

# *Electric & Glider* **FLIGHT** *Australia*



Editon Number 4

August 2016



Winners at Picton Cup Round 1 at Appin - biggest F5J event yet - report in this edition

## Editorial by Peter Pine

Well here we are at version 4 of this EGFA E-magazine! It has been well received amongst electric fliers.

This edition features much about the booming F5J program around the country, including information on the new Australian F5J Trophy event to be run near Canberra on the last weekend of October - see the flier and other information on pages 15-18.

Also included is the revised F5J and Glider calendar for the rest of this year, and now including the Sailplane Expo to be conducted in January 2017 in Armidale. Please note - I am now starting to compile the 2017 calendar, so if you plan to repeat any events, or are planning any new events, please let me know so they can be included. The idea is to use the calendar to make sure we do not plan events that clash with other glider or electric events.

Now to the Electric Old Timer scene - it was good that an event came off at Nowra this time around (see report p.3). But we need more input from EOT fliers - please send in information on your projects and events.

Thanks for those who contributed articles on other topics, in particular Mel Gillott, Dave Harper and Gordon Scamp. Please send any information worthy of reporting and support this E-magazine to keep it going - send to:

[ppine@northnet.com.au](mailto:ppine@northnet.com.au)



## President's Message by Terry Scolari

F5J.... Join the  
Revolution

F5J, I must admit I hadn't  
heard of it 5 years ago.

My upbringing was around Thermal Gliding which meant Bungies, Bike Winches and Electric Winches.

I remember flying on the open fields of Monash in Canberra back in the late 1980's with the likes of Len Williamson, Ray Murray and others with models such as the Big Birdie, Windrifter II, Broлга's and the only people I knew of flying electric were those crazy guys flying 7 Cell Electric with lead sleds full of heavy NiCad batteries. I now can't remember the last time I flew a non electric Thermal Glider.

I have 2 winches and about 2 bungies down in the garage that I'm guessing I'd be lucky to get any money for if I tried to sell them.

The wave of F5J is growing month on month around Australia. By the time you set a winch out and pack it up you've already had 4 or 5 electric flights practising F5J, or just having fun. As they say if you can't beat them, join them.... I'm sure that applies to a lot of traditional thermal flyers at present.



I believe we have 10 F5J events scheduled between now and the end of year which includes the Inaugural Australian F5J Trophy Event taking place at the NAAS field in Canberra later in the year.

With a limited class being promoted where possible, most gliders under 2.5 mtrs are competitive, especially the standard 2m Radian. I'm sure there will be a couple of the larger Radian XLs that have now been released which will have their wingspan reduced by 10cm to make it qualify for the limited class... I still think the 2m Radian is hard to beat in favourable weather conditions.

Electric Old Timer is also growing Australia wide and at present are undergoing a rule review to incorporate the latest advances in technology. The AEFA has been asked to contribute to this process and will be seeking member feedback on possible changes.

If there is a club out there that wants assistance with the running of an F5J event, just get in contact with any of the AEFA committee and we will be only too happy to assist with the running of the event and sourcing the equipment needed.

Until next time happy thermal hunting.

**See the last page for contact details for all of the AEFA Executive - let us have your feedback!**



## Nowra EOT/F5J Weekend

by Phil Stevenson and Mel Gillott

### Electric Old Timer, Saturday 30 April 2016

Despite forecast rain, the day proved dry and calm. But wet fields meant that lift was rare. The program was casual with morning tea and lunch breaks, and still finishing in plenty of time for more model chat.

The forecast, plus the fact that EOT is still a fledgling event kept entries down but there was still enough for a fun and interesting event.

It was good to see long time old timer and control line modeller (mostly non-electric), Geoff Potter, join us with his beautiful Lanzo Bomber; very competitive. His equally immaculate Playboy will be just as competitive in Duration when he gets his ESC and battery settings matched and stops cooking things.

Mel Gillott won Texaco (battery capacity limited by model weight) with his big, 96 inch and floaty Lanzo Record Breaker which liked the calm conditions.

Only incidents were Rob Watson taking off half his tail plane on the electric fence, and Phil Stevenson having an out landing with lack of control, found to subsequently be due to the Tx aerial being loose. Phil had better luck in the HL and During flyoffs finding elusive lift at the right

time to win Duration (25 seconds motor run) and Height Limited which uses an on-board altimeter to cut the motor at 200m.

### F5j Electric Glider, Sunday 1 May

Unfortunately the forecast was correct for Sunday with winds around 10m/sec preventing any competition flying. Despite this, 12 competitors turned up and there would have been considerably more given a better forecast. This was the third attempt to run this event at Fletchers Lane without any success. Nevertheless, we will try again at some later date and have devious plans to thwart mother nature next time. Stay tuned!



Rob Watson on the stopwatch as Phil Stevenson launches his Zoot Suit in Nostalgia EOT at NEFR



Stardust Special descending after a winning flight



EOT model on finals - photos this page from Charles Powell at the NEFR in Canberra

## Victorian F5J State Championships

We were fortunate to have a day on 15 May of flyable weather in Melbourne after continuous strong winds and some rain for what seemed like weeks.

Ten pilots made the trip to Diggers Rest and we flew for as long as the weather remained reasonable. That gave us five rounds with the last flight group dealing with increasing wind strength.

The flight scores tell the story. Some brave attempts at a low launch altitude with only one managing to fly out the working time. Lots and lots of outlandings with zero landing points. The occasional zero score for landing more than 75 metres from the designated landing spot. Some pilots, for various reasons, did not fly all of the rounds and that reflects in their scores.

But overall, it was great to get out flying again and I believe that everybody thoroughly enjoyed themselves. I certainly did!

Here are the top placings:

First place and State Champion - Wrenford Brown

Second place - Russell Wiltshire

Third place - Dave Milward

## Support F5J on Facebook

Recently started - "F5J Australia" Facebook page:  
For sharing information about events, models and happenings.

Join the Facebook page and keep in touch with F5J.  
Share your own information - local events, set-ups in your aircraft, F5J techniques that work!





## 2016 LSF Tournament

The League of Silent Flight runs an annual glider tournament held in the dead of winter at the Jerilderie race course. Ned Kelly does not attend, but thermal soaring pilots assemble from all over Australia and also some from New Zealand. In 2016, sixty two pilots competed in Open Thermal, which is the main event.

The Open Thermal event is called F3J on the LSF web site, but is flown with winch launch rather than hand-tow. It was won by that young NSW flier who started his career at the Sailplane Expo, Carl Strautins. Second place was Ken Botherway from NZ, and third was that champion flier, Joe Wurts, also from NZ. The event stretched to 13 rounds over three days and was capably scored by Kevin Smeaton from Brisbane. Thirteen rounds with 62 fliers is quite an achievement and requires determined management! Flying in teams helps achieve this feat.

DLG (Discus Launch Glider) is also held in the breaks and was won by Jamie Cannon from Australia, with Peter Williams and Joe Wurts from NZ second and third.

On the practice day, the Friday of the June long weekend, F5J was held for the first time. 30 pilots took part in F5J and enjoyed it. The experiment was so successful it is bound to be repeated. The New Zealanders dominated the event with Joe Wurts first, Kevin Botherway second and Dave Griffen third.

The LSF executive is elected at the annual tournament, and this year there was a change from Queensland management to South Australian management. Previously Brian Ford was President, Kevin Smeaton Secretary and David Spain Treasurer. Now there is a South Australian executive and Mike O'Reilly has taken over as President. We wish the new executive success as they manage thermal flying interests in Australia.



*Happy group of thermal fliers at an LSF Tournament*



*John Tonks, highest placed Aussie in the LSF Trial F5J event 2016*





## Picton Cup Rnd 1 2016 - F5J

The first round of the Picton Cup was held at the Appin club field on 3 July this year - close to the winter solstice as decreed by the event founder, Richard Solomon. 32 fliers turned up for the event making this the biggest F5J event yet held in Australia, and a testament to the growing popularity of this electric glider thermal event.

Fliers came from Canberra, Sydney, the south coast, Newcastle and the north coast of NSW - see photo of the group of fliers above. Numbers were swollen by a new contingent from the Pitt Town club - a group of competent fliers with quality F5J machines, evidenced by Mark Locock taking out third place in Open with his Kappa. First place

in Open went to Don Farrar from Wollongong flying a Pulsar 3.6 PRO, and second went to Phil Stevenson flying another Kappa - see image of winners on the cover.

The Limited F5J class (2.5m wingspan and less) was well subscribed at Appin - 15 fliers flew limited models in all heats, virtually half the field. Ken Woodward from HSL won Limited F5J flying a home-built balsa model - no need for high tech. models to do well! And he came 8th overall - a great showing, Ken.

Second was Brett Solanov flying a new design (9th overall), and third was Klaus Metzger (11th overall) flying a brand new, fully-moulded Scorpion (2.3m and little brother to the Stork). There is a gap in the calendar for F5J events

around Sydney following Appin, and the next event scheduled is at Maddens Plains (home of the Sydney Heathcote Soaring League club) on 18 September. On the same day I will be running an F5J event at Bundaberg to kick start F5J in Queensland.

In the meantime, South Aussies have F5J scheduled for 21 August and 9 October. Victoria has completed their 6-month schedule of events and has now planned events for the next 12 months (up to the middle of 2017).

Don't miss the F5J Trophy event scheduled for Canberra in October - a major two-day, perpetual trophy event. It will be big - with prizes for all contestants, and major prizes for the winners!





Paul Gibson launches his Stork (left) and makes a spot landing (right). Three Storks took part in the Appin F5J event. Half the field flew with large hi-tech gliders.



A collage of photos from the Appin F5J with thanks to photographer Vernon Rodrigues



(Above) Trevor Smith launches his 3.2m Pulsar. (Left) Brett Solanov prepares for another flight watched by Owen.



(Above) David Leitch makes a spot landing with his Egida by Muller



## Grosswing Project

Dave Harper and Gordon Scamp from Brisbane have combined on an interesting project. Each is building an unusual glider design called the Grosswing, a tailless glider designed by Richard Gross. The model spans 2337mm and was originally designed for .35-.45 glow power. The tip of each swept back wing has an elevon attached that acts as both elevator and aileron.

Dave bought the plan from AMI some years ago, and Gordon organised to get the plan digitised and the parts laser cut. Alterations made to the original design are: reduced the dihedral from 10 deg to 2.5deg (wow - that's some change! Ed.), and lengthened the tail boom by two inches to compensate, as the CLA will probably be marginal. 3/16" piano wire in brass tubes is being used for the wing joiners, as the specified Graupner joiners are no longer available. This entailed some careful working out of the tube positions, so Dave made up a jig to help keep things square and true.

Dave covered the fuselage with Sig Coverall and clear dope, which toughened up the 1/8" planking very well. The rudder servo is mounted in the tail boom, and the fin has been built as a flat panel



*Nose frame starts to take shape on the Grosswing*

rather than the complicated rib and capstrip method shown on the plan. The wings are being covered with Profilm, white with blue tips and the fuselage will be left natural. Dave is using is a Scorpion 3014-1220 with a Hifei 60A ESC, and a 3000-3S LiPo battery. The prop is a 10x7 folder.

Gordon is using an MVVS 4.6/1120 SPORT motor with a three-bladed, folding 10x8" propeller and a similar 60A ESC.

As the 'cockpit' did not need to be accessed, it has been built up solid, and the landing wheel and tailskid deleted. This simplified the fuselage construction and the model will take off from the ground by sliding on its belly, at least for the test flights.

The top hatch is the full length of the top of the fuselage, giving plenty of space to access the battery etc. It was



*Nose planked with top hatch removed*

built up from laminations of 1/2" balsa on a ply base.

Other than that, its built as per plan! Dave is still puzzled why the model had so much dihedral – 10 degrees is excessive even for a straight wing model, but Dave believes that with swept wings there need be no dihedral at all. The original design was for a free flight model, so generous dihedral was probably the standard of the day

This is a completely timber construction project; the series of construction photos illustrate the work that has gone in to the project. The finished model, which is essentially an electric glider, has weighed in at 1.7kg for Dave. We wish both Dave and Gordon well with their unusual project - flight report soon!

**But wait - it has since come in - see page 12!  
Also, a range of images on following pages.**





**Left:** Gordon shows two nose pods constructed.  
**Above:** The original Grosswing design.  
**Right:** One wing being matched to the fuselage.  
**Below:** Bare frame complete by Dave Harper.







**Left:**  
Dave Harper's strategy for balancing his flying wing - glue a bar at the specified balance point and adjust weights to achieve balance.

**Left Below:**  
The finished Grosswing ready for a test flight. Well done Dave! We look forward to a report.



**Top Right:**  
Peter Budd from Murwillumbah in the news again - an electric conversion of a Black Magic - a Vic Smeed design from years ago. MVVS 2.5/1350 motor, 40A ESC, 1300-3S LiPo.

**Right Below:**  
Finished model flies well, but lacks rudder authority.





## Stop Press! Grosswing flight report

*During production of this E-magazine, a report came through from Dave Harper about the first flight of the Grosswing - some good hints and warnings here:*

Grosswing flies! The first flight was really hairy – even though I'd set the CG just in front of the plan position, it was clearly badly tail heavy! I also found that it needed very little power to stay up – anything like full throttle sent it zooming up. After careering around the sky for a while until I got a handle on it, I was able to land it in one piece...I moved the battery forward one bay and reduced the reflex on the elevons – the next flight was better, but still clearly tail heavy. So I removed half of the 100 grams of lead from the tail, increased the elevons' throw as they seemed ineffective – the rudder was much more effective. The third flight was great – she took off from the ground and flew under perfect control – she is slow and stately, and floats forever on the glide – should be a good thermaller! The CG ended up a good inch in front of the marked position – we're going to use Gordon's balancing rig to find the exact position, and then see if I can move the battery back and remove the rest of the lead...that first flight sure was a heart stopper! At least we'll be better able to set Gordon's model up...

*And here is Gordon's model pictured to the right!*



*Gordon Scamp is running a little behind Dave in building his Grosswing, but has the advantage of Dave working out all the wrinkles! Above is Gordon's Grosswing in bare bones form.*

**Send information and photos of your latest electric or glider project to be featured in this E-magazine - let us all benefit from information sharing!**

## Electrics in Control Line

By Mel Gillott

You know Control Line don't you? "I flew them round and round on strings when I was a kid" is the usual response – even from some modellers.

Well, control line is still going well and the FAI World CL Championships was recently held at the WA Model Aircraft State Centre, Whiteman Park near Perth. It was the first time these championships had been held in the southern hemisphere and it was a big success attracting about 250 competitors from 32 countries.

We saw speed models doing 304kph, team racers flying three-up at over 200kph with three second pit stops and amazing skill responses from the combat flyers. And no-one flies on string anymore – it's all fly by wire.

Then there are the aerobatic models. A less frenetic sport, where about half the aircraft are now electric powered. In fact the previous two CL World Champs were won by electric powered stunt models.

It's not difficult to see the attraction of electrics in stunt. Like their RC aerobatic counterparts, who have also turned to electrics, the models seem smoother, more constant speed and with plenty of torque for those vertical and square manoeuvres. We interviewed Joe Parisi who came in the top 15 fly-off at Perth. The first time an Australian has made a WC stunt (FAI category F2B) fly-off since Brian Eather (recently inducted into MAAA Hall Of Fame) in 1984. Like the two other Ozzie WC competitors, Murray Howell (16th) and Russell Bond (29th out of 51), Joe was using electrics. He's had four years of experience in electrics and twelve years flying F2B. His aerobatic model is an own design called Reacta, 1525mm span, foam cored wing and weighs 1760g RTF. The model flies on 20.7m long and 0.018 in diameter lines (65.5 ft x 0.45mm), at 5.25seconds per lap or 90km/hr.

For those who like mechanisms many F2B models are fitted with a Rabe Rudder. The elevator linkage is connected to the hinged rudder in such a way that more right rudder (outwards) kicks in with down elevator. The purpose is to counteract



**Above:** Joe Parisi's electric stunt model - Plettenberg power - next page.  
**Below:** Russell Bond from SA also flies electric, Plettenberg power.





the props gyroscopic precession effect which gives nose-in and less line tension with down elevator, developed by US modeller Al Rabe in the 70's.

There is no voltage going down the thin stainless steel control wires. The motor is powered by an on-board battery and speed controller just like the RC counterparts. In Joe's case he used a Plettenberg Orbit 20/16 720kv outrunner driving a 12 x 5 inch 3-blade carbon fibre prop at about 9800 rpm. Joe has recently changed from a MVVS shrouded outrunner which was fine but he likes the precision (and expensive) engineering of the Plettenberg.

Battery is a 2700mAh 6S 25C, so no secrets there, but it's the ESC and "active timer" that are interesting. Remember, once the model is let go there can be no more human intervention. The previous two F2B World Champs were won by Igor Burger of Slovakia using electrics. He was second this time, beaten by less than 0.1% by Orestes Hernandez of USA. Igor has developed an active timer controller for F2B that connects to a Jeti Spin 66. He has included an accelerometer or G-sensor which automatically adjusts the motor rpm depending on attitude. Compared to level flight, typically the motor will speed up about 500rpm when climbing and slow-down, or brake 500rpm when diving. This gives a more constant speed model – something the judges like! The active timer can be adjusted to start the motor after a delay, then cut the motor after a pre-determined time at the end of the aerobatic

schedule. The timer and rpm change are both adjustable using the Jeti programmer unit. In practice the flyer will manually start the timer, walk to centre of circle and pick-up the handle/lines then the motor will start. All very professional and certainly beats flicking and oily hands!

Mmmm. Who's thinking how we can adapt this ESC setup for an RC event? Maybe Pattern or Scale? You can check it out at [www.maxbee.net](http://www.maxbee.net). Cost is about \$450.

There are some other little tricks used by F2B competitors to get the most from their electric powered models.

Without the shock pulses of an IC engine the propeller can be made lighter. Joe uses a 3-bladed carbon prop (only 16 grams), by Igor, which is actually hollow saving about 50% weight compared to a solid prop. The advantages of a lighter prop include less gyroscopic effect, which can make the aircraft yaw, and this can effect square manoeuvres and inverted flight. Reverse rotation props are sometimes used for a similar reason.

I was watching the stunt flyers perform their schedules in calm conditions and noticed what appeared to be turbulence affecting the model in some manoeuvres. Long time stunt competitor, Reg Towell, explained that this was caused by flying through your own prop wash during consecutive manoeuvres and skilled flyers will step



*The power end of Joe Parisi's electric stunt model - Plettenberg Orbit outrunner.*

back or forwards to avoid this. These guys are serious!

One idiosyncrasy of electric CL flying is that without the vibration of an IC engine the two control lines are more prone to binding together. This is not good for precise control so the competitors are fastidious about cleaning their lines.

It is life affirming now and then to have an insight into other aspects of our sport. Therefore, I hope this little escape into control line has proven worthwhile and maybe even ignited a spark of enthusiasm to try CL. Yes, we senior flyers may get a bit dizzy initially, but it will wear off. Just remember to concentrate on the flying model and not the background. Control line is cheaper and you don't need great eyesight or hectares of real estate!

#### Some links:

[www.maxbee.net](http://www.maxbee.net)

[www.stunthanger.com](http://www.stunthanger.com)

[www.aeroproduct.net](http://www.aeroproduct.net)

[controlline.org.uk/phpBB2/portal.php](http://controlline.org.uk/phpBB2/portal.php)

[www.brodak.com](http://www.brodak.com)

[www.pampacl.org](http://www.pampacl.org)

**Right:** *World Champion in F2B Control Line Stunt, Orestes Hernandez from the USA.*

#### Thanks to Mel Gillott

for this article. Mel attended the C/L World Champs in WA and has shared his experience and enthusiasm. Many older fliers (like me) started before radio control became feasible, and cut our teeth on free flight and control line - so, we will be able to identify with Mel's report.

**Share your interest and experiences - send in articles on your experiences that you are willing to share. Support this E-magazine and it will grow and become an effective communication tool amongst Aussie fliers!**





# The Australian F5J Trophy



Establishing a perpetual F5J trophy in Australia. First event to be held at the NAAS field near Canberra  
Presented by the AEFA in conjunction with the NAAS Club

## Two days of flying 29-30 October 2016

### Two classes - Open F5J and Limited F5J



**Dave's Toys  
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**Open F5J  
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Continued next page .....

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# F5J Trophy Flier continued .....

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Alan Mayhew	<a href="http://varms.org.au">http://varms.org.au</a>
AEFA	<a href="http://www.aefanet.com">www.aefanet.com</a>

### Product types distributed to Participants:

Electric Motors	Fibreglass cloth
LiPo Batteries	Aliphatic Resin
Battery Checkers	Super glue
Glider kits	Epoxy Resin
Servos	Folding prop blades
Servo leads	Servo cable
Spinners	Speed Controllers

**Pre-registration required - Entries close 22 October - see the AEFA web site for a registration form:**

**[www.aefanet.com](http://www.aefanet.com)**

Prizes for placegetters - and a give-away of products by draw from the hat for all competitors - \$50 entry fee  
 Complimentary tour of Australian War Memorial storage facility for attendees Friday 28 - details on web site & in EGFA magazine  
 Data loggers available for loan - just bring your electric glider. Food available on the field.  
 Enjoy the great NAAS site - camping permitted \$15 per night - toilets and shower provided.

*Both perpetual trophies for the Australian F5J Trophy event are pictured to the right - they stand 300mm high and have our laser engraved logo etched on to clear acrylic - both worth winning! Photo by David Lucas.*



Ken Woodward won Limited F5J Appin timber model



Pulsar makes a great outline in the sky



Another F5J silhouette - NEFR images





### Australian F5J Trophy at NAAS

#### Big things in store Tour

October 28 th. 2016

Nestled within the industrial suburb of Mitchell is an enormous purpose-built warehouse. Within its walls are some of Australia's national treasures.

The Treloar Technology Centre is the Australian War Memorial's conservation facility and storage hub. Its doors are rarely opened to the public, but on Friday 28th. October @ 2:30pm Big things in store, will allow us inside to uncover its secrets, which include a vast array of aircraft, rockets, vehicles, tanks, artillery, and equipment used by – or against – Australians in war for over a century.

Big things in store is a unique opportunity to experience one of the world's greatest military collections, and a great way to start the weekend.

Entry is by donation, with proceeds going to support the work of the Australian War Memorial.

One of the storage buildings can be very cold. You should wear a jacket in the cooler months.

## Are you coming to the F5J Trophy event at NAAS?

Avail your self of a private tour of:

### Australian War Memorial Storage Facility

See aircraft and equipment never before displayed

Friday afternoon 28 October at 3:00pm

Entry by donation - bring warm clothes - see flier (left)



NAAS / National Electric Flyer's tour of the Australian War Memorial Treloar Storage facility.

Friday 28 October, 2.30-4.00 pm

The facility is a large beige colour-bond building on the corner of Vicars and Callan Streets, Mitchell, ACT. Free street parking is available outside the building.

#### Conditions of entry:

The Annex is both a functioning workshop and storage facility. To ensure both the safety of the visitor and that of the objects we ask that you comply with the following conditions:

- One of the storage buildings can be very cold. Visitors are advised to wear a jacket or sweater in the cooler months. Please also be aware that the tours are conducted on hard surfaces where you may be standing for extended periods. Seating and toilet facilities are very limited.
- Visitors must not move about the facilities unescorted. If a visitor needs to leave the tour group, please advise a member of staff,

continued next page.....

## Instructions for Australian War Memorial Storage facility tour continued .....

- Visitors should remain courteous to other members of the group and to the tour guide. Please stay within easy earshot of the tour guide and refrain from conversations whilst a tour guide is talking; and switch off your mobile phones.
- There are a number of sharp, dirty or fragile items on floor pallets, as well as a number of trip hazards. Visitors must therefore wear closed sensible, toe shoes. Visitors wearing thongs or sandals will not be permitted entry.
- Children under 16 must be accompanied at all time by guardians;
- Bags, overcoats, books etc may not be taken into the annex without the specific approval of the Curator in charge, and eating, drinking and smoking is forbidden within the facilities;
- Photography is welcomed, but please do not record film – many people find this highly intrusive and distracting.
- Visitors must not touch or place objects on any of the relics. Although the items were robustly designed for military conditions they are now museum pieces, preserved for the nation and must be treated appropriately. Touching deposits oily and acidic residues from the skin on historic surfaces, and can abrade the surface, cause corrosion, loss of paint, or deposition of soil;
- Please arrive for the scheduled time. It inconveniences other visitors if a tour is held up waiting for late arrivals.

## Support our sponsors!

Model dealers and private enthusiasts have agreed to provide prizes to give away to contestants at the F5J Trophy event. Everyone will have a pick from the collection of donated items. These people support our sport, so we ask you to support their businesses and buy from them:

Dave's Toys for Big Boys	<a href="http://www.hyperionaustralia.com.au">www.hyperionaustralia.com.au</a>	Phone: (03) 9887 0558	Mobile: (0415) 412 096	Melbourne based
Model Flight Adelaide	<a href="http://www.modelflight.com.au">www.modelflight.com.au</a>	Phone: (08) 8186 4250		Adelaide based
Monaro Hobbies	<a href="http://www.coltaylormodels.com.au">www.coltaylormodels.com.au</a>	Phone: (02) 6239 3623		Canberra based
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Albury RC Models	<a href="http://www.alburyrcmodels.com.au">www.alburyrcmodels.com.au</a>	Phone: (02) 6025 0497		Albury based
XC-RC	<a href="http://www.xc-rc.com.au">www.xc-rc.com.au</a>		Mobile: (0434) 026 592	Melbourne based
Sky Soaring Robots	<a href="http://www.skyrob.com">www.skyrob.com</a>		Mobile: (0410) 794 173	Newcastle based
Alan Mayhew	<a href="http://www.varms.org.au">www.varms.org.au</a>		Mobile: (0412) 994 213	Melbourne based
Stan Rucinski	<a href="http://www.naas.org.au">www.naas.org.au</a>		Mobile: (0409) 917 506	Canberra based



# Bundaberg Aero Sport Flyer's 17<sup>th</sup> and 18<sup>th</sup> September PRACTICE/POSTAL CHALLENGE 17<sup>th</sup> COMPETITION 18<sup>th</sup>



## Bundaberg F5j rally

*Electric Glider/Soaring Competition*

**<2.5mtr class and >2.5 - 4mtr open class**

*F5j is a great concept for electric gliders.*

*If you have any type of electric glider you can fly.*

*Friendly Environment, Come and try.*

*Height devices are available for loan on the day.*

*This F5J event is offered in conjunction with the AEFA*

Bundaberg Flier continued next page:

## Brisbane F5J Event

New F5J event added to the calendar

Calling Brisbane electric glider fliers, and those from southern Queensland and northern NSW

An F5J event has been scheduled for the Loganholme Club (LARCS) that has magnificent fields on the southern edge of Brisbane, with a regular height clearance of 1,000 feet.

Come and try F5J - data loggers available for loan - low key event guaranteed - club catering food  
- a joint event by the AEFA and LARCS

**Sunday 16 October**

register by 9:30am - flying commences 10:00am  
Event open to all members of the MAAA, AMAS, or the LARCS club.



Kappa in flight at NEFR - Charles Powell images

## Bundaberg F5J Flier continued:



More info at:-  
<http://www.aefanet.com/>  
<http://www.aefanet.com/f5j-information-and-rules>  
We are an MAAA and MAAQ affiliated field.  
Basic Canteen Available for Light Refreshments. \$20.00 entry fee.  
This is an inaugural event. If there is enough interest, we will have this event each year  
<https://www.facebook.com/#!/BundabergAeroSportFlyers>  
<http://bundabergaerosportsflyers.weebly.com/>



The beauty of a 4.0m F5J model silhouette above Stardust take-off in EOT at the NEFR below - Charles Powell photos



### Aus Heli RC

Aus Heli Rc are now authorised dealers for CopterX and JS Model.

We are supplying the heli's and all the parts to fit the JS Model TZ V2 90 Competition (700) heli, and the JS K-6 electric 600 size heli. The TZ V2 90 can be converted to gas power at a very reasonable cost.

We also stock the Spirit FBL controller. This FBL controller is the best of the FBL controller's.



Visit our website for all your kits, parts, electric motors, servo's, batteries and FBL Spirit controller's

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Email: [aushelirc@aapt.net.au](mailto:aushelirc@aapt.net.au)



## 2016 Glider/F5J Events Calendar - Version 16 - 13/08/16

Key - green for F5J events, red for NSW school holidays, HSL stands for Heathcote Soaring League

Date	Holidays NSW	Flying Events	Notes
21-Aug		2m & Open F5J	South Australia
28-Aug		HSL Club Comp	Maddens Plains
18-Sep		F5J Central Queensland	Bundaberg
18-Sep		HSL F5J Event	HSL, Maddens Plains Sydney
23-Sep	NSW Schools break up		
24-25 Sep		Millennium Cup	2-days Gloucester
24-25 Sep	Pierces Creek, LMFC	Glide-A-Fair Open Thermal	near Alstonville
25-Sep		Victorian F5J after F3K	Diggers Rest
1-2 October	No long weekend VIC	Mildura Thermal	Wentworth
8-9 October	Offered by MRSSA	F3J/F5J weekend	TARMAC, Toowoomba
9-Oct		2m & Open F5J	South Australia
10-Oct	NSW Schools return		
15-16 Oct	Contact Bill Hamilton	Swan Hill Electric Rally	Swan Hill
16-Oct		HSL Club Comp	Maddens Plains
16-Oct		LARCS F5J	Loganholme, Brisbane
23-Oct		Millennium Cup	Maddens Plains
29-30 October		F5J Annual Tournament	NAAS, Canberra
5-6 Nov		Susan River Soaring	MRSSA Club, QLD
13-Nov		Millennium Cup	Nowra
20-Nov		Victorian F5J after F3K	State Flying Field
20-Nov		Picton Cup	Appin
27-Nov		HSL Club comp	Maddens Plains
4-Dec		Ted Swan Cup	Goulburn

## 2017 Calendar

22-Jan		Victorian F5J	Diggers Rest
26-27 Jan	Sailplane Expo	Stand alone F5J 1.5 days	Armidale
27-29	Saiplane Expo	Thermal glider	Armidale

## Book the Date

## F5J Annual Tournament

This event is a 2-day F5J event at NAAS club field near Canberra scheduled for 29-30 October (great flying weather at that time of year) that is bound to become the major F5J event of the year. It will become an annual event with perpetual trophies for Open F5J and Limited F5J.

See who will become the F5J champions for Australia! It will be a national event that attracts the peak F5J fliers in Australia and results will be forwarded to the Slovakian leader board as our major event.

## Changes to the Calendar

An event has been slotted in for **Bundaberg on 18 September** - now confirmed - this an attempt to introduce an F5J event for central Queensland. Some Bundaberg fliers have already tried the event and are keen to introduce it to their friends. Book the date and let's make this a good introductory event.

The LARCS club at **Loganholme in south Brisbane** has a great field with 1,000 foot clearance. LARCS have moved away from the MAAA and taken their own insurance policy. Under the club policy, all fliers are insured, no matter what their affiliation. You can come and fly F5J no matter what your background - should be more of this open field policy! Come along and make this a good day on 16 October!

## Electric Glider & EOT Postal Competitions each month

There are electric glider and EOT postal events each month. Gary Andrews manages monthly results for Radian glider and F5J. Mike Colston 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 Gary & Mike. 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](http://www.aefanet.com)**