

Electric & Glider **FLIGHT** *Australia*



Edition Number 29

May 2021



Electric Scale models that were presented at the NEFR at Easter in Cootamundra - Pete DGA3 by Phil Stevenson (top right) was the winner, P40 Warhawk by Mel Gillott (top left) 2nd, Strega Mustang by Peter Pine (bottom left) 3rd, Decathlon by Keith McNeil and Air Camper by Charles Powell

Editorial by Peter Pine

Lockdowns continue, and our hearts go out to our Victorian colleagues who are cancelling events. Jerilderie LSF Tournament also postponed (see p.23)!



But the National Electric Flight Rally went ahead at Easter at Cootamundra in absolutely magnificent weather. This edition of EGFA is mostly devoted to reporting on the Rally. It is such a friendly time, so make plans to be there next year for the fun event of the year!

In the meantime, some events are still being planned. In July, the postponed LSF Tournament, The West Wyalong Nats and the Picton Cup near Sydney. The SSL and Queensland programs are still steaming along (QLD even have an E-RES event this weekend at Kingaroy). And the F5J Trophy is still planned for November (see pages 9, 23). Mark your diaries. (Full Calendar p.25)

The AEFA executive would like to promote EOT as well as glider events, so please see the notice on p. 24 and respond if interested. On with the show!

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President's Message by Robert Budniak

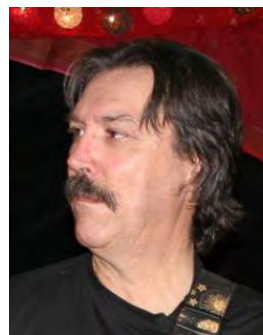
The Accidental President.

Behind the scenes it's been an interesting quarter for the executive of AEFA. At the national Electric Flight Rally, we had our AGM. I stood for the position of vice President and was successfully elected. Our previous president Ralph Dephoff was unable to attend AEFRA and the AGM due to Covid 19, but was elected as President. Shortly after the AGM, Ralph decided that his personal circumstances would not allow him to carry out the position of President and he resigned.

At a subsequent committee meeting, the committee decided to elect myself as the President. I must say that this was somewhat a leap of faith, both for the committee and myself. Being new to the AEFA committee, I considered that I was somewhat unprepared to take on the role. However I had encouragement from a number of committee members who said they would support me where necessary, and here I am.

I leave it to the next magazine to give you a full introduction to myself. What I would like to say in the few column inches I have is my vision for AEFA.

Firstly I am encouraged by the interest and take up by pilots of eRES. The previous committee has provided an tremendous set of rules for gliders that



both new and old flyers can take up. By and large the rules, as currently published, are the right mix, enabling a cheap entry into glider competition, and yet challenging enough that the top flyers are not scoring perfect scores all the time. There will be slight tweaks to the rules for implementation next year and the rules will hopefully remain stable for some time.

Secondly, as the SIG for Electric Gliders, AEFA has the right to conduct the selection for the F5J World Championships. Whilst its not official, I understand that there will be no F5J WC next year. I will work with the committee and competitors in order to frame a selection system which selects the BEST flyers Australia has to represent our country.

Thirdly, I want to see more electric gliding competitions. It seems that other flying disciplines using electric power are well catered for either by SIGs or local interest. Due to the need to gain height clearances for fields, glider competitions are harder to organise.

And finally, I want to encourage electric flying in disciplines not covered by other groups. This includes old timer flying (the planes not the pilots, though the pilots are also encouraged to participate) and occasional contests for some of the planes we may have in our sheds.

I think that's enough for my first column. I need to leave something for next time.

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National Electric Flight Rally Cootamundra NSW Easter 2021

The NEFR conducted by the AEFA started in Armidale in 1988 and has moved around the country every year since (except for cancellation last year due to COVID). It has been held in diverse locations such as Nowra, Wangaratta, Wagga, Sydney, Canberra, and even twice in the Barossa Valley.

That is 24 years of rallying around electric flight! It has always been a jamboree of electric flight events and has had a plethora of different tasks flown under electric power.

There has been a consistent band of electric flying friends who love to gather at this event each year. Sadly, some regulars have passed away, but there are even some left who have been to most of the rallies over the years, in particular Phil Stevenson, Bob Hickman and Peter Pine. Regulars now include famous names like Brian Lockett, Mel Gillott, Ladislav Safarik, Al Mayhew, Klaus Metzger, Trevor Smith, Rob Watson and Mal Pring.

If you would like to see the history of the NEFR in a Power Point presentation, see some of the plethora of events flown, and see some of the famous faces, click on this link on Dropbox:
<https://www.dropbox.com/s/1te02p1zuyoeq1m/NEFR%20History.pptx?dl=0>

This presentation was first screened in Canberra in 2015. If you would like to see a larger range of images from the 2021 event, including a large number of shots of the new E-RES event, click on this Dropbox link:

<https://www.dropbox.com/s/3r7ce92t3z8qfw4/NEFR%202021.m4v?dl=0>

Cootamundra has proven to be an ideal location for this event with enough space for glider events, a good mown grass strip for models that need to ROG and great facilities developed by the State Association; free camping, flushing toilets, a hot shower and 240V power - features not always available at our flying fields! And I must mention the great catering provided by Grahame & Helen James and their team from the local flying club that stretches to a hot roast dinner at the field on the Saturday night.

The event typically now starts on the Thursday of Easter each year with settle in and test flying. First event off the rank is usually electric pylon racing and this year had some unusual tasks such as Foamy Glider Racing (that included Radians) and Foamy Pusher Racing (that included Bixlers and EasyStars).

There is a range of electric gliding events; this year that meant E-RES (that also included Radians), Limited Electric Glider from yesteryear, and F5J. Electric Scale always adds some colour. Then

there is a large range of Electric Old timer Events; so many that one was even cut from the offering this year to make for a less crowded program. Fun events include an Electric Scramble event borrowed from the free flight fraternity and it is always hotly contested!

So - on with the reports of each class of event!



F5J Fliers at NEFR - Ladislav Safarik above, with Stork Mel Gillott below with El Nino



Electric Pylon

As mentioned previously, there were three tasks in this class in 2021; Foamy Pylon Fast, Foamy Pylon Pusher, Foamy Pylon Glider.

Phil Connolly was the pioneer of our electric pylon events and even made a set of LED lights for use in the event in the early days. Brian Lockett has improved on the design and is responsible for lights currently used that allow three fliers per race.

Bob Hickman has developed a smart way to run these races that is safe and easy to implement; he has the button pushers for the lights located at some distance from the course. Similarly, pilots stand off the course rather than at Base A as is traditional in pylon racing. It sounds awkward, but in practice it is successful and hard hats do not have to be worn.

Fast pylon is the classic event and is quite fast! There are limitations on the models that can be flown and the rules are clearly published on the AEFA web site. Basically, it is restricted to foamy models that have a pusher configuration to make them safer. Brian Lockett usually dominates this event but could not attend in 2021 due to COVID limitations. Bob Hickman and Rob Watson are regulars.

And the results for Fast Pylon were:

1st Bob Hickman 142 legs

2nd Rob Watson 97

3rd Phil Stevenson 38 (in 2 races)

Pusher pylon catered for Bixlers, EasyStars and the like - results were:

Pusher Pylon

1st Trevor Smith, 76 legs

2nd Keith McNeil, 57

Glider Pylon created an event for foamy glider models like the Radian and EasyGlider - a Radian won! Results were:

Glider Pylon

1st Peter Pine with 72 lengths total for best 3 races

2nd Bruce Claperton 21 (in 1 race)



Pylon winners receive their bottle of wine - Trevor Smith, Keith McNeil, Peter Pine and Bob Hickman - Bruce Claperton absent.



Button pushers at Base A were also awarded a bottle of wine for all their work Ladislav Safarik, Ken Woodward, Klaus Metzger, Al Mayhew

Electric Glider Events

Electric Glider is a big part of the NEFR and always has been. Over the years there has been 7-cell electric glider that morphed in to Limited Electric Glider (with LiPos), Big Glider and F5B.

Now the three events that are run at Easter included LEG (Limited Electric Glider) and F5J, and for the first time ever, E-RES.

Limited Electric Glider

LEG is simple and quick to run, but favours high power set-ups and short, quick climbs. Basically, launch at or soon after the start signal for each group (like E-RES), climb quickly, limit your motor run, fly for 5 minutes and land on the spot. The motor can be restarted to make sure you complete the 5 minutes, but each second of motor run is penalised by the loss of one point.

The event became very competitive with some massive power set-ups developed. Some are so powerful you can see the fuselage twist under power! Especially if it is simple timber fuselage with V8 motor! Climbs of 4 seconds for a 5 minute flight were common. Also, the scores became very close with only a few points separating the winners. That led to a loss of popularity, but there has been a resurgence of interest lately, especially from those fliers who still have a high-power set-up.

I tried the event again this year for a change and flew my standard F5J model. I was surprised to achieve the 5-minute flight one time with only 5 seconds motor run, but other times I used up to 15 seconds.

Bob Hickman usually scores well in this event with his "Old Faithful" timber model powered by a large Hacker motor, but was not well this time and did not fly. You can see the four winners to the right - four because Phil and Dave had tied scores after 6 rounds with the worst score dropped. You can see that Alan Mayhew only lost 24 points from the possible maximum, and only 18 points separated 1st to 3rd!



AEFA Rally Cootamundra 2021

LEG Results

Place	Name	Score	Lowest score
1st	Alan Mayhew	4976	
2nd	Vernon Rodrigues	4964	
Equal 3rd	Phil Stephenson	4958	839
Equal 3rd	Dave Prattley	4958	527
5th	Peter Pine	4955	
6th	Mel Gillot	4811	
7th	Bruce Clapperton	4733	
8th	Les Safaric	4657	
9th	Phil Whitehouse	3448	
10th	Barry Burke	2516	
11th	Bob Hickman	DNF	

E-RES : The New Glider Event

Radian glider has been popular for years at the NEFR with up to 30 or so Radians being launched all together for a 5 minute flight, land anywhere on the strip. Fliers were allocated a number and called out their number when they landed to be ranked for points. A team of ladies were on the field to record the landings in order and allocate the points. it was a great event for newcomers.

This year Radian was replaced with E-RES, the new, popular E-gliding event, and, of course, Radians were welcome in this event as well.

The rules have been the topic of much discussion and went through many modifications and adaptations. The final version can now be found on the AEFA web site as a model for all organisations and clubs interested in running to these rules.

Basically, the event is for 2m wingspan gliders with only elevator, rudder and optional spoilers. It calls for a launch of up to 100m in up to 30 seconds; height devices on board turn off the motor at 100m or 30 seconds, whichever comes first (or the pilot can turn off the motor earlier). An easy spot landing with loss of points for overflying the 5 minutes conclude the flight, with those flying in the same group ranked against each other (top flier gaining 1,000 points).

And the winners were: Hutton Oddy 1st, David Pratley 2nd and Alan Mayhew 3rd (see image top right). In the lower images you can see Hutton preparing to launch with Mel Gillott timing, and David Pratley launching with Bob Wilson timing. Full results are on the next page. There were actually nine rounds flown, but only the scores for 7 rounds show. However, the totals and the placings are correct.

Images - Left: Hutton Oddy launching, Mel Gillott timing.
Right: David Pratley launching, Bob Wilson timing.



2021 Apr 02 - 2021 NEFR RES (Cootmundra) ▾

Flight Scores Results

Round 9 ▾

Update Rounds List

Refresh Results

Download Report

Results to Round 9

#	Name	Ctry	Score	Pcnt	RawScore	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7
1	Oddy, Hutton	-	7941	100.00	8734	1000	*793	997	1000	953	1000	1000
2	Pratley, Dave	-	7654	96.39	8300	767	*646	981	978	1000	997	1000
3	Mayhey, Alan	-	7484	94.25	8144	1000	875	1000	827	*660	975	838
4	Metzger, Klaus	-	7444	93.74	7971	984	1000	1000	1000	1000	981	774
5	Pring, Mal	-	7343	92.47	7343	824	1000	1000	987	760	843	970
6	Wilson, Bob	-	7302	91.95	7865	981	925	*563	566	965	1000	925
7	Safarik, Les	-	7198	90.64	7198	*0	978	988	752	984	991	717
8	Hickman, Bob	-	7161	90.18	7161	827	1000	1000	744	940	949	896
9	Stevenson, Phil	-	7089	89.27	7639	1000	981	588	1000	*550	821	1000
10	Rodrigues, Vernon	-	6814	85.81	7460	712	756	997	927	978	717	*646
11	Watson, Robert	-	6731	84.76	7293	752	683	991	987	733	1000	591
12	Ryan, Gary	-	6518	82.08	7233	818	*715	722	770	716	744	767
13	Gillott, Mel	-	6515	82.04	7072	661	725	934	*557	703	921	774
14	Clifford, Tom	-	6265	78.89	6895	*630	671	931	774	662	858	770
15	Clapperton, Bruce	-	6026	75.88	6564	690	627	*538	694	659	645	825
16	Smith, Trevor	-	5755	72.47	6136	761	690	*381	934	669	538	747
17	Funke, Robert	-	5312	66.89	5312	602	921	*0	711	588	658	719
18	Budniak, Robert	-	5297	66.70	5297	728	*0	630	742	744	516	652
19	Woodward, Ken	-	5172	65.13	5266	412	759	803	811	1000	588	*94
20	One, Late	-	4888	61.55	4888	0	0	753	610	814	883	837
21	Whitehouse, Philip	-	4302	54.17	4302	633	530	981	604	642	912	0
22	Burke, Barry	-	4056	51.08	4056	847	927	809	688	785	0	0
23	McNeil, Keith	-	927	11.67	927	0	0	927	0	0	0	0

Comments on E-RES

We had trouble running the E-RES event at the NEFR. The first reason was that the Gliderscore file had not been set up properly; the wrong category had been selected and the scoring did not record properly.

If you plan to run E-RES and use Gliderscore, please check the instructions published in a previous EGFA E-magazine, No.27. See page 12 here:

http://www.aefanet.com/images/stories/EGFA_Arch/EGFA-27.pdf

Secondly, the automatic running of the event with Gliderscore rolling over from group to group did not work well. Please note the way Jack Murphy did it at the Armidale Sailplane Expo, reported in the above edition of this E-mag No.27.

We stopped the automatic sound file and I ran the event manually. I had an F5J sound file on my laptop, so I linked the laptop to the PA, started each group using the F5J sound file, but stopped it as soon as 30 seconds in to the file was called (the end of the possible launch window). Timing was then up to each individual timer to finish the flight for each flier and record the result using a mobile phone (automatically updated the Gliderscore file).

Quite a few people commented to me that the event ran well in a relaxed way and they appreciated that approach.

Clarification of E-RES Rules

Foam wings and fuselages, and balsa covered foam wings are permitted in the current AEFA rules.

Fibreglass and carbon skinned wings and empennages are not permitted.

There will be no rule changes this year at all!

Clarification of Changes for 2022

For advance information, the committee has decided that fibreglass/carbon moulded fuselages and front pods will not be permitted in 2022.

Apparently some people have been planning to build these and the committee does not want anyone to be caught out by rule changes next year.

Continue E-RES as an inclusive, simple event

Please note that the intention of E-RES as formulated by the AEFA was to create a simple, inclusive event that does not deter new fliers from trying it out. To this end, exclusion of basic models like the Radian, and increasing the complexity of the spot landing rules is not intended.

Of course, individual CDs can modify the rules as they see fit for events that they are running..



Robert Funke launching above, Ken Woodward timing
Below - Bob Hickman about to launch, for Mal Pring





E-RES launch time - Alan Mayhew left with his own-design Finezza model - Gary Ryan timing (right). Ladislav Safarik - in the background with the popular Eli design



Top - Bob Wilson launch , David Pratley timing
Bottom - Klaus Metzger launch - timer Phil Stevo

**Are you interested in meeting the top F5J fliers in the country
And witnessing some great flying??**

If you are, come to the Australian F5J Trophy event to be held at Cootamundra November 5-7 (arrive Thursday)

And act as timers and officials for the F5J event (training supplied)

Half day E-RES event on Friday as a curtain raiser - you get free entry, so some flying for you!

Free camping at the field (hot showers and flushing toilets) - free vouchers for breakfast, lunch and Saturday night dinner supplied

Register your interest with any of the executive!

F5J at 2021 NEFR

F5J is now the well embedded, top, electric glider event held regularly at the NEFR. It is one of the most popular events with 22 entrants (rivalled only by E-RES with 23 entrants).

The event is conducted in a more relaxed style at the NEFR, without the use of a safety corridor - launch from near your allocated spot landing marker.

Result recording was conducted this time by mobile phone to the cloud. The automated timing call and name announcement by Gliderscore worked much better than for E-RES.

Altogether 8 rounds were completed over the weekend (even though only 7 show on the next page), but the final results are correct.

Big change this year was to use Categories in F5J, which meant that three groups of three fliers scored a result! This was the immediately obvious outcome and was the intention; make more people successful! Limited F5J was dropped in favour of Categories, but Radians still flew in the event, and champion Radian flier, Rob Watson, still came in 11th against the whole field! It is interesting to see the spread of category fliers - I have entered the gradings on the following page beside the Country column. Where would you place yourself?

Winners of Expert were Bob Wilson first, Dave Pratley second and Mal Pring third. It was a good weekend for David Pratley as he placed in all of the electric glider events. Hutton Oddy also did very well winning both F5J an E-RES! He may not keep his Sportsman classification for long! Bob Wilson also took home quite a few bottles of wine (as he usually does).

Top image : Expert Winners - Bob Wilson 1st (centre), Dave Pratley (2nd) and Mal Pring 3rd (right).

Middle Image: Advanced winners - Hutton Oddy 1st and overall winner (centre), Phil Stevenson 2nd (right) and Mel Gillott 3rd (left).

Bottom Image: Sportsman Winners - Bruce Clapperton 1st (centre), Vernon Rodrigues 2nd (right) and Tom Clifford 3rd (left).

Major F5J Events yet to come this year:

RCGA F5J - 27 June - Ballarat

West Wyalong Nats - 7-14 July

QLD F5J - Monto 24-25 July, 11-12 Sept Dalby, 20-21 November Munbilla

LSF Tournament Jerilderie - postponed to 24-26 July - see announcement p. YY.

Australian F5J Trophy - 5-7 Nov. Cootamundra



Results to Round 8

#	Name	Ctry	Score	Pcnt	RawScore	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7
1	Oddy, Hutton	A -	6838.4	100.00	7600.2	1000.0	1000.0	*761.8	1000.0	1000.0	1000.0	890.3
2	Wilson, Bob	E -	6577.5	96.18	6577.5	1000.0	986.0	1000.0	1000.0	962.8	998.2	630.5
3	Pratley, Dave	E -	6570.7	96.09	6859.1	638.6	932.1	1000.0	1000.0	1000.0	*288.4	1000.0
4	Stevenson, Phil	A -	6565.2	96.00	6962.3	*397.1	1000.0	1000.0	646.9	923.0	1000.0	995.3
5	Gillott, Mel	A -	6146.6	89.88	6146.6	1000.0	1000.0	544.2	*0.0	933.6	981.9	686.9
6	Mayhey, Alan	A -	5902.8	86.32	6405.9	542.3	949.3	695.2	*503.1	1000.0	979.1	749.7
7	Safarik, Les	A -	5518.9	80.70	5822.4	953.6	990.4	433.5	366.1	868.5	*303.5	1000.0
8	Pine, Peter	A -	5505.8	80.51	5797.9	*292.1	772.8	947.4	519.5	965.8	361.5	945.2
9	Smith, Trevor	A -	5140.5	75.17	5342.3	969.4	*201.8	505.4	812.3	371.7	597.3	1000.0
10	Pring, Mal	E -	5123.9	74.93	5123.9	386.4	981.6	533.6	574.9	*0.0	1000.0	914.0
11	Watson, Robert	E -	5055.7	73.93	5055.7	*0.0	514.4	971.7	941.0	516.2	322.6	916.3
12	Metzger, Klaus	E -	4965.6	72.61	5345.1	734.7	441.3	697.0	539.4	*379.5	944.2	674.9
13	Clapperton, Bruce	S -	4753.1	69.51	4916.3	358.7	485.6	967.9	431.7	932.7	595.6	*163.2
14	Rodrigues, Vernon	S -	4244.6	62.07	4520.9	557.1	333.3	*276.3	796.5	319.4	837.2	480.7
15	Clifford, Tom	S -	4202.2	61.45	4202.2	*0.0	839.3	954.5	389.6	268.1	682.6	284.5
16	Woodward, Ken	S -	4104.5	60.02	4104.5	469.0	477.8	758.2	368.8	*0.0	891.4	279.1
17	Whitehouse, Philip	S -	3979.5	58.19	3979.5	408.0	406.1	317.6	788.5	261.2	807.2	990.9
18	Budniak, Robert	S -	3091.1	45.20	3091.1	0.0	246.7	772.5	362.9	671.9	308.3	*0.0
19	Funke, Robert	S -	2423.8	35.44	2423.8	406.3	183.3	272.1	336.6	395.7	0.0	*0.0
20	Burke, Barry	S -	2423.4	35.44	2423.4	408.2	700.4	334.2	980.6	0.0	0.0	0.0
21	Powell, Charles	S -	2309.6	33.77	2309.6	0.0	0.0	784.4	695.5	190.2	360.2	*0.0
22	Ryan, Gary	S -	1575.3	23.04	1575.3	411.4	600.5	563.4	0.0	0.0	0.0	0.0



Phil Stevenson's winning, scratch-built "Pete" model



Winner Phil centre, left Mel 2nd, right Peter 3rd



Judges Ken and Bob with wine reward

Electric Scale at NEFR

The scale event at the NEFR has always been low key, with all types of models accepted, ARFs as well as custom made. The reason is that the event is mainly for fun and because we like to see all types of scale models flying the electric way. There is not even a requirement for documentation.

However, the judging does load the scores for custom-made models and for models with documentation. Consequently, at the 2021 NEFR.....

The Winner Was Phil Stevenson

with this custom made "Pete" DGA3 (above) that was scratch built and well documented. As with all scratch built models, there is quite a deal of effort needed to sort it out and get it flying well. Phil did it!

Phil's commentary on the model:

Beno Howard was an early airline pilot and homebuilder. He named his aircraft DGA for 'Damned Good Airplane'. DGA 1 and 2 were built for illicit bootleg booze deliveries during the US prohibition era. DGA3 was built for the 1930 air race season. It is powered by just a Wright Gypsy 4 so was built as small and light as he could manage using steel tube frame fuselage and timber flying surfaces.

He won a lot of events in 1930 because his motor was reliable and he was a very good pilot. He raced in all events he could and did aerobatic shows at races and other carnival events. He continued so for a few years, remaining remarkable competitive against much more powerful racers. Then he built the similar 'Ike' and 'Mike' DGA 4 and 5 with bigger Menasco motors, and hired other pilots to fly 'Pete'. All these planes

survived the 1930s and remain in museums in the US, although DGA 6 'Mr Mulligan' did crash. Eventually Beno's airline employer banned him from racing, so he hired other pilots for all his planes. Apparently it was very profitable.

My model is built from a plan downloaded from Outerzone. It was for an 80 inch model, so I had the print shop scale it to 60 inches or 1/4 scale so I could fly it in more places. I lightened the structure to suit the smaller size. It's all balsa except the carbon wing joiner and carbon structure in the undercarriage frame. The rigging is functional, more for the undercarriage than the wing I suspect. Covering is Sig Koverall plus dope and aerosol paint. It's about 2kg. The motor is an Axi Cyclone (outrunner in a case) of about 860kv running on 3600-4S.

I had four flights before the NEFR. Three were aborted because three different Hyperion motors

burnt out or jammed (these were motors of unknown history from Reg Milsom's collection). The 4th with the Axi was under-propped, struggled into the air with poor control and was blown into a fence. So the test flight on Thursday at Cootamundra was the first time I had lined it up for landing, and then I bounced it and cracked the main bulkhead. After some glue I then flew it on Saturday in the Scale event, and it flew extraordinarily well. It's just a joy to fly. So I flew it again on Sunday morning before most people arrived at the field.



Mel and Warhawk above, Strega Mustang below



Strega Mustang by Peter Pine 3rd Place Electric Scale

ARF by Roc Hobby
1070mm wingspan
3648-780 Kv motor
Ailerons, Flaps, Elevator, Rudder, Motor
75A ESC

P40 Warhawk by Mel Gillott 2nd Place Electric Scale

ARF from Sky Flight Hobby Co.
Foamy but still took 10 months to modify,
detail & complete says Mel - image centre top.

2.0 M span, 5.5kg., Turnigy Aerodrive SK3
260kV. 18x10x2 prop, 5000mAh 7S, 75A 8S
ESC.

12 channel Jeti operates flaps, 90 deg rotating
retracts, retractable tail-wheel and bomb drop
- the bomb was lost in the grass temporarily.

Original Aircraft built 1941, restored 1977,
and still flying under Registration Number
113521.



Lanzo Record Breaker by Mel Gillott

While featuring Mel's scale model, here is his
scratch built EOT model:

1936 design.

96 inch span.

1260 sq.in wing area.

2253 g or 79.5 oz. Ready To Fly.

2126g or 75 oz dry for Texaco with battery al-
location of 2200mAh 2S LiPo

or -

1300mAh 4S for Duration and Height Limited
EOT

See full EOT report

Next Five Pages

Electric Old Timer Events at NEFR 2021

The number of EOT tasks has escalated considerably, so it was decided to drop one to free up the program. The event with the lowest participation was Duration, so it was removed from the range offered in 2021. It still remains one of the Postal Comp. events, though, so adherents can still use their models to compete.

Duration is the task that requires a high powered motor and a scorching climb, the task least like the way these old models originally were flown.

Included this year were the two Texaco events, both Open and 1/2A, Height Limited EOT, and Vintage Glider.

Texaco is an event that favours energy efficiency. One is limited in the size of the battery that can be used, and the idea is to fly a 10 minute flight, starting and re-starting the motor at will, but conserving energy. The whole battery charge can be used to achieve this, but often everyone completes the task. Those who do complete the 10 minute flight then go in to a virtually unlimited time fly-off. Again, many fly for ages (especially if thermals are present), so after a predetermined time the remaining fliers are called down and the battery percentage left measured. Those with the highest percentage of remaining charge left are the

winner (they used the least energy). Both Open and 1/2A Texaco required the fliers to be called down to determine the winners this year - it was good weather! See photos of the winners to the right.

Height Limited EOT (HLEOT)

runs just like height limited glider event; a height device is used to cut the motor at 200m or 30 seconds (whichever comes first), and then the object is to complete a 7 minute flight (including the climb). No more motor run is permitted. Fliers do not always complete the 7 minutes, so the time is important. See the HLEOT winners in the bottom right image; Rob Watson first, Mal Pring second, Bob Wilson third.

Must have been Bob Wilson's weekend - he placed in all three EOT events shown, and stocked his wine cellar very well for the coming year!



EOT launch scene



1/2A Texaco Winners



Open Texaco Winners



Height Limited EOT Winners

2021 NEFR											
EOT results											
Height Limited EOT											
		#1	#2	#3	#4	#5	#6	Best 4	FLY OFF		
Phil Stevenson	*1										
Mal Pring	*2	420	420	420	420	245	420	1680	180	2nd	
Rob Funke		372	173	217	368	335	217	1292			
Mel Gillott		217	226	156	420	265	403	1314			
Trevor Smith		328	282	168	420	290	405	1443			
Rob Watson		420	420	216	420	413	420	1680	420	1st	
Bob Wilson		420	255	347	420	351	270	1538		3rd	
Ken Woodward		108	67	212	315	332	420	1279			
*1	I left my Bomber wings at home.										
*2	Mal had an age moment and turned off his mortar early in the flyoff.										



Left - Locals came out to watch the action



Right - Ladislav Safarik taking off in EOT - in the distance Robert Funke has already taken to the air!

Vintage Electric Glider

This is the new kid on the block and probably the most promising event for the future as quite a few people are building models for this task.

Electric Vintage Glider (EVG) is basically run to the same rules as HLEOT. An on-board device is required to sense height and motor run time. This 'height limiter' will automatically shut down the motor.. Suitable devices are commercially available.

EVG is for any gliders whose design was published before the end of 1956. The task is to complete a 7 minute flight. Motor is limited to a single run of no more than 30 seconds or until the aircraft reaches 200m above ground level, whichever comes first. The height limiter is allowed to rearm after turning off the motor so that, in an emergency, the motor can be restarted. However, any motor restart disqualifies that flight from competition.

Winners below - Phil Stevenson 1st, Mal Pring 2nd, Ken Woodward 3rd.



Bob Hickman launching Mal Pring's 200% Ivory Gull Vintage Glider



Ken Woodward prepares his EOT model - looks like a Playboy



Above - Trevor Smith with his 1/2A Texaco model. **Right** - Mal Pring taking off with his Stardust Special.



2021 NEFR										
EOT results										
VINTAGE ELETRIC GLIDER										
		#1	#2	#3	#4	#5	#6	Best 4		
Peter Pine										
Phil Stevenson		420.00	420.00	420.00	420.00	380.00	408.00	1680.00	1st	Sunspot 3m
Mal Pring		420.00	211.00	420.00	364.00	187.00	420.00	1624.00	2nd	
Rob Funke										
Robert Budniak		192.00	204.00	206.00	246.00	165.00	210.00	866.00		
Trevor Smith		274.00	367.00	420.00	353.00			1414.00		
Ken Woodward		420.00	293.00	208.00	400.00	233.00	420.00	1533.00	3rd	
Alan Mayhew		420.00	417.00	420.00	420.00	388.00	420.00	1680.00	*****	Volare
John Quigley		420.00	258.00					678.00		
*****	Alan flew his beautiful Volare, his new covid era design/build styled like the classic Italian vintage free flight semi scale gliders from pre WW2									
	He asked to fly with EOT even though it is a modern design and ineligible.									
	He marginally beat the Sunspot									



Vintage glider participants lined up - lovely looking gliders!



Vintage glider take-off line

Electric Scramble at the NEFR

The electric scramble event has been borrowed from our free flight colleagues;. Have you ever been to the MAAA Nats and joined the crowd watching the Free Flight Scramble event? Our Electric Scramble was modelled on that!

We run the Electric Scramble for 45 minutes, typically late one afternoon at the NEFR. All the contestants spread out around the field. The CD (Mal Pring usually) sounds a horn to start the 45 minute window. Competitors launch their model and fly for as close to 2 minutes as possible. They score one point per second flown up to 2 minutes, but if they go over only 2 minutes count (maximum 120 points).

The idea is to spend as much time in the air as possible in the 45 minute window. When you land (and you must land), you have to pick up the model and return to your launch point (if you have Landed away from yourself). Battery changes are also to be avoided as you lose too much time.

So, you plan to fly 1:58 or 1:59 and land close to yourself. The scores are cumulative, so all the points are added up in the end.

Rob Watson flew a Radian and you can see that, out of a possible 2,700 seconds in the air, Rob spent 2,639 seconds flying. He only lost 61 seconds in the 45 minutes for at least 23 flights!

It is all pretty close - Phil Stephenson only lost 148 seconds and I lost 229 seconds or nearly 4 minutes. I flew a Radian as well and launched with a short motor run to stooge around and complete two circuits, landing as close to the time as possible. I used a 2200-3S battery, but had over half left at the end of the 45 minutes, so I could have achieved the task with the standard 1300-3S pack! Come to the next NEFR and give this fun event a go - just for fun!



AEFA Rally Cootamundra 2021 Scramble results

Place	Name	Score (in seconds)	Number of flights
1st	Rob Watson	2639	24
2nd	Phil Stephenson	2552	22
3rd	Peter Pine	2471	22
4th	Trevor Smith	2334	21
5th	Ladislav Safarik	2067	19
6th	Rob Budniak	347	3

More NEFR Details

Prize donated by Ladislav Safarik - an Eli E-RES kit - selected by draw from a hat of all competitors at the NEFR - and it continued to be Mel Gillott's weekend with his name coming out of the hat!

Sale of Paul Gibson's Gear

The remainder of the gear bequeathed to the AEFA by Paul Gibson was put on display and competitors helped themselves and made a donation in to a box - some really good items - the contents of the box were destined to be sent to Gerry Carter for his work with Gliderscore, the scoring program that we all use.

\$500 was collected and the last few items were donated to the Coota club. Thank you to donors, and thank you Gerry for developing and maintaining the Gliderscore program.



Mark your diary for the 2022 NEFR

Come and have a fun weekend flying electric aircraft

Great camaraderie and good fun! 15-18 April 2022.

There are four rules (drafted by Laurie Baldwin):

1. You must have fun and enjoy the rally
2. You must be insured
3. You must fly safely
4. Event rules will be modified to comply with Rule 1.

The 2021 NEFR was Keith McNeil's first National Rally - he enjoyed the event thoroughly and took home a bottle of wine having placed in foamy pusher pylon!

See proud Keith right.



KA8b by Claus Grimm

Claus, who hails from Jimboomba on the south side of Brisbane, loves his big models. Images here show the first flight of his 6.5m wingspan KA8b:

Maximum take off weight is 16 Kg,
Motor: Hacker 60-16 Long Shaft, CF folding Prop.
2x 6S6500 LiPo Batteries, developing 2700 Watts

Home-made, drop-off dolly - seems to work fine
Image of model landing on the next page.

For a video of the first flight, see here:

https://www.youtube.com/watch?v=Qj8J0p_





Electric Power System Safety by President Robert Budniak

I just finished reading the latest Wingspan from MAAA, and one thing that struck was the number of electric powered incidents. The cause is propeller strike.

Unlike our fuel powered cousins, an electric power system is armed and dangerous from the time the battery is connected. Yet, with modern programmable radios, it is pretty simple to add a level or two of safety. I use several features that I will share in this article.

First, I set up my transmitter to alert me when the throttle (either switch, stick or slider) is at the home position. My radio will not transmit until I either set the control to the home position, or I cancel the alert. If I am using multiple switching, then I set the transmitter to alert that ALL the throttle control actuators are at the home position.

Secondly, I have set up a momentary switch that needs to be held on for 1 second. In conjunction with the momentary switch, I have to pull the elevator stick all the way down at the same time.

Having two simultaneous actions ensures that it is impossible to accidentally arm the motor. It is just not possible to snag clothing to perform these simultaneous actions. You may use the momentary switch for other functions, but modern radios are so programmable that the switch can be used for multiple functions.

Once the motor is armed, my transmitter is programmed to sound a satisfying engine starting sound, and then continues to emit a beep every 10 seconds, just to remind me that the motor is armed.

But I'm not there yet. I then have a two position switch programmed such that I have to turn it on to enable the

throttle. I'm able to stop or start the motor just by moving this switch. I have to do a final "motor on" before the throttle control works.

Does that sound complicated? Possibly, but read this a few times and you'll get the hang of it. And I have ALL my planes set up the same way. The code is easy to copy from one plane to the next. Since every plane is set up the same way it becomes second nature to operate the sequence. I can with some degree of confidence plug my batteries in and know that, until I have carried out the actions above, my motor will not start.

And finally, I have the momentary switch programmed, such that if I hold the momentary switch for 2.4 seconds, it disarms the motor. The only way to rearm the motor is to start the sequence again.

Having seen what propellers can do to hands, arms, legs and bodies, I think this little inconvenience is worthwhile. How inconvenient is it to be without a finger? I urge everyone to take the time, explore your radio programming, and implement a protocol that suits you to stop any inadvertent operation of the motor.

Balsa Shortage

We are experiencing a strong balsa wood shortage world wide ... mainly because our beloved balsa wood is now the main material used for the eco wind mills props ... so whenever and whatever you can put your hands on a piece of balsa don't let it go and take it home!

<https://www.2ea.co.uk/The-Wood-Behind-the-Wind.html>

You can see from the article that balsa prices have tripled, and the shortage has caused some companies producing timber kits to suspend production and/or increase prices. The good news is that Aero-naut have begun production again and prices have not changed as yet!

But I would still hang on to your balsa supplies, and watch the prices to see when and if they normalise.

F5J World Championships Postponed

It was planned to have the F5J World Champs in 2022, but the latest information indicates that they **have been postponed until 2023!** This information has been shared world wide, even though details are not yet published on the FAI or CIAM web site. The original advice came from Steve Neu, but has been backed up by other sources.

This means that the team selection trial, planned for the Australian F5J Trophy event to be held in Cootamundra early November, **will no longer take place.**

The F5J Trophy event is still being planned, but it is not a team selection trial!

LSF Tournament Jerilderie Postponed

Fellow RC Soaring enthusiasts

It is with regret that the LSF Committee has decided to postpone the Jerilderie event scheduled for June 12/13/14 to July 24/25/26.

Victoria is in an extended lockdown until at least 10th June 2021, and perhaps longer. Even if the lockdown ends on that date the borders of Victoria with New South Wales, South Australia and Tasmania are likely to remain closed for some time after that.

With Jerilderie due to start on 12th June 2021 and the uncertainty about border closures at that time there is no guarantee that the Victorian and Tasmanian pilots will be able to attend, and SA and WA pilots may be forced to travel hundreds of km further to avoid Victoria.

The Murrumbidgee Council has confirmed that the racecourse is available to us on the last weekend in July (24 – 26) so we have decided to move the event to those dates. We recognise that it is not a long weekend, but we hope that you will be able to make arrangements to attend.

Entry fees already paid will be carried over to the new dates.

However, any pilot who seeks a refund should email bank details to Gerry Carter (gerry.carter@hotmail.com) and a full refund will be made promptly. We will extend the closing date for the re-scheduled event to Friday July 16 in the hope of getting more entries.

We had hoped that the Covid related issues of 2020 were behind us, but we will bounce back from this setback and have a great event late in July. 42 entries (and counting) will make for a really good event

LSF Australia Committee

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Are you interested in a stand-alone Electric Old Timer event?

The AEFA committee would like to promote EOT, just like it has promoted F5J!

If you have an electric powered old timer model and would like to fly it in association with other enthusiasts

Location decided by interest - Send an e-mail to any of the executive

But in particular to Phil Stevenson

philstevo2003@yahoo.com.au

2021 Glider/F5J/E-RES Events Calendar

Produced by the AEFA to promote F5J, E-RES & Gliding

No.6/5-6-21

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

Date		Flying Events	Notes
June			
12-13 June		QLD E-RES Round 3	Kingaroy, QLD (TBC)
20-Jun	SSL Event	Scale Aero-tow	Milang
27-Jun	Annual event	Picton Cup Round 1 F5J	Picton
27-Jun	SSL Event	Radian-2m RES-2m F5J Triathlon + E-RES	Milang
27-Jun	RCGA event	F5J Glider	Ballarat

July			
4-Jul	SSL Event	Scale Glider TBC	Milang
7-14 July	West Wyalong National Championships	Includes F5J (10-12th) and E-RES events (13-14th)	West Wyalong
24-25 July		QLD F5J Series Round 3	Monto, QLD
24-26 July	Postponed Event	LSF Tournament F3Jl Glider - including F5J & E-RES	Jerilderie

August			
21-22 August		QLD E-RES Round 4	Maryborough (TBC)
22-Aug		HSL Winter Club Competition	HSL Maddens Plains

September			
3-19 Sept		Manilla Slope Fest	
11-12 Sept		QLD F5J Series Round 4	Dalby, QLD (TBC)
25-26 Sept	State Flying Field	Millennium Cup	Cootamundra

October			
17-Oct		Millennium Cup Round	Maddens Plains
24-Oct		QLD E-RES Round5	Munbilla, QLD

November			
5-7 Nov	AEFA F5J Perpetual Trophy	F5J Annual Tournament	Cootamundra
14-Nov		Millennium Cup	Shoalhaven (Nowra)
20-21 Nov		QLD F5J Series Round 5	Munbilla, QLD
28-Nov	HSL Event	HSL Spring Club Competition	Maddens Plains

December			
5-Dec	Annual Event	Picton Cup Round 2 F5J	Picton

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Electric Glider & EOT Postal Competitions

There are electric glider and EOT postal events each month. Mel Gillott is managing glider results in 2020. Phil Stevenson now manages the EOT tasks (see e-mails below). You can practice these events at your own field in your own time, and e-mail the results to Mel & Phil. Each month they tabulate the results and send them back to you. It is a great way to practice flying these events; you go out flying with a purpose instead of just hacking around the sky! You can even time yourself, and you can repeat the tasks as many times as you want and send in a good score when you get one. The rules can be found on the AEFA web site (active link below) - look them up and join in the fun!

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

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

Web site - www.aefanet.com