

Electric & Glider **FLIGHT** *Australia*



Edition Number 26

January 2021



Images from the HSL Club Day in November - modified F5J for fun! Clockwise from the top left - Trevor Smith & Rob Watson, Col Woodward & Jack Murphy, Jack Murphy & David Leitch, Klaus Metger & Don Farrar, Ken Woodward & Robert Funke, Mike Malherbe club champion, John Haren & Phil Bird

Editorial by Peter Pine

It has been a long time between magazines - caused by uncertain times and the lack of events. When I started compiling this edition, some events had started up and you will find reports on those events in this edition.

There is also quite a few build reports as workshop activity continued during lockdowns. At least many fliers are being creative!

The future was looking more optimistic, but then came the hot spots breakout and the re-imposition of border closures. My advice is to plan to attend events that were in preparation, but watch and wait. Let's see what develops, but live in hope and keep the optimism up. It is better to mark diaries, submit entries and await the outcome than to be pessimistic and miss out on possible flying activity in the end. I am sure organisers will refund your fees if the events do not proceed.

Some say, it will all be OK in the end; if it is not OK, then it is not the end. In the meantime, fly when you can, and keep building knowing that you will take to air in the end!

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President's Message by Ralph Dephoff

Happy New Year to you all! As usual, our editor Peter Pine has produced a cracker of a magazine which includes many articles and reports. I commend them all to your reading and thank those contributors who submitted them. These articles take time and effort to write but, are the life blood of the magazine. They take even more time to compile and edit, thanks Pete.

The 41st Armidale Sailplane Expo 23rd – 24th January 2021 is rapidly approaching. Registrations are still open so plan to attend. However some restrictions may apply so keep a watch.

On behalf of all AEFA members I want to thank your committee for their untiring efforts to stage both the 2020 NEFR and 2020 F5J Trophy. Alas, our two signature events had to be cancelled due to Covid restrictions. However you will read in this magazine that many clubs have been able to stage events albeit with some restrictions. Not to be daunted we have carried out all the planning and preparation necessary for the National Electric Flight Rally (NEFR) featuring a new E-RES event. The venue and timing is again Cootamundra next Easter. I personally enjoy the



relaxed multidisciplinary nature NEFR, but more importantly being able to catch up with friends. Read all about it in this magazine. The details and entry forms are up on the website. Fly safely.

randmdephoff@gmail.com

2021 Open F5J International

Scheduled for 6-8 March 2021

Heats Saturday & Sunday

Final heats and Fly-off Monday

Held at:

SSL Park, Lot 1197 of 9 Mile Road, Milang SA

Hosted by Southern Soaring League
and supported by Model Flight

See SSL web site for entry form (close 26 Feb.)

Sample entry form p.21

AEFA Zoom Chats Suspended

The monthly AEFA organised Zoom chats were appreciated by quite a few members. Up to 30 or so people joined in the actual sessions, though the numbers dwindled as states started to open up. Quite a few then watched the recorded session. The last session was held in November. Some participants are asking for it to continue in 2021, even if less frequently. Watch this space.

QLD F5J Series - Munbilla

Queenslanders were able to travel within their state, so continued the 2020 F5J Series. A round was held at Munbilla (near Ipswich) in September with 10 fliers. Even though northern NSW fliers were in a “bubble” that could access southern QLD, Munbilla was just outside the “bubble” in southern QLD so could not attend. Ten fliers attended and had a good weekend.

Here is a report by David Spain:

We flew F5J at Munbilla in September and had a good competition with 15 flights each. The results seemed well ranked to me with the best pilots at the top.

Saturday was very tough with very active thermals, but big sink and deceptive down wind bubbles that disappeared. There were strong winds at times. One amazing heat had 4 very experienced flyers chase a thermal downwind, but all landed outside 75 meters. So everyone scored a zero and no one achieved the 1000!

Sunday had, in contrast, beautiful thermal conditions for most heats. The results were: Evan Bengtson clearly first, Chris Graham a deserved second and David Vels third.

David Vels actually flew some amazing heats with very low launch heights, often with the help of one clever Pelican in the extreme distance! On one

F5J Munbilla - Detailed Results

[MUNBILLA 12/09/2020]

www.GliderScore.com

< Scores - Original >

Rank	Name	Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Rnd11	Rnd12	Rnd13	Rnd14	Rnd15
1	BENGSTON, Evan	13402.4	1000.0	1000.0	0.0	1000.0	1000.0	1000.0	1000.0	973.0	478.1	1000.0	1000.0	1000.0	951.3	1000.0	1000.0
			Time 9:55	9:56		9:57	8:13	3:45	9:55	9:57	2:26	9:53	9:56	9:57	9:58	9:58	9:57
			Height 167m	107m	0m	165m	189m	118m	133m	177m	106m	178m	112m	78m	123m	78m	76m
			Landing 45	45	0	35	45	50	50	50	0	0	50	50	40	45	50
			Over75m	-	Yes	-	-	-	-	-	-	-	-	-	-	-	-
2	GRAHAM, Chris	12529.9	295.0	918.9	1000.0	889.9	263.8	1000.0	931.7	1000.0	1000.0	1000.0	959.3	976.2	1000.0	382.1	913.0
			Time 3:18	4:52	3:52	9:44	3:30	9:58	9:38	9:47	9:55	9:26	9:53	9:57	9:55	4:02	9:54
			Height 181m	185m	175m	205m	186m	163m	168m	126m	57m	168m	134m	78m	109m	64m	64m
			Landing 45	10	20	0	0	30	45	50	50	50	40	40	50	45	5
			Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	VELS, David	11857.6	850.0	947.2	762.9	1000.0	1000.0	939.6	0.0	971.3	889.7	553.6	1000.0	0.0	1000.0	943.3	1000.0
			Time 9:57	9:58	3:06	9:56	9:57	9:58	0	9:58	9:57	5:49	9:58	0	9:56	9:57	9:58
			Height 223m	183m	141m	168m	165m	169m	0m	171m	147m	140m	94m	0m	34m	136m	54m
			Landing 45	50	10	15	50	0	0	45	25	0	45	0	45	45	50
			Over75m	-	-	-	-	-	Yes	-	-	-	-	Yes	-	-	-
4	KNACK, Karl	11343.7	607.4	748.9	830.2	0.0	866.3	896.6	518.6	975.6	1000.0	0.0	968.1	1000.0	959.1	1000.0	972.9
			Time 9:55	9:52	9:28	0	9:56	9:55	6:01	9:51	4:18	0	9:57	9:57	9:56	9:51	9:56
			Height 277m	229m	268m	0m	219m	215m	202m	162m	197m	0m	120m	120m	85m	65m	107m
			Landing 50	35	5	0	50	40	45	50	35	0	40	45	45	50	50
			Over75m	-	-	Yes	-	-	-	-	-	Yes	-	-	-	-	-
5	SPAIN, David	10347.7	1000.0	577.0	1000.0	423.1	933.5	0.0	0.0	1000.0	814.3	0.0	924.6	984.5	913.5	918.9	858.3
			Time 9:49	6:35	6:59	6:42	7:42	0	0	9:12	9:41	0	9:49	9:57	9:46	9:30	9:24
			Height 204m	182m	190m	228m	166m	0m	0m	221m	208m	0m	177m	138m	122m	110m	132m
			Landing 40	35	0	5	35	0	0	40	45	0	45	45	45	40	35
			Over75m	-	-	-	-	Yes	Yes	-	-	Yes	-	-	-	-	-
6	STRINGER, Mark	9438.3	815.8	1000.0	0.0	136.5	659.5	228.7	0.0	995.3	705.6	289.7	930.5	937.3	949.7	864.4	925.3
			Time 9:54	4:55	0	3:10	5:54	3:15	0	9:17	8:44	4:16	9:54	9:58	9:57	9:56	9:56
			Height 225m	174m	0m	205m	153m	190m	0m	220m	208m	210m	190m	115m	133m	140m	115m
			Landing 35	20	0	15	25	0	0	30	35	20	50	5	45	0	25
			Over75m	-	Yes	-	-	-	Yes	-	-	-	-	-	-	-	-
7	SCOLARI, Terry	9287.7	145.1	741.2	711.2	315.0	676.4	163.8	245.5	832.2	688.9	863.1	739.9	912.4	867.8	912.3	472.9
			Time 2:52	5:08	3:35	4:33	6:57	2:35	4:14	9:55	4:17	9:35	9:55	9:58	9:52	9:51	5:59
			Height 194m	218m	196m	209m	209m	181m	204m	246m	221m	220m	218m	204m	181m	140m	142m
			Landing 0	15	0	20	10	25	0	0	40	20	0	45	40	30	0
			Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	JORDAN, Garry	8215.9	361.7	899.1	425.5	242.0	430.5	907.4	0.0	0.0	804.5	530.1	911.9	853.6	926.6	923.0	0.0
			Time 3:57	4:42	2:34	3:56	5:32	4:04	0	0	9:59	5:26	9:54	9:55	9:50	9:58	0
			Height 200m	209m	168m	201m	178m	176m	0m	0m	201m	168m	181m	207m	137m	161m	0m
			Landing 50	50	0	0	0	40	0	0	0	40	40	45	40	40	0
			Over75m	-	-	-	-	-	Yes	Yes	-	-	-	-	-	-	Yes
9	OTTO, Eddie	5552.8	902.1	467.1	101.9	102.5	364.0	349.5	356.1	517.5	352.2	323.3	453.4	718.8	116.2	274.4	153.8
			Time 9:35	2:51	1:35	2:07	4:45	2:22	4:47	5:01	2:20	4:16	5:33	8:33	2:28	3:43	2:13
			Height 146m	169m	124m	146m	159m	133m	162m	158m	143m	168m	181m	152m	171m	112m	145m
			Landing 0	20	0	0	0	0	0	0	0	0	25	0	10	0	35
			Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			Time 9:58	3:42	0	0	0	0	0	0	0	0	0	0	0	0	0
			Height 214m	206m	0m	0m	0m	0m	0m	0m	0m	0m	0m	0m	0m	0m	0m
			Landing 40	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Over75m	-	-	Yes	-	-	-	-	-	-	-	-	-	-	-

Note - AEFA Postal Events commence February 2021

Gliding events - F5J and E-RES - scores from Sailplane Expo in Armidale will automatically be entered in the February results • **EOT events** - 1/2A Texaco, Texaco, HLEOT, Vintage Glider
Join in - have fun at your own field - practise the events - e-mail your scores - See p.23 for more details

flight, you would have thought David would need an emergency restart to return when at low level over banks of trees, but he reached a bigger than Barnabus thermal. Vertical climb in the thermal would be an understatement for the performance of the Big Flap explorer V tail! That risk strategy occasionally worked against David, so that's why he ended up third.

Lots of good discussion regards RES took place and will be fed back to Peter Pine. Generally the AEFA draft rules were recommended as the best nationally. Queensland does not want to be different or special on E-RES, despite Anastasia P.



Above - group shot at Munbilla

Below - Kevin and Evan managing the results

Right - Montage of models snapped at Munbilla



QLD F5J Series Final - Dalby

The QLD F5J series is designed to have a series of events during the year at different locations. The idea is to find the QLD Champion for the year by combining results from all events, with the worst result for each flier dropped from the scoring to give an outcome.

In 2020 five events were held in the end; some were cancelled due to the Covid issue. Never-the-less, this gave enough results to decide an outcome. Events were held at Dalby, Munbilla and Monto. Dalby is the most popular venue because of its central location and great field.

The final event was held in Dalby in November to decide the outcome. **Here is a report from Evan Bengtson about that event:**

I had some issues on the weekend; I had David Walker (by name) in the comp but David Tronc flying under that name. All fine for that comp but when I compiled the Series David Tronc's score was added to David Walkers previous scores. Anyway, all fixed up now and the detail is below. A really big thanks to my wife Christine who stepped in a did the score entries.

Interesting that Karl Knack didn't win any of the 5 individual rounds but flew consistently well to post very high scores in 4 events and took out 2nd place in the 2020 Series. Well done Karl.

We also flew 3 rounds of E-RES on the Saturday morning. Discussions over the weekend and following the comp will

likely lead to dedicated E-RES events rather than detracting from the F5J event which, on a normal weekend, really only runs for 1.5 days.

Great to see Junior Lachlan Ginder do so well in the E-RES rounds. Up and coming champ there!

To see a video by Brian Ford of the flying at Dalby Day 2, click on this link:

https://youtu.be/dMCYjV5n0tQ?fbclid=IwAR3_08F8S6MgqENmmpLq5M3K3MZy32pd7CoxUM_weLd1BdiK_b_c4x8oLls

Dalby results (R). Results for the year next page.



Rnd 5 QLD Series 2020 - Overall Results

[Dalby 21/11/2020]

www.GliderScore.com

Rank	Name	Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Rnd11	Rnd12	Pity
1	BENGSTON, Evan	10763.4	986.3	1000.0	1000.0	*0.0	990.1	867.5	1000.0	1000.0	952.9	1000.0	992.7	973.9	
2	GINDER, Ross	10623.9	1000.0	*436.5	1000.0	1000.0	1000.0	731.2	1000.0	951.8	1000.0	982.5	1000.0	958.4	
3	STRINGER, Mark	9961.1	*330.9	967.3	956.2	924.0	923.6	619.6	893.4	936.8	911.2	845.6	1000.0	983.4	
4	TURNER, Brad	8356.4	1000.0	843.6	958.8	118.8	0.0	*0.0	958.0	976.9	778.5	874.0	847.8	1000.0	
5	SPAIN, David	8214.5	377.0	884.2	959.7	492.6	866.1	765.5	911.2	980.3	981.2	1000.0	Pnty300 *0.0	296.7	300
6	VELS, David	8148.3	0.0	1000.0	124.5	1000.0	1000.0	446.9	937.8	1000.0	1000.0	939.1	Pnty300 *0.0	1000.0	300
7	SCOLARI, Terry	7713.8	*114.2	318.8	867.9	960.8	790.4	526.5	928.6	531.3	871.1	886.5	853.3	178.6	
8	JORDAN, Garry	7228.0	*139.9	330.6	663.0	618.3	265.2	1000.0	980.8	350.8	920.7	961.2	175.2	962.2	
9	TRONC, David	6896.6	84.0	249.2	*0.0	100.4	359.4	1000.0	924.5	633.4	958.7	881.9	874.5	830.6	
10	OTTO, Eddie	4810.1	*66.0	177.5	465.4	437.8	221.9	345.1	910.0	503.9	357.0	644.8	122.4	624.3	
11	GRAHAM, Chris	1509.0	266.7	976.4	265.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*0.0	



Group shot of F5j fliers at Dalby



Group shot of E-RES fliers at Dalby

E-RES Results Dalby - 7 fliers flew 3 rounds

1. Evan Bengtson
2. David Spain
3. David Vels
4. Lachlan Ginder (well done Lachlan)
5. Garry Jordan
6. Terry Scolari
7. Brad Turner
8. Eddie Otto (did not fly)

Overall QLD Series Results

Congratulations to Evan Bengtson on his win!

Note Karl's results - consistent flying brought him in No.2 as commented by Evan.

David Vels starred in the low start stakes, but it does not always pay off! Even so, he won two of the events.

22 fliers altogether this year, 9 flew in four or more events and were in contention.

Mark Stringer is the wild card - only flew 3 events, but managed 7th - reports are that he is a very good flier!

Watch for this series in 2021 - could be a great year with more events and more participation!

Evan commented that he is hoping for a better 2021, and we join him in that wish!

QLD F5J SERIES 2020

www.GliderScore.com

< Scores - Original >> Worst scores discarded >

Rank	Name	Best 4 Scores	Pcnt	22/02/2020	21/03/2020	15/08/2020	12/09/2020	21/11/2020
				F5J QLD Feb 2020	F5J QLD Series	Central QLD F5J 2020	F5J Munbilla	Rnd 5 QLd Series 2020
				Dalby	Dalby Mar 20	Monto Model Aerodrome	MUINBILLA	Dalby
1	Bengtson, Evan	3870	100	870	1000	*735	1000	1000
2	Knack, Karl	3675	95	968	962	899	846	*0
3	Vels, David	3642	94	1000	*0	1000	885	757
4	Spain, David	3385	87	897	*0	953	772	763
5	Ginder, Ross	3307	85	795	867	658	*0	987
6	Graham, Chris	2738	71	852	*0	831	915	140
7	Stringer, Mark	2576	67	0	*0	947	704	925
8	Scolari, Terry	2519	65	*0	655	465	682	717
9	Jordan, Garry	2270	59	*0	645	340	613	672
10	Otto, Eddie	2060	53	713	478	422	*407	447
11	Dally, Alistair	1598	41	856	0	742	0	*0
12	Walker, David	1594	41	555	587	452	0	*0
13	Turner, Brad	1572	41	0	796	0	*0	776
14	Cullum, Richard	1498	39	0	763	735	0	*0
15	Tronc, David	1288	33	0	0	647	*0	641
16	James, Michael	1244	32	0	776	468	0	*0
17	Arnold, John	794	21	0	744	50	0	*0
18	Fox, Ken	670	17	0	0	670	0	*0
19	Moody, Doug	382	10	0	382	0	0	*0
20	Heindrick, Todd	252	7	252	0	0	0	*0
21	Halton, Garth	80	2	0	0	0	80	*0
22	Ginder, Lachlan	0	0	0	0	0	0	*0

HSL Club Championship

The Heathcote Soaring League track member results for the major events held each year at their club field at Maddens Plains south of Sydney.

You can see from the accompanying chart that 30 members compete for an annual trophy.

Mike Malherbe was the HSL Club Champion and was awarded the Trophy by Jack Murphy, (top image) Club President Col Woodward was 2nd and Phil Bird was 3rd. (bottom image)



HSL CLUB CHAMPIONSHIP 2020

www.GliderSecret.com

< Scores - Original >> Worst scores discarded >

Rank	Name	Club	Class	Best 4 Scores	Pcnt	23/02/2020	2/08/2020	11/10/2020	15/11/2020	22/11/2020
						HSL Summer 2020	HSL Autumn 2020 Resched	Heathcote Cup 2020	Millennium Cup HSL Resc	Spring Club Comp HSL
						Maddens Plains	Maddens Plains	HSL	HSL	Maddens Plains
1	Malherbe, Miké	HSL	O	3956.82	100.00	968.26	988.56	*957.26	1000.00	1000.00
2	Woodward, Colin	HSL	O	3713.02	93.84	993.60	996.92	*0.00	938.06	784.44
3	Bird, Phil	HSL	O	3516.35	88.87	1000.00	894.63	826.46	*0.00	795.26
4	Smith, Trevor	HSL	O	3424.06	86.54	955.95	862.08	805.26	800.77	*657.51
5	Weatherstone, Stephen	HSL	O	3331.56	84.20	915.85	831.94	846.22	737.55	*624.18
6	Weston, Kevin	HSL	O	3213.29	81.21	946.36	831.50	*0.00	698.91	736.52
7	Stevenson, Phil	HSL	O	3147.82	79.55	858.02	839.42	*632.18	750.96	699.42
8	Farrar, Don	HSL	O	3031.51	76.61	940.45	*0.00	658.54	628.67	803.85
9	Watson, Rob	HSL	L	2950.47	74.57	*0.00	926.97	549.18	906.13	568.19
10	Metzger, Klaus	HSL	O	2902.04	73.34	*0.00	906.73	536.06	932.63	526.62
11	Nulman, Bob	HSL	L	2533.62	64.03	681.10	752.53	460.14	639.85	*386.12
12	Murphy, Jack	HSL	O	2279.37	57.61	894.93	0.00	818.48	*0.00	565.96
13	Woodward, Ken	HSL	L	2171.87	54.89	*203.25	815.22	436.42	534.80	385.43
14	Haren, John	HSL	O	1883.94	47.61	688.48	0.00	531.08	*0.00	664.38
15	Leitch, David	HSL	O	1872.79	47.33	872.79	1000.00	0.00	0.00	*0.00
16	Towns, John	HSL	L	1843.68	46.59	0.00	589.97	*0.00	678.48	575.23
17	Andrews, Gary	HSL	O	1817.64	45.94	846.46	971.18	0.00	0.00	*0.00
18	Funke, Rob	HSL	L	1594.26	40.29	785.93	0.00	*0.00	513.41	294.92
19	Chard, Richard	HSL	O	1446.72	36.56	0.00	894.85	0.00	*0.00	551.87
20	Budniak, Robert	MMSC	O	1405.30	35.52	817.18	0.00	0.00	588.12	*0.00
21	Deverson, James	HSL	L	1358.55	34.33	688.73	669.82	0.00	0.00	*0.00
22	Lowe, Matt	HSL	O	1000.00	25.27	0.00	0.00	1000.00	0.00	*0.00
23	Wadeson, Dave	MMSC	L	919.86	23.25	0.00	0.00	0.00	919.86	*0.00
24	Lodden, Fred	HSL	L	844.19	21.34	0.00	0.00	0.00	844.19	*0.00
25	Sterrett, Ron	Appin	L	717.11	18.12	0.00	0.00	0.00	717.11	*0.00
26	Gouw, Andre	HSL	L	688.48	17.40	688.48	0.00	0.00	0.00	*0.00
27	Burke, Barry	Appin	L	643.04	16.25	0.00	0.00	0.00	643.04	*0.00
28	Whitehouse, Phillip	Appin	L	615.58	15.56	0.00	0.00	0.00	615.58	*0.00
29	Ross-Cliff, Geoff	HSL	L	604.77	15.28	0.00	0.00	0.00	*0.00	604.77
30	McDonald, Doug		O	520.28	13.15	0.00	0.00	520.28	0.00	*0.00

Note - RCGA proposed event calendar now on their web site
 But may change due to the imposition of a hard border - especially F3K WC Team Selection Trial



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

F5J event 22 November - it was great to be out of lockdown and flying again.

Melbourne's catch cry of 4 seasons in a day came true as we had rain, wind, calm, overcast and sunny conditions varying almost constantly throughout the day.

In the end, rain finally curtailed our day a little early, but we still managed to get 5 rounds completed and declared a winner. We had one heat all score 10 minutes and then the next heat had a winner with a 4 minute flight. Crazy conditions.

Most launches were over 150m but later in the day we saw a few pilots in the 50-80m range. Good fun when you can get away from these low altitudes.

Bob Wilson had the he flight of the day when he spent the entire flight below 100m, carefully circling in multiple thermals. Very well flown Bob! Dave Milward was the well deserved winner who adapted to the hugely varied conditions the best, and has taken his flying to the next level of refinement and consistency. Great flying Dave!

Jim Houdalakis came second with his new Prestige 2PK, so look out when he gets it really sorted! Alan Mayhew flew very consistently into third place with his recently refurbished Vinco. So:

1st Dave Milward, Plus X and Plus Pro
 2nd Jim Houdalakis, Prestige 2PK
 3rd Alan Mayhew, Vinco

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

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

Check with organisers re proposed events on web site



F5J Diggers 22Nov2020 - Overall Results
 [Diggers Rest 22/11/2020]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5
1	MILLWARD, David	3987.3	100.00	4949.8	1000.0	987.3	1000.0	1000.0	*962.5
				Time	9:58	6:46	9:55	9:55	9:56
				Height	151m	135m	148m	113m	101m
				Landing	40	50	50	50	45
				Over75m	-	-	-	-	-
2	HOUDALAKIS, Jim	3936.5	98.73	4884.7	988.4	1000.0	974.8	*948.2	973.3
				Time	9:55	6:44	9:54	9:57	9:57
				Height	168m	190m	157m	168m	93m
				Landing	45	40	45	45	50
				Over75m	-	-	-	-	-
3	MAYHEW, Alan	3908.6	98.03	4765.4	*856.8	963.2	976.5	986.0	982.9
				Time	3:52	7:21	9:52	9:53	9:57
				Height	129m	204m	161m	93m	88m
				Landing	0	50	50	50	50
				Over75m	-	-	-	-	-
4	STENT, Marcus	3760.4	94.31	3760.4	861.3	1000.0	899.1	*0.0	1000.0
				Time	8:54	7:04	9:08	0:00	9:53
				Height	199m	161m	162m	0m	52m
				Landing	50	50	50	0	50
				Over75m	-	-	-	Yes	-
5	BLACKBURN, Hugh	3745.0	93.92	4353.7	*608.7	745.0	1000.0	1000.0	1000.0
				Time	3:13	5:58	9:56	9:57	9:57
				Height	148m	196m	142m	64m	57m
				Landing	0	0	50	40	45
				Over75m	-	-	-	-	-
6	PRATLEY, David	3554.5	89.15	4107.0	1000.0	856.7	*552.5	798.3	899.5
				Time	3:40	5:27	5:53	9:58	9:58
				Height	109m	146m	155m	205m	146m
				Landing	30	45	40	0	30
				Over75m	-	-	-	-	-
7	WILSON, Bob	3236.8	81.18	3631.9	477.3	839.5	997.4	*395.1	922.6
				Time	4:34	5:49	9:56	4:23	9:58
				Height	111m	160m	153m	161m	104m
				Landing	50	25	50	50	20
				Over75m	-	-	-	-	-
8	KROGER, Max	0.0	0.00	0.0	0.0	0.0	0.0	0.0	*0.0
				Time	0:00	0:00	0:00	0:00	0:00
				Height	0m	0m	0m	0m	0m
				Landing	0	0	0	0	0
				Over75m	-	-	-	-	-

My Lockdown Journey Into the Future of Flight

by Luke Grange, Melbourne

As we entered our first lockdown in Victoria, I was looking for a new interest to distract my now anxious mind. A friend had bought me a small electric paper plane mechanism which I had not taken out the box yet. It was a Kickstarter (experimental funded project) called Powerup and this Dart kit came with A5 paper, which you folded into a typical paper plane and then you slid the unit onto the front and a carbon fibre rod extended along the body of the plane and out the back where a small red prop was expected to push the plane forward.

You used an App on the phone to slide up to accelerate and tilt left and right to shift a tiny magnetised rudder just in front of the prop. My Lockdown mornings were now becoming a routine of me driving to a nearby café first thing in the morning where I sipped my coffee in the car while watching YouTube videos on the physics of flight and different experimental planes. My mind began to wonder if this little motor could power some of these designs and that's how it all started; my obsession with flight.

As a young boy I had loved flying control line models with a Baby-Bee engine. I spent hours trying to get glow heads to ignite the fuel - and the noise, what a noise! My father had been a



Original experimental Horton 229

turret gunner in a Lancaster, 24 squadron SAAF during the war. He had witnessed some of the first 'long flights' to South Africa when he was a child and shared his excitement waiting in fields for the likes of Kingsford Smith to arrive. I brought these thoughts together and after more and more coffee induced early mornings, I came across the Horton wing and explored how the two Horton brothers had masterfully designed such a beautiful, heavier than air wing. I decided that I would model this for the Powerup and went about making a 5mm foam sheet model. To my astonishment it worked and was a beautiful slow flyer. I made a few more models but none worked as well as the Horton wing.

I then discovered the maths behind lift as deduced by Ludwig Prandtl where he wrote his paper in 1933 explaining the straight wing was not as efficient as it promoted induced drag. I built a twisted wing to test this and it worked beautifully.



My Horton wing experiments designed to work with the Powerup Dart system



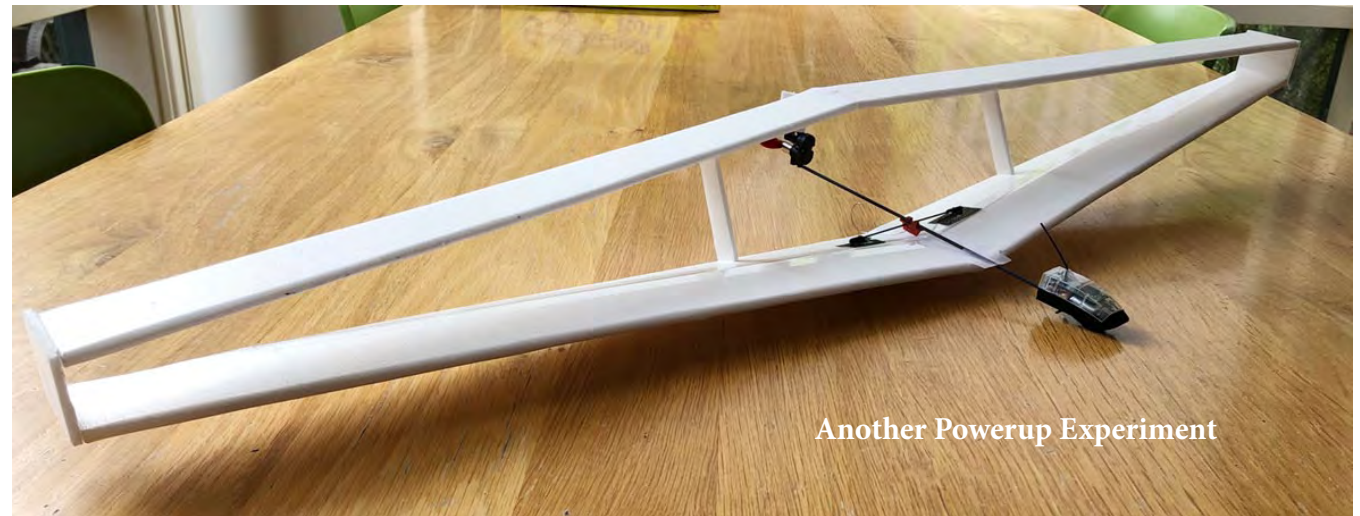
It was a slow and steady flier with a grace none of my other models were delivering. This was all brought together for me when I did some Googling and discovered the work now retired NASA Armstrong Chief Scientist Albion Bowers was doing. He brought Prandtl's and the Horton brothers work together into the PRANDTL-D glider project. Not only was he to prove that the twisted wing is more efficient, but he also began to understand this through the bio-mimicry of bird flight.

<http://www.amaflightschool.org/sites/default/files/219072.pdf>

His speeches amazed me where he explained that twisted wing did not create a wingtip vortex and that this wing produced proverse yaw instead of adverse yaw. Was this the future of the wing I was witnessing? I decided to test it myself and I am in the middle of my experimental phase with the Powerup. I'm sure it's not the most effective modelling system using the Powerup FPV but I now know it completely so I'm making it work for me.

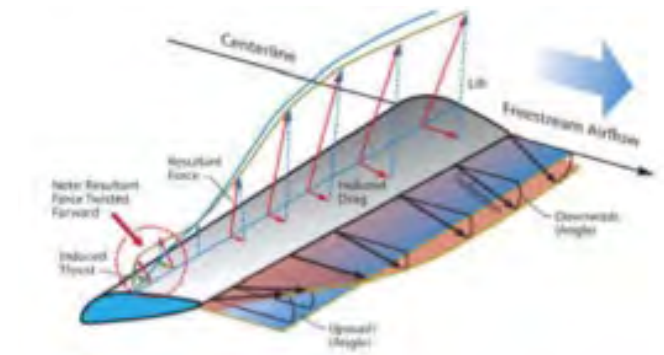
Al Bowers saw how birds in formation did not fly wing tip to wing tip but rather with an overlap. If you measure the overlap you see that the point of intersection is almost at the same place Prandtl deduced the point of wing vortex which is at 0.7

Al Bowers describes the way the twisted wing works without an upright tail as follows: "I want



Another Powerup Experiment

you to imagine for a moment a glass smooth lake and I have a powerboat. The powerboat starts moving and it builds up a bow wave. The boat itself is not pushing the water up but rather the boat is pushing the water down in the middle and as a consequence of that the water reacts and comes up and creates that bow wave. Now I want you to imagine on that bow wave I take two surfboards riding along each side. Now I put an outrigger on there and attach each surfboard and I'm pressing down on those surfboards and they are connected solidly to the boat. Now to make it complete I don't use a rudder to turn, I push down on one surfboard more than the other to turn." Al points out that Spedding (ornithologist) calculated that the vortex coming off a Falcon wing was 0.76 apart. Hortons vortexes are calculated as 0.8 apart and Prandtl calculated the vortexes as 0.7 apart. If you imagine the vortex



Al Bowers experimental wing showing wing vortex

being 1.0, it would be at the wingtip. So with this in mind Al Bowers proposes that we could potentially remove the tail off of a Boeing by changing the structure thus removing a few tons (roughly 3tons) and gaining efficiency.

This has been a little excerpt as to my newfound passion. I am not an engineer, or a mathematician of any sort so please forgive me if I have stated something which is not perfect. All I can say is I am well on my way to getting into the sport of RC flight.

If you are interested in listening to one of Al Bowers speeches, I really liked this one:
<https://youtu.be/bCwtcDNB15E>

Ed. Note:

This journey has lead Luke to venture in to radio control models and he is refurbishing a damaged foam glider (Nine Eagles Sky Climber rescued from a gum tree). He is being assisted in his journey by Laurie Baldwin and Al Mayhew - thanks Laurie & Al - that is the true spirit of aeromodelling!

This is a feel-good story about how one person developed an interest in flight during lockdown. Many people turned to aircraft construction in this time. Send in your report on how you entertained yourself while in isolation. Onward and upward with flight!



My Vortex Experiment with Powerup units

**Currently Sailplane Expo Armidale is going ahead!
Send in your entry - details page 20 - final decision by 15 January**

Under current conditions Queenslanders can attend but will need a border pass to return home, NSW residents can attend unless from Sydney hotspots, fliers from the southern states probably have already decided not to attend (but watch and wait - and avoid Sydney in your travels)

Peter Mather's Duck

The Duck is an amphibious flier constructed entirely from Depron. Peter Mather has built more than one and the flight video shows what a great performer it is.

Peter says about the project:

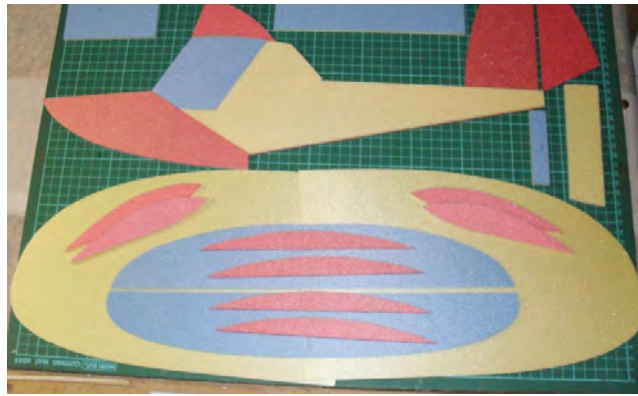
The free plans and full thread are here:

<https://www.rcgroups.com/forums/showthread.php?2790224-Jupiter-Duck-Flying-boat>

I have a few posts in there, as this is my second Duck – the first one went to a club member who claimed he had access to a good dam, but he proved unworthy and has not flown it since. I have offered to buy it back several times, but he goes deep and silent, so I had to build another one.

Mine came out at 140gm for a wingspan of 640mm. Motor is a TGY Park 250 – 2050Kv on a TGY Plush 6A ESC, running a GWS 6x3 prop and pulling around 4A at full power (hardly ever used except for uphill in the loops). Battery is a 300mAh 2S NanoTech and six minutes of puttering around seems to use around half of that capacity.

The thread is a good read: German modellers have a delightful sense of fun. I have built several of Thomas B's designs, and all have performed beautifully.



**2021 National Electric Flight Rally
is still going ahead at the moment
Events have been decided and there are changes
See page 17**

Slingsby Petrel by Lawrie Prest, Townsville QLD

The Petrel is from a Jilles Smits' plan and Lawrie obtained a short kit from Laser Cut Kits Australia. The wingspan of the model is 5.8m, length is 2.4m and weight is 13.2 kgs. It took 6 months to build. Lawrie says that it flies very nicely. He hooked into a thermal on the maiden flight and it was up and away. With 2 clicks of right aileron and three clicks of down it was hands off. The open structure is covered with Polyfibre lite and sealed with dope.



Westland Hill Pterodactyl Mk.IV by Ian Swadling, Villeneuve QLD

This is a long term project that Ian has had on the go for the last 5 or 6 years. He is finally getting to the “bitter end” of it.

The model is 60 inch span, powered by a brushless inner-runner Mega 16/25/6, swinging an 11x7” prop Ian has no power figures as yet, but this combination should give around 200 watts on 3S Lipo. Controls are throttle, elevons, and rudders (that only work outwards, one way).



Pterodactyl was the name given to a series of experimental tailless aircraft designs developed by G. T. R. Hill in the 1920-30s. Named after the pre-historic Pterodactyl, all but the first were produced by Westland Aircraft. Hill wanted to develop a design which was resistant to stalling and spinning. He constructed a prototype as a glider in 1924. It gained official interest in 1925 it was fitted with an engine. The Mk. IV, first flew in 1931. It was a 3-seat monoplane. The all-moving tips were replaced by conventional ailerons. It used variable wing sweep to provide longitudinal trim. (Source - Wikipedia)



The Rise and Rise of E-RES 3 by Peter Pine

The release last year of the AEFA developed E-RES rules caused quite a bit of discussion, but they have generally been accepted. There has been quite an upsurge in E-RES events already executed, and more planned for the near future, firmly cementing the class as a serious contender on the competition for fun scene. Note these factors:

- Many fliers have E-RES models on their building boards now!
- QLD have already run more than one E-RES event - see report this issue regarding Dalby recently.
- VARMS (major Vic. gliding club) is holding their first E-RES event on 4 January - many members preparing models.
- E-RES is on the program for the Armidale Sailplane Expo in January.
- E-RES is replacing the monthly AEFA Radian postal event - fly E-RES at your home field and send in your score - see p.22.
- E-RES is replacing Radian at the Easter NEFR run by the AEFA at Cootamundra.

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.

Full rules can be found on the AEFA web site:

www.aefanet.com

AEFA Postal Events for 2021

Breaking news: E-RES will replace the Radian postal, but you can fly this event with your 2.0m Radian.

The new task broadens the number of fliers that can join in this postal, and is deemed necessary because of the lack of supply now of Radians and some of their spare parts.

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EOT Duration will be dropped from the old timer range of postal tasks as well; you still can fly 1/2A Texaco, Texaco, HLEOT, and Vintage Glider for the postals, and these tasks will also be the only ones offered at the NEFR at Easter.

Please note - these changes will also be in operation at the National Electric Flight Rally, still being planned for Easter 2021 at Cootamundra.

**See NEFR details next page
Event changes and program details
Try the new electric pylon classes
Enter your nearly scale model for fun**

What is the NEFR?

National Electric Flight Rally run by the AEFA each year at Easter

The NEFR started in Armidale in 1988 modelled on the "First Electric Flight Games" held at the first World Championship for electric gliding in Belgium in 1986.

It has been held every year since (except last year before of Covid) and attracts a regular cohort of electric flying friends. It has been in operation for 32 years!

Recently I was prompted to come up with a definition of the NEFR, and this is what eventuated:

"The NEFR is a jamboree of electric flying activities for a group of friends who like to get together each year and have fun flying a range of regular events and some fun events."

The event is planned to be held again in 2021 at Cootamundra state flying field. There are several changes to the program this time and I will summarise them here:

1. The event will be held over 4 days. For many years it was only 3 days, but the proliferation of events has made it more relaxed if extended to have flying Monday morning as well.

2. Extra electric pylon tasks have been added; there is still the fast and furious foamy pylon of previous years, but now two other classes have been added to increase participation:

a. Fast Class - Foam ARF models of pusher configuration with minimum 19 sq.dm wing area (original event - rules on the AEFA web site)

b. Foamy pusher class for Bixler, EasyStar and Sky Surfer type models - your chance to race with your sports models

c. Foamy glider class, so you can race with your Radian, EasyGlider or similar foamy glider.

3. E-RES replaces the Radian mass launch event - the scarcity of Radians and parts, and the popularity of E-RES has prompted this change. You can still fly your Radian, and it is still a 5 minute task, but a climb height of 100m has been imposed (you will need a device) and a simple spot landing added. E-RES will actually be fairer as models with a hotter climb do not have an advantage.

4. F5J will now be all in together with pilots ranked in to Sportsman, Advanced and Expert instead of Open and Limited F5J. You can self nominate your rank (and negotiate with the CD) and there will be an award for each rank.

5. Range of e-gliding events includes F5J, LEG and E-RES - something for everyone.

6. Electric Scale will be in two classes; one for regular Stand-off Scale models, and the other for more sporty scale models with a simpler flight program. So bring along your almost-scale models and join in this for fun!

7. EOT events will no longer include Duration - check the list of events on the entry form.

All details are now on the AEFA web site including the entry form; log in to:

www.aefanet.com

Submit your entry. Fees can be paid by EFT. Please note that there will be a dinner on the field on Saturday night and this will include a brief AGM for the AEFA.

Consider nominating for the AEFA committee to have your say and give input to the development of the AEFA, which is now the MAAA SIG for electric gliding. Contact the President (or any of the executive) about submitting your nomination - see contact details on the last page of this E-magazine.

A better way to manage lithium batteries

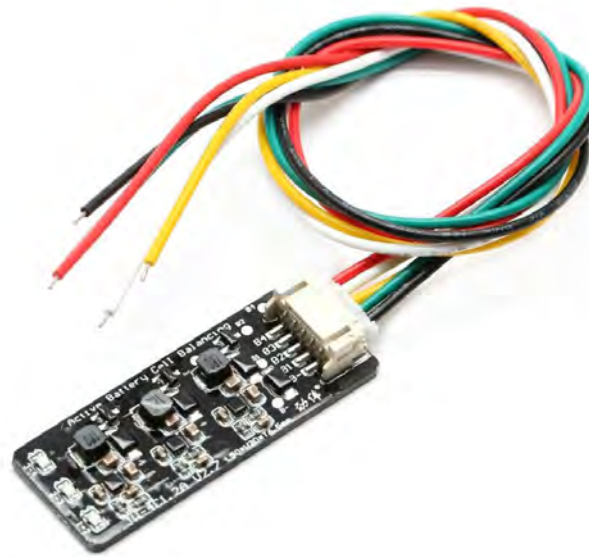
by Robert Budniak

Despite the claims of the LiPo battery suppliers of 500 plus charge cycles, I find that I get nowhere near that before the batteries puff and expire or just expire. I suspect that part of the reason is that I fail to balance charge every time because it takes so long, and that the high current used in gliders contributes to cells going out of balance.

When cells are out of balance and the pack is bulk charged, some cells will be undercharged and some will be overcharged, just making the problem (imbalance) worse.

The conventional chargers we use in the RC hobby do have a balance charge option. They work by placing a resistor across any cell whose voltage reaches the terminating voltage. In the case of LiPo cells that's 4.2 volts. Whilst that cell is being "drained" the charging cycle stops. That's why on a balance charge the whole process is slow. Not great when you are at the field and need to quickly charge you pack for the next round.

So, I became aware last year of some type of new cell balancers called "active cell balancers". Their principle of operation is to measure the voltage across two adjacent cells and transfer voltage from the higher charged cell to the lower charged cell. Typically these active cell balancers have a



small electronic chip controlling the whole show, and they use either a small inductor or largish capacitor to move the voltage from one cell to the next (see image above).

The advantages of such a system are:

- Power is moved from one cell to another. Power is "saved" as the excess voltage is not burned up as heat in a resistor.
- Balancing starts from the minute the active balancer is connected to the cells, so even if the charging is stopped before the end of the cycle, the battery is balanced.
- Active balancers can be left connected to the battery without a charger. In the off state they consume micro-amps, therefore not draining the battery by much. They continue to balance without a charger.

In order to handle a larger number of cells, the active balancer circuits are replicated over more cell pairs. One can buy, for instance an active cell balancer for 7S and use it on anything from 2S to 7S. The boards are self configuring. Additionally, because the circuit balances all the time; it's not necessary to set or even know the terminating voltage of the battery.

Recently I did the ultimate test. I have four LiFePo4 cells of 180Ah (yes) connected 4S, which I use in my campervan. Due to an oversight when I put the van in storage, the batteries discharged to around 2.2 volts per cell (I had a low voltage cutout that worked). I measured the cell imbalance and it was around 0.2V across all the cells. (That's not too bad actually).

I connected my ISDT smart charger across the

battery and set the charge current to 7 amps. I also placed an active balancer across the four cells. You can imagine that with such a large battery it took more than a day to get to some 87% state of charge. I couldn't wait any longer and terminated at that point.

Upon measuring the cell voltages, I found that the maximum imbalance across all the cells was 0.015 volts. For me that's an excellent result and brought the cell unbalance from a maximum of 0.1 volts before the incident to a very low level.

You can purchase these active balancers from the usual Chinese on line sites as well as eBay. As usual the performance figures are somewhat pumped up, but my test, and others I have seen on line suggest that despite the wonky ratings, these devices do work. Since I purchased my active balancer, the prices seem to have gone up considerably, but can still be purchased for less than \$AUD20.

I would highly recommend anyone who needs to charge batteries fast and efficiently in the field, purchases and uses one of these active balancers. I think your batteries will love you for it.

Editor's Note

Many fliers rely on balance charging to keep their batteries healthy, but it is not good enough. The actual peak standard for cell balance is 0.005V variation. Some battery suppliers actually test

packs upon delivery and mark the end of each pack with the the maximum cell variation when new (see accompanying image).

Though this is an excellent standard, packs do not hold this level of balance and will eventually become less even. It is best to test cell voltage using a device like the Hyperion Battery Sentry (see second image). This great device will show you the voltage of each individual cell as well as the overall voltage and state of charge (it shows the total voltage as figures and as % charged).

The Battery Sentry is actually marked as providing "Active Balance Function", but it is not clear if this is to the latest standard as detailed in Robert's article.

Even so, the Sentry does provide one method of keeping your pack more healthy. In practice, it takes quite some time for the Sentry to achieve a modicum of balance and I have had to leave my packs connected with "Balance" activated for many hours, sometimes needing to be restarted several times. But it does the job! And I am grateful for it.

I find that packs rarely achieve the high standard of 0.005V difference once they have had some use and begin to age, but it still prolongs life. With older packs, I am happy if I can improve the situation and reduce the difference in voltage between cells.



Also, please note that undertaking this balance function with a Battery Sentry will deplete the overall voltage of the pack (which makes one suspicious that it is not the balancing Robert describes). So, you need to make sure that your pack is well charged before you begin. I have put a pack on this balance function and forgotten it. When discovered some days later it was completely flat and ruined! Balance with care!



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. Flight will be 5 min Max, from a minimum of 100m launch.

Competitive 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 celebratory dinner on Saturday evening.

Entry form:
<http://www.aeefa.com.au/entry/>
www.lsf.com.au/

Entries Close Friday January 15, 2021.



Contact: Hutton Oddy
0425 285 458 hutton@oddy.com.au

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 22, 2021

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.



Free Flight Glider by Paul Moorfield

This is what I have been up to (as well as putting together 2 new Plus X). My second lock down project, SeeVee2 is now complete. The first, back in April was a free flight rubber powered plane, which has flown very well. This one is an own design, scratch built free flight duration glider, launched by a PAW 0.55cc diesel engine. Target weight was 250gm, and it has come in at 239gm. Engine run is controlled by a clockwork “squeeze off” timer, flight time by a clockwork “pop up” timer.

Wing airfoil is AG24, and it has a symmetrical tailplane airfoil. The rudder has an airfoil that will turn it to the right. Covered with 15 micron Mylar, and a bit of Japanese tissue for colour. C.G. is in the ball park. Plan is for a steep right corkscrew power climb, followed by a right glide circle. Will it fly? Pretty certain about the glide, once I trim the decalage.

The power launch? That is going to be interesting!

F5J australia

open F5J international

6-8 march 2021
milang south australia

SSL Park, Lot 1197, 9 Mile Road, Milang, South Australia
GPS: S 35° 22.004' E 138° 56.609
(500 metres south of Echo Park Rd intersection)

ENTRY FORM

saturday 6 march 9am- 4:30pm F5J heats
sunday 7 march 9am-4:30pm F5J heats
monday 8 march 9am-2:30pm F5J heats & fly off rounds

Competitor Details

Name	(surname)	(given name)
Contact Details	(mobile)	(work/home)
Email Address	Open F5J Y / N	*Sportsman F5J Y / N

Competition Specifics (2 member team/F5J)

Model Club	Frequency
FAI / MAAA Number	Team Member (2)

Fees

Total \$

Open F5J Entry Fee	\$50.00 (includes Monday BBQ lunch)	
* F5J Sportsman Entry Fee	\$50.00 (includes Monday BBQ lunch)	
Saturday Night Dinner at a Strathalbyn Hotel. Venue to be advised	Number of people:	

Payment Method

EFT (Electronic Funds Transfer)	Include your <u>name</u> in EFT Transfer	Southern Soaring League (Account Name) 633000 (BSB) 178216081 (Account Number)
Cheque	Cheque made payable to 'Southern Soaring League Inc.'	Postal Address: Southern Soaring League / Robert Gunn 1A Benara Street Eden Hills SA 5050 ph. 0402 245 101

The Open F5J competition will be flown strictly to current FAI rules, with 2 man teams, and flyoff rounds. The number of participants in the flyoff rounds, and the number of flyoff rounds, will be declared at the pilot briefing Saturday morning.

* Sportsman Class is for pilots using models of less than 3 metre wing span with no other restrictions. They will fly in heats combined with F5J pilots, will fly to the same rules, but have a separate classification. There will be no dedicated flyoff for Sportsman class. Results for Sportsman class will be determined at the end of the qualifying heats.

Pilots can only enter one class and must be a member of the MAAA. Overseas pilots must belong to an FAI affiliated organization.

Entries close Friday February 26

Please scan and return to: Robert Gunn rgunn008@tpg.com.au

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www.modelflight.com.au

130 Goodwood Road, Goodwood SA 5034

Phone: (08) 8186 4250

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 servos 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

Events Calendar Suspended

Waiting for things to settle down

For organisations to make plans for 2021

So far, the Sailplane Expo in Armidale in January

F5J Open International at Milang SA in March

and the NEFR at Easter in Cootamundra are planned

Make sure you do not miss out on these chances to fly again!

Electric Glider & EOT Postal Competitions recommencing February 2021

There are electric glider and EOT postal events each month. Mel Gillott is managing glider results in 2021. 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