

Electric & Glider **FLIGHT** *Australia*



Edition Number 25

September 2020



**Gary Jordan emulates the spirit of the new E-RES class of electric gliding - a very relaxed approach!
See draft AEFA rules for E-RES on pages 12-13 Photo taken at Dalby by Doug Moody.**

Editorial by Peter Pine

Strange times we live in - but some events have started! See reports in this edition about F5J at Monto in QLD and at the HSL field in NSW.



Significant issues in this magazine include the draft rules for E-RES; check them out and give us your feedback.

Also, please see the announcement that AEFA events will use Pilot Categories in F5J commencing next year. This will replace the Limited class.

Note the uncertainty surrounding scheduled events. The Wentworth event scheduled will be reviewed on 16 September to decide whether to proceed or not.

The F5J Trophy event is going ahead if at all possible, even if some border closures are still in place.

Advance advertising about the Armidale Sailplane Expo 2021 is displayed in this edition. Register for these events if you are interested and watch for news; fees will be refunded if they do not go ahead.

ppine@northnet.com.au

President's Message by Ralph Dephoff

Since my last report it has been my pleasure to welcome the following new members to the AEFA: Grant Manwaring, Eddie Otto, Phillip Whitehouse, Anthony Long, Darryl Herman, Greig Andrews, Nigel Virtue, Joseph Frost, Bernie de Braun, Max Wright, Garry Whitfield, John Harman and Stephen Slater. Thanks for joining up and I hope you enjoy your association with us.



I regret to report that the F5J World Championships have been cancelled due to COVID 19 restrictions. As a result, we in turn have cancelled the Australian F5J WC selection trials which were to be held in conjunction with the F5J Trophy this November at Cootamundra. The good news is that we still plan to run the F5J Trophy provided further travel and health restriction don't scuttle the event. I appreciate that many competitors will be unable to attend due to the border restrictions that may still be present. For those who can, get your entry in. You can find a flyer for the F5J Trophy in this latest Emag and on the AEFA website.

It's great to see the growing interest in 2m E-RES, particularly with MRSSA holding some 2m E-RES events in conjunction with the Queensland F5J Series. Congratulations must go to these Queensland

flyers as such actions can only be good for the development of our sport. To assist in this, the AEFA committee has drafted a set of E-RES rules which you can also find in this latest Emag and on the AEFA website. Personally, I'm nearing the completion of a 2m Eli to join in.

Finally, to those hemmed in by the current lock downs and border restrictions I extend my best wishes that you emerge from them safely, particularly so for our Victorian friends. Stay Safe

randmdphoff@gmail.com

Australian F5J Trophy Event is going ahead as planned Cootamundra State Field

**providing state regulations permit events
and if 20 entries are received
Watch for news! Info pp. 18-19**

AEFA Zoom Chats Continue

Zoom chats are now monthly and appreciated by quite a few members. There is great sharing of information and projects, and the session is recorded and can be viewed later.

To join the chat sessions, send an e-mail to Peter Pine and you will receive log-in information.

Picton Cup 2020 - Round 1

Finally some events are resuming around the country. Enthusiasts, tired of all the isolation, are setting up events in a COVID-safe way and are getting on with flying!

One of the first in NSW was the Picton Cup, a two-event program each year. One round is held in winter and the other in summer. There are individual winners each event, but the results of the two events are combined to decide the overall champion.

The event was started by Richard Solomon in Picton in a farmer's paddock, but moved to Appin for some years to take advantage of a prepared club field with some facilities. Under COVID, Appin has not been possible, so the event is now being run at the Heathcote Soaring Club field at Madden's Plains on the old road to Wollongong. There are efforts under way to return to Picton, but for the time being HSL is the venue.

The first round was held on 12 July at the HSL field organised by Phil Stevenson. Here is Phil's report:

We had 20 flyers, including visitors James Johnson and Kier Malpas who came from Canberra. We started right at 9.30 and managed 3 rounds before 12.10 when we stopped for 20mins. Then another 3 rounds by 3.00. All ran smoothly. The last few rounds went more quickly when the easterly killed off the thermals. We had light winds, switching



Phil Stevenson manned the computer, with help from Trevor Smith and ran a good event



Winner Klaus Metzger in launch mode
John Haren left - Phil Bird timing



Visitors from Canberra
Keir Malpas left, James Johnson right



Ex-President Trevor Smith flew his Maxa and placed mid-field

direction during the day, small thermals and occasional boomers. In most rounds someone flew the full time.

I did not watch a lot of the flying as I had my head in the computer or was keeping the equipment going. We had the PA battery go flat before we got there, and our back up inverter did not cope well. We flew a few groups without PA and ended up without the printer working. Even the PC crashed a few times. But we soldiered on!

We tried to do it Covid legal; I took scores verbally and only Trevor Smith and myself touched the computer. Everyone was asked to not touch other people's gear. Don Farrar did not fly, but kept the attendance registry and monitored general aviation activity. We had a couple of low flyovers by full size aircraft, luckily between rounds.

As far as the winners go, in Open F5J Klaus flew his V tail Xplorer, David his Sense, and Mike I think an old Maxa or Explorer? In Limited F5J, Ken flew his old woodie, Rob and Bob both Radians.

Another attendee commented:

Magic day at Maddens today for winter and even with a very dubious weather forecast. We achieved 6 rounds for 20 pilots in a gentle, switching breeze. No low cloud, no rain, no fog, no thunderstorms. A very pleasant day. Klaus proved the Maddens master again.

Picton Cup 2020 R1 - Overall Results
[Maddens Plains 12/07/2020]

www.GliderScore.com

Rank	Name	Class	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6
1	METZGER, Klaus	O	5000.0	100.00	6000.0	1000.0	1000.0	1000.0	1000.0	1000.0	*1000.0
2	LEITCH, Dave	O	4936.8	98.74	4936.8	*0.0	1000.0	984.8	995.5	967.4	989.1
3	MALHERBE, Mike	O	4865.9	97.32	5649.4	955.9	*783.5	1000.0	938.0	972.0	1000.0
4	STEVENSON, Phil	O	4739.8	94.80	5414.4	*674.6	1000.0	835.1	984.5	920.2	1000.0
5	GILLOTT, Mel	O	4662.3	93.25	5266.8	835.2	980.2	978.3	1000.0	*604.5	868.6
6	BIRD, Phil	O	4584.9	91.70	5281.2	918.2	982.7	953.0	*696.3	900.5	830.5
7	WEATHERSTONE, Step	O	4528.8	90.58	4925.9	884.5	916.7	987.5	1000.0	740.1	*397.1
8	SAFARIK, Ladislav	O	4500.4	90.01	5161.2	1000.0	955.2	986.6	743.4	*660.8	815.2
9	MURPHY, Jack	O	4047.1	80.94	4535.4	634.6	983.9	919.0	509.6	1000.0	*488.3
10	SMITH, Trevor	O	3913.8	78.28	4407.1	851.4	*493.3	666.7	605.1	842.3	948.3
11	HAREN, John	O	3896.6	77.93	3896.6	441.5	964.2	966.0	*0.0	1000.0	524.9
12	WOODWARD, Ken	L	3881.3	77.63	4143.9	885.5	932.5	720.0	465.0	*262.6	878.3
13	WATSON, Rob	L	3525.2	70.50	3683.0	566.4	639.9	934.7	514.8	*157.8	869.4
14	NUTMAN, Bob	L	3395.8	67.92	3756.5	444.8	835.6	778.7	657.4	679.3	*360.7
15	JOHNSON, James		2701.0	54.02	2944.9	597.8	692.8	*243.9	581.5	257.7	571.2
16	CHARD, Richard		2593.9	51.88	2593.9	751.1	842.8	1000.0	0.0	0.0	*0.0
17	FUNKE, Robert	L	2516.4	50.33	2803.4	327.7	325.9	476.7	*287.0	431.7	954.4
18	TOWNS, John		2393.4	47.87	2393.4	418.4	920.7	423.8	340.9	289.6	*0.0
19	BUDNIAK, Robert		2019.5	40.39	2019.5	1000.0	877.8	141.7	0.0	0.0	*0.0
20	MALPAS, Keir		1089.5	21.79	1089.5	349.2	740.3	0.0	0.0	0.0	*0.0



Robert Budniak about to launch - looks like an Ava - John Haren behind.

Below: Phil Bird left - John Haren right w. Rob Watson - experienced fliers live on!





Klaus launching again - with Ladislav Safarik timing and Phil Bird watching - must have warmed up - jackets off!



Mel Gillott studying the sky - about to fly his new Plus X-tail
Looks like Geoff Ross-Clift behind with watch in hand



Phil Stevenson with his trusty Kappa glider still going!



Ken Woodward won Limited flying one of his trusty woodies

Monto F5J and E-RES

By Terry Scolari

Great weekend at Monto with 18 F5J fliers.....

The weather Gods weren't too good to us on Friday/Saturday, but Sunday turned out perfect. The wind just got stronger and stronger on Saturday ending up at 40km/hr gusts. The day was interrupted occasionally by incoming and outgoing aircraft from the local airport, which we were monitoring by radio, and we had the occasional delay with models out landing some considerable distance away.

We ended up getting 6 F5J rounds in on Saturday and 3 on Sunday. Due to the distance most competitors had to travel, the CD wisely called the comp at 12pm Sunday to allow everyone to get away sooner than later.

Some new names were amongst the usual consistent flyers in the overall results which is always great to see.

As usual the Monto hospitality was second to none as you can see in a couple of photo's... a big thank you to the ladies, led by Michelle Ginder who put in a huge effort.... it is very much appreciated.

Even John Arnold (AKA Burnie) had a HUGE Birthday Cake made in his honour.. 80yrs young...



Left: F5J Launch line at Monto.

Centre: Large undercover area at the Monto Race Course is a great boon for meals and hangar space.

Bottom: Monto and Michelle Ginder are famous for their catering! Meals at Monto are a sheer delight!



For me personally, Friday was a non-event as I broke my model in a test flight in 30km winds, so couldn't fly in the 2m E-RES Comp... Mental note, hurry up and finish building my Sagitta 600 which will handle the wind a bit better than my 495gm Andreas.

F5J was better for me as I had some great flights in the up to 40km/hr winds on Saturday, and decided not to fly on Sunday to give my recovering knee surgery a rest... being on it all day Saturday didn't really do it any good..

A big personal thank you to Chris Graham who took it upon himself to fetch my model and arm the model each flight to save me trying to kneel down for every round. Thanks mate.

As usual, a great weekend catching up with everyone, which is always a highlight for me when travelling to these events.....Great bunch of guys and girls who just enjoy their flying... and the occasional beverage at the end of the day. See you at MRSSA, Munbilla, in September, maybe!

Top Right: First official E-RES event in Australia! Nine fliers including young Lachlan Ginder! Two Radians featured.

Right: Proud Dad - Ross Ginder assisting his son Lachlan in his first electric glider competition!

Far Right: John Arnold, 80 years young had a surprise celebration at the Monto event! Congrats!



Central QLD F5J 2020 - Detailed Results

[Monto Model Aerodrome 15/08/2020]

www.GliderScore.com

< Scores - Original >

Rank	Name	Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10
1	VELS, David	8084.0	1000.0	937.3	1000.0	*507.7	606.6	963.3	843.0	1000.0	733.8	1000.0
			Time 7:00 Height 167m Landing 10 Over75m -	3:47 155m 0	5:58 177m 40	5:52 178m 0	6:25 194m 45	9:56 186m 35	9:59 216m 0	9:58 101m 45	4:45 171m 50	9:57 54m 45
2	SPAIN, David	7705.1	839.0	782.5	*464.1	1000.0	1000.0	706.3	920.6	782.4	834.5	839.8
			Time 5:45 Height 207m Landing 0 Over75m -	5:10 174m 0	5:37 174m 5	4:41 165m 40	5:23 189m 45	7:07 219m 45	9:50 195m 0	9:00 192m 0	9:59 149m 0	9:59 165m 0
3	STRINGER, Mark	7654.6	1000.0	*419.1	644.2	469.1	1000.0	789.2	956.5	795.6	1000.0	1000.0
			Time 8:38 Height 231m Landing 0 Over75m -	6:41 252m 0	9:28 238m 0	6:04 207m 0	9:51 184m 50	7:04 184m 20	9:53 193m 20	8:13 163m 40	9:54 106m 25	6:49 132m 45
4	KNACK, Karl	7270.3	613.8	900.0	*0.0	515.4	1000.0	1000.0	1000.0	1000.0	264.1	977.0
			Time 4:58 Height 197m Landing 0 Over75m -	5:40 167m 0	0 0m Yes	5:58 182m 0	8:28 194m 35	9:26 188m 50	9:56 202m 45	9:56 90m 50	9:56 88m 0	9:58 133m 0
5	GRAHAM, Chris	6718.8	456.0	989.5	582.9	1000.0	453.4	257.8	979.2	1000.0	1000.0	*234.5
			Time 3:06 Height 126m Landing 35 Over75m -	5:46 198m 35	4:44 159m 45	9:57 158m 0	2:22 136m 50	3:43 158m 0	9:55 162m 50	9:56 147m 45	5:42 104m 50	2:10 78m 0
6	DALLY, Alistair	5995.2	456.0	391.6	834.5	628.9	*180.5	266.8	738.3	748.9	930.2	1000.0
			Time 4:13 Height 210m Landing 35 Over75m -	3:32 183m 15	9:55 254m 40	5:06 232m 40	1:46 141m 45	3:13 178m 45	7:09 168m 50	9:58 226m 5	9:50 127m 0	9:54 200m 50
7	CULLUM, Richard	5942.8	230.9	52.6	*0.0	1000.0	275.0	928.3	862.0	881.9	876.3	835.8
			Time 2:10 Height 100m Landing 0 Over75m -	20 10m 0	0 0m -	5:25 158m 0	3:58 174m 0	8:05 202m 35	9:56 199m 0	9:55 130m 0	9:53 194m 0	9:58 168m 0
8	BENGSTON, Evan	5941.8	238.5	623.8	248.3	0.0	876.7	1000.0	1000.0	999.1	955.4	*0.0
			Time 2:02 Height 179m Landing 45 Over75m -	3:01 163m 0	3:25 188m 0	0 0 Yes	7:08 114m 20	9:57 167m 45	9:56 130m 45	9:57 160m 50	9:56 81m 45	0 0m Yes
9	FOX, Ken	5414.4	521.5	1000.0	512.3	528.3	694.0	492.3	666.7	577.2	422.1	*0.0
			Time 4:20 Height 181m Landing 0 Over75m -	6:15 180m 0	5:41 204m 0	4:29 232m 35	9:37 226m 0	8:06 243m 0	6:54 168m 30	6:50 201m 35	3:46 165m 0	0 0m 0

Central QLD F5J 2020 - Detailed Results

[Monto Model Aerodrome 15/08/2020]

www.GliderScore.com

< Scores - Original >

Rank	Name	Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10
10	GINDER, Ross	5318.2	435.8	1000.0	1000.0	0.0	205.2	1000.0	0.0	Pnty300 *0.0	1000.0	977.2
			Time 4:42 Height 217m Landing 20 Over75m -	3:59 159m 0	6:59 62m 40	0 0m 0	2:51 159m 0	8:52 212m 50	0 0m 0	0 0m 0	9:58 29m 45	9:57 82m 45
11	TRONC, David	5228.8	1000.0	598.2	187.4	723.6	532.5	*0.0	575.9	183.1	503.5	924.6
			Time 6:01 Height 188m Landing 0 Over75m -	3:55 169m 20	2:30 154m 30	3:50 184m 40	4:55 195m 40	0 0m Yes	6:47 192m 0	2:38 149m 25	5:53 136m 0	9:58 190m 0
12	JAMES, Michael	3780.4	873.8	0.0	0.0	0.0	0.0	*0.0	873.3	669.7	991.2	372.4
			Time 9:57 Height 281m Landing 30 Over75m -	0 0m 0	0 0m 0	0 0m 0	0 0m 0	0 0m 0	9:56 186m 0	7:38 181m 35	9:51 130m 35	3:56 114m 50
13	SCOLARI, Terry	3760.9	644.2	1000.0	1000.0	0.0	611.0	505.7	0.0	0.0	0.0	*0.0
			Time 4:26 Height 188m Landing 0 Over75m -	7:29 201m 0	9:49 214m 0	0 0m 45	5:16 177m 0	6:22 206m 0	0 0m 0	0 0m 0	0 0m 0	0 0m 0
14	WALKER, David	3652.1	484.8	289.0	0.0	0.0	*0.0	410.9	537.0	843.6	822.6	264.2
			Time 3:40 Height 134m Landing 15 Over75m -	2:32 104m 0	0 0m 0	0 0m 0	0 0m 0	4:49 149m 45	5:23 156m 0	9:56 178m 0	9:56 158m 0	2:48 131m 0
15	OTTO, Eddie	3411.5	662.9	0.0	*0.0	715.4	188.5	211.7	164.5	766.5	284.5	417.5
			Time 4:17 Height 160m Landing 0 Over75m -	0 0m 0	0 0m 0	3:51 110m 159m	3:03 101m 104m	2:41 104m 118m	2:20 104m 118m	8:14 134m 134m	3:48 134m 138m	3:51 138m 138m
16	JORDAN, Garry	2748.9	0.0	0.0	0.0	0.0	0.0	*0.0	1000.0	538.3	444.1	766.5
			Time 0 Height 0m Landing 0 Over75m -	0 0m 0	0 0m 0	0 0m 0	0 0m 0	0 0m 40	9:48 176m 165m	6:46 165m 186m	3:39 186m 226m	9:55 226m 226m
17	ARNOLD, John	403.2	0.0	403.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*0.0
			Time 0 Height 0m Landing 0 Over75m -	2:55 71m 0	0 0m 0	0 0m 0	0 0m 0	0 0m 0	0 0m 0	0 0m 0	0 0m 0	0 0m 0
18	GINDER, Lachlan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*0.0
			Time 0 Height 0m Landing 0 Over75m -	0 0m 0	0 0m 0	0 0m 0	0 0m 0	0 0m 0	0 0m 0	0 0m 0	0 0m 0	0 0m 0

See Monto E-RES results next page
AEFA E-RES rules on pp.12-13

ERES Australian Championships - Detailed Results

[Monto Model Aerodrome 14/08/2020]

www.GliderScore.com

< Scores - Original >

Rank	Name	Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5
1	GRAHAM, Chris	4824.8	1000.0	1000.0	824.8	1000.0	1000.0
		<i>Time</i>	3:10	4:57	3:29	3:30	3:02
		<i>Landing</i>	15	45	50	35	35
2	JORDAN, Garry	4529.0	882.9	1000.0	844.8	995.1	806.2
		<i>Time</i>	2:21	3:19	2:26	3:25	3:53
		<i>Landing</i>	40	30	50	0	0
3	CULLUM, Richard	4296.4	634.1	868.4	942.7	1000.0	851.2
		<i>Time</i>	2:10	4:57	4:56	3:26	3:31
		<i>Landing</i>	0	0	0	0	35
4	JAMES, Michael	4250.4	823.5	598.3	1000.0	828.6	1000.0
		<i>Time</i>	2:50	1:42	4:24	2:33	4:04
		<i>Landing</i>	40	35	50	50	45
5	DALLY, Alistair	3773.5	512.2	799.1	1000.0	632.7	829.5
		<i>Time</i>	1:45	2:23	3:17	2:35	3:00
		<i>Landing</i>	0	40	35	0	0
6	OTTO, Eddie	2905.9	0.0	871.3	569.0	967.3	498.3
		<i>Time</i>	0	4:58	2:12	3:17	2:24
		<i>Landing</i>	0	0	0	40	0
7	GINDER, Lachlan	2847.6	1000.0	441.0	197.5	669.9	539.2
		<i>Time</i>	4:15	1:41	1:02	2:18	1:57
		<i>Landing</i>	0	0	0	0	0
8	TRONC, David	2777.8	658.5	450.3	551.0	616.3	501.7
		<i>Time</i>	1:45	2:09	2:53	2:31	2:25
		<i>Landing</i>	30	25	0	0	0
9	SCOLARI, Terry	0.0	0.0	0.0	0.0	0.0	0.0
		<i>Time</i>	0	0	0	0	0
		<i>Landing</i>	0	0	0	0	0

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

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



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

Victoria slipped in one glider event before the extreme lockdown conditions came in to play in that state:

First open thermal since coming out of Covid-19 lockdown,

The weather forecast wasn't looking great, but we had 6 eager pilots turn up, and 6 winches laid out, for some fun flying with open thermal gliders.

Being the start of winter, lift started pretty light if any, and the wind was already starting to pick up.

Anyway, blue skies and the lift gradually got stronger, but so did the wind. Half the pilots flew F3b planes, which thrived in the conditions.

However, as the afternoon wore on and the lift became weaker, and the wind got stronger, everyone was getting caught out in the challenging conditions, and it was hard to tell who was doing best.

Anyway we pulled the pin after 5 rounds, and I'm pretty sure it was gusting well past the limit as we were packing up.

Final placings were:

Jim Houdalakis 1st

Gerry Carter 2nd

Marcus Stent 3rd

With COVID conditions in Victoria being what they are, the Wentworth event is now in doubt. See advertisement p.21, but check with the organisers regarding any decision.

Categories in F5J

Previously I floated an idea about establishing categories in F5J. The debate has been going on for a while, and there have been good points for and against. The AEFA committee have considered the discussion items and decided to implement categories for F5J in 2021.

The Limited F5J class will be transformed. Now you will be classified according to pilot experience rather than model size. We suggest Sportsman, Advanced and Expert.

You will be asked to nominate your own category, and if the CD considers it to be inappropriate, he will have a chat with you. Please note that you cannot categorise yourself as a Sportsman if you have placed in F5J events in the past.

Results will be tracked. If you place twice in an F5J event in one category, you will be promoted to the next category.

This strategy will replace Limited F5J at AEFA events, but there is no compulsion for others running F5J events to comply. You can continue with Limited F5J if you would prefer.

The AEFA committee anticipate that the first AEFA event to use this strategy of categories in F5J will be the NEFR at Easter 2021. See you there!

Phoenix Models 1/2.5 scale Ka-8b Glider by Claus Grimm, Jimboomba

Wingspan: 6.0m - **Motor:** Hacker A60-16L-Glider Kv 168 - **Rx Battery:** NiMh 6 Volts, 5000 MAh. **Spoilers:** E-Flite 440 mm. **Batteries:** 6S 5000/6500 mAh 60C (x2). **Power approx.** 2300 Watts, **Prop.:** Vitaprop 20x13, **Radio:** Spektrum DX9; **Maximum TakeOff Weight:** 15.7 Kg.
For a model like this, you can expect some big boxes!



The Rise and Rise of E-RES 2

by Peter Pine

Following the world upsurge of interest in E-RES gliding (Electric powered 2m gliders with rudder, elevator and spoiler controls only), there has been growing interest in Australia with many people building suitable models.

The event has grown out of F3-RES, a low technology event for bungee launch 2m gliders. In this class the model has to be built from timber and there are some stringent rules to ensure that it remains low-key. F3-RES rules from the UK, Germany and Austria have been studied to obtain a feel for this type of event. All of the conditions were considered to see what would be applicable to a similar E-RES event.

The AEFA has applied itself to come up with a set of rules that are even more relaxed than F3-RES, to ensure that E-RES is an inclusive event for 2m simple control electric gliders. The draft rules allow Radians and other foamy moulded models, and also veneered foam winged gliders. This is to permit Radian fliers and Millennium Cup fliers to use their models in AEFA events.

In drafting these rules, the AEFA is not being prescriptive. We do not see these rules supplanting existing, popular events like the Millennium Cup, or 2m F5J in SA. Rather, these have been drafted to set up an event for the NEFR



Michael James snapped by Doug Moody at Dalby with his own-design E-RES model

at Easter, and to act as a touchstone for anyone interested in this type of event. We expect various groups, like the Queensland series, to adopt their own local rules and make changes to the draft.

The LSF is also considering this type of event and these rules that have been drafted. Some feedback has already been obtained. In the first instance these rules were circulated to interested parties and their feedback used to modify the draft.

So, these rules are presented here for your information and feedback. Please feel free to message any of the AEFA committee with your ideas (see last page for e-mail addresses). The discussion is ongoing.



Gary Jordan about to launch his PicaRES model (from Hyperflight) at Dalby

E-RES Rules in Summary

Basic 2m electric glider with Rudder-Elevator controls - spoilers optional

Launch with motor for 30 seconds or to 100m, whichever comes first

Score one point per second for flight up to 5 mins - lose one point per second for overtime

Spot landing - 20 points bonus for landing within 10m of the spot landing marker

Please read the rules in full and comment if they are not clear.

Draft E-RES Class Rules (AEFA Variant)

Contents

1. Introduction,
2. Model Specifications,
3. Competition Terrain
4. Cancellation of event,
5. Competition Flights,
6. Launch details
7. Landing,
8. Re-flights

1. Introduction

This is a low technology Radio Controlled Thermal Soaring glider class for 2.0m RES (Rudder-Elevator-Spoiler) models launched employing electric motor power. The event is designed to introduce less experienced fliers to electric gliding contests, but no-one is excluded from joining in. More experienced fliers who can share their knowledge are welcome.

The preference is for predominately timber-constructed models, but foam models (such as the Radian and similar) and those with skinned foam wings are also permitted to render the event as inclusive as possible. Carbon Fibre LE, spars, tail booms and moulded nose cones are OK. Full house models and fully moulded models in fibreglass and/or carbon are not permitted.

2. Model Specifications

The aircraft can be either a Standard or Tailless model with the maximum projected wing span of the aircraft not exceeding 2000mm.

Standard Model – a model aircraft consisting of Wings, Fuselage and Tail Surfaces. The tail surfaces can either comprise of separate Fin and Tailplane in cruciform configuration or combined as a 'Vee' tail with mixed rudder and elevator functions. Ailerons are not permitted.

Tailless Model – a model aircraft that has no discernible tail surfaces and is controlled by wing mounted elevons providing directional and pitch control with a maximum of two servos utilised for control of the elevons.

The aircraft may be equipped with spoilers (of any size) fitted to the upper surface of the wing. These may be activated by one or two servos (one per wing) but must operate simultaneously and be triggered by a single

transmitter channel. If used, spoilers must be on the wing upper surface at least 5 cm ahead of the trailing edge.

The competitor may use a maximum of two competing models. Ballast may be carried within the aircraft. It must be securely fastened and non-adjustable in flight. Fixed and retractable devices for braking the model when landing (e.g. bolts, serrated protruding devices, etc.) are not permitted. Nothing may protrude from the bottom of the aircraft in the forward fuselage. Fins and rudders projecting below the fuselage at the rear are permitted. No telemetry is permitted from the model except battery condition and received signal strength.

3. Competition Terrain

The competition shall be conducted on a site that is relatively flat and will not unduly support wave or slope soaring. The contest director will notify competitors of the boundaries of the contest field.

4. Cancellation

The contest director may elect to either postpone or cancel a contest if the wind strength increases beyond 6 metres/second. This will be measured at a height of 2m above ground level and measured for a period of 1 minute.

5. Competition Flights

A contest shall comprise of a number of rounds determined by the contest director. The number of rounds for a contest to be declared official shall be a minimum of 4. If more than four (4) rounds are flown, then his each pilot's lowest score will be discarded before determining his aggregate score.

Complete a flight of up to 5 minutes from the moment of launch (300 seconds). An official attempt is recorded when the model leaves the hand of the competitor or helper (up to 30 seconds is allowed for launch) and will cease either when the model first touches the ground (as in F5J), or disappears from sight. The score shall be one point per second up to 5 minutes. Any seconds over 5 minutes will be one point deduction from the score. If still flying after 5 minutes of flight, the flier has 30 seconds to land and score landing points. No re-launches are permitted.

A minimum of 4 pilots shall fly in each slot. The contest director is responsible for organising pilots into allocated slots. Flights scores are recorded in whole seconds only. The results of each slot shall be normalised to a 1000 points and the normalised score used to calculate the competitors final position.

6. Launching

The model shall be launched with the motor running. It shall be launched in to wind with the pilot standing adjacent to his landing spot. The landing spots will be spaced at least 10m apart. The motor may run for up to 30 seconds. An electronic device must be fitted that will stop the motor either when the aircraft reaches 100m, or the motor has been running for 30 seconds, whichever comes first.

7. Landing

All landings will be either in to wind, or in the direction indicated by the CD. A bonus of 20 landing points will be awarded for landing inside a 10m circle (F5J tapes will be used and landing points awarded if the tape can touch the nose of the aircraft). Timing ceases at first touch, but the model can then slide in to the landing circle for landing points to count.

Landing bonus points shall be zero if the model lands 30 seconds or more after the end of the slot, or if the pilot or helper touches the model during the landing. A model that lands outside the designated contest field shall score 0 for the flight.

8. A Competitor is entitled to retake his flight if:

The aircraft collides with another aircraft either during the launch or the flight.

The pilot is prevented from launching or landing due to the actions of a 3rd party.

The pilot forced to abort his flight for reason outside his control with the exception of personal equipment malfunction.

To claim a retake of his flight, the competitor must convince either his timekeeper or the contest director that his claim is valid. Claiming a re-flight should occur at the time of the incident, with the immediate cessation of the flight in progress. The pilot can choose to accept the flight in progress, but waives the right to a re-flight by continuing the flight in progress.

RPM Dynamic Soarer by Paul Dumsday

Pictured is a dynamic soaring glider designed by Paul Dumsday from Robina, QLD. The model is 1.8m wingspan and weighs 2.25kg ready for speed! Paul made plugs hand-carved from MDF and moulds for this design, but was not happy with how the wing turned out, so had a friend Andrew mill a new plug for that from Corian. Then Paul set to producing the model and made a few. His personal best speed in dynamic soaring this model is 218 m/hr (350 km/hr). The name is meant to infer "speed"!

Now Paul has sold the moulds to Kevin Burnett of Windburner fame, and Kevin is producing multiple models and imprinting Paul's name and his own. Get in touch if you are interested in one out of the moulds. Now selling overseas!



CAC Ceres

by Tony Meggs, Nimbin

Here is another project from Tony Meggs in Nimbin. It is a 1/7 scale CAC Ceres, a crop-dusting development of the Wirraway.

Wingspan is 2m, area around 0.5m², and it looks as if the flying weight will be around 4kg. Tony plans to use a Scorpion 4020-540 motor on 6S.

Tony says, this has been his Covid project.



Marty's friend Ed launched the little free-flight plane from the top of his Cub



Marty Nash Experiment Adelaide

Originally this little free flight plane was powered by a Cox Pee Wee .05 for about a 3 minute flight.

Marty says he is planning to add electric power, but here he released it from the top of a powered aircraft.

Marty would be interested in the free flight electric info shared on Zoom - see AEFA Zoom Chats.

Magnificent Hornet Twin

by Frank Murphy, Melbourne

DH Hornet - Servos, Switches & Settings		
Transmitter		Futaba T18SZ
- Tx Batteries		6 x Eneloop 2000mAh
Receiver		Futaba R6014HS
- Rx Batteries		5 x Eneloop 2000mAh
Gyro		Futaba GYA460
Wingspan		80" / 2033mm
Wing Area		0.758981
Wing Loading		13.79
Weight	Batteries	1,202 gms
	Lead balance	740 gms
	Fuselage	1,965 gms
	Wing	6,561 gms
	TOTAL	10.468 Kg
Engines		2 x Scorpion 4020-14 (484Kv)
Props		2 x APC 18x8E
ESCs		2 x HiFei 80A SBEC
Batteries		2 x 5S 4400mAh 60C



Electric Ducted Fan

by Joe Frost

Joe is an enthusiast from Coffs Harbour who continually experiments with electric ducted fan models; he flies them off the beach and off the water!

“EDF Hydro Prop Jet” displayed to the right- Carbon fibre/laminate and ply reinforced Depron, scratch built.

Data- Length 195cm, W/span 105cm.

AUW ~3300g. incl. EDFs and 3.3Ah batteries.

Power, 2x70mm EDFs, 50A/ESCs + a 3542/1400kv. brushless motor mounted on fin, spinning 10.25x5.5” APC prop off an 85A/HET/ESC. Elevon and Elevator with metal gear 6.5 kg. servos, nose gear steering - 9kg metal gear servo, 9ch. radio with Delta/Elevon and Elevator.

This model just completed and hasn't flown off the water yet. So far 6 flights with provisional landing gear to sort things out.

Joe says that he tried off the water, but the nacelles were too low. He had to rip them out and relocate higher, and slightly further forward to minimise the possibility of water splashing in.

With the first prop motor 3542/1450kv it flies OK with 3S for both units, but it was a little marginal, so Joe has just fitted a lower KV motor, but he had to go to 5 or 6S, which gives me more power but also more AUW!. Joe is looking forward to more grunt from the motor, and that should make it livelier.





41st Sailplane Expo Armidale January 23-25, 2021

New England Model Aircraft Club and the Sailplane Expo Trust invite you to beautiful Armidale on the New England Tablelands for the 41st Sailplane Expo.

F5J and E-Res

F5J will be flown to International F5J Rules.

E-Res will be flown to AEFA rules. At least 3 rounds will be flown on both Saturday and Sunday. Flights will be 5 mins Max, from a maximum of 100m launch.

Competition from 0930 23 January until 1330 25 January.

The field is available for practice Friday January 22.

Drinks and snacks will be available on the field and lunches will be arranged. There will be a celebration dinner on Saturday evening.

Entry Form


<http://www.lsfaustralia.org.au> <http://www.aefanet.com>

Entries Close Friday January 15, 2021



Contact:- Hutton Oddy
0425 285 758 vhoddy@gmail.com

The field is on the left of Warrane Rd, approx 3.5km from the Booralong Rd turnoff

 30°26'39.3"S 151°31'07.3"E

The field is available for practice Friday January 24, 2020

Drinks and snacks will be available on the field and lunches will be arranged.

There will be a dinner on Saturday evening.

The field is on the left of Warrane Rd Dumaresq, approx 3.5km from the Booralong Rd turnoff.

Entries close January 15, 2021. Entry form on AEFA & LSF web sites

Armidale Sailplane Expo #41 23-25 January 2021

New England Model Aircraft Club invites you to the 41st Sailplane Expo.

Warrane Road Field, Armidale

Map co-ordinates 30°26'39.3S 151°31'07.3E

Events will be F5J and 2m E- Res.

F5J will be flown to International F5J Rules. F5J will start at 0930 Saturday 23 and finish by 1300 Monday January 25.

E-RES will be for 2m models and flown to the the AEFA rules published in this E-magazine and also available on the AEFA web site.

E-RES will be flown on both Saturday and Sunday at a time to be decided, and it is anticipated that at least 3 rounds will be flown each day.

5th Annual
**Australian
F5J Trophy**



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
www.aefanet.com.au



**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

General Information

**F5J Trophy Event still Scheduled
Subject to state regulations
Provided 20 entries are received
No team selection trial**

The F5J Trophy this year will be held over three days from Friday November 6 to Sunday November 8. There is a trophy and prizes for both Open and Limited (wingspan <= 2.6m). Flying commences 1:00pm Friday 6 November.

A Practice Day will be held on Thursday 5 Nov. Camping on site is free and hot showers are available. It's a three day event commencing 1:00pm 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. Emergency Motor Restart will be permitted with a resultant zero score for the flight.

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

2020 Glider/F5J Events Calendar

Produced by the AEFA to promote F5J & Gliding

No.15/24-8-10

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

Date		Flying Events	Notes
August			
14-Aug	Add on to F5J weekend	E-RES Event	Monto, QLD
15-16 Aug	QLD starting again!	F5J QLD Series Round 3	Monto, QLD
23-Aug		HSL Winter Club Competition	HSL Maddens Plains

September			
12-13 Sept	MRSSA field	QLD F5J Challenge 2020 Round 4	Munbilla, QLD
26-27 Sept	State Flying Field	Millennium Cup	Cootamundra

October			
11-Oct	HSL Event	Heathcote Cup	Maddens Plains
18-Oct		Millennium Cup Round	Maddens Plains

November			
1-Nov		Millennium Cup	Shoalhaven
6-8 Nov	AEFA F5J Perpetual Trophy	F5J Annual Tournament	Cootamundra
21-22 Nov	Qld State F5J Titles	QLD F5J Challenge Round 5 & QLD Titles	Dalby, QLD
22-Nov	HSL Event	HSL Spring Club Competition	Maddens Plains

December			
6-Dec	Annual Event	Picton Cup F5J Rnd 2	Maddens Plains

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

F5J Trophy event information continued.....

A 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

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.

Wind limits of 9 m/s will be employed. The event will proceed until this wind limit is 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.

Please Note:

The F5J Trophy event no longer includes the World Champs Team Selection Trial

**The World Champs have been postponed
The F5J Trophy is still being planned
despite border restrictions
Watch for ongoing event reviews!**

SKY SOARING ROBOTS

Major Sponsor of the Australian F5J Trophy

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

Also Please Note:

Due to Covid restrictions,
the Wentworth Thermal & F5J Event next page
Including the LSF Annual Tournament

may not proceed

A decision will be made on 16 September
and communicated to LSF members the next day



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

Electric Flight in Australia

F5J Trophy major sponsor

**Do you need help with choosing a motor,
matching a prop, selecting an electric model**

Consult Peter Pine for experienced advice
63 years an aeromodeller, 50 years in the hobby trade,
34 years flying electric power

Australian agent for Aero-naut folding props and hardware
Mega motors, Axi motors, Scorpion motors, Pulsar gliders,
Viator from Russia, Altis devices, all local equipment

www.flyelectric.com
(0407) 732 440 • ppine@northnet.com.au

modelflight RC

Major Sponsor of the Australian F5J Trophy

Your one-stop hobby supplier - specialising in:

Spektrum & JR Radios	E-Flite
ParkZone	SebArt
Hobbyzone	Thunder Power RC
Hangar 9	Blade helis

www.modelflight.com.au
130 Goodwood Road, Goodwood SA 5034
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:

President	Ralph Dephoff NSW	randmdphoff@gmail.com
Vice President	Terry Scolari QLD	tscolari@bigpond.com
Secretary	Charles Powell ACT	charlespowell@bigpond.com
Treasurer	Phil Stevenson NSW	philstevo2003@yahoo.com.au
Executive member	Mal Pring SA	malcolmpring@bigpond.com
Executive member	Alan Mayhew VIC	almayhew@optusnet.com.au
Executive member & Magazine editor	Peter Pine NSW	ppine@northnet.com.au
Coordinator Gliding Focus Group	Mel Gillott NSW	redshiftxyz@hotmail.com
Coordinator EOT Focus Group	Phil Stevenson NSW	philstevo2003@yahoo.com.au

(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