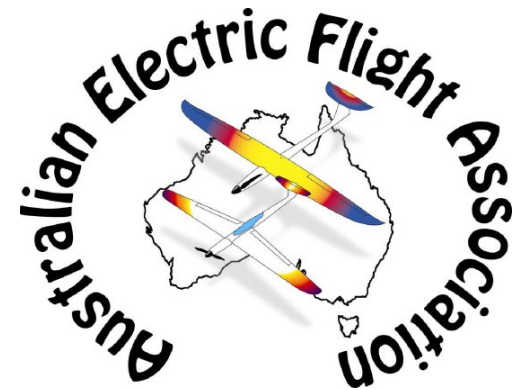


Electric & Glider **FLIGHT** *Australia*



Edition Number 9

August 2017



Mal Pring brings his Stardust Special in to land in the EOT events at the NEFR - see report p. 4

Editorial by Peter Pine

Welcome to EGFA No.9, and thanks to all the contributors; Ian Roach, Phil Stevenson, Trevor Smith and photos from Charles Powell and Elsie Mann.



Never in the history of R/C has gliding been so popular; note in this magazine reference to the LSF events, the Millennium Cup, the 31 fliers who turned up for a one-day F5J event at Appin, the 127 fliers who competed in the F3K Vladamir Cup, and the 208 entries that were received for the F5J World Challenge in Slovakia. It seems that high-tech and expensive events like F3B and F5B have not continued to grow, but there has been a resurgence of interest in less expensive and less complicated classes. Mind you, F3B and F5B have their devotees and will always exist as the Formula One events, but now you can start joining in F5J with a Radian and F3K with a Blaster. Even the Ted Swan Cup has now turned to a simple electric glider task. Join in the many events listed in the calendar on p.24.

Note also the advertisements for the many upcoming events in this edition (Monto, Bundaberg, Canberra, Cootamundra), and the information about World Champs selections.

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President's Message by Trevor Smith

Next week our Aussie F5J team (Phil Stevenson, Don Farrar, Ladislav Safarik and Peter Pine) will be competing on the World stage in Slovakia. The team will be competing in the Slovak Triangle comprising the Dubnica F5J on the 14-15th August, the World Trnava Visegrad Cup 2017 on the 17-18th August and culminating in the 2nd F5J World Challenge on the 19-20th August. This demanding schedule is made more challenging with up to 18 competitors in each heat, and should you make the fly-offs, a 15 minute working time. But the workload doesn't end in Slovakia. At the F5J Trophy event at the NAAS field on the 4-5th November, the team will present seminars on their experience and lessons learnt. I know you join me in wishing our team a safe journey and every success in the competition.

Due to the success of the NEFR events held at the NAAS field in Canberra, and in response to the positive feedback received from participants, the AEFA Committee have decided to hold NEFR 2018 at the NAAS field over Easter 2018 and this has been locked in with the NAAS club. However, to give other clubs a chance at holding this premier event in 2019, AEFA will work with



interested clubs and determine a shortlist to be put to an AEFA membership vote. More on this in future magazines.

The EGFA Magazine back issues are now available on the AEFA website. So if you are looking for a previous issue they are all conveniently available in one location. AEFA members will of course continue to receive the EGFA Magazine via email in advance of it being posted to the website.

The AEFA website photo gallery has also undergone changes to enable event or club specific folders to be created. We have started digging through the archives and established several folders to kick off this new format. If you have photos from club events or competitions you want to share, please forward them to our website coordinator David Lucas (contact details on last page). Have a look at this new format and let us have your feedback.

Until next time.....Trevor Smith

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Each financial year the RCGA organises events in the soaring tasks listed below, and runs an achievement program for each of its main disciplines. The 2016/17 year has recently come to an end and results showing those who achieved in each class are available on the web site. Most of the current results are now displayed - click here for the [RCGA web site](#).

The draft events calendar for 2017/18 has now been published and can be seen on the RCGA web site - [click here to see the calendar](#). F5J and main events are included in the calendar published by the AEFA - see page 24.

Who are the RCGA?

The Radio Control Gliding Association (RCGA) is a group especially formed to promote the sport of soaring within Victoria, Australia. And as such, the RCGA helps nurture the soaring community and the various disciplines that have developed within the gliding fraternity.

Some of the disciplines the RCGA looks after in Victoria are:

FAI - F3b - thermal soaring, speed and distance tasks for winch launched gliders.

FAI - F3j - thermal soaring task for gliders launched by hand tow line.

FAI - F3f - slope racing task for gliders using slope lift (10 laps of a 100m course).

FAI - F3k - a variety of thermal soaring tasks for 1.5m span handlaunched gliders.

FAI - F5j - similar to F3j but for gliders launched using electric power.

Thermal - similar to F3j but for winch launched gliders.

Scale sailplanes

Slope soaring and aerobatics.

The RCGA was formed to:

Co-ordinate, foster and promote the flying of radio controlled gliders for both recreation and sporting contests, and liaise with state and national bodies in matters relating to R/C gliding, co-ordinate rules affecting R/C gliding activity Promote and oversee a flight proficiency program for all categories of gliding activity.

EOT at the NEFR

Phil Stevenson

Twelve flyers competed in the 4 Electric Old Timer events with up to 10 in any event; a good roll up and a good friendly competition.

There were no new models, and certainly there were none to the 1956 rule, and since the vote to change the MAAA eligibility dates was recently lost the flyers present agreed that in future the NEFR should revert to the 1942 cut off for HL, Duration, and 1/2A. Unlike the MAAA, we should use the same date (1942) for all events and not 1939 for Texaco only (as some SAM groups do), so people can use the same model in all 3 large model events. This request was conveyed to the new AEFA committee at the AGM.

By agreement, we flew in time slots rather than having a mass launch to avoid potential mid airs on launch. But no one really delayed long, and all rounds were completed well on time.

Some time slots had minimal lift, and some short flights were recorded in Height Limited and Duration, but in Texaco and 1/2A everyone maxed the first three rounds so we went straight to the flyoffs.



15 minute flights were attempted for the flyoffs in all 4 events as the finale to the weekend on Sunday afternoon. There was not much lift and too much wind for OT models to chase it downwind

Bob Wilson and Mal Pring dominated, winning all events between them, but the stand out result was 1/2A where, after 15 minutes, all 7 models were still flying and the scores were determined on remaining battery capacity. Mal, Bob and Alan Mayhew

all had 68% remaining and were deemed joint winners.

The same procedure applied to Texaco but here Mal came out on top with 34% to Bob's 26% followed by Rob Watson. The same result occurred in Height limited but only Mal and Bob made the flyoff.

Duration had most of the field in the flyoff, but flights were short in poor air and Mal made it easier for the rest by sitting it out to save his battery for the HL flyoff. Bob won

from Gary Andrews and Peter Henderson. We were meant to have Vintage Electric glider on Friday, but I left my VEG fuselage at home, so Gary Ryan flew his alone during the HL events. Next year we should have a few more to make a 5th EOT event. More modern and more streamlined glider designs promise better flight times, so start looking for a favourite design.



Above - David Pratley waiting to fly in EOT



Beginning of the Open Texaco fly-off at the NEFR



A gaggle of gliders take to the air in F5J at the NEFR

Radian at the NEFR

by Trevor Smith

What a wonderful sight, a flock of Radians (g. Radian lipofamus) takes flight as it is startled by a distant sound. The exodus from terra firma is quite raucous and erratic with varying heights gained by different members of the group, and suddenly, as if commanded by a common signal, there is quiet, and they are left to gracefully soar through the skies exploring their thermalling skills. But the calm doesn't last for long, and in a sudden panic to return to the ground, the ungainly and varied landing techniques of the Radian becomes apparent.

Once again the Radian event at the NEFR was well patronised with 22 entrants. Over the three days 12 rounds were completed with at least 16 flyers in each round. Two classes were flown, Open for the accomplished flyers and Sportsman for the less experienced and newcomers. All pilots launch together, climb for a 20 second continuous motor run then try to fly for 5 minutes and land anywhere on the field on the 5 minute horn. The scoring system was kept tight to ensure everyone had a chance at taking home the wine.

In Open class Bob Hickman repeated his 2016 success winning from Ross Ginder with Brian Lockett third. In Sportsman class our host John Armarego won from Ralph Dephoff with Chris Young-Wright third.



Left - Sportsman Class presentation for Radian at the NEFR:

David Lucas with award certificates on the left, second from left CD Trevor Smith, then Ralph Dephoff 2nd place, John Armarego 1st place and Chris Young-Wright 3rd place. All winners received a bottle of wine for their troubles....

And they were enjoyed at the Spit Roast dinner!

Radian results at the NEFR - note, 12 rounds completed - quick, easy and enjoyable!

Position	Name	Level	Comp No.	Overall Score	Heat 1	Heat 2	Heat 3	Heat 4	Heat 5	Heat 6	Heat 7	Heat 8	Heat 9	Heat 10	Heat 11	Heat 12
1	Bob Hickman	Open	2	153	9	13	15	18	13	9	17	16	16	3	12	12
2	Ross Ginder	Open	19	151	11	13	16	18	21	9	17	13	6	5	12	10
3	Brian Lockett	Open	4	148	11	10	18	18	7	9	17	16	13	5	12	12
4	David Pratley	Open	8	146	11	13	9	16	19	9	15	16	9	5	12	12
5	Alan Mayhew	Open	1	142	11	7	12	18	11	9	17	12	16	5	12	12
6	Robert Watson	Open	18	138	11	13	18	18	12	9	7	16	8	5	9	12
7	Bob Wilson	Open	3	133	11	13	18	13	14	9	17	14	14	-1	-1	12
8	Gary Andrews	Open	10	117	11	13	3	12	16	9	14	5	12	5	8	9
9	Trevor Smith	Open	21	79	4	4	10	10	9	3	6	8	11	5	1	8
10	Gary Ryan	Open	11	68	5	3	13	14	6	9	9	7	2	2	-1	-1
11	Ken Woodward	Open	16	36	1	1	2	4	4	4	4	2	1	-1	8	6
12	John Armarego	Sportsman	14	91	3	13	14	6	17	1	3	11	10	5	5	3
13	Ralph Dephoff	Sportsman	17	86	5	13	11	2	1	5	13	10	3	5	10	8
14	Chris Young-Wright	Sportsman	5	85	8	8	7	15	17	6	5	3	4	5	2	5
15	Stephen Workman	Sportsman	20	80	6	13	6	9	10	9	8	9	-1	5	4	2
16	Ross Godfrey	Sportsman	22	56	-1	-1	-1	3	18	7	10	-1	-1	5	6	12
17	David Lucas	Sportsman	7	53	11	9	8	-1	2	5	-1	1	-1	1	12	7
18	James Johnson	Sportsman	13	51	7	5	4	8	5	2	12	6	5	-1	-1	-1
19	Keir Malpas	Sportsman	15	46	-1	-1	-1	11	8	9	11	-1	-1	5	3	4
20	David Barwick	Sportsman	6	44	7	6	-1	7	15	-1	-1	16	-1	-1	-1	-1
21	Geoff Ross-Clift	Sportsman	12	32	2	2	5	1	-1	3	2	4	7	-1	7	1
22	David Skittrall	Sportsman	9	18	3	11	1	5	3	-1	1	-1	-1	-1	-1	-1



Radians featured in F5J as well
- see several in this F5J launch
shot.



David Lucas presenting a trophy to Bob Hickman



Brett Solanov receives his certificate



David Lucas presenting to Klaus Metzger



Extra 260 flew in scale at the NEFR



Klemm by Phil Stevenson flew in scale also - a lovely low wing design.



Many thanks to Charles Powell who supplied all the quality photos of action at the NEFR!



More NEFR photos:

Top Left - Gary Andrews times for Ken Woodward.

Above - Ralph Dephoff giving his Radian a good launch, David Lucas timing.

Left - Bob Hickman strains for a good launch in Foamy Pylon

Right - Owen Solanov continues to develop as a competent flier - watch this young man!



The Millennium Cup

by Ian Roach

The Millennium Cup is an annual series of thermal glider competitions for two-metre, two-channel sailplanes. The various events are staged in New South Wales at a number of locations within about a 250km radius of Sydney.

I can't really say how far back two-metre, two-channel thermal soaring competition goes in New South Wales. Certainly when I first took an interest in it in the early nineteen nineties it was well established and popular, and had been for some time. In those days there were three events held each year that were an easy day trip from my home. They were at Werrington Park in Western Sydney, Maddens Plains, midway between Wollongong and Sydney, and at Nowra on the NSW South Coast. Each of these event was flown to a different format but each limited the wingspan of competing gliders to two metres and the radio control system to two channels, which in practice meant rudder and elevator or V-tail. The idea of making these three events into a points score series with an annual prize had often been discussed but nobody did anything about it until 1999 when hobby shop proprietor and two-metre glider enthusiast Barry Murphy decided to make it happen.

Barry did all the organising including convincing the Bathurst Club to hold a two metre event that

would be part of the series. At the same time the organisers of the Werrington Park and Maddens Plains events decided to adopt the competition format used for the Shoalhaven Shield event at Nowra so suddenly we had a four event series with each event flown to the same rules. The year was 2000, the wingspan of the models was 2000mm, and so it seemed natural that the perpetual trophy for the series should be called the Millennium Cup.

At the end of the first year a committee was appointed to run the series. The concept is that the host clubs own the individual events. They charge an entry fee, provide prizes and in most cases provide the Contest Director. The committee maintains the series scores, publicises the events, provides the equipment needed to run the event such as the launching system and, with the help of some generous sponsors, provides prizes at the end of each series. A very small additional entry fee is levied on the participants to finance the committee's work.

The first year of the Millennium Cup was such a success that the series was expanded to seven events in the second year and to avoid the Cup becoming an attendance prize rather than an award for soaring skill each competitor's four best scores were used to determine the overall standings. It is now in its eighteenth year and continues to be well supported. As well as the original four locations already mentioned,



Popular 2.0m gliders; Sagitta 600 above, and The Serena below looks likely to take over from the First as the popular Polish model



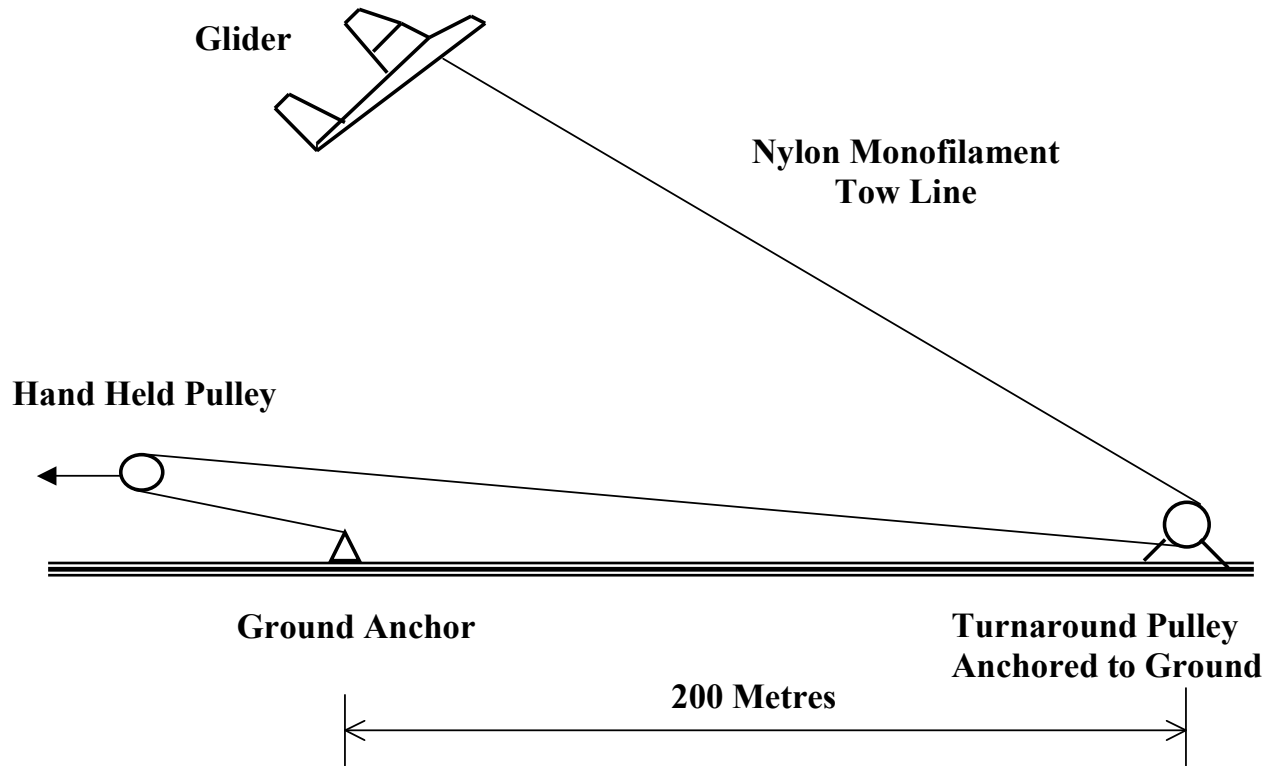
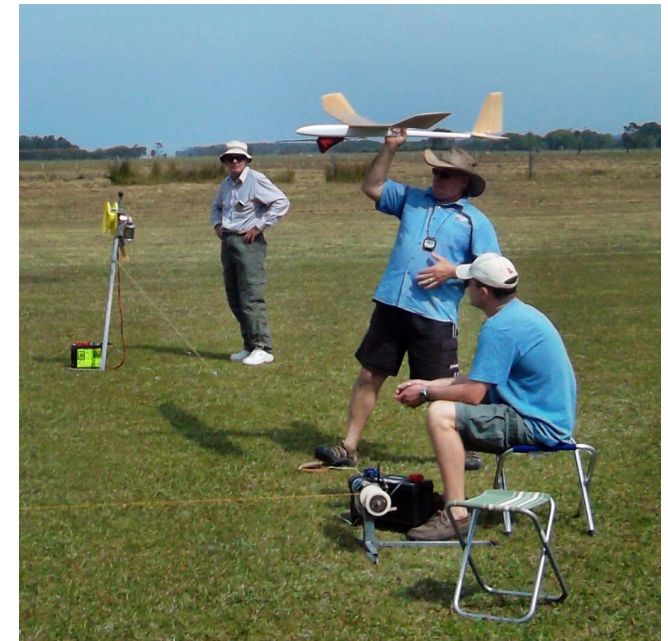


Figure 1.
Single-Pulley Reflex Hand Tow

Millennium Cup rounds have been hosted by clubs at Taree, Gloucester, Muswellbrook, two different Newcastle locations, Wollongong, Appin, Goulburn, Lake George, Queanbeyan, and Cowra.

I believe that when the Millennium Cup first commenced there were three main reasons for

its success. Firstly in those days almost everyone owned a two-metre two-channel glider, including many people whose main interest in the hobby was not soaring. Most glider pilots learned to fly on a two-metre glider. There were numerous kits and plans available and building one was not expensive either in money or time. The cheapest radios available at the time, two-channel 29 MHz



Standard winch launch above - retriever below



sets costing \$100 or less, were all you needed. If you had a more sophisticated and expensive radio you were free to use it but there was no competitive advantage in doing so. Secondly the organisers of the series provided the launching system. Most glider competitions required a competitor to have his own winch. Over the long run the cost of owning a winch is not great but for someone just starting out and not sure of the future it is a major investment. In the Millennium Cup you could make a serious start in competition thermal soaring, or just an occasional entry, without having to incur that expense. Thirdly, unlike open class soaring, there were no hugely expensive, high performance, composite models available. The very existence of such models is enough to scare many people away from open class competition.

The format of the event has remained unchanged. The task is to make a flight of exactly six minutes and land within one metre of a marked spot. One point is awarded for each second flown up to 360 and one point is deducted for each second over 360. A landing within one metre of the spot is worth 50 points with five deducted for each additional metre. Outside ten metres gives zero landing points. Pilots fly in sequence when called with the order being more or less random except that an attempt is made to keep people using the same frequency well apart to avoid delays. There are some who think that this type of event is a lottery, the result of which depends on how good

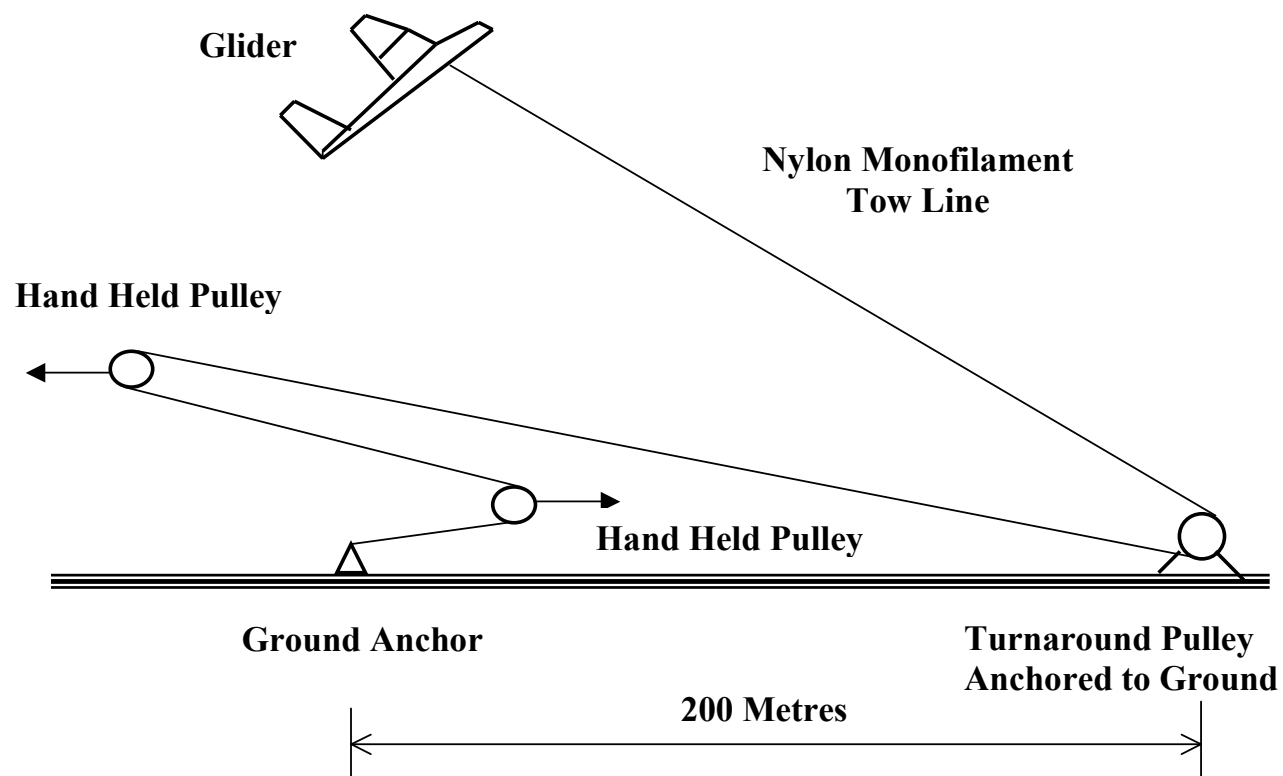


Figure 2.
Two-Pulley Reflex Hand Tow

or bad the soaring conditions are at the time you are called upon to fly. There are certainly periods when this can be true but the fact that for the seventeen series completed so far there have only been a handful of champions shows that things even out in the long run. In any case it cannot be a bad thing if a mediocre pilot, who usually finishes

towards the rear of the field, occasionally has a day of glory. We are not playing for sheep stations after all.

One thing that has changed over the years is the launching method. Back at the beginning two methods were offered; electric winch or the reflex

pulley hand tow system. The reflex tow was more reliable and gave higher launches than the winch and so the latter fell into disuse. With the reflex tow you can use one or two pulleys (see Figures 1 and 2) with the two pulley system being vastly superior in calm or downwind launch conditions. Though not really necessary when launching into a breeze, the two pulley system eventually became the default. With only one launching system in use, and often more than twenty competitors, the time taken to retrieve the parachute after each launch was the critical factor in determining how many rounds could be completed in a day, and on hot days the speed of retrieval slowed significantly as the day went on. This led Klaus Metzger to develop an electric retriever based on those commonly used in the USA. After some early teething troubles, this was a great success. Before the retriever it was common to complete six rounds in a day. These days usually at least eight are flown, despite finishing the day earlier than in the past. The average age of modellers in general, and sailplane pilots are no exception, is getting older. Some pilots, through age or health issues, were unable to do their share of towing and though there were plenty of other jobs they could help with, some dropped out of the competition because they felt they were not able to do their fair share of the work. To address this problem a return was made to electric winch launching. It took a little while to learn how to manage the winch batteries so that everybody got good launches and we did not run out of batteries early, but the system now works very well.

When the series first started a huge variety of mostly wooden gliders was in use. Probably the best of them was the Sagitta 600 and the most popular the Spirit. The first three series were won by a model with a Spirit wing fitted to a sleeker and longer fuselage with larger tail surfaces. After a few years a Polish design called the First became popular and, together with the very similar Velvia, also from Poland, it has dominated the competition ever since. These two designs have fibreglass fuselages and veneered foam wings but, at least when they first became available, they were cheaper than an ARF Spirit. Neither of these designs is still in production so it will be interesting to see what takes their place. Another Polish design, the Serena, is a prime candidate.



Hand-tow with pulleys above

It is no longer true that most people get into RC soaring with a two-metre two-channel glider. They are more likely to start out with a simple electric glider such as the Radian. But the Millennium Cup has now developed a life of its own. It still attracts entries from the high teens to the mid twenties depending on the weather and location and I believe it is likely to continue on for quite a few years yet.

LSF Tournament at Jerilderie

Each June long weekend, the League of Silent Flight conducts a gliding tournament at Jerilderie in central south west NSW - home of a Ned Kelly bank raid many years ago. Fliers come from all states of Australia, and sometimes from New Zealand, to try to take home the spoils in Ned Kelly fashion!

The raid on Jerilderie by glider fliers has been going on now for 40 years - it began in 1977! Bill Millgate was bank manager in Jerilderie at the time and was largely responsible for setting up the event, which is held on the copious Jerilderie race course.

This year, 66 fliers took part in the winch launch, thermal glider event. Congratulations go to Andrew Meyer, first place, Mitch Todd second place and Steve Keep third place after 13 rounds were flown.

Last year, F5J was run as a one-day event on the Friday - the normal LSF practice day - and 30 fliers took part. Encouraged by the response, the LSF ran F5J again this year on the Friday - and 28 people flew (three extras entered but did not fly) - and that was without the New Zealanders who flew last year (and dominated).

Congratulations to David Griffin who came first, Kevin Botherway who came second and Jim



Above - the spacious Jerilderie flying site in the centre of the race course. Part of the winch line.

Below - Winch launch action at Jerilderie. Photos by Elsie Mann.



Houdalakis who came third. Four states were represented in the entry list - so the popularity of F5J is continuing. Boosted by this experience, the LSF has decided to offer a two-day F5J event next year (2018) - it will be on the Thursday and the Friday - so book the dates now!

In consultation with the AEFA, the LSF has put up a proposal to run the team selection trial for the 2019 World Championships to be held in Slovakia. The idea is to have a series of, say, five events and a flier's best three scores from these five events will be combined to select the top fliers. These events will all be two-day events with representation from at least two states in each event.

Prompted by all this F5J activity and the imminent WC, the Sailplane Expo is also considering two full days of F5J. Watch this space!!



Photos from the LSF day of F5J - all by Elsie Mann. Thank you, Elsie.



Picton Cup Round 1 2017

The Picton Cup winter solstice event this year was held on 2 July at Appin. A cool start, but brilliant weather again! Amazingly - 31 fliers turned up. This is a great testament to the popularity of F5J, that 31 fliers would turn up in the middle of winter for a one-day event!

Congratulations to David Leitch from Sydney who won the event flying a 1.25kg Ultima, Maciek Rucinski from Canberra who came second flying a Stork and Mark Locock who came third flying a Kappa.

Now the amazing news - Klaus Metzger came fourth in Open and first in Limited flying a 2.3m Scorpion moulded model (baby Stork). Also, Phil Bird returned to flying and it was great to see him again. And Phil's extensive F3B experience came in to play - he placed fourth in his first ever F5J event flying a built-up "Inside" model of 2.9m weighing about 1.1kg. The message is, a big light model is not necessarily required to do well. You just need a good model that you can fly well - and be able to find thermals!

In Limited F5J Radians featured again: Rob Watson came second and Fred Lodden came third. Only five rounds could be fitted in due to the high entry level, but it was a great day and I am sure everyone enjoyed the event. It was great to see Richard Solomon, the originator of the Picton Cup, back flying again. Round 2 is scheduled for 19 November - see you there!

Picton Cup Rnd 1 2017 - Overall Results [Appin 2/07/2017]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Drop1
1	LEITCH, Dave	3982.2	100	4946	1000	963.8	982.2	1000	1000	963.8
2	RUSINSKI, Maciek	3971.9	99.74	4927.6	971.9	1000	1000	955.7	1000	955.7
3	LOCOCK, Mark	3859.5	96.92	4313.7	964.9	942.1	984	454.2	968.5	454.2
4	METZGER, Klaus	3817.3	95.86	4252	973.6	874	969.7	434.7	1000	434.7
5	BIRD, Phil	3797.7	95.37	4636.8	914.9	903.2	839.1	1000	979.6	839.1
6	SAFARIK, Ladislav	3790.1	95.18	4123.4	988.3	972.5	853.3	333.3	976	333.3
7	RUCINSKI, Stan	3787.5	95.11	4689.5	926.9	944.7	934.2	902	981.7	902
8	JAMES, Cole	3747	94.09	4187	965.8	781.2	1000	1000	440	440
9	MURPHY, Jack	3733.3	93.75	4445.3	852.5	924.2	712	975.8	980.8	712
10	ANDREWS, Gary	3710.9	93.19	4355.3	968.4	990.3	800.6	951.6	644.4	644.4
11	ODDY, Hutton	3620.5	90.92	3862	902.5	1000	1000	241.5	718	241.5
12	PINE, Peter	3518.1	88.35	3808.9	954.3	995.5	1000	290.8	568.3	290.8
13	SMITH, Trevor	3514.5	88.26	4200.8	1000	686.3	804.7	858.2	851.6	686.3
14	GILLOTT, Mel	3420.9	85.9	3901	932.3	936.7	480.1	1000	551.9	480.1
15	WATSON, Robert	3127.5	78.54	3390.9	750.9	959.5	970.6	446.5	263.4	263.4
16	WESTON, Kevin	3123.5	78.44	3460.5	1000	905.9	337	530.9	686.7	337
17	WEATHERSTONE, Stephen	3016.9	75.76	3424.1	784.5	888.7	407.2	453.4	890.3	407.2
18	STEVENSON, Phil	2928.9	73.55	3026.1	626.4	1000	97.2	302.5	1000	97.2
19	RODRIQUES, Vernon	2871.6	72.11	3174.1	1000	937.6	506.7	302.5	427.3	302.5
20	LODDEN, Fred	2711.7	68.1	2987.1	990.1	722.8	401.7	597.1	275.4	275.4
21	JOHNSON, James	2658	66.75	2818.9	669.6	638	160.9	938.1	412.3	160.9
22	WOODWARD, Colin	2561.5	64.32	2812	250.5	1000	675.7	586.2	299.6	250.5
23	WADESON, Dave	2555.6	64.18	2868.5	789.1	392.3	529.6	312.9	844.6	312.9
24	SOLOMON, Richard	2455.3	61.66	2455.3	568.3	946.6	463.6	476.8	0.0001	0
25	HOLT, Jim	2231.7	56.04	2534.5	429.9	819.7	638.2	343.9	302.8	302.8
26	WOODWARD, Ken	2168.2	54.45	2403.7	541.4	877.7	235.5	248.2	500.9	235.5
27	MALPAS, Keir	1833.1	46.03	1833.1	628.2	821.7	383.2	0.0001	0	0
28	STROMBERG, Ivar	1680.5	42.2	1680.5	378.1	687.8	136	478.6	0.0001	0
29	YOUNG-WRIGHT, Chris	1518.5	38.13	1518.5	0.0001	0	705.3	669.2	144	0
30	FUNKE, Rob	1459.2	36.64	1459.2	412.1	750.4	186	110.7	0.0001	0
31	ROSS-CLIFT, Geoffrey	1433.4	36	1433.4	691.9	518.9	222.6	0.0001	0	0

LSF Electric Glider Tasks

The LSF has now embraced electric glider as a legitimate launch method for LSF tasks - see the header of the aspirant sheet to the right.

All flights are the same tasks as for winch launch, but the electric glider climb height must be limited to 200m. And there is more - winch launch flying and electric launch flying can be combined. For example, if you achieved a level in years gone by with winch launch gliders, you can continue with electric launch if you wish. And you can mix and match - do some tasks with a winch launch and some with an electric launch. Go to: www.lsfaustralia.org.au/levels.html for details and to submit an application to start.



League of Silent Flight

c/o AMA, POB 3028, Muncie, IN 47302-1028, U.S.A.

info@silentflight.org

Electric Soaring Accomplishment Program - Voucher for Level **I II III IV V**

Thermal Duration	I	II	III	IV	V	Witness/es	Date
Minimum required time	5 minutes	15 minutes	30 minutes	1 hour	2 hours		
Actual time							
Actual time							
Slope Duration	I*	II*	III*	IV*	V	Witness/es	Date
Minimum required time	15 minutes	1 hour	2 hours	4 hours	8 hours		
Actual time							
*See SUMMARY OF REQUIREMENTS on back of voucher.							
Spot Landing	Distance	Witness	Date	Distance	Witness	Date	
Level I: 5 at 3 meters							

E-Glider LSF aspirant form header above - please note that, as an aspirant, you can compete at Jerilderie.

Please remember:

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. Phil Stevenson, Don Farrar, Peter Pine and Ladislav Safarik will fly in three events in Slovakia - pilot reports at the F5J Trophy!



Stapp 3 converted to electric by Jim Henry

World Championships News

F3K World Championships

The F3K World Championships (discus launch gliders) was held recently on 23-29 July in the Ukraine. There were 90 fliers altogether and 12 made it in to the fly-off after 20 strenuous rounds. Australia was represented by Marcus Stent, Jamie Cannon and Hugh Blackburn. You can see plenty of images on the F3K Australia Facebook page: www.facebook.com/F3K-Australia-145137805654753/

It seems from the images on this site that Markus came in 16th (great result - almost made it to the fly-off), Jamie came in 39th and Hugh came in 76th. That made Australia 16th in teams out of 33 teams competing. Well done chaps - international competition is not easy!

By-the-way, there is usually an open, lead-up event for each WC, and the one held in the Ukraine was the Vladamir's Model Cup - and it had a whopping 127 entrants.

F5B and F5D Team Selection Trial

The next World Champs for electric racing gliders and electric pylon race will be held next year (2018) in Japan.

The team selection trial is being organised for 28 and 29 October at the NSW State Field at Cootamundra. Fliers will be selected at this event to represent Australia in Japan. It will also be the F5B Dave Hines Memorial Trophy. For more information, get in touch with Brett Solanov (0410) 502 613 and bsolanov@dodo.com.au or Keith Flatt (0438 007 307) and e-mail keith_flatt@hotmail.com

F3B World Championships

The F3B World Championships (triple task winch launch glider) will be held on 6-12 August in the Czech Republic at Airfield Mikalovice near Jesenik. By the time you read this, it will have started.

At the time of writing the event was about to start. There are 46 pilots registered for the event from 17 countries. The Australian team comprises John Skinner (also team manager), Tim Kullack and Florian Lindner with helpers Hans Lindner and Gertrud Lindner.

You can see all the details on the web site for the F3B World Champs at: www.f3b-wc-2017.com

Watch for details!

F5J World Champs Team Trials

Please note that the criteria for events that will become part of the team trials for the F5J World Championships are mentioned in the LSF report on page 17, plus extras added below:

two-day events - representation from at least two states - 20 entrants or more - events fall between 6 months and 18 months before the WC in August 2019

So - check the calendar for events that qualify, and make sure you keep the dates free so that you can be considered! Must be between February 2018 and January 2019.

38th Armidale Sailplane Expo

January 25 to 29, 2018

New England Model Aircraft Club and the Sailplane Expo Trust invite you to beautiful Armidale on the New England Tablelands for the 38th Sailplane Expo. Events will be Australian Open Thermal (10 min flight in 12 min working time, 150m lines, FAI landing tape, all rounds count) and F5J (10 min flight envelope, max 30 sec motor run, F5J landing tape).

F5J will be held as a stand-alone event from 1130 -1630 Thursday January 25 and 0900 - 1630 on Friday January 26.

Open Thermal will be held as a stand-alone event from 0900-1630 Saturday January 27 and 0900-1300 Sunday January 28.

The field will be available for practice Wednesday January 24, 2018

The field is on the left of Warrane Rd Dumaresq, approx 3.5km from Booralong Rd turnoff.
Google Maps Co-ordinates
-30.444252,151.518692

We look forward to seeing you all again. Bring your MAAA membership card with you.
More details :- Hutton Oddy 0425 285 758 or vhoddy@gmail.com



Predator surveillance aircraft by John Smith of Kingscliff - fully moulded model with pusher motor and V-tail.



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 is now well advanced with 71 fliers on the list. Results from the LSF Tournament at Jerilderie, and the Picton Cup Round 1 at Appin on 2 July have been added. If you have flown in F5J events this year, and I have received the results, you will be on the list.

See the calendar on p.20 for all the F5J events coming up this year - these will give the points for the Leaderboard. Victorian RCGA events have now been added to the calendar.



Ultima flown by David Leitch at Appin to win the Picton Cup Round 1. At 1.24kg, this is a very light model for a 4.0m glider - solid rohocell foam core wing covered in spread weave carbon.

Bundaberg Aero Sport Flyer's 15th, 16th and 17th September

**PRACTICE Friday 15th
COMPETITION 16th and 17th**



Central Queensland F5j

Championships

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

<http://www.aefanet.com/>

We are an MAAA and MAAQ affiliated field.

Basic Canteen Available for Light Refreshments, Camping \$5 P/N. \$20.00 Entry Fee.

Trophies for each respective class for 1st, 2nd, 3rd.

<https://www.facebook.com/#!/BundabergAeroSportFlyers>

<http://bundabergaerosportsflyers.weebly.com/>

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.



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

Main Events Coming Up

New QLD F5J Monto

Courtesy of Ross Ginder and the MRSSA club from Brisbane, a major F5J, two-day event will be held at Monto, Qld on 12-13 August for the first time. Please give this event your support. See flier on page 21.

2nd Annual F5J Tournament is scheduled this year for the first weekend in November at the NAAS field. Check details on the [AEFA web site](#). Major two-day F5J event with major prizes and a perpetual trophy - see flier p. 24. Entry form now posted on the web site!

F5J Central Queensland

Another two-day F5J event in Queensland - after the successful trial last year, the Bundaberg club has expanded the event to run over two days - see flier on page 20.

HSL F5J on 17 September

While the Queensland guys are doing it in Monto, the Sydney fliers will be doing it at HSL just south of Sydney. See HSL web site for details: <http://www.hsl.org.au>

F5B and F5D Team Selection Trial - 28-29

October, including the Dave Hines Memorial F5B Trophy - see further information p, 18.

2017 Glider/F5J Events Calendar

Produced by the AEFA to promote F5J & Gliding

No.11/31-7-17

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

Date	Holidays NSW	Flying Events	Notes
August			
12-13 Aug		F5J Monto	Contact Ross Ginder
19-20 Aug	Trvana, Slovakia	2nd F5J World Challenge	Aussie team to go!
27-Aug		HSL Club Comp Rnd 4	Maddens Plains
September			
16-17 Sep		F5J Central Queensland	Bundaberg
17-Sep		HSL F5J	Maddens Plains
22-Sep	NSW Schools break up		
23-24 Sep		Millennium Cup Rnd 5	Gloucester
24-Sep	RCGA Event	Victorian F5J Full Day	Diggers Rest
October			
9-Oct	NSW Schools return		
22-Oct		Millennium Cup Rnd 6	Maddens Plains
28-29 Oct	F5B/F5D World Champs Team Selection	Dave Hines Memorial F5B Trophy	Cootamundra State Field
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		Pictou Cup	Appin
19-Nov	RCGA Event full day	Victorian F5J State Champs	State Flying Field
26-Nov		HSL Club Comp Rnd 6	Maddens Plains
December			
3-Dec	Now electric glider!	Ted Swan Cup	Goulburn
15-Dec	NSW Schools break up		

Log in now for the 2nd Annual F5J Trophy

**See the flier on the next page.
Check the AEFA web site.
The entry form is now on the site.**

**Book the dates
Submit your entry
Prepare your aircraft!!**

The team from the Slovakian events will be there and will give seminars on what transpired overseas. Come and learn the latest about F5J and help Australia prepare to compete on the world stage!

2018 National Electric Flight Rally

**The rally for next year has been locked in for NAAS again.
Come and experience this very popular site.
Full camping available on the field with hot showers.**

**Join in the best jamboree of electric flying in the country
Big range of events - plenty of action - plenty of socialising - good food!**

For 2019, the AEFA will invite alternative venues to be submitted before deciding the location

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 208 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!

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