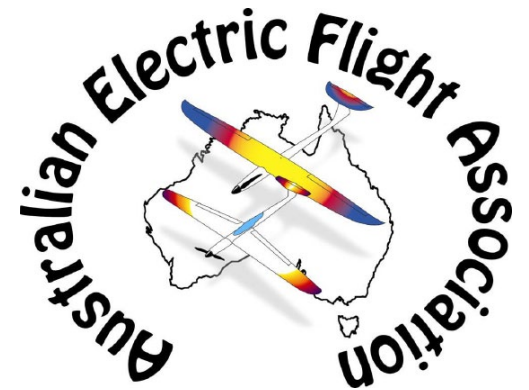


Electric & Glider **FLIGHT** *Australia*



Edition Number 8

May 2017



F5J Launch time at the NEFR - Ross Ginder (3rd place) launches an Xplorer, Don Farrar (Slovakian team member) launches a Pulsar - see p. 12

Editorial by Peter Pine

Here is No.8 at last. I have been dragging the chain this time because of F5J practice and starting up my pottery business to help fund a trip to Slovakia.



You will find a lot of F5J material in this edition, but that is the happening event! There is much going on in the F5J domain, from a proliferation of events, a ramping up of the serious events, and the commencement of plans to select an Australian team to compete at the first F5J World Championships in 2019. Watch for developments.

And now the 2017 NEFR, held at Easter near Canberra, is history. In this edition you will find information on the F5J event and the LEG event. Watch for the next edition when Radian, Foamy Pylon, Electric Scramble, and Scale will be reported - just not enough room for it all this time.

Many thanks to David Leitch, Jilles Smits, and Phil Stevenson for contributions this edition. Also, a big vote of thanks to Charles Powell for all the NEFR photos in this edition, and more next time. And welcome to new President, Trevor Smith.

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President's Message by Trevor Smith

Due to business commitments Terry Scolari has stepped down from his role as AEFA president and at the AEFA AGM held during NEFR 2017



I accepted the position of AEFA president. All other Committee Members retained their positions with Terry taking on the role as Committee Member representing Queensland.

We have just successfully completed another NEFR and the results will be in this magazine and the next. However events such as NEFR, the F5J Trophy and the raffle to support the Aussie F5J team in Slovakia don't just happen and as a participant in these events I'd like thank the AEFA committee, host clubs and prize sponsors for making these events a success. Thanks to the generous cash donations and your support in buying tickets, the raffle raised \$2,850 to support the Aussie F5J team. The event calendar is growing and it would be remiss of me if I didn't thank all those clubs who continue to take the time and effort to support our hobby by hosting events throughout the year.

Like many others I returned to model flying after retirement, in my case after a break of

28 years. While the technology has certainly changed from the JR Jeep 2 channel AM radio and Aeroflyte Capella I started with, what hasn't changed is the way flyers readily assist each other with everything from learning to fly, building tips, emergency repairs, spares, and of course finding that lost model. This social aspect is a big part of the hobby for me and I suspect for many others and participating in events and learning from others has certainly helped me up that steep learning curve. If you haven't participated in a competition I urge you to do so. I was a bit apprehensive in my first F5J comp with my 2m foamy but found everybody is treated as equal regardless of skill level or model type. Get in and give it a go, you won't be disappointed.

At the AGM I boldly stated 'there will be changes' perhaps more to settle the nerves than to suggest an immediate way forward. F5J is a runaway success and will only continue to grow. But are there other events you would like to see at NEFR (any chance of Bixler pylon races?), perhaps more postal comps, or more EOT events. Your suggestions and feed back is appreciated so please don't hesitate to contact an AEFA committee member.

Until next time...Trevor Smith

tdsmith82601@bigpond.com



Victorian F5J - February 2017

by Jim Houdalakis

rcga f5j No5 - Overall Results

[Diggers Rest 26/02/2017]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8
1	MAYHEW, Alan	6963.4	100.00	7789.2	1000.0	1000.0	1000.0	1000.0	963.4	825.8	1000.0	1000.0
2	PRATLEY, David	6559.0	94.19	7154.9	954.3	932.5	1000.0	672.2	1000.0	595.9	1000.0	1000.0
3	HOUDALAKIS, Jim	6370.2	91.48	6783.2	973.8	413.0	964.6	1000.0	602.2	1000.0	989.6	840.0
4	WILSON, Bob	6197.5	89.00	6446.4	988.7	1000.0	406.8	931.6	1000.0	1000.0	248.9	870.4
5	BUSEK, Zdnek	5054.1	72.58	5168.3	1000.0	114.2	935.2	530.5	661.7	981.3	641.9	303.5
6	WILTSHIRE, Russell	4034.4	57.94	4360.0	957.7	325.6	545.3	661.3	511.8	396.1	352.9	609.3
7	RIPP, Norm	0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

A beautiful, warm, and almost calm morning greeted us for our rescheduled f5j event at Digger's Rest in February; a stark contrast to the previous weekend's rain and hail. An easterly was forecast for the day, but first thing in the morning was blowing westerly. This was not an issue when you don't have to worry about winches!

We had 8 turn up for the day, however Graham Norman was still sorting out his electrified shadow, and Norm Ripp's new plane was damaged on a test fly, so that left 6. It was good to see Bob and Russell back and competing after each had been unable to attend the last few months.

The first few heats were easy enough with light lift helping most make their time. Then the prevailing wind switched to the forecast easterly, which made lift a bit patchy at times, especially at lower altitudes. As usual with f5j, as the day went on, the lift became stronger and pilots were taking lower launches. But there were still some heats with patchy lift, especially in the afternoon, to catch pilots out. I remember at least one heat, which caught all pilots out and 3 minute flights were the result, but the best flight still scored 1,000. Of course, that's the real trick, knowing when to take a high launch to find lift, having managed with low launches for a while.

Everyone enjoyed the day, and it looks like we will have some more participants soon; the more the merrier. Finally it was congratulations to Alan Mayhew 1st,
David Pratley 2nd,
Jim Houdalakis 3rd
Next one is in Milang, South Australia. See you there!

Sky Pilot - F5B report

David Leitch

“Sky pilot how high can you fly? You’ll never, never reach the sky.” Eric Burdon & the Animals

OK, so it’s a pretty average song with misunderstood lyrics (at the time by me), but it reached No. 1 in Australia in 1968 and the chorus has stuck around in my head ever since. The lyrics drifted to the top of my mind again after a fine Easter break leading into the Anzac day weekend up on the North Coast of NSW.

First it was the Bluesfest at Byron Bay, hanging out at world famous Watego’s Beach and a chance to get in the crush to hear *Santana* for 90 minutes up close, followed by the less crowded, but equally fun, 2nd annual North Coast F5B contest held just 1.5 km from my Mother-in-Law’s place at Alstonville.

For once it didn’t rain at Easter, at least not in the day, and the early Autumn temperature was divine; the water at “The Pass” and “Broken Head” still beautifully warm. The Easter weekend was enriched by reading Rusty Miller’s (USA Open 1965 surfing champ) photo essays of Byron Bay in 1970,



Some of the crew at Alstonville for F5B - David Leitch, Mike Beatty, Keith Flatt and Jerelle Beatty
Bill Hamilton in his custom BMW!



when apparently a horse was still to be seen in the main street. This was not the case by 1972 when I was first there for the Nimbin Aquarius festival. Rusty is still apparently teaching surf board riding at Byron.

Our peripatetic team set up the Alstonville course on Friday afternoon, Bill and Rose having driven Bill’s totally custom BMW M3 (with V10 5.8 rebuilt M5 motor) up from Melbourne, and Mike and Jerelle Beatty making the leisurely 2 day drive up from Merimbula on the South Coast.

The field itself was beautifully mown if narrow, but there was a tree at one end to keep an eye on and a fence right down the sloping course line. The local horses loved the excitement when the motor switch was hit.

On the Saturday we flew 5 rounds. Conditions were slow in a fair breeze with only Keith Flatt consistently able to do 46 legs or better and thermals surprisingly hard to find. I was doing 43, 44 and 40 legs, as usual disappointing relative to my optimistic expectations. Then horror of horrors I was using about 1950 –

2000 watt minutes a flight (1750 is the limit, over that is penalized 1 point per 3 watt minutes). I'd put this down to the longer (heavier) motor I'd just installed, but after flight 3 I realized I'd somehow switched my motor ramp off. Curses. The brilliant blue skies so common in Australia make the Avionics very hard to see at much higher than 250 meters; not uncommon to lose sight of the model for fully 50% of a circle in a thermal at height. So if you could find a thermal under cumulus cloud that was the go. Keith was well in front of Mike at the end of day 1.

On Sunday we flew a further 3 rounds in excellent conditions. Most of us stepped up our scores. Mike flew 48 legs, for only the first time since the last world champs, and I think the first time ever for him on Australia soil. Bill and I both managed 45 legs, a personal best for me and flight completed with no energy penalty (maybe the ramp does work). Bill, flying a system with well over 30 seconds motor run, was very accurate often getting the base B buzzer as the model had started the return leg. Keith's flying was as usual the highlight for the crowd. There is something about a model flying 160 kph, about 1 metre above the fence on leg 4 and within say 2 -3 metres of the Base A pylon that just grabs the attention. At one stage it was flying so

close to Base A that I accidentally pressed the base A buzzer too early in my excitement. Fortunately I could correct this after the flight. I'm not sure comments from my 2 year old grand daughter briefly visiting helped anyone's concentration on this flight. In the end Mike's improved performance on day 2 saw him once again nudge Keith into second spot (6907 vs 6890 points after 1 dropped round).

We finished at 12:10 pm, packed up by 12:35 and I made it back to Sydney by 10:30 pm, but it's a long, long drive down the yet to be completed Pacific highway. Highlight of the drive was an unexpectedly nice Chinese buffet at Taree for only \$21. Special thanks as always to Jerelle and Rose for Base B timing. Without their work the comps wouldn't be possible.

If nothing else Australian F5B competitions are held in outstanding locations. The comp prior to Alstonville in February was at Mansfield, Victoria, a fully fledged tourist destination in its own right and came complete with late afternoon, post competition, swim at Lake Eildon. That comp was won by Ken Ueyama from Japan, flying a Japanese designed and built "Flip Flop" complete with LED lights in the leading edge and Ken's personally handwound motor.

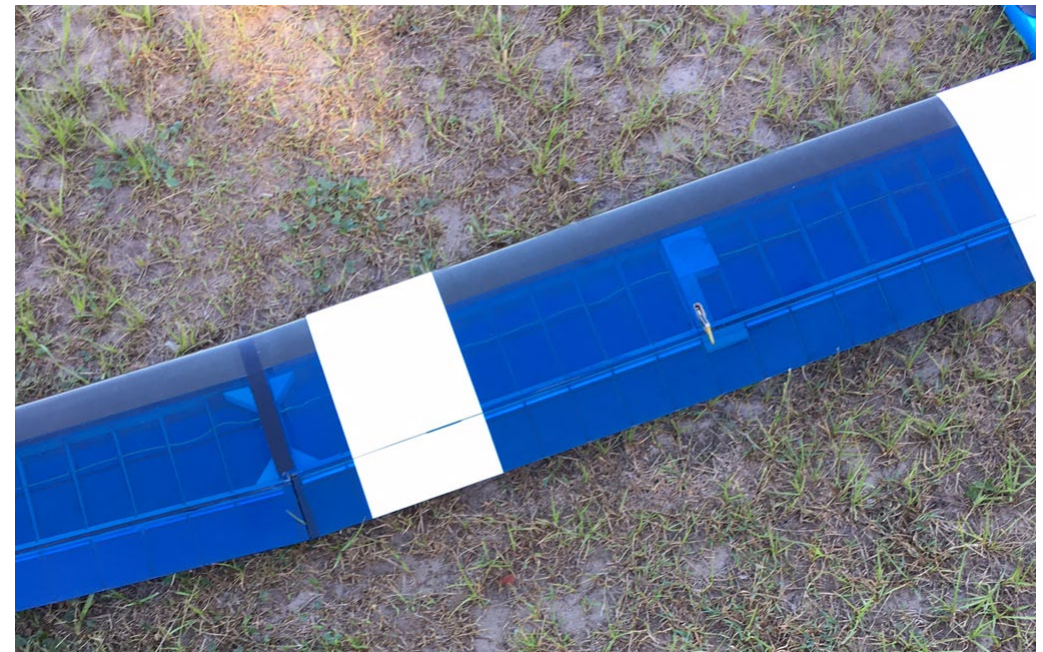
The next competition will possibly be held in June, and will likely be at Pambula/Merimbula on the beautiful and less crowded South Coast of NSW. Good value for the holiday alone and something to look forward to. If adrenelin rush flying attracts you, try F5B!

Breaking news:

F5J became an official FAI event January 2017!
No longer provisional - World Championships scheduled for 2019 near Trnava in Slovakia - now confirmed for Boleraz around 3rd weekend in August 2019

The F5J World Challenge is to be held at the same site in August this year. The AEFA is sending an Aussie team to this event.

It's never as bad as it seems a saga of a wing repair!



At the Sailplane Expo in Armidale in January, the Pulsar pictured here had a mid-air with Hutton Oddy's moulded model. The damage looked pretty bad with shattered ribs, a twisted aileron with aluminium spar distorted, and a couple of dings in the LE. Some onlookers predicted that new wing panels would be required. Well, it is never as bad as it first seems. A section was cut out of the twisted aluminium tube and a smaller diameter tube inserted inside the original to make a neat fit, secured with super glue. The shattered ribs were re-assembled like a jigsaw! The LE fracture was cut away and the big gap filled with soft balsa and sanded to shape. The wound was covered with kitchen contact - if you can't hide something, feature it! Now flying well again!

Scottish Aviation Pioneer drawings by Jilles Smits

The Pioneer was a STOL aircraft manufactured by Scottish Aviation in Scotland itself, and was used for casualty evacuation and communications. It could accommodate a pilot and up to four passengers

Jilles Smits, master draughtsman from Brisbane, was asked by a friend to draw up a model of the Pioneer. He drew plans for a semi scale sport model with electric motor power, in both STOL and normal version, and is prepared to make all the details available for anyone interested in this design for personal use only. The details include detailed drawings, a full parts list, and DFX files to send the parts drawings to a laser cutter. Bob Whippen from Wolfmodels quoted the short kit for \$95.00 plus postage

The Pioneer is a STOL plane, but two wing options have been drawn - one with the STOL equipment, and one without. The STOL wing has slats and flaps in a fixed open position.

For those who prefer manual cut parts, details can be supplied on request, because parts details are not shown on the drawings.

Any motor of around 600 Watt output can be used in this model, but the motor shown on the plans is an E-Flight 46.



Most People will not be able to open the DXF files, but they can be supplied and are ready to sent to any laser cutter supplier like Wolfmodels.

As mentioned, drawings are available for this model with clean wings, or with the STOL fittings. Only the STOL version is shown on the next few pages, but both are available.

Also, the fuselage Sheet 2 is not shown, and the lengthy parts list has not been shown. There are six plan sheets altogether, and all can be supplied so that you can make your own choice.

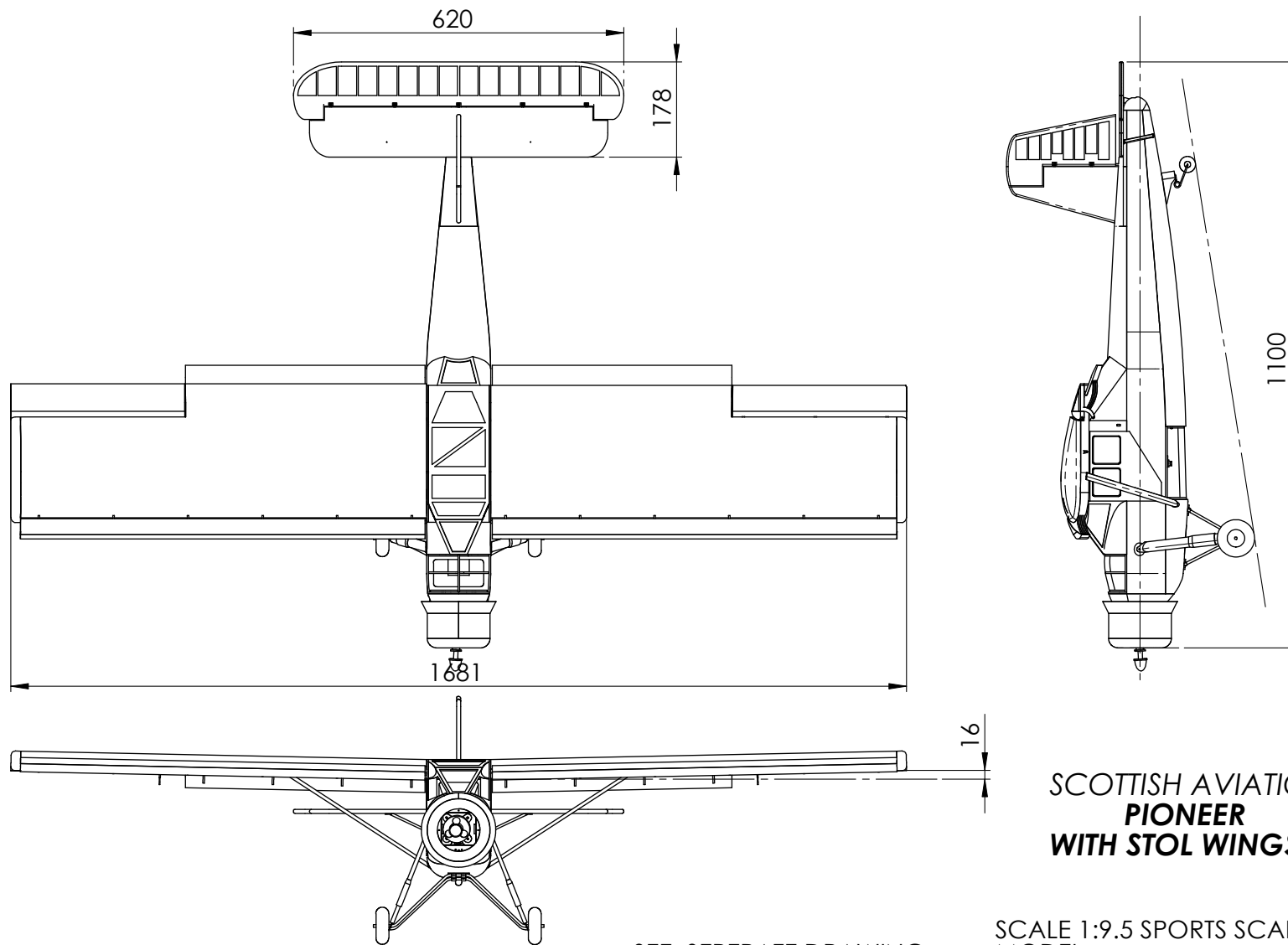
If you are interested in this design, contact Jilles Smits:
jillessmits@gmail.com

Or Peter Pine:
ppine@northnet.com.au

Jilles can also give advice on the model, and is planning to build one himself when he finishes the 1/3 scale ASW15 he has on the building board at the moment. Thank you Jilles for sharing.

Send your reports on the model if you build one!

Three View
STOL Version



**SCOTTISH AVIATION
PIONEER
WITH STOL WINGS**

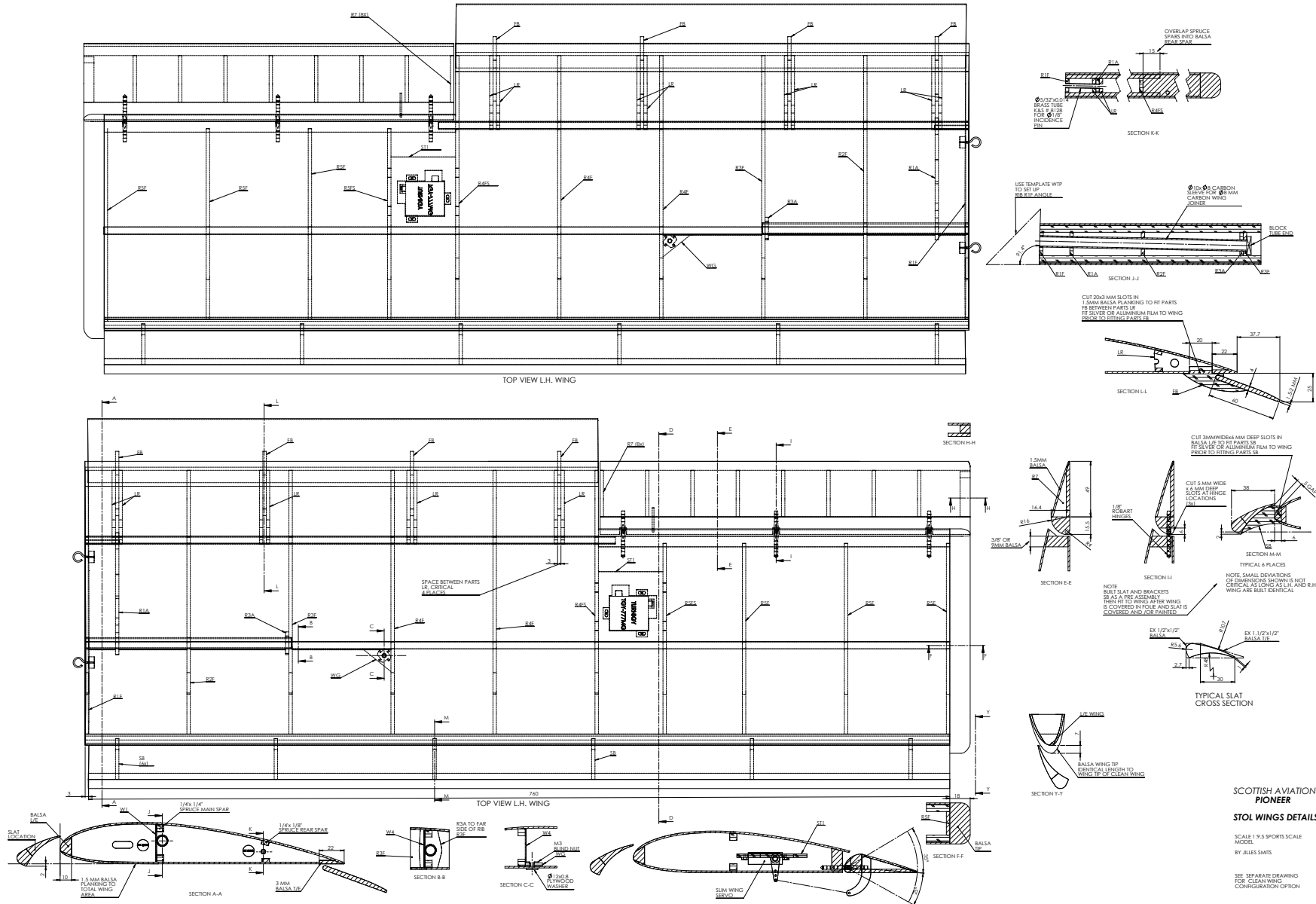
SEE SEPERATE DRAWING
FOR CLEAN WING
CONFIGURATION OPTION

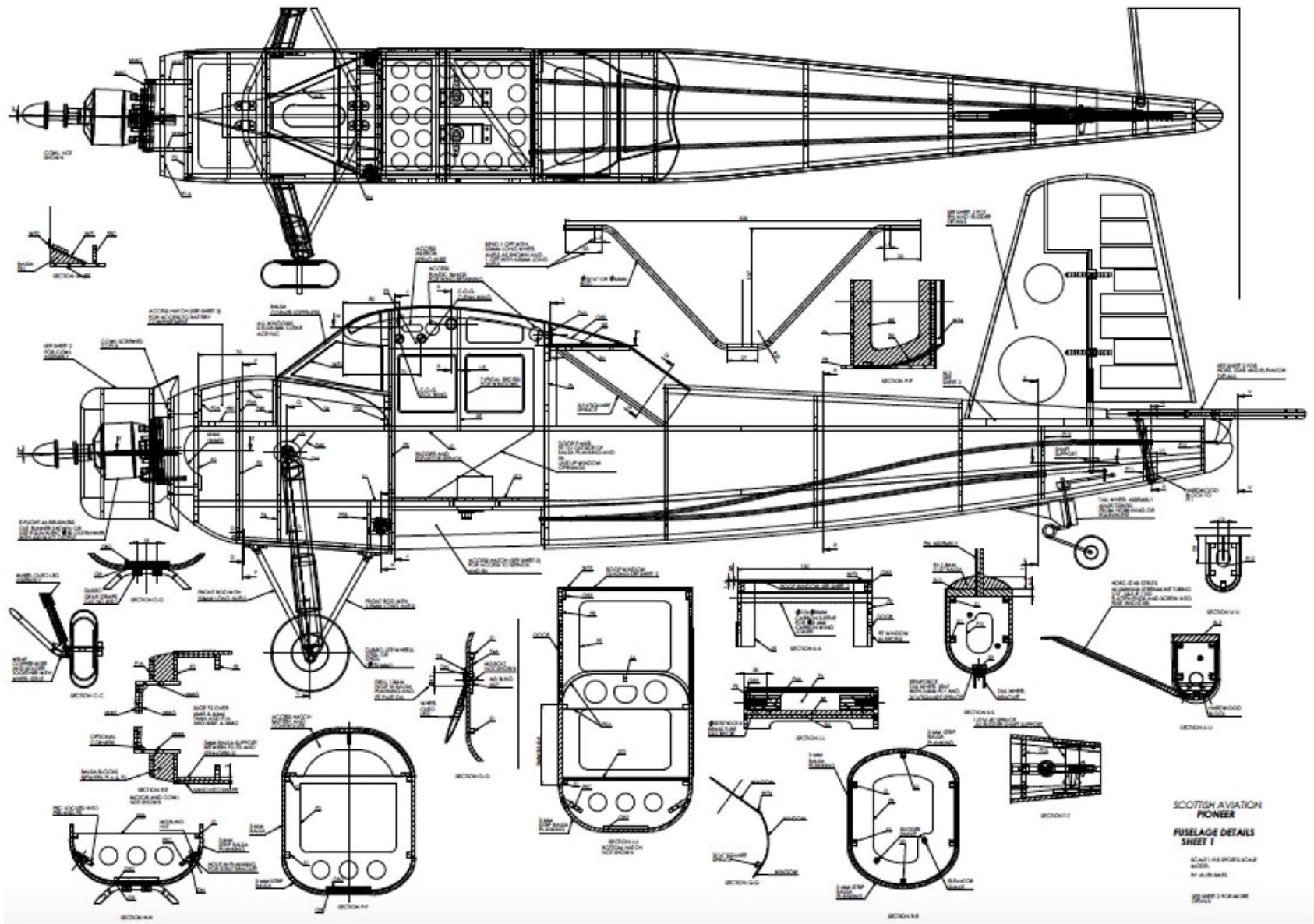
SCALE 1:9.5 SPORTS SCALE
MODEL

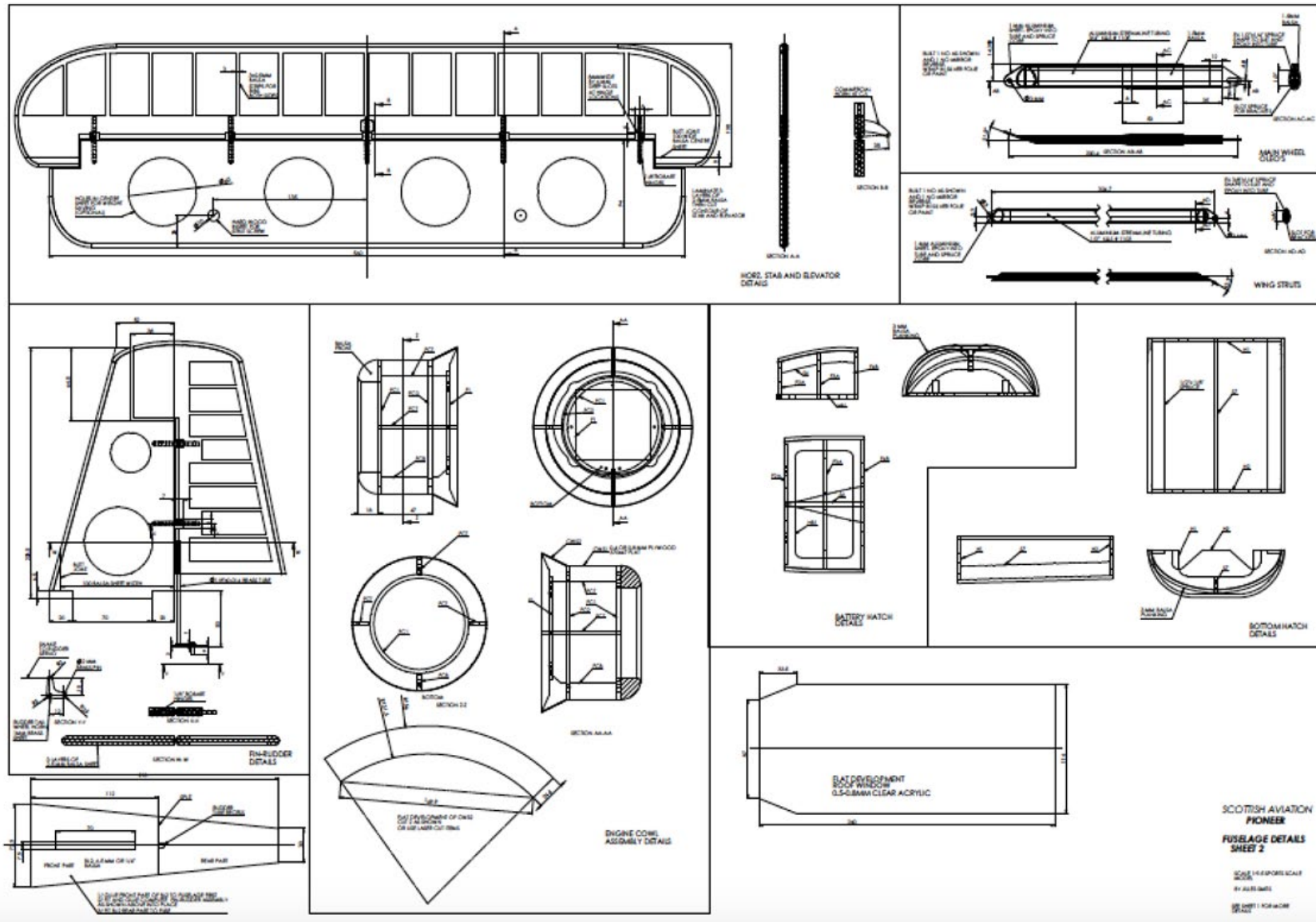
BY JILLES SMITS

NOT FOR COMMERCIAL USE

Wing plan - STOL version. Another plan is available for the wing without the slats and flaps.







National Electric Flight Rally Easter 2017

The NEFR reached its 30th year in 2017 - it started in Armidale in 1988! It has become a regular jamboree of electric flight activity where electric flying friends meet, fly some models, compete in some events, and enjoy social activities. Of all the events on the calendar, this is the one where wives and partners come along and join in the spirit of the event. Everyone enjoys catching up with far flung friends and having a good chin wag.

The social activities add to the experience. Some of us enjoy visiting the German Club in Canberra. Then we had our annual dinner, at the Vikings Club in Tuggeranong again this year, and a spit roast at the field on Sunday night ably prepared by the NAAS club members. What other event provides hot roast lamb with gravy and steaming vegetables, followed by upside down pineapple cake, all cooked in Weber BBQs on the field. A sit down meal in a paddock to be enjoyed! And where we shared the wine we won as prizes!

A special vote of thanks to the NAAS club who are amazing hosts. Nothing is too much trouble for these guys. They provided a great venue, all the equipment we needed, moral support and catering on the field. And did I mention the spit roast? Book the Easter weekend next year to join in this rally of varied electric flying, camaraderie and sharing of expertise.



F5J at the NEFR

Thirty entrants turned up for F5J at the NEFR; the biggest entry event. Because of the popularity of this growing event, extra rounds were included in the program. Nine rounds were completed in the 2.5 days of flying.

The image above shows launch time in one of the heats; up to ten fliers launched at once. In this image, you can see new AEFA President, Trevor Smith, launching his Pulsar in the foreground with new member, Geoff Clift, timing him. Next down the line is AEFA Secretary, Ralph Dephoff launching his Radian with Treasurer David Lucas timing him. On the far right is Phil Stevenson, top

scorer on the F5J Leaderboard for 2016/17 and member of the Slovakian team this year.

The management of this event is now becoming well established. A special thanks must be extended to Julie Pine and Marg Dephoff who ably managed the sound system that calls the timing of the F5J event, the collection of result sheets and the computer scoring using Gliderscore.

Incidentally, if you would like to try F5J yourself at the club level, the sound file for F5J can be found on the AEFA web site, and Gliderscore to manage the results can be downloaded from the internet for free. Many thanks go to Gerry Carter from Melbourne for developing a great scoring program (that is used all over the world).

Please note that two classes are flown concurrently in this event; Open F5J for models up to 4.0m wingspan, and Limited F5J, which now includes any electric gliders up to 2.6m wingspan. In fact, Radians do very well in this event, because it is all about finding thermals and using them to sustain flight. Bob Hickman came third in Limited this year flying a Radian. Klaus Metzger was the winner of Limited and Brett Solanov came second. Fourteen fliers (nearly half the field) flew in Limited Class in this event. You do not need a special glider to fly F5J! You can join in with any electric glider that fits the wingspan limit.

The winner of Open F5J was a very delighted Bob Wilson from Melbourne, flying an Ava. Second was Phil Stevenson with his trusty Kappa, and third was Ross Ginder flying an Xplorer 3.8m.

You will note in Phil's article on LEG that follows, that the scores in that event are very close, making for a nerve wracking, adrenalin pumping event. F5J is more relaxed. The difference between first and second was 184 points, and the difference between second and third was 221. Also, if you study the results on the following page, you will see that there are some very low scores. Not every heat goes the full 10 minutes; you can win a heat with a 5:00 flight if it is better than all others flying at the same time. Then the worst score that you achieve is dropped after four rounds, so you have a get-out-of-gaol card if you make one bad flight. Note that Bob Wilson dropped a 363 score!



A gaggle of F5J gliders head for the spot as the 10 minute count down comes to an end. Charles Powell photo

The AEFA promotes F5J events and helps run quite a few events around the country. The committee has invested in successful, portable PA equipment to call the flight timing, a laptop with the sound file and Gliderscore installed, spot landing markers set up for F5J, and a quantity of data loggers (Altis) to loan to people who do not have their own, so that anyone can join in. This equipment is available for loan, and even if you want an AEFA team to come to your club and run an event for you, get in touch with the executive.

The number of events around the country is escalating; see the calendar on p. 20. SSL runs F5J in South Australia, RCGA in Victoria, and several clubs in NSW including Macquarie, Picton, HSL, Nowra, and FNCEF. Queensland is joining in - Bundaberg started last year and have programmed a 2-day event this year. Ross Ginder has convinced MRSSA to run another 2-day event at Monto in August. Then there is the Annual F5J Trophy event run by the AEFA, back at the great NAAS field in November. See you there!

Limited Electric Glider at the NEFR

by Phil Stevenson

It was good to see a significant increase in entries in LEG for the 2017 NEFR.

LEG is the only event that has been held every year of the NEFR 30 year history. It started out as the Seven Cell glider (Nicads) event, and people who flew the event really enjoy it. The task is a 5-minute precision flight with landing, using the minimum of total motor run, but unlike F5J multiple motor runs are allowed.

30 years ago we started with 7 cell Nicad packs weighing 180g plus, brushed Cobalt motors and typically 2m polyhedral balsa models, but this century first brushless motors and then LiPo cells transformed performance. The event was renamed Limited Electric Glider ; the 7 Nicad limit was replaced with an equivalent LiPo limit of 3S-2200. The increased power as battery discharge rates improved allowed much bigger models to be used and for a time it was seen as necessary to have an expensive F5B type motor. But lately it's proven possible to be competitive again with modest cost power and minimal airframes.

It's also becoming a tighter event. Motor runs of 2 or 3 seconds are common and anything over 10 seconds total is usually not competitive. Any landing outside 4m, or motor time more than 5 seconds, or flight time outside the 5min target will not be good enough either. Sounds tough, but you always have the opportunity to fire off a half-second of motor to ensure that the whole 5minutes is flown. It's a quick event to fly, with a simple calculation for quick results. It's a lot different to the F5J task, requiring a different strategy. No one goes very high, neither on the initial climb nor in any lift, because the 5 minutes does not need it.

	R1	R2	R3	R4	R5	R6	Total	Drop	Best5	Place
DAVID PRATLEY	984	969	1000	922	1000	993	5868	922	4946	1
BRETT SOLONOV	981	997	991	971	934	1000	5874	934	4940	2
PHIL STEVENSON	1000	1000	971	1000	962	914	5847	914	4933	3
BRIAN LOCKETT	1000	1000	991	916	934	1000	5841	916	4925	4
VERNON RODRIGUES	996	1000	962	966	1000	942	5866	942	4924	5
BOB WILSON	994	1000	971	956	990	939	5850	939	4911	6
ROY CALNAN	946	994	930	931	937	898	5636	898	4738	7
OWEN SOLONOV	892	923	896	862	943	965	5481	862	4619	8
LADISLAV SAFARIC	952	900	911	940	877	880	5460	877	4583	9
BOB HICKMAN	990	991	1000	981	600	0	4562	0	4562	10
DAVID KITTRALL	843	874	902	862	853	908	5242	853	4389	11

Bob Hickman has won or placed in almost all of the previous 30 events with pretty much the same model with many motor upgrades, (based on his memory, as no one has kept records) but this year his balsa 2m Old Faithful missed the wine.

This year 11 flyers completed, an increase in numbers over recent years, and only 13 points separated the first three flyers after 6 rounds.

Dave Pratley won flying a high powered 8 year-old Ava from Vladimir models. This model is 3.2m wing-span and weighs of around 1.5kg. Motor is a Hacker B30 or similar with 6.7;1 gear box running on the Dave's Toys 2200-3S pack and a 17 x 10 prop. It has a climb rate of a minimum of 25m per second, and represents the high amps, big model style.

Second place Brett Solonov used the wing off his F5J model, a Bolero, mated to a homemade glass F5B fuselage. It is about 2.4m span, with a 4 servo wing, and runs a Neu

Motor (1506 maybe) and 3S LiPo, turning a 15x10 prop. Again a rather large, high power model. Both models are well over a kilogram and draw currents over 100 amps.

Unlike Dave's and Brett's models, my third placed model is relatively small. It is a Sapphire/Q12, available from Model Flight in SA and Hyperflight in UK for a little over \$400. A 2m model with glass-skinned, foam core wings and a moulded fuselage. Mine weighs 650g with a cheap Turnigy Aerodrive 2836, 1200kv outrunner, 60 amp controller and a 3S-850 HV Airstrike pack from Dave. Despite only about 1/3 the power, it did several flights from 3-second motor runs and the light model lands so easily with flaps and crow I scored a lot of landing points. I made two bad mistakes, landing 12 seconds early in round 5, and colliding with Roy Calnan's model on landing approach in round 6, missing the circle and all the landing points. The model however really impressed me as being highly competitive.

Brian Lockett flew a similar Q12 fuselage with Radian wings to lead for a while on day one and finish a close 4th.

The good news is that due to better batteries, smaller light models are now competitive against the big powerful models. So, joining in has become much simpler and cheaper than it has for years. Hopefully we will have an even bigger entry in 2018.



Stan Rucinski launching his 4.0m Pulsar in F5J - son Maciek is timing. Stan was vying for a place, but ran out of battery in his last flight and ended up in 5th place. He flew very well and was in the first three for most of the event!

These lovely ladies added colour to the NEFR! Julie Pine (right) ran the F5J event and scored the results on Gliderscore with the able assistance of Marg Dephoff (left). Chris Ryan (second from left) and Lynne Mayhew (third from left) did a great job recording scores for Radian fliers.



Stork Raffle Drawn at NEFR

Yes, the raffle was a great success and was drawn at the presentations at the NEFR. The lucky winners were:

Stork kit - Josef Dubraua, Newcastle

Radian kit - Steve Workman, Metford

Scorpion motor - John Armarego, Canberra

Congratulations to these guys, and thanks to all supporters who bought tickets in the raffle. The raffle funds, along with generous donations from the NAAS Club, the Appin Club, the MRSSA Club, and the AEFA itself, raised \$2,854.69 for the Slovakia team fund.

The AEFA executive, with the consent of the 2017 Slovakia team, has retained \$300 from the funds raised to seed the fund raising for the 2019 team, and passed the rest along to the team attending the three Slovakian events termed the Solvastian Triangle in August this year, culminating in the World F5J Challenge.

The F5J team going to Slovakia will be giving seminars on their experiences at the Australian F5J Trophy event to be held in Canberra on the first weekend in November - do not miss the Trophy event and keep up to date on F5J developments!



Bob Wilson, F5J winner at the NEFR at Easter - launching in one heat! Phil Stevenson and Rob Watson in the background.

F5J Leaderboard 2016/17 Completed!

The 2016/17 F5J Leaderboard finished up with the NEFR results. In the end, 90 people were listed on the chart. If you were in an F5J event, and I was able to get my hands on the results, your name is amongst the 90! Congratulations to Phil Stevenson for ending up on top of the

leaderboard. The people who flew well and flew in more events ended up on top. The results verified the process!

Now the 2017/18 Leaderboard commences. The AEFA executive decided that this chart would run from the NEFR 2017 to the Sailplane Expo 2018, and then the people selected to receive the team funds to go to Slovakia in 2018 would be identified!

Leaderboard Check

Yes, check out the full list of the 2016/17 F5J Leaderboard here:

<http://www.aefanet.com/images/stories/F5J/F5J-Leader.pdf>

The 2017/18 F5J Leaderboard has commenced already with results from the NEFR 2017, and the SA State F5J Championships. See the new list to the right, already with 40 fliers! All F5J results that come to my notice will be added to this chart; the next results expected will be from the LSF Tournament at Jerilderie.

See the calendar on p.20 for all the F5J events coming up this year - these will give the points for the Leaderboard.

AEFA has a new President

At the AGM at Canberra at Easter, Terry Scolari relinquished the position of President because of business pressures. A vote of thanks to Terry for his contribution to our electric flying!

Trevor Smith from Berowra in Sydney agreed to step in to the breach and has already made his mark. Thank you Trevor for taking up the position and we wish you well as you take the reins.

Inter-state representation has still been preserved on the executive - see the list on the final page.

Australian F5J Leaderboard 2017-18

No.1 - 23/5/17

Place	Name	Total Points	NEFR 2017 Canberra 14-16 April	SA State Champs 20-5-17
1	Bob Wilson	29	29	
2	Phil Stevenson	28	28	
3	Ross Ginder	27	27	
4	Alan Mayhew	26	26	
5	Stan Rucinski	25	25	
6	David Pratley	24	24	
7	Trevor Smith	23	23	
8	Paul Gibson	22	22	
9	Klaus Metzger	21	21	
10	Brett Solanov	20	20	
11	Mal Pring	19	19	
12	Peter Pine	18	18	
13	Ladislav Safarik	17	17	
14	Bob Hickman	16	16	
15	Robert Watson	15	15	
16	Owen Solanov	14	14	
17	Gary Ryan	13	13	
18	Keir Malpas	12	12	
19	Gary Andrews	11	11	
19	Trevor Schultz	11		11
21	Chris Young-Wright	10	10	
21	Andrew Myer	10		10
23	John Tonks	9		9
23	Stephen Workman	9	9	
23	Mark Stone	9		9
26	Bill Kent	8		8
26	Ken Woodward	8	8	
28	Greg Potter	7		7
28	Vernon Rodrigues	7	7	
30	Christian Smidt	6		6
30	Ralph Dephoff	6	6	
32	Anatoly Patrick	5		5
33	James Johnson	4	4	
33	Bill Winser	4		4
35	Don Farrar	3	3	
35	Garvin Bowden	3		3
36	Geoff Ross-Clift	2	2	
36	Paul Moorfield	2		2
39	Marta Najfeld	1		1
39	David Lucas	1	1	

Serious F5J Comes to Queensland

At last there are two F5J events scheduled for Queensland in 2017; both are two-day events.

The first is F5J Monto (see flier p.19. Ross Ginder has taken to F5J and confirmed his skill with places in his first two F5J events - 1st at Bundaberg last year, and 3rd at the NEFR at Canberra at Easter. Ross has initiated an F5J event for August in the centre of the Monto racecourse - this could become another Jerilderie!

The second event is at Bundaberg (or just south of Bundaberg). After a successful trial in 2016, the Bundaberg club has initiated a two-day F5J event and called it the Central Queensland F5J Championships. The flying field for this event is only about 350 kms north of Brisbane, so it is possible for southern F5J pilots to fly in to Brisbane and share a car hire to drive to this event. Try to make it to support Queensland's entry in to the F5J realm.

Fund Raiser - F5J Team for Slovakia 2018

The Stork raffle was very popular, and the AEFA is intending to raise funds for another team to go to Slovakia in 2018. \$300 was retained to kick off the fund - watch for exciting details!



The First

Monto

F5J

12/13 Aug 2017

- *All levels welcome*
- *Monto Race Course*
- *Full camping facilities*
- *All meals available on site*
- *Why not bring a night flyer for the BBQ*
- *\$20 Entry fee. Must be current MAAA.*

For more information please contact

Ross Ginder

m 0409614319 e montofoodworks@bigpond.com RSVP 31st July 2017

F5J Rules Clarified

Up till now we have been timing F5J flights until the end of the hooter sound that marks the end of the 10-minute window for the event. That meant that a 10:00 minute flight was possible as the timing goes for just over 10 minutes from the start of the first horn to the end of the concluding horn.

A recent debate sprung up about this practice, and we decided to check with Europe about how they do it; very necessary now that we are entering the world stage! In fact, we checked with Palo Lishak, the author of the F5J rules in Slovakia. Palo says, no, you must be on the ground before the final horn starts or you will not receive any landing points! That makes sense, as the timing is exactly 10:00 from start of horn to start of horn. This practice has now been adopted at AEFA F5J events.

Please note - you now cannot score 10:00! The best possible is 9:59 and more likely is 9:58 (most common score in Europe). In future, if your score sheet says 10:00, you will not receive any landing points. Timer and flier must now confer on the score entered on the sheet and both sign the record sheet! You must agree that you landed before the final horn started, or that you landed after the horn started and do not gain any landing points.

The AEFA has revamped the score sheet to make it clearer. This was deemed especially necessary after some confusion about landing scores at the NEFR at Easter. Some timers were noting a "0" for landing. Some meant no landing, and some meant a landing less than 1m. Now you must tick or cross a circle on the score sheet that designates exactly when and where you landed! We hope this will remove all confusion.

So, if you are entering the F5J round of events, you really need to be conversant with the rules; there are some penalties that have not entered in to events so far. We need to tidy up our act and make sure we run these events properly! To see the full 2017 rules, go to the FAI web site and check them out:

https://www.fai.org/downloads/ciam/SC4_F5_2017

2017 Gliding/F5J Calendar continued

October

9-Oct	NSW Schools return		
22-Oct		Millennium Cup Rnd 6	Maddens Plains
29-Oct		HSL Club Comp Rnd 5	Maddens Plains

November

4-5 Nov	F5J Perpetual Trophy	F5J Annual Tournament	NAAS Canberra
12-Nov		Shoalhaven Shield - Millennium Cup Rnd 6	Bomaderry
19-Nov	Tentative	Picton Cup	Appin
26-Nov		HSL Club Comp Rnd 6	Maddens Plains

December

3-Dec		Ted Swan Cup	Goulburn
15-Dec	NSW Schools break up		

Practice Session for the F5J Team going to Slovakia

The current team for Slovakia met at the Salt Ash flying field near Newcastle recently for some F5J practice. Several people joined with the team to run proper F5J events. The practice session was held on a Thursday and a Friday, and up to 10 people joined in, some travelling from Sydney and the Blue Mountains to help out. One event was held on Thursday and another on Friday, as the group of people joining in varied from day to day.

Another practice session is scheduled for Friday/ Saturday 16/17 June at Armdale. With Hutton Oddy's help, the team will access the Sailplane Expo field. If you would like to come along and join in, please e-mail Peter Pine. Extra helpers and competitors would be appreciated, and you will gain good F5J practice!

Gliding/F5J Calendar

Send in your entries for the calendar as soon as your club or organisation decides on dates - to the e-mail below - let's keep this calendar going to avoid clashes!

ppine@northnet.com.au

Slovak F5J Triangle

The team to go to Slovakia in August and compete for Australia has been finalised. Four fliers make up the team; Phil Stevenson, Peter Pine, Don Farrar and Ladislav Safarik.

It is a triangle because three two-day F5J events have been scheduled in one week, concluding with the F5J World Challenge.

We received a message to get out entries in quickly as the event was filling up. The World Challenge was capped at 144 entrants. We just got in at about position 118 for our last entry. The response from around the world has been overwhelming! In the end 198 entries were received, and the organisers decided to increase the entry level to 172. Now we will have 18 fliers launching at once!

This event will be repeated next year and we will be seeking another team to gain international experience. Make sure you keep your eye on this process - you might be one to go!

2nd Annual
**Australian
F5J Trophy**



The Australian perpetual F5J trophy 2nd annual event is to be held at the NAAS field near Canberra
Presented by the AEFA in conjunction with the NAAS Club

Two days of flying 4-5 November 2017
Two classes - Open F5J and Limited F5J



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up to 4.0m class

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Battery Checkers Folding prop blades
Prop adapters Speed Controllers
Servos Spinners

Special Feature: Seminars by the F5J team that competed in Slovakia. Learn about how they do it overseas and prepare for the World Championships

Pre-registration required - Entries close 28 October - see the AEFA web site for a registration form:

www.aefanet.com

Prizes for placegetters - and a give-away of products by draw from the hat - \$50 entry fee
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.

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Byam Wight's Ventus

Byam demonstrated his new, giant, ducted fan powered glider at the NEFR. It was a 5m wingspan Ventus, bungee launched and then the ducted fan powered up. Byam used the fan intermittently during the flight to accelerate and to execute low passes. The low passes under power were something to be seen!

Byam says, "The glider is beautifully finished, fully moulded and made in the Czech republic by Karl Vagenknecht. It's wingspan is almost 5 metres and I modified it to accept a Jetec retracting ducted fan unit. The motor is made by Leopard Hobby (1450kv) and I am running it on 10s, 8000 LiPo's and it is drawing 145amps on my clamp meter. It is pretty hefty at 11kgs but still soars really well."



Retractable ducted fan unit in Byam's Ventus



Brett Solanov assists with a bungee assisted launch of the Ventus



A screaming low pass with the fan howling - see those wings bend!

Electric Glider & EOT Postal Competitions each month

There are electric glider and EOT postal events each month. Trevor Smith is managing glider results in 2017. 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 Trevor & 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!

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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