to the rules. If your Altis doesn't work, the outcome is zero. The moral to this story is, make sure you check the operation of your height device before you turn up at a contest and avoid disappointment! Brad had been flying very well in this event for someone relatively new to F5J and several accomplished fliers had complemented Brad on his efforts. Keep at it Brad!



Eddie Otto continued his winning streak in Limited F5J with his inimitable Radian flying. He seems to be able to keep the Radian going in extreme wind, even if he punches forward as far as he can, and then drifts backwards to land! When the second round looked like it would be calm weather, Eddie said, "Not sure I will be able to fly in calm weather!"

Now Round 2. The second round this year was also held at Dalby on 20 March and 12 fliers gathered to battle it out. This time the weather was



Look at that big, flat field at Dalby - and the big Dalby sky - lots of lift and lots of sink!



Great first prize trophy organised by CD Ross Ginder - worth winning!

calm and 15 rounds were held in 1.5 days. I will let guys who were there comment on the event:

First - Terry Scolari

Round 2 of the series was flown in fantastic conditions at Dalby. As usual the Club provided all that was needed and then some as we were spoilt with 240V power on the flight line, along with a full kitchen at our disposal and hot showers. Being 10 kms out of town and in the middle of a 500 acre paddock aided our social distancing obligations as there was more soap and water stations around than you could poke a stick at.

We flew 15 rounds and commenced on Saturday morning around 9:30am facing quite a stiff breeze. Forecasts were for the wind to subside. Lift was all over the field up to lunch and the wind did drop as predicted.. good old Willy Weather.

After lunch was a different story.....Grumbling pilots were heard coming back from the flight line after 4 mins in the air saying there were bricks hiding in the sky everywhere. Of course, the good pilots avoided the bricks and the cream rose to the top.

F5J QLD Feb 2020 - Detailed Results

[Dalby 22/02/2020]

www.GliderScore.com

< Scores - Original >

Rank	Name	Score	Pcnt	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8
1	VELS, David	6559.5	100.00	*565.1	1000.0	930.4	1000.0	817.4	991.9	968.4	851.4
				Time 4:08	9:59	9:57	9:54	8:13	9:58	7:47	4:36
				Height 178m	187m	165m	157m	157m	154m	196m	174m
				Landing 45	15	0	40	40	30	45	0
				Over75m -	-	-	-	-	-	-	-
2	KNACK, Karl	6351.9	96.84	1000.0	895.3	1000.0	817.3	1000.0	697.2	942.1	*522.5
				Time 7:33	8:37	9:54	7:51	9:52	3:55	9:58	5:00
				Height 184m	182m	182m	161m	192m	196m	210m	171m
				Landing 0	40	50	50	45	0	45	0
				Over75m -	-	-	-	-	-	-	-
3	SPAIN, David	5882.5	89.68	*0.0	785.8	498.2	733.8	967.6	910.0	987.1	1000.0
				Time 0	7:42	6:01	8:03	9:28	9:57	9:54	7:47
				Height 0m	186m	171m	175m	150m	183m	183m	163m
				Landing 0	40	0	0	45	0	35	25
				Over75m Yes	-	-	-	-	-	-	-
4	BENGSTON, Evan	5708.7	87.03	892.0	0.0	851.8	1000.0	1000.0	964.9	1000.0	*0.0
				Time 6:53	0	5:04	9:54	9:55	9:57	9:58	0
				Height 192m	0m	181m	200m	178m	202m	137m	0m
				Landing 5	0	25	45	50	45	15	0
				Over75m -	Yes	-	-	-	-	-	Yes
5	DALLY, Alister	5617.3	85.64	833.8	1000.0	1000.0	478.8	*302.2	745.5	977.0	582.2
				Time 7:17	9:34	5:19	6:36	4:28	3:56	9:50	5:35
				Height 212m	212m	168m	210m	200m	179m	196m	212m
				Landing 0	45	45	0	0	0	40	40
				Over75m -	-	-	-	-	-	-	-
6	GRAHAM, Chris	5588.9	85.20	1000.0	*486.5	620.3	705.9	538.7	1000.0	724.0	1000.0
				Time 5:47	4:23	6:26	6:57	5:51	3:51	5:55	4:29
				Height 207m	156m	176m	173m	183m	149m	181m	194m
				Landing 50	50	45	50	40	40	45	50
				Over75m -	-	-	-	-	-	-	-
7	GINDER, Ross	5216.7	79.53	*0.0	468.8	735.7	454.5	918.2	1000.0	1000.0	639.5
				Time 0	7:34	4:56	5:08	9:02	9:58	7:34	5:18
				Height 0m	250m	180m	191m	163m	185m	143m	151m
				Landing 0	40	0	40	50	50	45	20
				Over75m -	-	-	-	-	-	-	-
8	OTTO, Eddie	4676.8	71.30	563.4	*0.0	376.8	525.0	951.0	949.1	804.7	506.8
				Time 2:59	0	2:48	5:51	9:59	4:37	7:03	2:36
				Height 117m	0m	135m	186m	169m	181m	203m	167m
				Landing 35	0	5	25	0	0	30	40
				Over75m -	-	-	-	-	-	-	-
9	WALKER, David	3639.3	55.48	0.0	654.2	*0.0	328.5	793.0	656.5	410.5	796.6
				Time 0	6:23	0	4:34	9:31	3:25	3:48	6:56
				Height 0m	174m	0m	183m	214m	152m	165m	178m
				Landing 0	20	0	0	0	0	30	0
				Over75m Yes	-	Yes	-	-	-	-	-
10	HEINDRICK, Todd	1651.0	25.17	0.0	0.0	0.0	0.0	0.0	*0.0	959.6	691.4
				Time 0	0	0	0	0	0	9:57	3:41
				Height 0m	0m	0m	0m	0m	0m	149m	135m
				Landing 0	0	0	0	0	0	0	0
				Over75m -	-	-	-	-	-	-	-
=11	TURNER, Brad	0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*0.0
				Time 0	0	0	0	0	0	0	0
				Height 0m	0m	0m	0m	0m	0m	0m	0m
				Landing 0	0	0	0	0	0	0	0
				Over75m -	-	-	-	-	-	-	-
=11	ARNOLD, John	0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*0.0
				Time 0	0	0	0	0	0	0	0
				Height 0m	0m	0m	0m	0m	0m	0m	0m
				Landing 0	0	0	0	0	0	0	0
				Over75m -	-	-	-	-	-	-	-

Sunday was more of Saturday arvo's conditions, but the thermals were small and tight and faded without warning, and the bricks were bigger. The good pilots got away and maxed out, whereas others didn't.

Evan's flying was clinical and we lost track of the number of round wins he had. He got away from down low with regularity and deserved winning.

Karl just silently went on with the job with outstanding results.... his big flapped Explorer flew very well.

Ross with his Volo regularly spiraled up from low level with the best but got caught out low once, which really hurt his score.

Brad had a fantastic 2 days and the red Pulsar (or his Infinity) was always lurking with the best in the heat and he pushed the place getters.

Michael was sort of a burglar I'm thinking LOL. He was relatively new to F5J, but he could pick a thermal as though he could see them..... I did hear him say.."Wow, these things take forever to get across the sky." Maybe in comparison to what he used to fly!! (in F3B, Ed.) His motor cut just after launch in one heat which really hurt his overall results.

Richard had great fun with his Bubble Dancer and home built Supra. The Bubble Dancer really flew



Wide open field above - winner Evan Bengtson below



Winners above - Evan Bengtson landing below



F5J QLD Series - Detailed Results

[Dalby Mar 20 21/03/2020]

www.GliderScore.com

< Scores - Original >

Rank	Name	Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Rnd11	Rnd12	Rnd13	Rnd14	Rnd15	Plty
1	BENGSTON, Evan	13948.0	992.9	1000.0	1000.0	981.6	1000.0	1000.0	1000.0	995.9	1000.0	1000.0	1000.0	*896.5	1000.0	1000.0	977.6	
		Time	9:56	9:59	9:57	9:56	9:58	9:57	9:57	9:55	9:56	9:59	9:54	9:54	9:55	9:56	9:57	
		Height	127m	66m	83m	107m	81m	68m	71m	41m	53m	69m	103m	105m	52m	78m	97m	
		Landing	30	50	45	45	50	45	45	40	45	45	50	0	45	50	20	
		Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2	KNACK, Karl	13418.7	1000.0	980.4	995.8	934.0	952.3	787.8	1000.0	1000.0	1000.0	927.3	865.6	1000.0	*0.0	975.5	1000.0	
		Time	9:56	9:58	9:58	9:50	9:57	8:50	9:56	9:58	9:56	9:59	9:54	9:57	0	9:54	9:54	
		Height	139m	168m	100m	122m	117m	112m	85m	108m	104m	89m	217m	152m	0m	121m	115m	
		Landing	40	35	50	30	40	5	45	35	45	0	40	25	0	45	45	
		Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	GINDER, Ross	12088.6	395.4	984.6	Pnty300 *0.0	1000.0	968.6	1000.0	990.1	1000.0	597.2	1000.0	1000.0	677.7	775.0	1000.0	1000.0	300
		Time	3:36	9:57	0	9:56	9:57	9:57	9:56	9:55	5:52	9:57	9:57	5:43	7:00	9:56	9:56	
		Height	84m	81m	0m	95m	89m	113m	91m	56m	60m	98m	168m	46m	69m	96m	75m	
		Landing	50	50	0	50	50	50	50	50	45	50	45	50	45	45	45	
		Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	TURNER, Brad	11101.7	993.8	871.4	*223.6	369.3	284.0	811.2	860.5	895.5	479.6	925.6	859.9	875.0	1000.0	929.2	946.7	
		Time	9:57	9:52	5:45	4:07	4:19	9:37	9:30	9:49	5:27	9:58	9:52	9:51	9:48	9:54	9:53	
		Height	158m	218m	240m	132m	173m	211m	170m	143m	169m	169m	165m	195m	155m	160m	155m	
		Landing	45	50	0	40	0	35	30	35	40	40	0	35	45	50	35	
		Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5	JAMES, Michael	10818.2	264.8	1000.0	978.4	1000.0	1000.0	972.0	995.0	45.4	970.3	483.2	975.8	1000.0	141.7	991.6	*0.0	
		Time	3:13	9:48	9:57	9:54	9:57	9:25	9:55	33	9:51	4:49	9:57	9:57	1:53	9:57	0	
		Height	86m	56m	119m	79m	50m	48m	99m	10m	139m	69m	195m	86m	52m	98m	0m	
		Landing	0	0	50	50	50	50	50	0	50	40	45	50	0	40	0	
		Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6	CULLUM, Richard	10640.2	552.5	750.0	957.1	905.7	*239.5	775.6	938.2	953.4	242.5	851.5	357.5	941.2	933.4	584.3	897.3	
		Time	5:44	9:56	9:48	9:56	2:38	9:56	9:48	9:55	2:59	9:53	4:51	9:58	9:25	7:15	9:55	
		Height	162m	237m	186m	177m	125m	226m	118m	146m	90m	168m	183m	159m	183m	177m	197m	
		Landing	50	35	40	40	50	40	40	30	15	10	50	45	0	45		
		Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7	ARNOLD, John	10373.7	483.7	962.5	431.3	867.7	881.0	906.0	874.7	797.4	*0.0	837.8	474.3	934.1	797.2	841.0	285.0	
		Time	5:44	9:46	5:12	9:58	9:48	9:49	9:33	9:24	0	9:49	5:53	9:51	9:25	9:09	4:09	
		Height	140m	144m	136m	147m	140m	138m	149m	144m	0m	176m	164m	162m	151m	137m	154m	
		Landing	0	25	15	0	30	15	25	0	0	0	10	0	0	30	0	
		Over75m	-	-	-	-	-	-	-	-	Yes	-	-	-	-	-	-	
8	SCOLARI, Terry	9132.2	1000.0	789.3	1000.0	894.7	910.8	358.6	215.2	393.8	899.9	469.2	*128.3	226.2	258.1	777.4	939.0	
		Time	9:54	9:56	9:51	9:46	9:46	4:41	3:10	4:17	9:51	6:09	5:44	3:42	3:21	9:19	9:55	
		Height	155m	233m	154m	101m	79m	126m	119m	148m	126m	166m	256m	197m	185m	206m	198m	
		Landing	50	45	45	0	20	0	0	45	25	0	0	0	50	20	50	
		Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9	JORDAN, Garry	8996.0	417.5	886.4	733.5	904.1	876.2	668.6	339.7	857.4	0.0	*0.0	687.8	234.3	555.4	905.6	929.5	
		Time	5:16	9:57	7:31	9:50	9:41	8:06	4:51	9:40	0	0	7:42	4:00	5:55	9:55	9:55	
		Height	159m	172m	172m	187m	142m	159m	170m	172m	0m	0m	189m	197m	183m	201m	199m	
		Landing	0	35	45	50	35	0	0	35	0	0	40	0	45	45	45	
		Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

F5J QLD Series - Detailed Results

[Dalby Mar 20 21/03/2020]

www.GliderScore.com

< Scores - Original >

Rank	Name	Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Rnd11	Rnd12	Rnd13	Rnd14	Rnd15	Plty
10	WALKER, David	8182.1	912.6	655.8	0.0	*0.0	841.2	665.5	932.4	432.6	567.1	353.6	352.7	824.2	255.6	537.1	851.7	
		<i>Time</i>	9:58	7:30	0	0	9:58	7:21	9:52	5:30	6:43	4:39	4:31	9:53	3:44	6:42	9:44	
		<i>Height</i>	162m	172m	0m	0m	174m	126m	133m	179m	203m	147m	194m	221m	164m	152m	180m	
		<i>Landing</i>	0	40	0	0	0	15	40	10	40	10	35	20	0	0	20	
		<i>Over75m</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11	OTTO, Eddie	6667.1	509.3	351.5	344.4	271.5	333.6	794.2	849.6	420.6	472.0	427.4	313.6	844.4	*229.6	258.6	476.4	
		<i>Time</i>	5:49	4:58	3:42	3:47	4:49	9:15	9:48	5:35	5:07	5:40	3:35	9:58	3:57	4:19	6:21	
		<i>Height</i>	121m	163m	139m	129m	183m	172m	159m	183m	138m	159m	120m	176m	192m	204m	187m	
		<i>Landing</i>	0	0	40	0	10	0	0	0	40	0	20	0	0	10	0	
		<i>Over75m</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12	MOODY, Doug	5322.6	170.3	155.8	427.5	257.2	135.8	308.4	749.4	226.3	556.6	378.8	259.9	776.6	*80.6	274.3	645.7	
		<i>Time</i>	2:30	2:43	5:01	3:58	1:46	4:20	8:49	3:11	6:36	4:14	3:23	8:13	1:40	3:37	7:17	
		<i>Height</i>	137m	134m	124m	165m	117m	145m	161m	120m	108m	125m	116m	138m	101m	111m	123m	
		<i>Landing</i>	15	0	0	0	35	0	0	0	0	35	0	0	0	5	0	
		<i>Over75m</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

well against the moulded models with the pilot having a smile from ear to ear.

John Arnold (Aka Burnie) had a superb round with his recently acquired Explorer...and was quoted as saying "having a great time" ... don't be fooled by his youth.

Me.. well, I was going great until I lost one of my flaps on landing and had to go to my RES back up model, which for some reason was flying like a dog (mental note: disable all DR switches you don't use). I was on about quarter normal rates..... all went OK again when sorted...

Gary flew a light glider (2kg instead of his usual 2.6kg model LOL) and was seen zooming around the sky in his usual ever smiling fashion.

David is now nearly "as one" with his Stork and was more often than not climbing away with the best of them.

Eddie (The Eagle) lived up to his name with his Radian a speck in the sky on many occasions playing with the big guys. Trying to get out of sink quickly was a tough job for the Radian.

Doug also flew a Radian and was improving with every flight under the expert guidance of Eddie. In between flights Doug was forever taking photo's which I'm sure we'll see in the next issue of AirFlow (QLD State Magazine). Everyone had a great weekend with no models damaged. Hopefully we'll get some more rounds in when this crazy world settles down. Stay safe everyone.

Comment from Doug Moody

In this Round 2 of the QLD F5J Series, 12 flyers ran the gauntlet despite the virus - with no mishaps. This time it was not so windy - Saturday had the smallest of thermals; small bubbles no bigger than the span of the aircraft in places - by the time you turned, it was gone.

Sunday was a little better, although in one flight the Radian was sucked down in sink on launch (with the motor on trying to climb), only to see that it was not going anywhere!!

Ross would always motor out to a spot quite a way down wind, and had some low height reading launches throughout the day - the gamble paid off to give him a third in Open.

Eddie flew well to jag 1st in Limited and I was second. There were only two of us in Limited. Some groups were good with up to 10 minutes flights for Eddie on Sunday. Sometimes, as soon as you were up, in the next minute you were down. Some flights I averaged 3 minutes with my Radian, and one only lasted just over 1 minute 30 seconds. One time Eddie was just a spec in the sky, and had to use some aerobatics to get his aircraft down. I had a similar issue in one flight; at around 7 minutes I chose to spin back down to keep the model in sight. I had to spin down twice with strain on the model; the toothpicks holding the wings in place showed signs of tears from the strain. No wing damage luckily; I was just happy to get it back .

Brad Turner comment (image right)

It was a really good weekend. There was very little wind, probably a max of 10km/hr for no longer than 5 minutes. at a time The wind did a complete 360 degree change slowly throughout the first day. Both days were flown in a complete cloudless sky.

Thanks to the Dalby club for allowing us to fly there this weekend. Thanks to Evan and Terry for doing the scoring over the weekend.

See plan for the year for the QLD F5J Series
on the next page
also details of a 2m E-RES event being planned



Briefing time under the copious covered area at Dalby
Plenty of 240V sockets all around the pits



David Walker gets his Stork away for another successful flight

Brad Turner below with his new Pulsar - fourth place flying his Pulsar and an Infinity



QLD F5J Series 2020

Following is the schedule planned for the QLD F5J Series for 2020. Monto is now unlikely due to the Corona Virus Pandemic and height issues. You will have to watch for posts about future events.

Eddie Otto, Terry Scolari and Ross Ginder manage a new Facebook page called "QLD F5J Series" - search for that. Posts will appear there and in "F5J Australia" Facebook page as well.

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 to Brisbane, Munbilla is only just over 1 hour drive from Brisbane airport (85km), so even easier!

Future events planned follow, so watch for information about these:

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

The best 5 scores for each flier will be combined to decide the QLD F5J Series winner. The winner of round 7 will be QLD F5J Champion.

Ross Ginder is continuing as CD for this series of events, so for further information contact Ross - rginder22@gmail.com

Other contacts are: Terry Scolari - tscolari@bigpond.com,
Eddie Otto - eddie@otto-it.com.au



Above - Ross Ginder, event CD, with his new Volo - Michael James timing

QLD Initiating 2m E-RES Electric

In a bid to provide a simpler class to fly, the QLD guys have launched an event to be flown with electric RES models of 2m wingspan to run alongside F5J.

See the QLD F5J Series Facebook page for details, including links to rules and suitable models. Popular recommendations are - an Australian offering - Peter Goldsmith's laser cut kit for an **Opal** design that sells for \$290 delivered

X-RES Electro from Hyperflight in England - another kit of this type that is available for A\$275 plus shipping. Give this class a go for relaxed flying.



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 - F5J Feb. Event by Jim Houdalakis

So blue skies and pretty much dead calm greeted us for Feb's round of F5j. We had 8 starters, and it was good to see David Pratley back, even though still in recovery mode.

So while the rest of the pilots were enjoying test flying their lightest planes, I set up the PA system with Zdenek's help, generated the competition draw with Alan's help and put together only my heavier planes, because I knew what was coming and was putting my trust in the forecast which was looking very windy indeed.

Anyway round one and the wind picked up. Everyone with light planes, put them away.

I went conservative and copped a relative height penalty, since it was already strong lift so a medium-ish height won the first heat. The rounds clicked over as the wind kept picking up, and by round three I was flying at 2.1 kg, and others heavier. I stuck with conservative launch heights and it paid off. After 3 rounds and lunch, the gusts were approaching the 12 m/s limit. Half the pilots decided they weren't going to continue, so we called it a day. After 3 rounds the results were

1st Jim Houdalakis 2964.1
2nd Alan Mayhew 2366.2
3rd David Pratley 2353.6

Open Thermal Feb. Event by Jim Houdalakis

Light conditions greeted us for Sunday 9 Feb's round of open thermal with winches at Digger's Rest. We had 6 pilots attend and enjoy the light conditions to start with, and it was basically a landing competition. After lunch the wind came up and made the conditions suddenly challenging and there were quite a few out landings.

The wind was easterly, and about 400 metres downwind is the next paddock, and you don't want to land in that paddock because it has a ravine running through it, with scattered tall bushes and some big boulders. I caught a thermal, took it downwind, but even though I got quite

high, I wasn't going to get back. So I've landed downwind, and as I start the long walk downwind, I can't see my plane, so I've landed in the bad paddock, and I thought I was close to the fence, so I'm hoping I didn't hit the cattle fence and write off my plane. At this point I'll mention I've loaned Marcus one of my old Perfections to fly in the comp. So as I'm walking towards the next paddock to retrieve my plane, what do I see, but my other plane descending into the ravine of the same downwind paddock.

Long story short, I landed just short of the start of the drop off, between the fence and a huge boulder 5 metres either end of the plane but unscathed. Marcus landed my other plane in the ravine between 3 bushes, but also amazingly unscathed. All's well. Unfortunately for Marcus, a flap servo failure forced him out of the last round.

We ended up flying 8 rounds and everyone stuffed up at least 1 flight. With no dropped scores it boiled down to who made the smallest stuff up. In the end an F3b plane and it's very experienced pilot made the most of the conditions, so it's congratulations to

1st Gerry Carter 7714.3
2nd Jim Houdalakis 7698.6
3rd Daniel Haskell 7566.5

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

Categories for F5J

In the last edition I raised the issue of using categories for fliers in F5J to change the playing field, to allow awards to be given in maybe three categories - Basic, Sportsman and Expert (names to be decided). Several people responded to this suggestion and I give you their responses for your interest. The debate is still open, so if you would like to add your thoughts or respond to the ideas mentioned here, please send them in for the next edition - I assume that the new AEFA executive may consider this issue in the near future. The Queenslanders may have pre-empted this by adding a simple RES class as detailed elsewhere.

Ken Woodward

Expert & Sportsman within F5J would, I believe, be a worthwhile change. More of us would be encouraged to enter Open F5J with such a division.



The latest state of the art models would not be needed to be competitive as a Sportsman. This would lower the cost of models significantly (if this was an impediment) and encourage participation in Open Class.

Promotion to Expert :

- criteria should not be too difficult to specify.
 - criteria should be fairly high.
- Someone who has done OK as a Sportsman may

lose heart if frequently well down the list of results if promoted to Expert.

Flyers could choose to self promote **IF** they wish to compete directly against top flyers, that is, over-riding any external judgement of their skill. There should be no concern if a flyer wishes to remain within Sportsman Class. After all, many of us are happy playing sport, such as tennis, at a social/sportsman level without ever aspiring to or having the ability to be championship players. Aeromodelling is surely a sport as much as a hobby.

If categories are decided on size, larger models are easier to see at height & distance & should, on average, give longer, more satisfying flight times. This should encourage more to consider Open Class type gliders.

Alan Mayhew

I support the introduction of categories. Anything which encourages the sportsman end of the spectrum can only help broaden the attendance at events. Criteria for defining when a sport flyer moves to expert could be placing above half way in a contest of 15 or more entrants on 2 or more occasions.



Further to this concept, I believe limited class should use a wing-span of under 3 metres as this gives a wider choice of models for these competitors.

Greg Potter

In response to your suggestion about categories in F5J I would support the idea. It has been done at Jerilderie (for Open Thermal) for as long as I have been going.



Initially it was based on self assessment with the CD having some discretion over obvious clear breaches. Later with the advent of Gliderscore the assignment of each flyer to one of the three categories was done on the basis of their results across the last three events. So you could go from Expert to Advanced if you had a couple of bad results in the previous years. They still have a separate set of trophies for the top 3 places in each category.

I think something similar could be done on a year by year basis looking at scores across the major F5J events. Having a fleet of expensive models does not guarantee you are an expert and having one basic model does not make you a Sportsman. Also, as we get older we may inevitably move down a category as our eyes and brain fail us.

There is clearly a very wide spread of expertise and ability across the F5J fraternity as there was in the heyday of Open Thermal at Jerilderie. And it's not just about what models you fly.

At SSL we have not implemented the AEFA Limited class but have offered a local Sportsman

class for any one who wants to fly a model up to 3m span. We find the 2.6m span limit a bit arbitrary and we already run a separate cut down F5J event to 2m models.

Providing categories across the whole F5J population would remove the need for a limited class. The categories should be based on expertise, ability and current performance not on the size of the model you choose to fly.

We have fliers in our club who fly Plus X, Perfection etc who are unlikely to ever advance beyond the third category and others who could maintain the Expert status flying a Radian.

Al Dally

Unless you fly sportsman (or for that matter Limited F5J) as separate heats populated only by members of that class, I don't think there is anything to gain by establishing F5J categories.



Gun fliers have the ability to get away and make a good time in very difficult conditions when mere mortals struggle to exceed 5 minutes. If you are in a heat with gun fliers, they push the scores of the lower performers way down. So, your overall result as a Sportsman flying in an open draw can depend a lot on how frequently you are drawn against the top Experts. In heats of only sportsmen, I'd expect that the variation in scores would be lower. For me, a defining difference between expert and sportsman is the ability to find low and marginal lift and work it well enough to make your time, when most others fall well short.

I don't think a technological solution where mixed heats are flown but each class is scored separately is the answer either. In a heat with a bunch of experts but only one each of Sportsman and Limited, both the Sportsman and Limited fliers would then score an automatic 1000 just because no others in their class are pitched against them.

Alice Springs Aeromodellers Inc.

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P.O. Box 2551 Alice Springs, N.T. 0871



Alice Springs
Aeromodellers

The Masters Games in Alice Springs is on again

PILOTS MEETING & WELCOME BBQ:

Friday 9 October 2020

OPENING CEREMONY & STREET PARADE:

Saturday 10 October
6pm at Anzac Oval

COMPETITION SCHEDULE:

Events will be scheduled between 11 – 17 October will more details released once attendance is recorded. Proposed events include F5J gliding, Imac and Old Timers,

CLOSING CEREMONY:

Saturday 17 October
Anzac Oval

ADDITIONAL INFORMATION:

Free, spacious and safe camping is available at the Flying Field which is located 8km from the CBD and bookings in advanced are recommended by emailing the below address.

Amenities at this MAAA approved field includes flushable toilets, hot water, showers facilities with water restrictions in place.

Catering (breakfast and lunch) will be provided throughout the week at a small cost to all in attendance and you are welcome to use our BBQ facilities for the evening meals.

I would encourage you to visit the facebook page for further information or if you have specific questions please email alicespringsaeromodellers@gmail.com

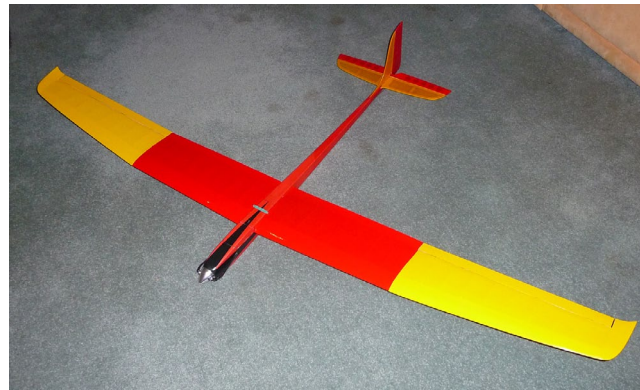
We hope to see you at the Alice Springs Masters Games.

I don't think we have the numbers to either run separate class heats in one event, or the demand to run separate events at different qualification levels. Running separate class heats at, for example, the Queensland comp would have the experts grumbling that they've travelled far to stand around watching another class fly, and some sportsmen would probably feel the same.

Personally, as a solidly mid-field aspirant/sports oriented flyer, I am not disheartened that I can't read air nor fly at the level of the best pilots. I am certainly encouraged by the opportunity to fly with those guys, learning on the job and being inspired by their performances. So, I accept that if I have a bad flight when a gun gets away and punishes my score, that is just part of the game, especially when my overall scores are more influenced by disasters of my own making, such as landing outside 75m.

F5J has the dual dimension of being able to compete against others, while still being able to personally compete against a standard, and I don't think that would be much enhanced by flying in separate classes. Even if I can't get away from 40m or work small bubbles, I can always compete against myself for maxing flight time and getting a decent landing, and that is much more enjoyable in a group competition rather than just practising in a paddock somewhere. Each 9:50 plus in competition is a milestone in its own right, regardless of what the other guys in the group

achieved. Despite finishing half way down the rankings at the Armidale Expo, I felt the Expo was probably the best comp I've ever had because I had enough good flights to offset the bad and improved against myself.



Mal Pring Build

The Tera V3 kit came from a backyard manufacturer in South America, probably Brazil, but the laser cutting was superb, and everything fitted as per plan, which was very sparse, and translated into pigeon English, leading to a lot of guesses.

It certainly was not a beginners model, as the method of construction was different, involving carbon and fibreglass rods, and the wing joiner was PC board material.

I covered the wings in leftover iron-on film, with the fuselage covered in silk for strength, and the

Special Offer

Well guys - it is time to build something!
I have a loft full of plans - all types of models
Get in touch and I will give you any plan that I have for free - you pay the postage!
This will be better than my wife throwing them out when I am gone!

Sample designs: RCM Trainer, RCM Expert, Precedent T180, Shamrock aerobatic, Viva Biplane .40, Pasadena Special biplane, Trishotte 48", Cosmo Dandy .20 aerobatic, Craftair Windrifter, Electra glider 75", Prodigy 2m glider, Advancer 2000. Vic Smeed Tomboy, Chatterbox. King Cardinal. Voltimer, Miss Los Angelese, Curtis Robin electric (Davey), Double Dutch S400. Quaker Flash, Buccaneer Std 66", Lanzo Record Breaker, Flying Quaker, Piper Cub 52", Lots of C/L, some scale, some free flight

Choose one, ask by type, consider Greg Potter for laser cut
a

tail feathers double tissue covered (lightweight white over the open surfaces, and coloured tissue over the top of it).

Motor was a 28mm EMAX outrunner in a cover, 1000 3s HV Bolt LiPo's, 30A ESC, with a motor draw of about 20A. Span is about 1.8M, and the weight 583 grams, giving spritely performance.

I am using 'up' aileron for spoilers, as per years ago. Fuselage room was pretty tight for all the equipment, but I finally got it all in.

I managed to get one short trimming flight in before the curfew came into force.

Volare - A Vintage Glider for Old Fashioned Soaring

by Alan Mayhew

This design is one that I hope will encourage the home builder to create a distinctive model and enjoy the fun of thermal soaring. Building and flying your own model brings a great deal of satisfaction. I encourage you to give it a try.

Design Details: The early years of full size gliding shown in "The Worlds Vintage Sailplanes 1908-45" by Martin Simons, has many examples of graceful curves and lines and aspect ratios which are pleasing to the eye. Many were a gull wing format.

I have for a long time wanted to take these features and combine them into a thermal model which will fly well and is easy to build. My final choice was a 3 metre span wing with ailerons and flaps. A soft gull -wing format with an equivalent dihedral angle of 5.5 degrees gives the ability to make tight turns for low level thermal flying. Full span camber change allows for slow speed turns and easy controlled landings. With flaps down in a steep dive the model can descend from a high altitude without excessive speed build up.

Construction Details: The wing spar is from carbon tubes of various diameters. Laser cut ribs and curved trailing edge make the build easy. The usual top and bottom leading edge sheeting give shape to the AG35 series airfoil sections.

Aluminium tubes are used for torsion control of both flaps and ailerons.

The fuselage is a balsa box construction with sufficient balsa to allow a curved shape. Plywood formers are clamped to a simple jig and the sides are glued in place. Pushrods are installed as well as servo mounts followed by the attachment of the top and bottom sheets. The canopy and nose cowling are made from plastic drink bottles.

Model Details: Span 3.0 metres, Area 57 dm sq., Airfoil : AG 35 series.
Flying weight with 3S-1300 battery: 1300gm.
Ballast capacity: 545 gm.
Loading: 23-34 gm/dm sq. (7.5-10.0 oz/sq ft.)
Wind speed envelope - light to moderate.

Short kits will be available. They include plans, instructions and the following:

Wing: Laser cut ribs and TE. Carbon tubes. Aluminium joiners.

Fuselage: Laser cut balsa for sides and curved parts of rudder and elevator. Ply formers. Plastic canopy and nose cowling.

Flying: If you are interested in building this model, I invite you to test fly it at my field if you can make it (*Currently not possible. Ed.*). I am sure you will find it a pleasure to fly. My thanks to Russell Pearce for his assistance in building the prototype and to Zdenek Busek for his photography. (Another image p.20)
If you are interested in building a VOLARE please let me know: almayhew@optusnet.com.au



Reconfigure after Damage

Klaus Metzger showed great resourcefulness and combined parts of a damaged Plus F5J model to make a smaller, but effective glider - see image right. This rebuild came out at 600g for Klaus.

Phil Stevenson was encouraged by Klaus' resourcefulness and made his own effort - Phil says:

Inspired by Klaus' Millenium 2m rebuild from his remaining Plus components, I have also re-allocated the old tip panels from my upsized Kappa 3.5 for a new Millenium 2m model. So far, the only modifications to the wings are servo removal and taping up the ailerons. It may get some dihedral joints after testing in ? months time. The fuselage is a new home-made Q12 take off. Weight RTF is 625g, should be good when its windy if it moves around the sky like the big Kappas.

So - grab that damaged model out of the corner of your hangar and try a modification in to something useful - a great project for these days of isolation!

Drag Out Those Kits

Come on guys - drag all those kits out of the cupboard and start building! You know you have plenty of projects on the bucket list!

Image right shows James Johnson of Canberra has annexed the dining room table to start building a Riser 100. Good luck with the project James!



Check your cupboards for hoarded models. Nigel Virtue had been sitting on this Aero-naut Premiant and all the gear for some years. Ian Daniels (pictured) and Ralph Dephoff seized the opportunity and built it up - new model now ready!

Radian News from the Deep North

By Mark Smith in Darwin

I am holding the DayGlo orange aircraft and Peter Harrison is holding the standard white one. I painted mine in water based DayGlo so I could see it when thermaling or on landing. Very handy....

The fellow with the Macaw just so happened to be there with his family and having a picnic. We were slope soaring and I had about a 2 hour flight on one battery.

There are a few Casuarina pines around so it's nice to have a bit of authority to clear them if need be. Also, there are a lot of Kite Hawks around so they will attack the models. Talons and foamies don't mix well...

The site used to be a great site after Cyclone Tracy but now its reverted more to its natural state. John Adams has flown there many, many times.....

The day we were there was just a "Great" day. Straight in sea breeze 10-15 K's per hour on a rising tide. I knew that in October we had the lowest tide (0.2 meters) of the year in the afternoon. I planned for this day as it meant 6 or so hours of rising tide up to around 8 meters. So the air was being compressed continually given much higher lift on the cliff face.

When the tide is out its about 1.5 kilometres to the ocean and so you also get rising thermals off the sand and mud flats.....
Great fun.



Volare

Another shot of the Volare design (right) by Alan Mayhew, snapped at the VARMS field.

See details on page 18
Build one of these yourself from Alan's laser cut parts.



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Raab Kraehe

by Jilles Smits

On the next page is a 3 view of my 1:3.125 design of a Schleicher K8(B)

This will be my next scale built. It will have the option of aero tow or take off on a dolly with an electric motor.

At 8 kg flying weight I am planning to use a Scorpion SII-3026-710 motor. swinging a 13x4" prop.

Glider Gear

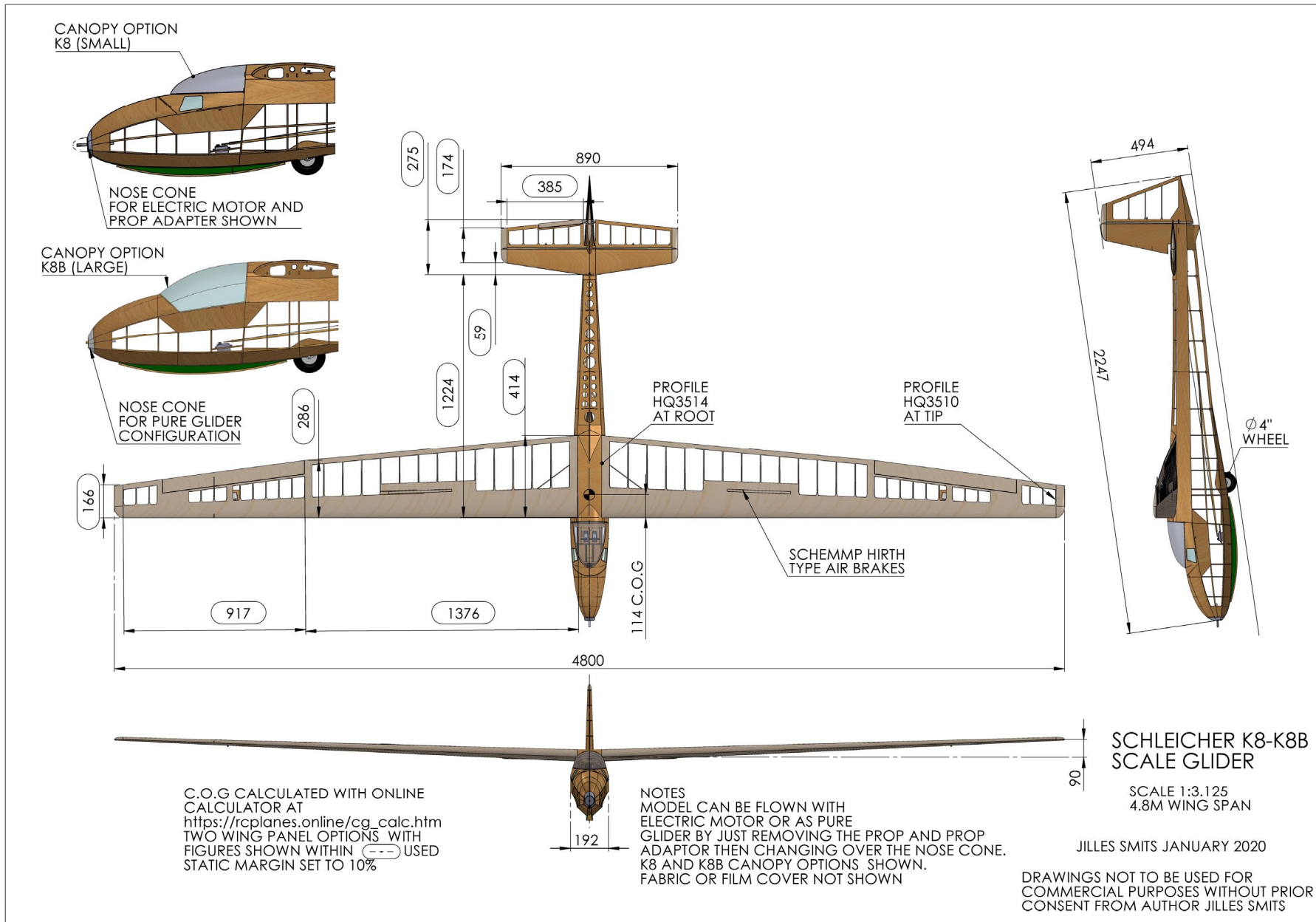


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**Time to build from your bucket list of
desirable projects during isolation
Contact your supplier for plans, kits,
materials, inspiration
Contact those who support AEFA**



2020 Glider/F5J Events Calendar

Produced by the AEFA to promote F5J & Gliding

No.10/26-2-10

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

Date		Flying Events	Notes
April			
5-Apr		Millennium Cup	Lake George
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

May			
3-May	HSL Event	HSL Autumn Club Competition	Maddens Plains
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

Note - the full calendar is published, but all current events are cancelled. The whole calendar is retained for your information. When the virus crisis is over, please check with event organisers if events will proceed.

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ParkZone SebArt
Hobbyzone Thunder Power RC
Hangar 9 Blade helis

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July			
4-5 July		QLD F5J Challenge 2020 Round 5	TBA, QLD
7-15 July	First West Wyalong National Championships	Inlcudes F5J and EOT events may also include F3 events	West Wyalong

August			
23-Aug		HSL Winter Club Competition	HSL Maddens Plains

September			
12-13 Sept	MRSSA field	QLD F5J Challenge 2020 Round 6	Munbilla, QLD
26-27 Sept	State Flying Field	Millennium Cup	Cootamundra

October			
11-17 Oct	Aeromodelling events presented by Alice Springs Aeromodellers Inc.	Masters Games including F5J, IMAC and Old Timer	Alice Springs
18-Oct	HSL Event	Millennium Cup Round	Maddens Plains

November			
1-Nov		Millennium Cup	Shoalhaven
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

Events Cancelled

Please note that all flying events are currently cancelled. The latest news is that the infection rate is dropping and the lockdown for the Covid virus is likely to last for 3 months.

Please check ongoing announcements regarding the state of affairs and likely events scheduled. At the moment all events up to and including June are cancelled. Watch for announcements!

Expo Commemorative Shirt Available

Hutton Oddy had a great shirt produced for the Sailplane Expo last January, to celebrate the 40th anniversary of the event. There are still some small sizes available, and a chance to order more XXL.

Please contact Hutton if you would like to buy a shirt for \$29 plus postage - that is a discount price - they cost \$35 each to produce.
Contact Hutton

vhoddy@gmail.com



Please check with Event Organisers for event status

Electric Glider & EOT Postal Competitions each month - now on hold during lockdown

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!

Electric & Glider FLIGHT Australia magazine - produced under the auspices of the Australian Electric Flight Association - contacts:

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(links and e-mails are interactive in this document - to send an e-mail from this page, click on the e-mail address)

Web site - www.aefanet.com