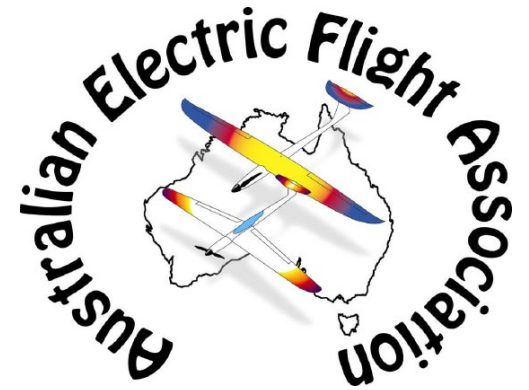


Electric & Glider **FLIGHT** *Australia*



Edition Number 24

June 2020



James Johnson from Canberra has been busy during the down-time, building a SIG Riser 100" glider
Shown here, finally completed, in the hands of long-suffering wife Cheryl (he has to build on the dining room table!)

Editorial by Peter Pine

In this strange time of isolation, events have been cancelled, so none to report this issue.

But wait, lots of building activity and plenty to report in that area. See multiple building projects featured in this edition.

Good news - fields are starting to open up again and flying activity resumes, and some events are now scheduled to go ahead. Queensland leads the way with an F5J about to take place in Dalby. Travel and overnight stays within the state are possible for all states now, but some borders remain closed.

During the down time, the AEFA has hosted a series of Zoom Chats to keep fliers in contact with one another. Covering models with laminating film was a hot topic, and thanks to Peter Henderson for experimenting and reporting on how to paint film. Thanks also to Greg Potter for some technical sessions.

Zoom link ups were so popular they will continue monthly; see details on page 14 and make contact if you would like information.

ppine@northnet.com.au



President's Message by Ralph Dephoff

In my first report as President I want to pay tribute to the outgoing committee for their stewardship of our association and in particular to Trevor Smith. It was Trevor's determined negotiation and resolve that saw the AEFA recognised as the Electric Glider National Special Interest Group (NSIG). In doing this Trevor has made a great contribution to our association. You can find the first annual report of the Electric Glider NSIG on the AEFA web site.

I would also like to introduce your new committee and thank them for nominating;

President:	Ralph Dephoff (yours truly)
Vice President:	Terry Scolari
Secretary:	Charles Powell
Treasurer:	Phil Stevenson
Committee Member:	Mal Pring
Committee Member:	Peter Pine
Committee Member:	Alan Mayhew

At last count, our association numbered some 439 members. It has been my pleasant duty to welcome our latest - Jason Barry, Peter Finlay, Russell Pearce, Darryl Herman, Barry Stonestreet, Jim Wilks, Ray



Dicker, Steve Copelin, David Mira-Bateman and Mati Tabur. Thanks for joining up and I hope you enjoy your association with us.

In recent times we have all been dealing with the restrictions thrust upon us by Covid - 19 including being forced from our flying fields. However, for many, being "forced" into building and repairing our squadrons was of some compensation. On the positive side, there has been considerable interest, participation and sharing in the AEFA Zoom chats. Thanks must go to Peter Pine for suggesting this and being the moderator. Personally, I've enjoyed the Zoom chats and picked up many great modelling tips from the experts. It's a great way of keeping in contact with our flying friends.

Prior to taking up flying some 7 years ago I had no idea of the diversity and extent of electric powered model flying in Australia. The main challenge that I see facing the AEFA is to nurture this diversity. In no small way, this includes the running of the National Electric Flight Rally (NEFR), a premier event much valued by many of our members not only for its variety but for a chance to catch up with friends. Unfortunately the 2020 NEFR had to be cancelled due to COVID - 19 restrictions. This said, we are forging ahead with the planning for NEFR 2021.

COVID - 19 is also casting a shadow over another event run by the AEFA, namely the annual National F5J Trophy. Despite the restrictions (which appear

to be easing) your committee is preparing for the 2020 event in November. We have taken the view that it's easier to cancel it if we have to rather organise the show at the last minute in a panic. This event includes the selection trials for the 2021 F5J World Championship and planning must proceed despite the shadow cast by COVID - 19. You will find details under the F5J Trophy tab on our web site and on pages 15-16.

In closing, may I say thanks for electing me as your President. I now know how Steven Bradbury felt when he won gold. Stay safe.

randmdephoff@gmail.com

President: Ralph Dephoff

From Kingscliff NSW, Ralph has been an engineer by trade in the sugar industry and worked in many locations around Australia.

Ralph took up model flying in retirement and has been flying mostly electric gliders for some 7 years now with the Far North Coast Electric Fliers club.

Ralph has been a regular at the NEFR, other AEFA events and F5J events in Queensland, taking home a Limited F5J Certificate several times. Ralph is committed to continuing the broad range of electric flying promoted by the AEFA.



New AEFA Committee 2020 featuring the guys representing you - contact details last page

Vice-President: Terry Scolari

Terry resides in southern Queensland in Woombye (near Nambour). He has flown all kinds of models since the early 1970s and has an impressive hangar; currently interested in electric gliding and sports flying. He has been CD for many F5J events, including Bundaberg, QLD F5J Challenge events and the MAAA Nats. Past President of AEFA. Currently flying with the Phoenix club.



Secretary: Charles Powell

Charles was a founding member of the Canberra Electric Flight Association in the early 1990s - currently a member of the NAAS club and flying mostly at Lake George. Charles has flown foamy gliders and drones, and is often seen capably entering scores for F5J events.



Treasurer: Member: Phil Stevenson

In Phil we have a very experienced model flier that comes with a heritage; his Dad was the first person to produce glow-plugs in Australia and developed a glow motor in conjunction with a gunsmith! Phil has a special interest in Electric Old Timer, electric gliders and electric scale. Currently a member of Macquarie Model Soaring Club in Sydney and active in F5J, having competed in Slovakia in 2017. He brings a wealth of knowledge to the AEFA committee.



Executive Member: Mal Pring, Adelaide, SA

Member of Southern Soaring League club. 80 years young, been modelling 71 years! MAAA number AUS-743 (issued in 1949)
FAI observer and MAAA Gold Wings Instructor

Mal flies only Electric Models and Old Timers these days, but has flown everything over the years. He mainly designs his own models; now up to Skyliner 33 in the Thermal Glider series. Achieved Level V LSF in 1988.

**Executive Member: Peter Pine, Pottsville, NSW**

President of Far North Coast Electric Fliers, operating out of Pottsville, NSW, Peter has been involved with Aeromodelling since the mid 1950s. First experience was with free flight and control line, but started flying R/C gliders in the mid-1970s. Took up electric powered models and gliders in mid 1980s. Competed in four electric gliding WC and has been CD at one.

Past President of the AEFA, and always heavily involved in organisation of the group. Devoted to making the AEFA an inclusive, information sharing and friendly SIG.

**Executive Member: Alan Mayhew, Melbourne, VIC**

Alan is a member of VARMS club in Melbourne and has been flying for around 30 years. He has WC experience. Alan's main interest is flat field thermal duration, and he is also interested in model design and construction. He produces various kits of gliders and electric launch models.

Alan believes that the AEFA has an important role in fostering the broad range of pilots from those who fly the simple foamie to the latest moulded competition class.

**Aero-Naut Premiant
by Ian Daniels & Ralph Dephoff**

Ian lives in Kingscliff, same location as President Ralph. Together Ian and Ralph have fitted out an Aero-naut Premiant, and finally it has been test flown successfully! Ian (pictured above) does not look too happy about this!!

Original motor was a Mega 1615/5 that went well, but burnt out when the spinner was fitted binding on the nose. Watch that aspect when fitting spinners. Now sports a Dualsky outrunner.

Construction of an “Inside” by Henk van de Kerkhof

Henk is not active in the competition scene, but he loves building and flying, gliders especially.

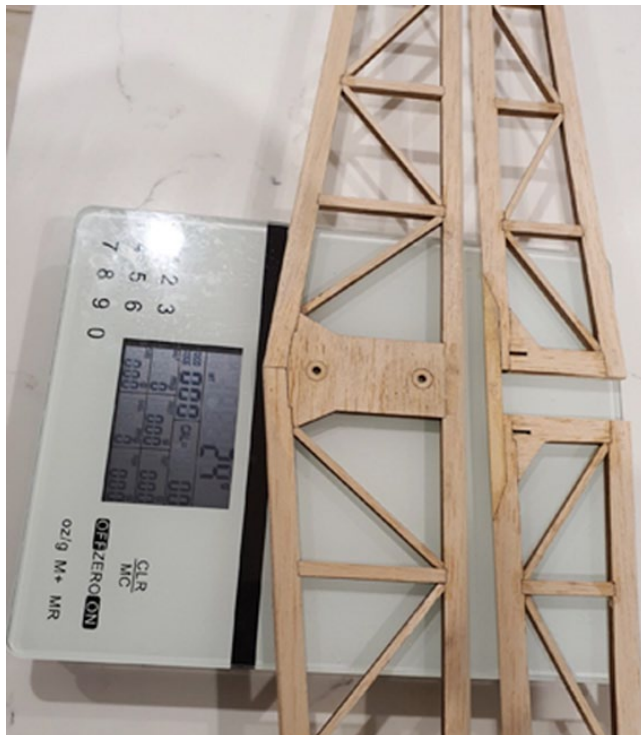
He is currently building an “Inside” F5J electric glider and provided some photos of the build - watch for a flight report soon.

Top Right: whole model bare

Wing shots: one panel 58g, Centre joiners shown

Below: Tailplane 24g

Far right: Covering begins





Above: Nigel Virtue from Lismore has entertained himself building his own-design, electric glider during the lockdown period.

Right: Doug Moody from Toowoomba obtained a fibreglass fuselage for Ray Pike's Mantaray design, and managed to find a plan for the wings. This design was used very successfully by Ray for many years to compete in LEG (Limited Electric Glider; extreme climb for 4 seconds and fly for 5 mins). He even achieved less than 1 sec. motor run once!

Doug ran in to problems because the nose is so short; the motors and batteries we used in the past were quite heavy. In this new brushless and LiPo age, the nose needs to be longer. So Doug is looking for ways to extend the nose. One flier 3D printed a nose extension for his glider!





Vintage Glider

by Jilles Smits

Jilles has built a model from the 1930s.

Jilles says, "This was my first model ever built in the late 1950's I think. It was free flight with a tow-hook for bungee launch.

This one is modified to take a Rx and has a brushless motor for launching.

I did increase the size by 15% and the wing span is now 2.3 m instead of 2 m. Just completed today - needs some balancing and then comes the test flight."



Vintage Gliders

by Basil Healey

Basil made contact when he heard that I am building a "Uranio" Italian vintage glider from 1946. Basil also has a love affair with the early Italian gracious designs. He sent me the above image - not very clear, but gives you the idea - showing his three Italian designs.

His favourite and current model is the Ballestrucio from 1941 and is the one on the ground. Basil flies these in Vintage glider by winch launch at the Canowindra SAM events at Easter.

See three-view of Ballestrucio next page.



Defender Refit

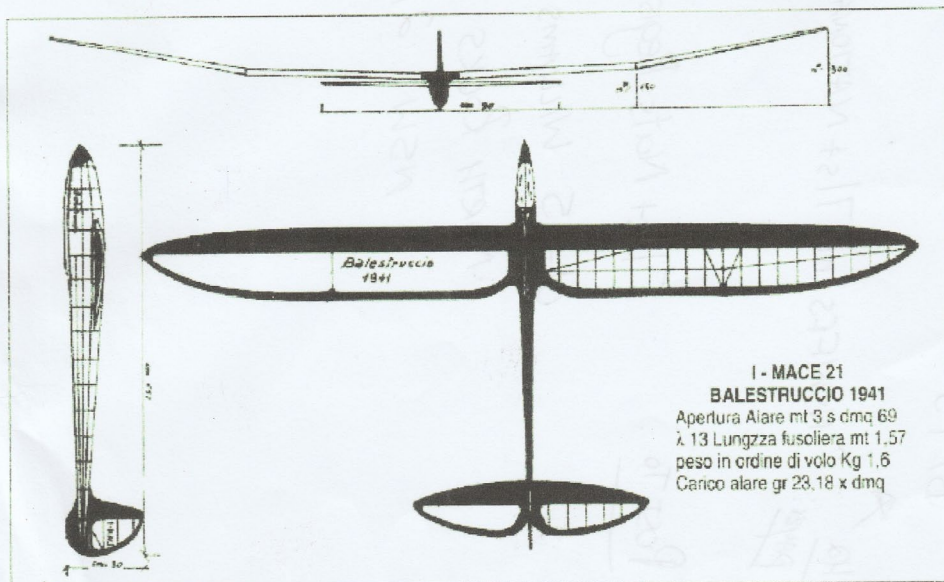
by Jerry Cashman

Jerry pulled out an old 7-cell glider from brushed motor days (about 15 years ago) and refitted it for brushless power. He used the new Dualsky outrunner with an extension housing on the front, the 2838EG-14L.

The previous brushed set-up was a 600 type motor with a gearbox and extension housing on the front. Jerry found the 1.8m Defender is a different beast with the lighter brushless set-up; it climbs almost vertical!

Down side is that it now is difficult to land; it just wants to keep on floating by!

TRITTICI DI MODELLI CITATI NEL TESTO - VELEGGIATORI



"I-MACE 21 BALESTRUCCIO" Silvano Macera

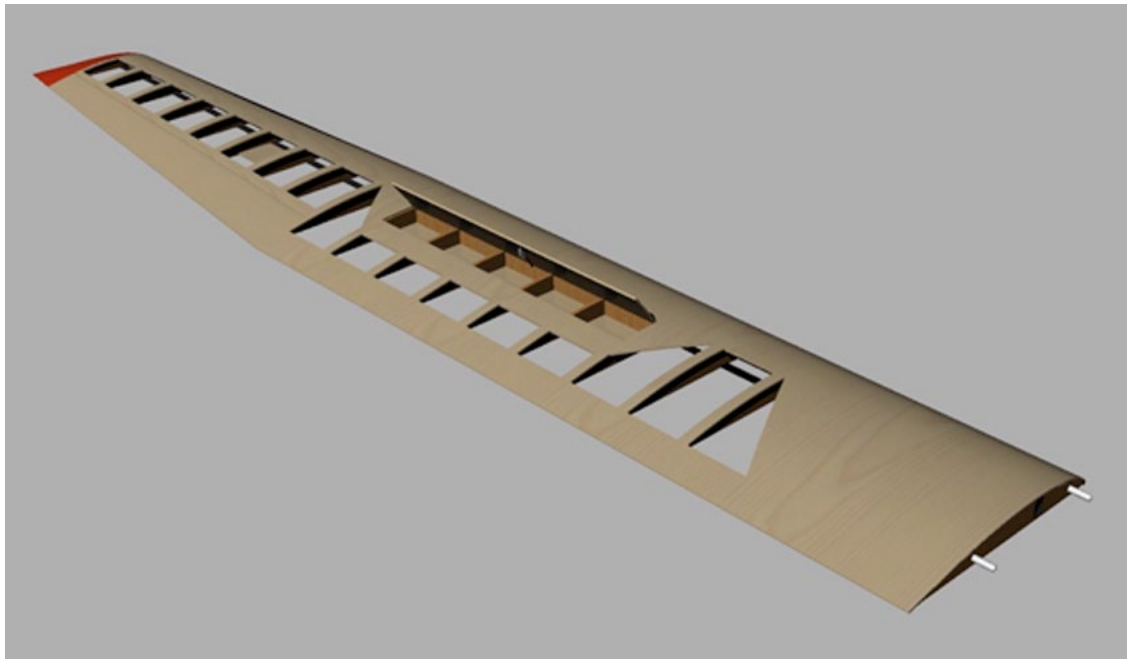
Balestruccio 3-View

Here is another look at Basil Healey's Balestruccio design from Italy. There are quite a few of these classic and beautiful Italian designs available and they are highly suitable for Vintage Glider and the electric Vintage Glider event as well (held each year at the Easter NEFR event run by the AEFA).

Join the trend; for relaxed glider flying join the swelling ranks of vintage glider fliers. Join Peter Henderson and Peter Finlay with their Leprechaun gliders! Laser cut parts for this large, British, early design are available from Greg Potter.

Recently Phil Stevenson and I put our heads together and made up a list of known Vintage Electric Gliders and came up with a dozen names. That's a good basis for a developing event!

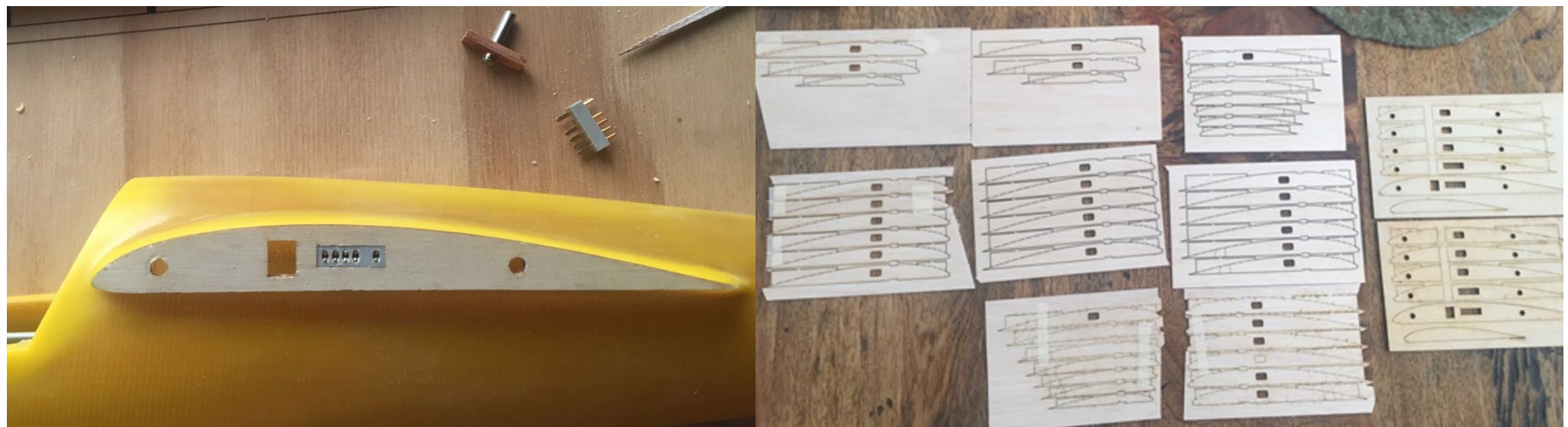
Get in touch if you would like information on Vintage gliders and see the event rules on the MAAA rules site.



Mini-Alpha by Knut Neumann

The original Alpha was a Multiplex kit of a 2.8m glider, their answer to the Graupner Cirrus in the 1970s.

When Knut emigrated to Australia many years ago, he brought with him a fibreglass fuselage that an enthusiast in Germany had made up for a small version 2m Alpha. He has used the down time to draw up the wings and tail (seeing he is a competent CAD draftsman) and had the parts laser cut - here are the results.





The Radio Control Gliding Association (RCGA) is entrusted with developing the sport of soaring within Victoria, Australia. And as such, the RCGA helps nurture the soaring community in Victoria and the various disciplines that have developed within the gliding fraternity.

RCGA News

RCGA is now back in action for Melbourne fliers who are members, with a Fun-Fly in May limited to 10 fliers.

Then an F5J event was held on 31 May, again with a maximum of 10 fliers. Fliers had to register for the event and be pre-approved. No results are available on the RCGA web site yet, but watch that internet site for more news.

One item of interest, RCGA member and very experienced F5J flier, Marcus Stent, is freely sharing his extensive knowledge on how to be successful in F5J flying - see his presentation at: <https://www.youtube.com/watch?v=CT1wPW6w65w&t=355s>



RCGA Event

F5J Group at Digger's Rest late 2019



RCGA Group

Back left: Gerry Carter famous for producing the Gliderscore Program

Back right: Jim Houdalakis, has placed in many F5J events

Front: Marcus Stent, author of the F5J Strategy presentation

For more news from RCGA, go to their web site at: <http://www.rcga.org.au>

Categories in F5J Debate Continues

Previously I floated an idea about establishing categories in F5J. That is, fliers compete together in an F5J event, but placings are awarded to categories like Sportsman, Advanced and Expert. The idea is to encourage fliers who are constantly challenged by experts. I received several responses and will detail them below. The topic is still open and will be discussed by the new AEFA executive this year. I believe that there is growing support for the idea - here are Mel Gillott's thoughts - and those from Phil Bird, Evan Bengtson and Robert Budniak, who have also responded:

Mel Gillott

Re: Grading and categories for F5J.....

I believe F5J is now big enough and mature enough to have several grades flying together.



There is now a distinct separation between the serious strategists/gun flyers, many of whom have evolved from the competitive open towline event - and the more casual flyers many of whom have come up through the ranks of 7-Cell and LEG events and, dare I say, some are past their prime when it comes to eyesight and reaction times. Then

there are those newbies who love the 4m carbon fantasies but are still some way off seriously competing with the top guys.

You can compete well with a Radian but not everyone is happy with foamies and smaller gliders, so I believe model gradings are an unnecessary restriction.

In the early eighties F3A aerobatics was at a similar crossroads and I was heavily involved in the creation of a grading system for this event. The system has stood the test of time with the fundamentals unchanged today.

In summary, F3A grading (they have 4 categories in Oz) is based upon obtaining a published raw score three times in any 12 month period to gain promotion. An individual can also be relegated by failing to gain the retainer score, including inactivity in any two year period. For details go to www.f3a.com.au, then Competition - APA rules.

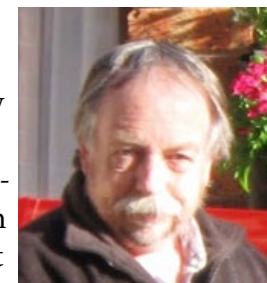
Using raw scores cancels any variations due to comparisons with other flyers in your heat. I am not suggesting that the F3A system be adopted initially in F5J. I agree with Ken Woodward, Alan Mayhew and Greg Potter (AEFA NL Ed. 23) that self assessment could work but suggest that an AEFA committee initially suggests who flies in Open or Sportsman then allows individuals a short time to correct their classification with the committee until agreement is reached. The committee then publishes the final gradings.

It's not so hard; most of us that have been flying a while know who the top contenders are. The current virus crisis, whilst everyone is at home with nothing to do (ha ha!) presents an opportunity to have friendly arguments over who flies in what.

I would suggest that gradings in smaller events are not compulsory. Low entry club type events can publicise to run categories or not. If we are to retain many existing competitors and attract new ones I believe F5J must evolve into categories, based on expertise in order to continue to prosper and grow.

Phil Bird

On the topic of Classes in F5J, I think perhaps my view now is different to what it would have been perhaps 20-30 years ago. I can't see much point and things are fine just the way they are; contests are just a good excuse for a day out with like minded people. On the topic of costs though, I do have a view. I think one of the factors driving the cost of models up is the never ending quest for weight saving. With that in mind perhaps the F5J rules should have a realistic minimum wing loading in place; say 7 oz per sq ft.



Continued next page

Evan Bengtson

I have been watching the discussion on a new class of model for a while and wanted to consider my position prior to making a comment. I believe there is a lot to be said



for a **lower cost entry model** (LCEM), however there are other factors than cost that attract or retain new comers to our sport, or other sports.

No newcomer wants to front up and look like they have no idea. Neither do they want to feel like an outsider. I think there is a reasonable effort made to make newcomers welcome but I'm sure there could be more effort here. I would support aligning experienced timers and air readers with newer pilots; that will help them develop and increase their skills more quickly.

If we adopt the LCEM, I'm certain the upper end pilots would still be winning the comp and the remaining pilots filling in the balance of the entries, having just expended more funds and still not improved their position in the field of flyers. Achievement must be important for most that come to these events, otherwise they would just fly socially. Some would be pleased with chipping away and improving on their PBs while others are hungrier or more ambitious to climb to the top.

What we are facing here is not that different to what is seen in pattern and model car racing

etc. They have approached it through levels or categories such as Sportsman, Advanced and Expert with levels being determined through previous placings rather than model type. A developing new pilot would soon climb through the ranks whereas a longer-term non competitive flier could well take out a win in Sportsman or possibly Advanced with a LCEM. Maybe, at this stage, 3 categories is too many and 2 might be sufficient. However, I think that "Sportsman" sounds a lot better than "Limited".

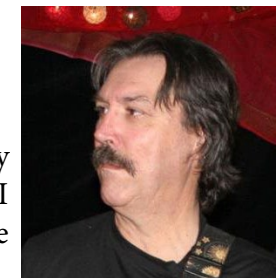
Another factor to consider is that, once you have flown a very capable glider, it can be rather disheartening or frustrating when the LCEM just won't perform any where near as well.

Please don't read this as if I am not supportive of a LCEM, as I would happily build and fly the types of model that have been suggested. However, I believe that newer competitors would aspire to better models sooner when seeing them fly in the same event. Additionally, now that F5J has been around a while I'm certain there will be an increase of pre-loved models becoming available.

From a competition format, I would like to suggest Sportsman and Expert be adopted for the "Qld F5J Series" and allow any type of model to compete including the LCEM. Then, as I saw suggested on the group discussion, have some dedicated LCEM events, possibly 1 day events or club days etc. This way the LCEMs are able to be flown competitively in their own class and in the Qld F5J Series.

Robert Budniak

I am interested in the discussion about different classes for F5J. I particularly agree with Al Dally, whom I flew with in Armidale at the Sailplane Expo.



Being somewhat of a logical thinker, the question in my mind is, what problem are we really trying to solve? Breaking out pilots into different classes allows more people to take home a printed certificate. Wow, if I want a certificate I can get plenty off the web.

The issue that remains is that people will still spend stupid amounts of money on airframes, motors and electronics in order to win that certificate. And in the lower ranking classes, the aircraft will be far more capable than the pilot (the age old problem). Is the real problem how to stop the spending race? I think that may be more the question.

I have seen in other sports adoption of a one-design category. That is everybody uses the same equipment. Perhaps a class based on this may be a solution. Oh - we already have Radian events. There's a start; a cheap plane that flies really well and in most conditions is capable in F5J.

What about a limited design category, i.e. as some of the Europeans have done; make it RES and motor, still allowing moulded planes? An RES

plane is also much more stable and so is suitable to be flown by inexperienced pilots.

Or perhaps a “substantially balsa” design . That takes the edge off buying exotic materials. At Armidale one of the Queenslanders flew a home-made Bubble Dancer with great success. Look on Hyperflight website and see that there are a number of balsa kits available at a very low price.

One design, RES, or balsa rules would also appeal to new flyers who would be encouraged to have a fly without having to shell out a couple of thousand dollars for a moulded plane.

In answer to competitors of the same class flying in the same slot, I think that the number of competitors for these ‘junior’ classes would not be very high and would probably not fill a whole slot. Having the junior classes fly against the top pilots would perhaps drive these flyers to better themselves overall, rather than fly just against pilots in their category.

Having separate slots for each class also means that the organiser is running effectively multiple competitions on the same day. That’s not something Gliderscore, for instance, can handle.

The cost factor for me has been a large influence in the planes I have chosen to buy. I bought a Geronimo as its much cheaper but still full house and it fell into the Limited category. I’m going to

say it’s not a plane I’m going to keep as it’s difficult to build (small fuselage and small wing section to mount servos into). It’s also difficult to fly. I have a Radian. It’s a bit like grandpas axe, but it flies well and is cheap to buy and fix. I bought an AVA Pro E (RES) last year at a good price second hand. It is easy to fly and the envy of several (older) members at my club.

I bought an Introduction (kit), and it may be an isolation project; again a low cost kit. It is substantially balsa (it has a carbon rod spar) and you don’t need tiny gear or fingers.

The Millenium cup event is more a thermal duration event than an F5J event as there are no points for a low launch.

I think there is a need for a low cost F5J class to cater for newcomers and older members who have impairments, and for those who want to fly a competition without all the cost. The challenge for the rule setters/organisers is to not have too many ‘other’ classes such that there are only one or two competitors flying (then there is little challenge). AND whatever the rules that are set, some people will just not be happy.

Whatever rules are set, there needs to be a solid preamble (that is not part of the rules) describing what the rule maker is trying to achieve, The preamble is useful in the future when rule changes are proposed .

The Rise and the Rise of E-RES by Peter Pine

There is a world-side upsurge of interest in E-RES. This is an electric glider event for 2.0m basic model gliders with reduced height and time parameters, making it highly suitable for inexperienced fliers and those not interested in high-level competition.

It has grown out of a popular winch or bungee launch class often called F3-RES and is very similar to some events conducted around Australia at the moment, such as the Millennium Cup and the SA F5J basic event.

In the F3-RES events, and in some E-RES events only timber models with three controls (Rudder-Elevator-Spoiler) are permitted. A 6 minute flight is attempted in a 9 minute working time launched by a standard rubber+100m bungee, and with a spot landing measured out to 15m.

Many E-RES events based on this permit a 100m climb under electric power for a 5 minute flight. Some emulate F5J by making the 5 minute flight to be achieved within a 5 minute window. Some allow the 5 minute flight within a longer working time. Some countries allow ARF, foam and moulded models in to this event as well.

This type of event fits some of the previous discussion on F5J Categories and provides a

less complex electric glider event for those not interested in high level F5J events and the like.

The idea has taken on like wild-fire in Queensland and many fliers have commenced building E-RES models. Some of the popular choices have been the laser-cut Polo from Tyson Dodd, the X-RES and PicaRES from Hyperflight, and the old Prophet and Sagitta 2m designs.

Michael James has been designing and laser cutting his own E-RES models and you can see great progress on the "F5J Qld Series" Facebook page.

Michael has also found and circulated the English translated Austrian F3-ERES rules in German at: www.aonf.at/intranet/attachment.php?aid=378

These specify a 5 minute flight, 100m climb in 30 secs, 2 points/sec per flight time, 2 point/sec penalty for overflying the 5 minutes and 100 point spot landing out to 15m. Check them out if you are interested in this class (translation available).

Current Aussie discussions seem to favour 5 minute flight in 7 minute working time for E-RES, 100m climb in 30 secs, F5J spot landing out to 10m, inclusion of the Radian and maybe some foam core wings (as per Millennium Cup). However, the discussion is ongoing and your input would be appreciated. This will not replace events like it that are currently being run, but would be the basis for this event conducted at the NEFR and AEFA events.

AEFA Zoom Sessions

During the period of lockdown, regular Zoom chats were offered by the AEFA as a way of keeping in touch with one another. They were sessions of sharing and chatting; a kind of show-and-tell of what fliers have been up to in this strange time.

Up to 36 people joined in the sessions, and many more watched the recorded sessions afterwards. Greg Potter offered some sessions on more technical issues. The feedback was that these sessions were greatly appreciated by those who joined in.

Consequently, there is a move to continue this information sharing on a monthly basis for those who value the connections and the information sharing. A Google group has been formed to keep people informed about these sessions, and to provide links to the live sessions, and links to the recording for watching later.

74 people have joined the Google group so far. If you are interested in joining this group at all (to keep you informed of Zoom events and recordings), you need to send me an e-mail requesting an invitation to join at: ppine@northnet.com.au

I will then send you an invitation from the Google site. You simply respond to the e-mail

and you will automatically be part of the group. Please note that this group is only for sharing information about the sharing sessions and material that is covered there.

For example, using laminating film (that is low cost) for covering models, and how to paint it, was a very popular topic on the sharing sessions, and discussion will continue. Peter Henderson seriously researched the equipment and paint that you need to use this covering and colouring technique. He demonstrated the techniques using his vintage glider Leprechaun as an example. So, ongoing discussion about this topic would be appropriate on the Google group, but private discussions should be by using personal e-mail addresses. Remember, any message shared on the Google group will go to all participants, not just to an individual.

There has been discussion about the time. Moving from 4:00pm to 5:00pm looks like it will suit more people, especially those who work. So, unless I hear resounding objections, we will move to 5:00pm.

Next Sharing Session

**Scheduled for 5:00pm
on 17 June**

Register in the Google Group to be part of it. Watch for the information about how to link in to Zoom. Get in touch if you need help with this.

5th Annual Australian F5J Trophy incorporating the F5J Team Selection Trial for the 2021 F5J World Championships



This 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.

Three days of flying 6th - 8th November 2020

The field is available on Thursday 5th November for practice and camp setup

Two classes - Open F5J and Limited F5J



**Electric Flight
in Australia &
AEFA
Open F5J
Trophy
up to 4.0m class**

First prize:
Mega 6/30/3 CE F5J
Motor
Value \$249
www.flyelectric.com



**modelflight RC
Modelflight
Limited F5J
Trophy
up to 2.6m class**

First prize:
Ultra Power UP6+ AC/DC
Dual Output 600W charger
Value \$260
www.modelflight.com.au



Pre-registration required - Entries close 30th October 2020 - see the AEFA web site for a registration form and event details. MAAA membership required.

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.

F5J Trophy Cootamundra 6th to 8th November, 2020 including F5J WC Team Selection Trial General Information

The F5J Trophy this year combines the selection trials for the F5J World Championships Australian Team with a more relaxed competition for those simply flying in the F5J Trophy as non-aspirants. There is a trophy and prizes for both Open and Limited (wingspan <= 2.6m).

A Practice Day will be held on Thursday 5 Nov. Camping on site from Wed 4th Nov is free and hot showers are available. It's a three day event commencing 8:00am on Friday 6th Nov and concluding about mid-afternoon Sunday 8th Nov.

Both e-Scoring, via smart phones, and paper based scoring will be available. A QR app is required to facilitate e-Scoring and is available from the App Store for free here:

<https://apps.apple.com/au/app/qr-code-scanner-/id368494609>

There will be no fly-off and no teams (to allow the best possible varied draw). All rounds to count except that the lowest score will be dropped.

Non-aspirants are permitted to employ Emergency Motor Restart. Aspirants are not permitted to use Emergency Motor Restart.

After launching the aircraft must not turn back over the Safety Corridor for 3 seconds. Safe height over the safety line is 10m. Low passes will incur a penalty.

Standard F5J penalties as included in FAI rules will be employed. The 2020 rules can be found here;

<http://www.aefanet.com/f5j-information-and-rules>

continued next page

NOTE

**The Model Aircraft Events
at the Alice Springs Masters' Games
were first cancelled
due to fears that travel restrictions may
affect the entry level
Now the remainder of the Games have
been cancelled as well!**

**The calendar on page 18 shows events for the
remainder of the year planned before Covid 19**

**Please make sure that you check with event
organisers if the events are going ahead**

**Events that we know have been cancelled, have been
removed**

F5J Trophy event information continued.....

A three-man jury will be established to hear protests. Any protest must be lodged on the approved protest form before the start of the next Round after the incident, and must be accompanied by \$50 protest fee (reimbursed if protest is upheld). Protest forms are available from the CD

An aspirant cannot time for an aspirant. However an aspirant may act as an observer and caller for an aspirant. Timers must be F5J fliers who have an understanding of the FAI F5J rules.

Preparation time between groups will be 5 minutes, but fliers from the next group may enter the Safety Corridor when the preceding group flight reaches 8 minutes.

FAI wind limits of 12 m/s will be employed. The event will proceed until this wind limit reached. Participants may opt out if the wind becomes uncomfortable for them, but a zero score will be recorded.

A hold may be placed on proceedings for rain at the CD's discretion. A short lunch break will be provided each day.

Specific Information for Aspirants to the World Championships

Height device standards used at the World Champs will be employed for World Champs F5J team aspirants. Aspirants must use an approved device to record climb height – the list of approved devices can be found on the AEFA web site:

<http://www.aefanet.com/f5j-information-and-rules>

The Jetti Mvario2 Ex F5J can only be used with a hand-held reader - Tx display not permitted for aspirants. Firmware Versions for aspirants; 5.1/5.2 for Altis Nano, 5.2 for Altis V3 and 5.5/5.6 for Altis V4 and 4+

SKY SOARING ROBOTS

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Ladislav Safarik - distributor of:

Infinity models

Reisenauer gearboxes + various brushless motors

GM props and spinners

Height limiters

mob: 0410794173 **email:** skyrobsol@gmail.com

Please Note

Events shown in the Calendar
were planned before COVID 19

Please check with organisers that
events will proceed

Events known to be cancelled have been removed

Glider Gear



Neutrino F5J	1150g or 1350g, five colour schemes
Introductory price	\$2399.00
Servo set to suit:	4 x KST X08, 2 x KST X08 plus, 4 servo frames for the wings \$340.00
2-S power train to suit:	Tenshock in-runner with 5:1 gearbox, carbon spinner and GM prop \$350.00

4m wingspan

www.glidergear.com.au

mob: 0413 588906 or **email** gpotter@opalibusiness.com.au

See President Ralph Dephoff's first report

Full text can be located on the home page of
the AEFA web site

www.aefanet.com

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
June			
6-7 June		QLD F5J Challenge 2020 Round 3	Dalby, QLD
July			
4-5 July		QLD F5J Challenge 2020 Round 4	TBA, QLD
August			
23-Aug		HSL Winter Club Competition	HSL Maddens Plains
September			
12-13 Sept	MRSSA field	QLD F5J Challenge 2020 Round 5	Munbilla, QLD
26-27 Sept	State Flying Field	Millennium Cup	Cootamundra
October			
16-17	VIC State Titles	VIC Thermal & F5J State Titles	Wentworth Race Course 30km from Mildura
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 6 & 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

QLD F5J Challenge 2020

Round 3 - Dalby Field



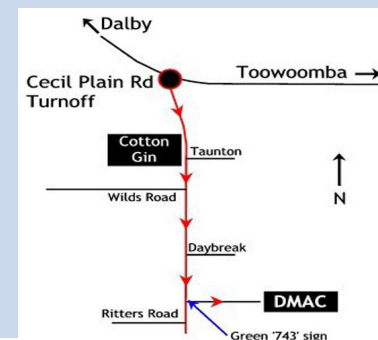
This will be dependent on COVID-19 advice.

Join in the 3rd round of the QLD F5J Challenge 2020

Come and enjoy the event .

Details of the event:

- Briefing 9:30am
- Flying commences 10:00am on 13 June
- Flying concludes by 2:30pm 14 June
- Open and Limited (Ltd up to 2.6m span)
- Results count towards the annual award,
- Seven events planned for the series
- Lunch Saturday and Sunday



Toilets, generator and hot showers available

Camping cost \$5 per head per night

Arrival Friday can be arranged

Practice flying Saturday morning

Contacts:

CD Ross Ginder 0409 614 319

Eddie Otto (0417) 639 088





2020 Mildura



Open Thermal

**2020 Vic.
Thermal & F5j
State Titles**

*Come and help us celebrate **20** years*

OCTOBER 16th, 17th, 18th, 19th

Wentworth race course 30klm from Mildura

*Lots of prizes and trophies.
Lunch provided each day.
Breakfast available each morning.*

"PLEASE" HAVE 4 MAN TEAM ENTRIES IN BY THE 14 th. October
For further information, please contact Darrel Blow
0400570814 or 03 50230906
E-mail: darrel@bigpond.com

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F5J Trophy major sponsor

**Do you need help with choosing a motor,
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Consult Peter Pine for experienced advice
63 years an aeromodeller, 50 years in the hobby trade,
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Phone: (08) 8186 4250

Electric Glider & EOT Postal Competitions recommencing June 2020

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