

Electric & Glider **FLIGHT** Australia



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February 2021



Sailplane Expo in Armidale 2021 - F5J group top left, and the winners (top right) were Clive Warman (centre), Hutton Oddy (left) and Mike Malherberbe (right)
Bottom row - E-RES group with 22 fliers - and the winners were Klaus Metzger (centre), Mike Malherbe (left) and Peter Pine (right). Christine Bengtson photos.

Editorial by Peter Pine

Welcome to EGFA No.27 e-magazine. This is a Sailplane Expo special edition - and an edition celebrating all the events that have already commenced, and those that are planned for 2021.



Two major events that are coming up very soon are the Open F5J International at Milang in March, and the NEFR at Cootmaundra at Easter in April - see information on both these events in this e-magazine. Plant to join in, and send in your entries now!

Events are even starting up again in Europe - see information on p.23. You can even join in events and stay at home - AEFA postal events in E-RES, F5J and EOT are commencing this month - see information on p.23 & 28.

May I also encourage you to consider nominating for the AEFA executive that will be elected at the NEFR at Easter; this is your chance to contribute to all the good things that are happening in electric flight! See p.27.

Thanks to contributors - and see you next time!

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President's Message by Ralph Dephoff

The National Electric flight Rally (NEFR), scheduled for 2nd to 5th April, is fast approaching.



This is a great weekend of multi-disciplinary electric flying aimed primarily at having fun and catching up with friends. It's a perfect event for new-comers and experts alike. The draft program and details on how to enter are included in this magazine or can be found by logging onto our website:

www.aefanet.com.

Our Annual General Meeting will be held in conjunction with NEFR. I would encourage those wanting to put something back into electric flying to consider nominating for one of the committee positions. A nomination form can be found at the end of the magazine. These positions are:

- President
- Vice President
- Secretary
- Treasurer
- Events Coordinator
- Three Committee Members

Postal management and magazine editor coopted

Since I last wrote the following people have joined the AEFA, John Lodge, Brad Duncan, Bob Ash, Ian James, and Marcelino Ceo. Welcome chaps, I hope you find your association with us rewarding.

By all reports, the 41st Armidale Sailplane Expo held on 23rd – 25th January 2021 was a raging success. Read all about it in this magazine. All thanks must go to Hutton Oddy and his committee for once again staging a successful event.

Get your entries in for NEFR and I'll see you at Cootamundra.

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

41st Sailplane Expo Armidale, NSW

Yes, the Sailplane Expo has reached its 41st year, and what a corker was this one! Over the 41 years there have been 5 or 6 that have had serious weather incidents, but this one must go down as one of the absolute best as far as weather was concerned. Beautiful, sunny and mild weather all weekend with plenty of thermals. The only down side was it became a bit breezy on Saturday afternoon and the proposed E-RES rounds were postponed to Sunday morning when they were flown in idyllic conditions.

29 fliers turned up for the F5 J event, and that was without any from southern states. Three brave Queenslanders came for the event, and the rest were all from NSW. Even 22 fliers fronted for the new E-RES event and it was voted a great success.

Hutton Oddy did a great job with the whole event, ably assisted by Jack Murphy and Robert Budniak. Robert helped set up E-scoring with results for both events being submitted by mobile phone via the Cloud to the recording computer. This made the event much more manageable. No more bits of paper and manual recording. There were a few hiccups, but basically the whole process worked extremely well. The AEFA provided PA, landing markers and other equipment to assist with the running of the event. Fliers were provided, of course, with a chart showing which group they

were flying in, and which of the 10 take-off points and spot landing markers they were to use. These were randomly allocated by the Gliderscore recording program to vary the locations for each flier and make it fairer. Each flier also had a sheet on which to record personal results, and this came in handy if there was a glitch with the E-recording.

The international standard of a safety corridor was employed for F5J, which provides a 6m wide area marked out by ropes in which fliers can move up and down with impunity. Launching was from the upwind side of the corridor and landing spots were some 10m from the downwind side of the corridor. It just meant that fliers had to move back to the spot landing area at an appropriate time during their flight, guided by their timer or assistant.

Launching for the E-RES event was from the spot landing marker, so then the flier did not have to move. This seemed to work, but it was noted that fliers must be instructed to launch in a set direction, and all land from the other side of the spot in the same direction to make it safe (as they are in F5J). Also, those landing early must vacate to the upwind side of the line of spot landing



Winners are grinners - Clive Warman, F5J winner at the Sailplane Expo with his model.



The brave QLD contingent that attended the Expo
Evan Bengtson, David Spain, Garry Jordan

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

markers so as not to impede anyone else landing after them. This issue has now been written in to the rules to help avoid problems in the future.

The pace was hectic all weekend with automated calls for each group with 5 minutes between heats. Even though E-RES was a little less hectic, it proved to be a tiring weekend, especially for those with big numbers in the age criteria! Discussion about slowing the pace to cater for an aging clientele were had after the event. 4 groups per round instead of 3 would have helped in this area. With teams of three, it meant that one flier was up in each group. Our team found it easier to leave the models out on the flight line and not to try to go in and out between groups.

Even so, 14 rounds were pushed through in F5J, making it a good weekend with lots of flying in varying conditions. Some were caught out without ballast when the breeze freshened and created some outlandings for zero scores; it's hard to come back from a few zeros!!

Clive Warman convincingly won first place in F5J with 7 flights with a 1,000 score out of the 14! He was flying a Maxa. Popular second place went to organiser Hutton Oddy flying his own variation of a Sense (jokingly called a Non-Sense) - see page 9 for details. Mike Malherbe, accomplished flier from the Sydney HSL club, scored a well deserved third place. Scan the results on following pages and you will see that accomplished F5J fliers



Top - the expansive Sailplane Expo field

Middle - flight line and HSL camp - Mike Malherbe, Guy Brand, Don Farrar, Jack Murphy, Kevin Weston

Bottom - it is not all about flying - social evening at the White Bull Hotel

All photos this page from Kevin Weston



took out the first half of the field. Wild card was Scott Johnson from Lismore, a very accomplished thermal flier, who placed 7th flying a lightweight 3.2m Viator. I flew the same model. I had some good flights, but suffered from outlandings in the wind without ballast. Garry Wilks from Lismore also flew the same model.

Klaus Metzger won E-RES flying one of Lasislav's Slovakian Eli models. Mike Malherbe came second flying the same model. The Eli was the popular model with 6 of them flying in the event.

I came third flying a Radian, so there is encouragement for all you Radian fliers; you can join in E-RES and still be competitive flying a Radian, even without spoilers!

Watch for the growth of this popular E-RES, and watch for the 42nd Sailplane Expo in 2022.



Top Left - Jack Murphy with Infinity. Jack was a great help to Hutton in running the event.
Centre - Mike Malherbe (2nd E-RES, 3rd F5J) flying, Guy brand timing. (Kevin Weston photos)
Right - a contingent from the Appin club thoroughly enjoyed the event, and helped returning flier, Craig Harrison from Newcastle - here Ivar Stromberg flying, Barry Burke amazed at Ivar's flying!



Alan Lowe and son Matthew snapped at an earlier Sailplane Expo when it was mostly winch launch. Alan has been in the event since the beginning!



Alan and son Matthew - back again this year. Matthew flies well in F5J, recently taking out an HSL event. This time suffered power problems.

F5J EXPO - Overall Results

[Armidale 23/01/2021]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Rnd11	Rnd12	Rnd13	Rnd14	
19	WHITEHOUSE, Phillip	7347.6	65.67	7478.3	507.5	317.9	503.1	864.3	*130.7	666.7	463.5	282.8	867.6	879.1	575.5	550.5	221.7	647.4	
				Time	5:55	3:43	6:43	9:21	2:48	4:18	5:53	3:29	9:59	7:07	5:21	3:05	3:35	7:01	
				Height	104m	75m	205m	159m	187m	140m	185m	140m	189m	163m	148m	123m	179m	152m	
				Landing	0	0	0	25	0	0	0	30	0	0	35	40	0	35	
				Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
20	WILKES, Garry	6940.9	62.03	6940.9	*0.0	786.0	672.2	547.8	145.9	813.8	313.8	914.0	412.6	402.4	419.4	1000.0	167.8	345.2	
				Time	0:00	9:06	7:09	7:34	3:47	4:32	4:28	9:52	5:29	3:03	5:02	7:13	4:45	4:33	
				Height	0m	185m	142m	211m	215m	165m	177m	185m	165m	185m	193m	201m	245m	158m	
				Landing	0	35	45	0	0	40	0	0	0	25	0	10	45	0	
				Over75m	Yes	-	-	-	-	-	-	-	-	-	-	-	-	-	
21	BURKE, Barry	6356.8	56.81	6547.7	637.4	522.9	365.1	222.9	256.1	526.9	407.0	763.0	833.2	*190.9	454.1	275.8	284.5	807.9	
				Time	7:55	8:31	5:17	3:04	3:15	4:04	4:22	9:48	9:42	3:03	4:04	3:58	3:52	4:55	
				Height	189m	232m	202m	183m	158m	165m	160m	232m	195m	153m	167m	169m	207m	199m	
				Landing	0	10	0	35	30	0	40	25	0	35	0	50	0		
				Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-		
22	WESTON, Kevin	6204.0	55.45	6204.0	504.6	257.9	901.4	766.5	435.1	1000.0	498.2	0.0	125.5	0.0	0.0	*0.0	920.3	794.5	
				Time	6:39	2:50	9:54	8:41	5:54	8:07	8:05	0:00	3:03	0:00	0:00	0:00	0:00	9:56	8:21
				Height	199m	109m	146m	192m	202m	235m	235m	0m	211m	0m	0m	0m	0m	198m	189m
				Landing	0	35	0	0	0	0	0	0	25	0	0	0	40	40	
				Over75m	-	-	-	-	-	-	-	-	-	-	-	Yes	-	-	
23	THOMPSON, Roger	5629.3	50.31	5802.0	*172.7	652.5	355.5	233.4	328.3	513.9	790.2	211.3	204.7	559.2	479.7	174.3	307.8	818.5	
				Time	2:45	7:41	4:56	3:12	3:33	3:26	9:42	3:15	3:02	3:08	4:13	2:55	4:14	8:43	
				Height	125m	184m	181m	187m	157m	167m	210m	159m	151m	155m	143m	156m	190m	176m	
				Landing	0	0	0	35	50	35	0	0	15	50	25	20	25		
				Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-		
24	VIRTUE, Nigel	4478.6	40.03	4478.6	636.9	976.9	888.2	686.2	344.5	517.1	428.8	0.0	0.0	0.0	0.0	0.0	0.0	*0.0	
				Time	7:06	9:39	9:55	7:57	4:28	4:01	5:40	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
				Height	186m	108m	173m	193m	185m	165m	198m	0m	0m	0m	0m	0m	0m	0m	0m
				Landing	45	45	0	0	20	0	0	0	0	0	0	0	0	0	
				Over75m	-	-	-	-	-	-	Yes	-	-	-	Yes	Yes	Yes		
25	STROMBERG, Ivar	4388.7	39.22	4548.6	202.2	440.4	571.2	346.4	595.6	*159.9	226.4	211.2	230.8	418.1	284.7	203.7	335.0	323.0	
				Time	3:33	5:06	6:44	4:13	6:31	2:39	3:34	3:18	3:18	3:24	3:40	2:13	4:09	4:07	
				Height	186m	168m	154m	160m	186m	156m	169m	203m	182m	168m	161m	145m	197m	161m	
				Landing	0	35	0	30	40	0	0	30	30	0	0	45	15		
				Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-		
26	HARRISON, Craig	4022.2	35.95	4022.2	216.7	236.5	0.0	588.8	764.8	171.8	343.7	599.8	565.7	0.0	144.3	*0.0	268.2	121.9	
				Time	2:52	3:26	0:00	6:27	7:57	2:20	4:14	6:49	6:49	0:00	2:15	0:00	3:46	0:49	
				Height	100m	118m	0m	121m	136m	106m	173m	142m	142m	0m	108m	0m	139m	39m	
				Landing	0	0	0	0	25	0	20	0	0	0	0	0	0		
				Over75m	-	-	Yes	-	-	-	-	-	-	-	Yes	-	-		
27	CLIFFORD, Tom	3689.5	32.97	3689.5	0.0	418.2	416.1	0.0	316.3	542.6	201.9	394.0	210.9	239.2	479.7	470.6	0.0	*0.0	
				Time	0:00	5:26	5:16	0:00	3:50	3:52	3:35	4:29	3:29	3:34	4:05	3:13	0:00	0:00	
				Height	0m	164m	151m	0m	161m	158m	199m	164m	166m	161m	177m	166m	0m	0m	
				Landing	0	0	0	0	30	0	0	35	0	0	50	0	0		
				Over75m	Yes	-	-	Yes	-	-	-	-	-	-	-	Yes	Yes		

F5J EXPO - Overall Results

[Armidale 23/01/2021]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Rnd11	Rnd12	Rnd13	Rnd14
28	BUDNIAK, Robert	3273.6	29.26	3273.6	500.4	811.7	692.6	437.1	238.4	0.0	0.0	0.0	0.0	0.0	0.0	*0.0	174.0	419.4
				<i>Time</i>	5:36	9:43	7:22	5:20	2:40	0:00	0:00	0:00	0:00	0:00	0:00	0:00	2:01	2:43
				<i>Height</i>	158m	208m	151m	140m	52m	0m	0m	0m	0m	0m	0m	0m	39m	123m
				<i>Landing</i>	40	0	30	0	0	0	0	0	0	0	0	0	0	0
				<i>Over75m</i>	-	-	-	-	-	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-	-
29	LEWIS, Michael	831.3	7.43	831.3	540.9	290.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*0.0
				<i>Time</i>	6:00	3:53	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
				<i>Height</i>	161m	145m	0m	0m	0m	0m	0m	0m	0m	0m	0m	0m	0m	0m
				<i>Landing</i>	25	20	0	0	0	0	0	0	0	0	0	0	0	0
				<i>Over75m</i>	-	-	Yes	Yes	Yes	Yes	Yes	-	-	-	-	Yes	Yes	Yes
30	COMER, Late	0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	*0.0
				<i>Time</i>	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
				<i>Height</i>	0m	0m	0m	0m	0m	0m	0m	0m	0m	0m	0m	0m	0m	0m
				<i>Landing</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				<i>Over75m</i>	Yes	Yes	Yes	Yes	Yes	-	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

**Hutton Oddy's "Non-sense" Glider**

The Sense with the "non-sense" wing is 3.85m wingspan. The SynerJ series foils that start with 70k Re section in centre and decrease from the root to the tip - 30kRe section.. The core is blue foam, bagged with 39g/m² carboline.

I have made a few wings to the same specs for the El Nino. I made this one to suit the Sense fuselage, which is significantly better (stronger) and easier to see (with a much larger fin) than the El Nino.

The motor is a Tenshock 1515-15T with Reisenhauer 5:1 micro gearbox and 35amp Talon ESC. The prop is 13x8 Aeromodelis - model weighs same as normal Sense ~1250g and flies just as well.



Popular model in the E-RES event, taking the first two places - the Eli from Slovakia, available from Ladislav Safarik.



Brave Queensland contingent also flew in E-RES. David Spain with an ElektroPro, Gary Jordan with a PicaRES and Evan Bengtson flying an Eli. 8th, 20th and 4th respectively. QLD is hosting a range of stand-alone E-RES events in 2021. See p. 12

eRES Expo - Overall Results

[Armidale 23/01/2021]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7
1	METZGER, Klaus	5891	100.00	6334 <i>Time Landing</i>	1000 4:55 20	1000 4:49 0	*443 2:21 0	991 4:55 20	1000 4:55 0	966 4:27 20	934 4:57 0
2	MALHERBE, Mike	5825	98.88	6244 <i>Time Landing</i>	884 5:17 0	*419 1:54 20	994 4:57 20	1000 4:58 20	1000 4:35 0	1000 4:37 20	947 4:41 20
3	PINE, Peter	5574	94.62	5574 <i>Time Landing</i>	1000 5:00 20	961 4:36 20	984 4:54 20	734 3:54 0	895 4:24 0	1000 4:43 20	*0 0:00 0
4	BENGTSON, Evan	5450	92.51	6007 <i>Time Landing</i>	625 2:50 0	*557 2:41 0	1000 5:01 20	1000 4:59 20	1000 5:00 20	825 3:45 20	1000 4:58 20
5	ODDY, Hutton	5441	92.36	6055 <i>Time Landing</i>	636 2:33 20	958 4:17 20	1000 4:58 20	1000 4:55 20	847 4:10 0	*614 3:06 0	1000 5:00 20
6	GILLOTT, Mel	4993	84.76	5614 <i>Time Landing</i>	*621 2:49 0	997 4:59 20	956 4:44 20	702 3:21 20	978 4:53 20	653 3:14 0	707 3:20 20
7	SAFARIK, Ladislav	4961	84.21	5520 <i>Time Landing</i>	*559 2:56 0	1000 4:48 20	922 4:55 0	564 2:40 20	988 4:56 20	751 2:53 20	736 3:29 20
8	SPAIN, David	4927	83.64	5317 <i>Time Landing</i>	*390 2:03 0	1000 5:00 20	963 4:48 20	1000 5:02 20	495 2:26 0	472 2:23 0	997 4:59 20
9	WESTON, Kevin	4880	82.84	5369 <i>Time Landing</i>	540 2:27 0	934 4:59 0	925 4:56 0	*489 2:16 20	887 3:44 20	594 2:40 20	1000 4:51 20
10	THOMPSON, Roger	4856	82.43	5356 <i>Time Landing</i>	913 4:32 20	599 2:53 0	*500 2:19 20	975 4:50 20	863 4:16 20	809 3:28 0	697 3:23 20
11	VIRTUE, Nigel	4851	82.35	4851 <i>Time Landing</i>	1000 4:32 0	974 5:00 0	978 4:51 20	928 5:05 0	971 4:07 20	0 0:00 0	*0 0:00 0
12	STROMBERG, Ivar	4844	82.23	5299 <i>Time Landing</i>	900 4:28 20	931 5:02 0	465 2:28 0	*455 2:05 20	705 3:28 0	1000 3:57 20	843 4:08 20

eRES Expo - Overall Results

[Armidale 23/01/2021]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7
13	BURKE, Barry	4736	80.39	5145 <i>Time</i> <i>Landing</i>	783 3:13 20	740 3:28 20	666 3:13 20	858 4:13 20	*409 2:11 0	980 4:31 20	709 3:47 0
14	STEVENSON, Phil	4717	80.07	5063 <i>Time</i> <i>Landing</i>	673 3:12 20	789 3:28 20	1000 5:00 20	1000 4:58 20	535 2:27 0	720 2:45 20	*346 1:50 0
15	FARRAR, Don	4578	77.71	5048 <i>Time</i> <i>Landing</i>	528 2:29 20	575 2:57 0	781 3:49 20	*470 2:08 20	941 4:41 20	790 3:23 0	963 4:48 20
16	CLIFFORD, Tom	4575	77.66	5004 <i>Time</i> <i>Landing</i>	*429 2:15 0	922 5:05 0	708 3:25 20	464 2:08 20	916 3:52 20	781 3:32 20	784 4:11 0
17	BUDNIAK, Robert	4351	73.86	4853 <i>Time</i> <i>Landing</i>	928 4:57 0	848 3:45 20	919 4:54 0	611 3:15 0	505 2:29 0	*502 2:29 0	540 2:48 0
18	WHITEHOUSE, Phillip	4211	71.48	4716 <i>Time</i> <i>Landing</i>	768 4:02 0	591 3:02 0	728 3:53 0	581 2:43 20	*505 2:19 0	848 3:52 20	695 3:41 0
19	LEWIS, Michael	4175	70.87	4666 <i>Time</i> <i>Landing</i>	916 5:07 0	713 3:06 20	*491 2:37 0	841 4:05 20	519 2:46 0	614 2:46 20	572 3:02 0
20	JORDAN, Garry	3961	67.24	4430 <i>Time</i> <i>Landing</i>	791 4:13 0	500 2:34 0	654 3:28 0	717 3:26 20	509 2:00 20	790 3:03 20	*469 2:06 20
21	HARRISON, Craig	3718	63.11	3718 <i>Time</i> <i>Landing</i>	381 2:00 0	588 2:30 20	978 4:52 20	*0 0:00 0	771 3:32 0	492 2:29 0	508 2:38 0
22	LEWIS, Daniel	2378	40.37	2378 <i>Time</i> <i>Landing</i>	0 0:00 0	347 1:47 0	492 2:37 0	997 4:57 20	542 2:20 20	0 0:00 0	*0 0:00 0

Comments about E-RES

Kevin Weston says: At the Armidale Sailplane Expo we held 5 E-RES rounds with 22 competitors in near perfect conditions. In my opinion the E-RES format was a great success and is worth considering going forward.

The general differences that I noticed is between Millennium Cup and E-RES competition were:

1. We get through more rounds in E-RES
2. The E-RES format is harder due to the 100m limit BUT you only need to stay up for less time so it somewhat balances out.
3. The 10m radius landing spot somewhat takes away landing skill rewards (even though I still missed the spot plenty of times).

Barry Burke says: I would have to agree Kev. I was not sure about the lower launch height and shorter time but it did seem to work very well.

Phil Stevenson says: I am not sure we get more flying with E-RES with group scoring. In fact I think we get more flights in a day with the Millennium Cup sequential flight system.

Klaus Metzger says: I like the 5min / 100m concept. It's not that easy.

E-RES landing table by Gerry Carter

The AEFA had discussions with Gerry about using Gliderscore for the new E-RES event. The crucial issue was how to score the 20 point landing bonus. Gerry made these suggestions:

I suggest that you make a new eRES landing table. Go to the Main Menu -> Master Files -> Landings.

Add a new Landing and give it a suitable name.

Make the required entry for the points and "Save" the new table.

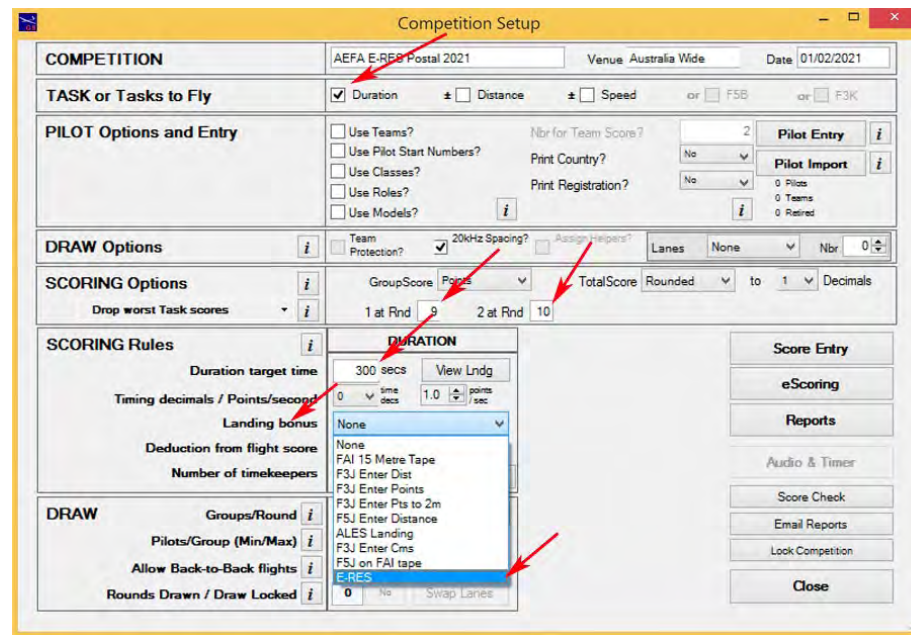
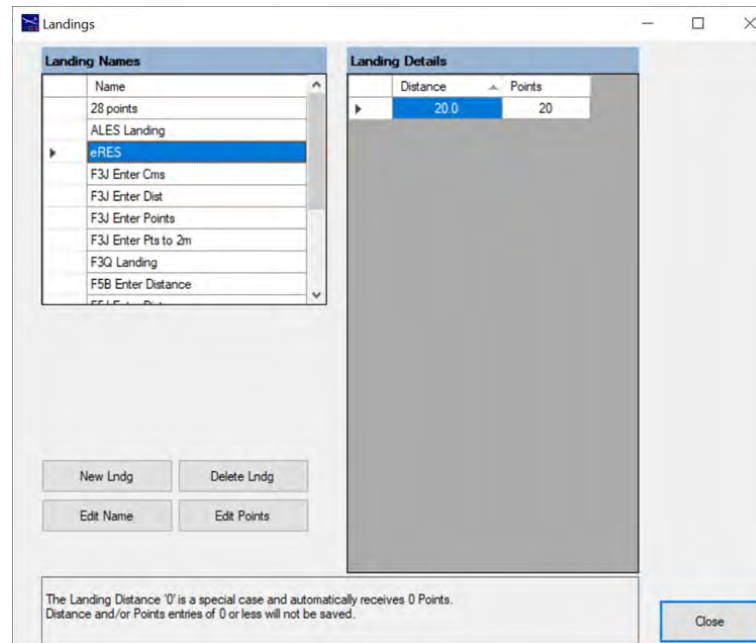
In the competition setup screen select eRES as the landing table.

In score entry, enter either 20 to award 20 points or leave the landing value at 0 to award zero landing points.

Your Landing Table should end up like the image to the right. (Thanks Gerry)

The bottom image shows the main screen with the set-up for E-RES (note the E-RES landing option is already installed). The dropper at round 8 and 9 is to do with the AEFA postal event, where two rounds are dropped at the end of the year.

Modify your Gliderscore file with Gerry's suggestions and you are all set to score E-RES; watch for the upcoming events!



F5j /ERES 2021 competition dates.

F5j
 20/21 March. TBA
 15/16 May. TBA
 24/25 July. Monto
 11/12 September. Dalby
 20/21 November. Munbilla.

ERES
 20. February. Warwick
 25 April. Munbilla
 12 June. Kingaroy
 21 August. Marybough
 24 October. Munbilla.

See the chart above for E-RES events scheduled in QLD - and F5J events as well. Watch the F5j Qld Series Facebook page for more information.

LSF Considering E-RES

The Jerilderie tournament this year is in the planning stage. The LSF is considering alternate rounds of F3J (team selection trial), F5J and E-RES.

Watch for the announcements about the event!

Millennium Cup 2021 Rnd 1 - Overall Results

[Goulburn 21/02/2021]

www.GliderScore.com

Rank	Name	Club	Score	Pcnt	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8
1	MURPHY, Jack	HSL	2807	100.00	408	409	381	413	414	200	414	368
2	STEVENSON, Phil	HSL	2753	98.08	334	415	254	431	387	385	384	417
3	METZGER, Klaus	HSL	2695	96.01	383	411	282	420	210	396	416	387
4	MANWAERING, Grant		2694	95.97	364	387	430	390	393	386	344	207
5	CEO, Marc	HSL	2676	95.33	385	291	398	406	247	429	373	394
6	WADESON, Dave	HSL	2620	93.34	247	403	422	278	198	419	425	426
7	BUDNIAK, Robert		2506	89.28	223	349	406	376	391	219	382	379
8	BURKE, Barry		2465	87.82	287	318	215	437	437	276	295	415
9	SAFARIK, Les	HSL	2301	81.97	383	357	380	200	231	405	345	200
10	WHITEHOUSE, Phillip		2047	72.92	370	286	204	212	385	191	276	314
11	STROMBERG, Ivar		2045	72.85	0	196	403	277	387	241	384	157
12	WOODWARD, Ken	HSL	2032	72.39	300	290	273	385	397	184	203	139
13	SMITH, Trevor	HSL	1447	51.55	379	190	190	275	0	210	0	203
14	HEMMING, Ty		1397	49.77	93	160	148	103	300	430	140	116
15	FUNKE, Rob		1387	49.41	159	195	326	0	195	146	237	129
16	LODDEN, Fred	HSL	5	0.18	5	0	0	0	0	0	0	0

Millennium Cup First Round - Goulburn

The first event for the Millennium Cup in 2021 has already been held at Goulburn on 21 February in extremely calm conditions. Any breeze that occurred was from the East, but changed sometimes during the day. 16 fliers competed in the event.

The winner was Jack Murphy from the HSL club, second was Phil Stevenson for Macquarie Silent Soarers, and third was Klaus Metzger also from HSL. See the full schedule for the rest of the year to the right.



Winners at Goulburn for first round of the Millennium Cup 2021 - a new trophy has been created by Klaus for the series - see Millennium Cup Facebook page for details.

Millennium Cup Schedule 2021

- 21 February Goulburn
- 11 April Lake George
- 16 May Appin
- 25-26 Sept. Cootamundra
- 17 October Heathcote Soaring League
- 14 November Nowra

Ross Ginder shared a link.
Moderator · 1h · 🌐

ELECTRIC LAUNCH 2M GLIDER

Saturday 20 February 2021

Hosted by Warwick Aero Modelers Inc.

At their club field located at Old Stanthorpe Rd, Warwick.

Check their website for more map details www.wamqld.com/home

The event will be run on Saturday with a Pilot briefing at 9.30 am, with flying to commence at 10.00am. This is a low key event aimed at introducing pilots to Electric Launch Gliders. The event will be run loosely to the ERES rules but these will not be strictly enforced. The rules will be discussed at the briefing and experienced pilots will be there to assist in timing, flight trimming if necessary and guidance on the rules. The event is normally limited to 2M built up models with Rudder, Elevator, Spoilers (optional) and Motor control but we will happily accept build up gliders up to 2.6M span in this event. The models are normally equipped with altitude launch limiting devices but if you don't have one of these don't let that stop you joining in.

Entry Fee is \$20.00 per pilot Payable on the day and MAAA membership is required.

The WAM club will have a BBQ lunch available on the day and understand the club is open on Sunday for normal sport flying.

Enquiries, Please contact Ross on 0409 614 319 or Evan on 0416 193 279



Queensland E-Glider

QLD has created a series of glider events for 2021. A basic E-glider event series has been established in parallel with an F5J series - see the list of events to the right.

It is a modified E-RES event as models up to 2.6m are permitted, and height devices are not mandated. It is good E-glider activity and is to be encouraged. See the details in Ross Ginder's post to the left.

The first event has been held at Warwick with 7 competitors in windy conditions (over 20 km/hr). The winner was David Vels flying a Monarch Ascension, second place was Evan Bengtson flying an Eli and third was David Spain flying an ElektroProRES.

See Evan Bengtson's post to the right, listing all the events. Note the intention to encourage new fliers and assist them in mastering flying and competition skills - an approach to be commended.

- F5J Qld entries fee has been \$30 per entrant per event. We can maintain that or increase it to \$40 and build the reserve which will allow us to buy new equipment when it is required. Items such as the Laptop, speakers and printers won't last indefinitely. \$10 per entrant will still go to the host club.
- RES entries will be \$20 per event, with \$10 also going to the host club.
- The intent of the RES events, particularly those at Warwick, Kingaroy and Maryborough is to encourage and support local members and other newcomers to join in. These events will not be flown to the letter of the law rules. We would allow built up RES models up to 2600 span. Experienced modelers to assist in trimming, timing and flying tips. Height devices will not be essential but heights will be guided by other models and the experienced fliers. This is all about participation and having them taste the event and competition style.

2021 QUEENSLAND F5J SERIES

23-25 January Armidale?/ Munbilla ?

20/21 March Munbilla

15/16 May TBC (Dalby)

24/25 July Monto

11/12 Sept TBC (Dalby)

20/21 Nov Munbilla

2021 QLD F5RES

21/22 Feb TBC (Warwick)

25 April MRSSA Munbilla Club day

12/13 June TBC (Kingaroy)

21/22 Aug TBC (Maryborough)

24 Oct MRSSA Munbilla Club day

Looking forward to great flying events this year.



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

Events have started again in Victoria; E-RES in January - a combined F5K and E-RES event. See the E-RES results right - F5K on the next page. Comments were:

It was the inaugural Victorian F5K and 2MeRES events and it was an excellent day.

It was windy, blowing 6-7m/s with gusts up to 10m/s, but there was lots of lift around so it made it a little easier. The 2M eRES models, although being

relatively simple, were surprisingly efficient and handled the conditions well. Typical weights with ballast were around 630 - 650g.

The F5K models were all moulded and handled the wind with ease. Lots of good scores were recorded. The 2 events alternated throughout the day.

F5K results next page. Also - the first F5J event for this year on the next two pages.



2mERES 17Jan2021 - Overall Results

[Diggers Rest 17/01/2021]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Rnd11	Rnd12	Rnd13	Rnd14
1	STENT, Marcus	12834	100.00	13629	*795	1000	1000	991	1000	1000	1000	1000	929	1000	1000	1000	914	1000
				Time	2:34	5:00	5:00	4:57	5:00	5:00	5:00	5:01	4:34	5:01	5:01	5:02	3:23	5:00
				Landing	20	20	20	20	20	10	20	20	0	20	20	20	20	20
2	MAYHEW, Alan	11357	88.49	11825	1000	875	981	1000	584	655	997	658	*468	934	1000	833	902	938
				Time	3:19	4:20	4:54	5:00	2:47	3:23	4:59	3:10	1:58	4:58	4:59	4:25	3:20	5:00
				Landing	20	20	20	20	20	0	20	20	20	0	20	0	20	0
3	WILSON, Bob	10184	79.35	10579	735	788	722	828	438	510	997	806	1000	520	*395	918	1000	922
				Time	2:21	4:12	3:31	4:05	2:00	2:28	4:59	3:57	4:35	2:26	1:46	4:32	3:44	4:55
				Landing	20	0	20	20	20	10	20	20	20	20	20	20	20	0
4	PRATLEY, David	9784	76.24	10087	676	513	900	681	997	*303	938	542	400	928	752	965	561	931
				Time	2:08	2:24	4:28	3:38	4:59	1:24	4:40	2:53	1:58	4:56	4:00	4:47	2:17	4:58
				Landing	20	20	20	0	20	10	20	0	0	0	0	20	0	0

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



Pionyr Vintage Glider by Noel Roshier

Noel hails from the Melbourne based VARMS club and has decided on a foray in to Vintage electric glider, a new class being developed by the AEFA. The class calls for a glider pre-1957 design glider that can be converted to electric power and flown in an EOT event (postal event and at the NEFR).

Noel went looking for a design that had a good aerofoil section (flat bottom, 30% camber or less), and easy wing planform to build, a reasonably long tail moment with largish fin, a reasonable sized tailplane and the whole easy to cover. From a short list, Noel chose the 1948 design Pionyr. There is a comprehensive article by Noel on the build of this model in the VARMS Aspectivity e-magazine, February 2021 edition. If the model interests you and you would like to read more, go here: https://varms.org.au/wp-content/uploads/2021/02/Aspectivity_202102.pdf

The model has flown successfully, and if you would like to watch a video of the first successful flight, go here: <https://www.youtube.com/watch?v=42TkYcG5vl8>

F5K 17Jan2021 - Overall Results

[Diggers Rest 17/01/2021]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3
					AllUp 4:00*3	AllUp 4:00*3	AllUp 4:00*3
1	MILLWARD, David	2925	100.00	2925	925	1000	1000
				Time	7:40	11:28	11:09
				Flights/#	1:47 1:53	3:28 4:00	4:00 3:09
				Heights	4:00	4:00	4:00
				LnDgOut	67 59 39	53 71 71	60 60 60
					n n n	n n n	n n n
2	STENT, Marcus	2597	88.79	2597	1000	708	889
				Time	8:22	8:00	9:55
				Flights/#	1:01 3:21	0:00 4:00	4:00 1:55
				Heights	4:00	4:00	4:00
				LnDgOut	59 60 61	0 59 69	60 60 60
					n n n	y n n	n n n
3	BLACKBURN, Hugh	2437	83.32	2437	879	721	837
				Time	7:46	8:00	9:20
				Flights/#	1:52 1:54	0:00 4:00	3:47 2:15
				Heights	4:00	4:00	3:18
				LnDgOut	65 64 72	0 60 60	60 60 60
					n n n	y n n	n n n
4	RYAN, Gary	1300	44.44	1300	664	90	546
				Time	5:42	1:00	6:05
				Flights/#	0:00 1:42	0:00 1:00	2:30 1:10
				Heights	4:00	0:00	2:25
				LnDgOut	0 60 69	0 60 0	60 60 60
					y n n	y n y	n n n

F5J in Victoria - February 2021

Victoria also recommenced F5J events, with 9 fliers It was an excellent day's flying in windy and tricky conditions. A big thanks to Clive Warman from NSW for coming along and joining in and also to Max Kroger for timing all day and allowing us to complete 8 rounds in the day. Thank you! Congratulations to all the pilots who placed, they all had to work hard throughout the day and had some great flights.

1st Dave Milward
2nd Daniel Haskell
3rd Hugh Blackburn

Results and photo
next page

F5J Diggers Feb - Overall Results

[Diggers 7/02/2021]

www.GliderScore.com

Rank	Name	Ctry	RegnNo	Club	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8
1	MILWARD, David	AUS			6965.0	100.00	6965.0	1000.0	1000.0	965.0	1000.0	*0.0	1000.0	1000.0	1000.0
2	HASKELL, Daniel	AUS			6783.0	97.39	7446.8	921.3	967.6	*663.8	1000.0	894.1	1000.0	1000.0	1000.0
3	BLACKBURN, Hugh				6680.4	95.91	7249.0	913.2	1000.0	*568.6	948.3	845.8	978.2	994.9	1000.0
4	STENT, Marcus	AUS			6615.8	94.99	7217.6	975.2	945.3	1000.0	767.7	*601.8	966.8	992.8	968.0
5	WARMAN, Clive	AUS			6452.9	92.65	6868.6	788.7	952.7	976.7	814.9	952.3	*415.7	976.6	991.0
6	PRATLEY, David	AUS			6433.3	92.37	6907.3	888.4	974.1	1000.0	*474.0	891.7	983.8	957.6	737.7
7	MAYHEW, Alan	AUS			6106.1	87.67	6106.1	911.9	963.3	*0.0	978.3	954.1	628.8	989.2	680.5
8	WILSON, Bob	AUS			5429.3	77.95	5978.8	963.7	684.2	704.9	861.1	1000.0	646.5	*549.5	568.9
9	HOUDALAKIS, Jim	AUS			5219.9	74.94	5219.9	1000.0	821.5	805.7	669.7	0.0	978.2	944.8	*0.0



CAD Drawn Plans

by John Torrance

I have been doing a lot of CAD conversions of older glider plans. I don't know if anyone has any interest in such as building in balsa is not high on modellers' agenda these days. Shown here are the latest plans, which are based on the Olympic 650 glider converted to electric. It is a great flyer.

This model was my original 7 cell glider from the 90's but I much later redesigned the fuselage to take a narrow nosed Hyperion motor, and extended the nose to get the battery forward to balance without the need for heaps of lead in the nose. The tail was made smaller as it flies the same as the original much larger original tail version; this tail is lighter and less prone to warping. This plan has been widened at the motor area to take a 28mm outrunner as the Hyperion motor is not available any more.

The original 90's Lite Ply fuse was totally stress cracked and knackered so it was junked. I still fly this combination today with my original 90's wing and it still flies very well.

I also have a version of this aircraft with the AG 35 bubble dancer wing section. It is one I intend to build in the near future. The plans are full scale and on each plan there is a 150mm long scale on the drawing showing each 10mm. This will allow you to check the drawing is printed at the right size.

The drawings are long at 1160mm x 560mm from the corner marks and should print out correctly if the plan printer knows their job. (Ed. I have had PDF plans successfully printed at Officeworks)

Yes these drawings are free to use. I do them to keep my brain working. I will not print them out on my CAD plotter as the ink cartridges are no longer available. I have only one cartridge left for it and I cannot justify the cost of a new accurate new plotter now that I am not using it to make a living.

If you have anyone looking for drawings I have done a lot of other models, mostly converted for electrics - available for use by anyone:

- **The Gentle Lady** both glider and electric with a far stronger wing construction.
- **The Sagitta 600** for electric motors, which was built by a friend in Victoria and almost flew out of site on maiden flight.
- **The Olympic Two** ,2.5 metre glider, (which I also have a version using the AG 35 wing section).
- **Joe Bridi's Big Birdy**, which was a glider I flew in the seventies. The plans were impossible to find but I had the wing rib drawings and scratch drew the plane from pictures like I did for the Le Crate, at 100 inch wingspan. The original was a real floater and strong.

- **My version of the Phoenix Liberty 2 metre** Electric Glider ARF formerly sold by Model Engines which was a good flyer but with a very frail structure as constructed by the factory. I had one for years but it started to fall apart. I have made the structure stronger and simplified the fiddly fuselage structure.

(Ed. - if you are interested in plans drawn by John (see sample next page), send me an e-mail and I will give you contact details)

E-RES Rules Amplified

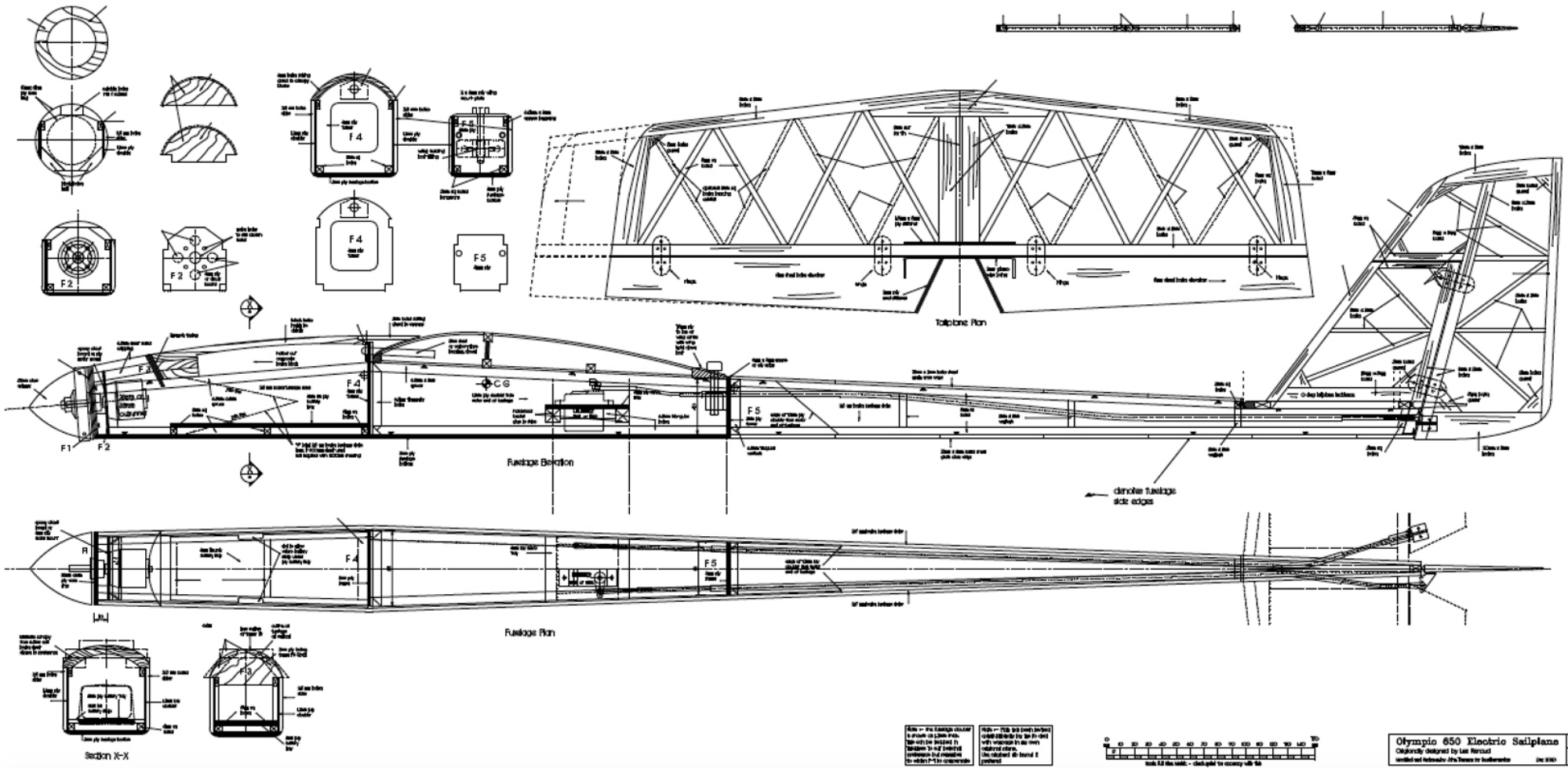
After some events were held, and in discussion with the LSF, there were some aspects of the E-RES rules that needed clarification, some for safety reasons.

The rules have not changed, but the explanation may be clearer. The latest version, the 12th iteration of the rules, is now on the AEFA web site.

See them here in the AEFA Rules Library (click on this link - it is live):

http://www.aefanet.com/images/stories/Rules/Draft_E-RES_Rules_Master_2021_02_24.pdf

Sample Plan of Olympic 650 for electric power drawn by John Torrance for interest in plans, contact the editor



Nemesis

by Tony Meggs

Tony is the prolific electric model designer and builder from Nimbin, always with a project on the go. Here is his latest creation:

Tony says: I wanted to design an aerobatic model that didn't look like every other modern design; as they all look the pretty much the same. So I went for a "golden age" look, wanting a cross between a GeeBee and a Miles Hawk Speed Six.

It is 2m span, and 4.5kg flying weight. Motor is a Scorpion SII-4020-540 with an 80A Hifei controller. I am using a 5S 5000mAh pack. Prop is 15" X 6".

I've had 10 flights so far and no surprises or problems. I had to extend the motor stand-offs 100mm for balance reasons and build a longer cowl once I had confirmed the CG location (short cowl in photos). I haven't yet flown it with the wheel pants, as they will de-stabilize it in yaw and I want to sort out any CG and control issues first.

It is the heaviest model I have built, but flies around happily on half throttle, and looks great in the air; very smooth and stable. The elliptical wing looks particularly good in flight. Large models really do fly better!



**2021 National Electric Flight Rally
is going ahead at Cootamundra 2-5 April 2021
events have been decided and there are changes**

**Time to send in your entries
see page 22 and the AEFA web site**

Read the Instructions for your ESC!

Here is a story about ESCs. A flier contacted me with a problem with his Hifei 60A ESC; it would only increase motor speed up to about half the throttle stick movement, was low power, and would not progress to full speed. He sent it to me to try to sort it out.

I tested the ESC along with three new ESCs straight out of the packet with no programming. You can see from the chart that three of them were only developing low amps at full throttle. One performed as expected.

I tried programming them all the same with a programming card. Note that once that was done, the problem persisted!

I then set the throttle range according to the instructions that come with the Hifei ESCs (column 3 in the Hifei instructions); attach the ESC to the receiver and the motor, set the Tx throttle to full power and switch it on, connect the ESC and connect the battery (probably best conducted with no prop fitted to the motor, but the ESC does have a safety feature that prevents it powering up if the Tx throttle is advanced). The motor emits a three tone beep, then four beeps in a flat tone (the first three confirm connection, the next four are to do with throttle range setting). When the four beeps sound, lower the throttle to low. The motor will emit two more beeps to confirm that the throttle range is set for the Tx being used. The ESC is now ready for operation.

Note the difference when the ESCs were then tested again!

Moral - if all else fails with your ESC, read the instructions!!

Hifei Speed Controller Tests

Dualsky XM3036EG-11 Motor
Aero-naut 9x5" prop
Thunder Power 850-3S LiPo 70/140C
E-Flite Power Meter
Balance charged LiPo

9-1-21 with storage charged battery 60% at start

Problem 60A	New 45A	New 80A	New 80A
9A	13A	13A	29A

10-1-21 with fully charged battery (98% charge)

Reprogrammed all units with programming card so all had the same settings – used a fully charged LiPo this time, so higher readings – same battery for each test in order left to right, so battery depleting slightly – was 76% at end of tests

Problem 60A	New 45A	New 80A	New 80A
9.5A	15.1A	14.2A	32.8A

11-1-21 with battery 75% charged at start – was 29% charged at end of tests

Each ESC had the throttle range calibration done before the test
All hooked up, Tx at full throttle, connect power battery and wait for beep, then lower throttle to low end and hear another beep. Range then calibrated for that ESC and radio gear.

Problem 60A	New 45A	New 80A	New 80A
30.9A	31.9A	30.7A	31.1A

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. Nomination form p.27.

Event Activity ramping Up

There are many events now planned for 2021! See all the information in this e-magazine. Note that the Sailplane Expo has already taken place with 29 competitors, and other events reported in this magazine.

Planned are:

[2021 Open F5J International \(see next page\)](#)

[AEFA NEFR - Easter - see p.22](#)

[QLD RES - 5 events - see p.12, 14](#)

[QLD F5J- 5 events - see p.12, 14](#)

[Millennium Cup - 6 events - see p.16](#)

[HSL - a range of events - see p.25](#)

[Australian F5J Trophy - November by the AEFA](#)

[RCGA - range of events - watch web site p.15](#)

[SSL - watch this South Australian web site:](#)

www.southernsoaringleague.club

Events are even commencing in Europe:

CIAM - Aeromodelling Commission - 2021 FAI F5J European Championship for Electric Powered Thermal Duration Gliders (Seniors & Juniors).

The FAI CIAM Aeromodelling Commission has announced that - The 2021 FAI F5J European Championship for Electric Model Powered Thermal Duration Gliders (Seniors & Juniors) will be held in Szatymaz, Hungary, from the 22nd August (open Ceremony) to the 28th of August (closing Ceremony) 2021.

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.

EOT Duration will be dropped from the old timer range of tasks at the NEFR, but you still can fly it for the postals. See the NEFR program to determine events offered at the NEFR at Easter.

Please note - some changes will be in operation at the National Electric Flight Rally planned for Easter 2021 at Cootamundra.

See NEFR details page 22 for event changes and program.

**Try the new electric pylon classes
Enter your nearly scale model for fun in Electric Scale!**

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F5J Trophy major sponsor

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Mike O'Reilly Comments re Milang Event

For any glider enthusiasts thinking about coming to Milang in March for the F5J event, please have a read of the PDF on the next page, which covers cross border travel amongst other things.

Entries are building nicely with pilots coming from WA, NSW and VIC to join a strong contingent of locals.

We hope that all our borders will stay open and we can look forward to some interstate travel to RC gliding events.

See Open F5J International Next Page

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 Member	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 name in EFT Transfer	Southern Soaring League (Account Name) 633000 (BSB) 176216081 (Account Number)
Cheque	Cheque made payable to 'Southern Soaring League Inc.'	Postal Address: Southern Soaring League / Robert Gunn 1A, Benowa Street Eden Hills SA 5060 ph. 0482 246 101

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

Proudly hosted by Southern Soaring League

Proudly supported by Model Flight

F5J australia

open F5J international

6-8 march 2021

milang south australia

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

Update for Competitors and Visitors

- Cross Border Travel** – due to the fluid nature of cross border travel restrictions, interstate competitors and visitors are advised to monitor this web site for the latest applicable regulations. <https://www.police.sa.gov.au/online-services/cross-border-travel-application> At the time of writing, all travellers from interstate **must** complete a Cross Border Travel Registration form at least 7 days prior to travel, irrespective of where you are travelling from. For information on regulations that may apply for your return trip, please check with your State Government, or follow the links under the Travelling Interstate section at this link. <https://www.covid-19.sa.gov.au/restrictions-and-responsibilities/travel-restrictions>
- On field COVID regulations** – South Australia has mandatory COVID Safe Check-In requirements to assist contact tracing in the event of an outbreak. SSL has a unique QR code which is available in the clubhouse and is accessed via the QR reader on your mobile phone, or if you have downloaded the mySAGOV app this can be used. Alternatively, you can simply sign in each day on the contact tracing form that is in the clubroom. Please help us to comply with the regulations by signing in each day. Several club members will act as Covid Marshalls, and we hope that they have no need to remind you about social distancing and general hygiene. Hand sanitiser will be available in the clubhouse and on field at the CD tent.
- Catering** – due to a change in ownership at the Milang Bakery, combined with a large yacht race in Milang on the same weekend, the local bakery will not be bringing their van to the field on Saturday or Sunday as they have done in the past. Jennifer Whitfield, together with a small but very talented group of helpers, has offered to provide chicken & salad, or beef & salad wraps at lunchtime, for a nominal charge. These will be made fresh on both mornings, and we may take orders on the Saturday, for Sunday's lunch. We will have a BBQ with salad for lunch (included in the entry fee) on Monday. Cool drinks and water will be available for purchase on all 3 days. You can of course bring your own food and self-cater. We have a fridge, a microwave, a Nespresso coffee machine and a gas hot plate available to everyone. Please respect other people's space at all times, but especially whilst in our clubrooms.
- Entries** – these are coming in nicely with entrants from WA, Victoria and NSW joining local members. If you have not yet entered please do as soon as possible to assist us in our event planning and catering requirements. Note that Entries close on February 26th. You can download a copy of the entry form at this link <http://www.southernsoaringleague.club/open-f5j-international-entry-form/>. Copies of the draw and your personal QR code will be emailed to all competitors prior to the event to assist you. We will be using e-scoring with Gliderscore (thank you Gerry)



Test of Gliderkeeper by Peter Pine

Gliderkeeper is the new F5J device from Spain developed by Marta, Sergio and Javier. It does the normal height logging for motor run, but also includes an accelerometer or motion sensor to time the whole flight. There was some debate about how the device could allow for the model sliding after landing, but apparently an algorithm has been included to allow for this. I obtained one to test how well it would work.

Well, it took some sorting out. It did not work at all in my first tests, so I studied the complicated manual (if all else fails, read the instructions). The device is actually sensitive to how it is mounted, but once I had this right it worked just fine. It even gave readings on my phone as promised.

The test was to time a short flight with a stop watch and compare the time for the flight. A short flight of 1:17.8 on the stop watch delivered a Gliderkeeper reading of 1:18. Looks like it is close; good for training. More tests to come!

HSL Calendar 2021 Version 2

- Armidale Sailplane Expo 23-25th January
<https://www.lsfaustralia.org.au/#events>
- Millennium Cup Goulburn TBA Feb
- Summer Club Competition 7th Feb
- Heathcote Cup HSL 14th March
- Millennium Cup Lake George 11th April
- Autumn Club Competition 2nd May
- Millennium Cup Appin 16th May
- Jerilderie LSF 12-14th June
<https://www.lsfaustralia.org.au/index.html>
- Winter Club Competition 22nd August
- Manila Slope Festival 3-19th Sept
<https://www.facebook.com/Manillaslopefest/>
- Millennium Cup Cootamundra 25th-26th Sept
- Millennium Cup HSL 17th October
- F5j Trophy AEFA Cootamundra Begin Nov???
<https://www.aefanet.com/aust-f5j-trophy>
- Millennium Cup Nowra 14th Nov
- Spring Club Competition 28th Nov

Find updates and more info for HSL events at:

www.facebook.com/hslglider/events/

Find updates and more info for Millennium Cup events at:

www.facebook.com/groups/millenniumcup/events/

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Events Calendar Suspended

Waiting for things to settle down

For organisations to make plans for 2021

Main events coming up :

**F5J Open International at Milang SA in March
and the NEFR at Easter in Cootamundra**

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

Have your say in the Electric Gliding Special Interest Group appointed by the MAAA

**Contribute your ideas and enthusiasm to the work of the AEFA
The annual-general meeting is to be held at the NEFR at Easter
Committee meetings are held by Zoom at 7:30pm - easy to join in and help! Nomination form below.**



Australian Electric Flight Association Nomination for AEFA Committee 2021- 22

Positions to be filled include President, Secretary, Treasurer, Events Coordinator, and 2 x Ordinary Members. The webmaster is a co-opted position. The nomination must be signed by current members of the AEFA and by the person being nominated.

I hereby nominate _____ for the position of
_____ on the 2021 – 22 AEFA Executive Committee.

Signed _____ Countersigned _____

Nominated members signs to indicate acceptance of the nomination:

_____ Please print name: _____

**Please send nomination to AEFA Secretary,
Email: charlespowell@bigpond.com
Post: PO Box 4230, Knox City Centre, Wantima South. VIC 3152
by 20th April, 202.**

Elections will be held and positions declared at the Annual General meeting of the AEFA to be held at the NEFR dinner.

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