

# Electric & Glider **FLIGHT** Australia



## F5J Feature

**Phil Stevenson** (right) with his new Kappa F5J machine - 3.5m wingspan, but it weighs in at an amazingly low 1.3kg. Phil uses a Turnigy 2838-1200 small motor, 40A ESC and an 1800-3S LiPo. See the Kappa tail group (bottom right)

**Mel Gillott** (below) with his 4.0m Maxa - standing on the wing tip to give you an idea of the size - powered by a tiny geared outrunner - see article p.3



## Editorial

by Peter Pine

Welcome to the first edition of the AEFA magazine; as QEFI is now deceased, there is a hole in the information spectrum in Australia. Many fliers depended in the Aussie articles in QEFI to keep up to date. This magazine is planned to fill the void.



Initially, editions will be quarterly, and even that depends on you. I have filled much of this edition as a trial, but we will need you to contribute in the future. We are looking to publish information about events and competitions, results, rules and changes, projects that you are building, developments in gliding and electric flight, gear that you have tested, and photos that you send in. See my e-mail address below and send any material that you think is relevant - it is your magazine!

This is intended to be a free magazine with expenses covered by advertising, so if you know any people who would like to advertise, contact Terry Scolari who is handling that side of things - e-mail address on the last page.

Of course, the e-mail networks and postal competitions will continue, with thanks to Gary Andrews and Mike Colston - and results will still be disseminated by e-mail.

The National Electric Flight Rally is the big event on our yearly program, and is to be held at the NAAS field near Canberra again - see information in this edition (p.10). Come and join in this jamboree of electric flying - you will enjoy it!

Finally, I am compiling a calendar of scheduled events for 2016, particularly F5J events, but I have also included gliding events - so that we can try to avoid clashes. It is published on pages 11 & 12, but it is a work in progress - please advise of any events that you know of that should be added - and advise of any changes in listed events. Enjoy the magazine and help make it a success!

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## President's Message

by Max Haysom

This new magazine will be a very much needed information source for electric devotees in Australia. The first USA magazine, "Quiet Flyer", went mainstream, and now the (UK) QEFI magazine has folded. Electric flight is now mainstream, but it would seem that our State and National bodies do not accept that fact. We should be treated as the future of Aeromodelling and given commensurate funding and recognition. The AEFA is a nationwide organisation that has been in existence for more than 20 years and should be recognised as The National SIG. It would be so except for some petty rules. Surely we can work towards this in 2016.



This new magazine will bring our membership closer together and collect and disseminate information more widely than our present arrangements. That is not to say Gary Andrews and Mike Colston have not been doing a great job. The difference will be the feature articles on member's special projects and developments. Scale and General Sport models will get exposure; not just the sharp end of competition. This is your chance to show the world your creations. We will also pass on any new developments on the world stage as they break.

The AEFA committee are a great bunch of guys, some of whom spend endless hours working towards our National Electric Flight Rally, each year. It has grown into a great place to meet old friends and make new ones. Many voted to return to the NAAS field, just south of Canberra, for NEFR 2016. Come along and take part; I'm sure you will enjoy the experience. The AGM is run at the NEFR each year, and we encourage new blood on the committee. See nomination forms available on the website in the new Year.

## Contents

1. F5J Models - images
2. Editorial, President's Message
3. Some Thoughts on F5J
6. Picton Cup 2015
8. F5B in Canberra
9. A close call by Mike Colston
10. National Electric Flight Rally details
11. F5J/Glider Calendar
12. Contact details

## Some thoughts on F5J by Peter Pine

F5J is taking off around the world! More and more serious glider fliers are turning to F5J. In the July 2015 edition of QEFL, competition expert Bill Haley documented his conversion of a 3.7m wingspan Pike Perfection to electric for F5J and Brian Austin, also a successful competition flier, penned his second part of "Watts New" where he explains how he produced a 3.9m wingspan, scratch-built, timber electric glider for F5J. World Champion glider flier, Joe Wurtz, has given the thumbs up to the event as a challenging thermal task and the Australian League of Silent Flight have added an F5J task to their annual winter tournament in 2016 that is the biggest glider event in Australia.

Several experienced winch-launch glider fliers in Australia have now prepared models for F5J. When glider fliers try F5J for the first time they invariably enjoy it and find the task challenging. Bill Haley says, "We are fed up with all the hassle that goes with winches, i.e. laying them out on the field, and line breaks." This is often the reason cited by those turning to F5J; running winch lines all day is becoming increasingly difficult for aging glider fliers. Electric power is a viable alternative that removes this hassle. Once glider fliers find that the F5J task is satisfying, they become determined to pursue it!

As further proof of the growing popularity of F5J, I pointed readers to the Slovakian web site where F5J results are catalogued from around the world in the

September 2012 column in QEFL. There were 184 fliers listed on the register at the time, but now there are 542 fliers listed and the chart covers three pages on the web site (see Footer)!

As the leader board was just starting up in 2012, Aussie fliers with two results listed were placed very highly. Only two national events are accepted on this site, so as the events progressed and many European fliers took part in international events, and had more than two scores listed, their competition totals exceeded the Aussie results. If you study the current chart (at the time of writing), you will see that only the four best scores are counted; the leading flier Rižner Primož competed in seven events in many different countries and the second name listed, Malčik Radek, flew in 12 different events in many different countries, and each has only their four best results counted.

If you look down the chart until you see fliers with only two results counted, you will see that Steve Haley, Bill's son, is leading this section at position 80. Yours truly is placed 6th and Aussie Phil Stevenson (see below) is placed 11th at the time of writing.

Now that we have had some longitudinal experience with the F5J event, it is quite apparent that the bigger models work better. After all, it is a thermal event and large wingspans have always worked better for thermal-seeking machines; more effective working wingspan with the turbulent tips placed further out! Readers will be aware that



*Terry Scolari assists Peter Pine with the maiden flight of a new F5J machine - a Pulsar 4.0 PRO*



*First launch by Terry - plenty of power from an MVVS 4.6/840 motor - outrunner in a case.*



*Note thin nose on the Pulsar - typical of new breed F5J machines - and how all the gear is stored well forward - aids balance, contributes to low weight.*

there is a 4m wingspan limit for the event and many fliers use the maximum wingspan that they are permitted! Most countries, Australia included, have offered a standard class for F5J events as well as Open. Our Aussie events include awards for the best placed fliers using gliders under 2.5m wingspan. Experienced fliers seem to dominate in both classes, so some CDs exclude those who have won in the standard class before so that they can encourage newcomers.

Experience has also shown that the most significant part of the scoring is the flight time. It is always better to fly longer than other competitors in your heat. That is what makes it a true thermal event. The maximum height achieved in the time from launch to 10 seconds after the motor cuts attracts a penalty (0.5 points per metre up to 200m, 3 points per metre over 200m), but this is of secondary importance. If you launch to 200m and fly for 8 minutes, and a opponent launches to 100m but only flies for 7 minutes, you are still 10 points ahead of him; he will only lose 50 points for height whereas you will lose 100 points, but you gain 60 points by flying for 60 seconds longer. The spot landing ranks third in importance as the maximum you gain for a 1m spot is 50 points, so if you fly one minute longer than opponents but miss the spot, you are still 10 points ahead. This is the writer's take on the situation; you might have a different idea and you might like to comment on that – see my e-mail address (Page 2). Of course, the event is dynamic as there are multiple factors at play and you must choose your strategy. If all fliers in a heat find that elusive thermal and max out, the height climbed and landing points will be more significant.

European fliers seem to place great store on the height climbed. It may be a matter of personal challenge, but they seem to try for an extremely low height. Many make sure they do not go higher than 90-100m in the first 30 seconds. If you watch the video of the Bořetice F5J fly-off on Facebook "FXJ Forum"

(Public Group – see Footer) you will see fliers starting at very low heights and scraping around for lift. There are several outlandings and some seem to finish early.

The F5J trend seems to be towards lighter and lighter models. Many of us are stuck in our old thinking, when gliders had to rocket in to the sky to gain as much height as possible. We think we need a decent sized motor and at least a 2100-3S LiPo pack. Well, many are now going for smaller and lighter motors and batteries. See the accompanying photos of the geared outrunner called the RedFox 500 being produced in Slovakia for F5J (see Footer as well). Palo Lishak is the brains behind this move and he has mated a high-Kv outrunner meant for helicopters to a planetary gearbox to achieve a small (27mm diameter) and light (110g) motor that fits in to the slim noses of current F5J models and, amazingly, produces plenty of power for 4m models swinging props up to 15" in diameter. This has assisted in the lightweight 4m F5J model revolution!

The models themselves are being produced with more fibreglass and less carbon (the lightweight Storks from Heinrich now have fibreglass tips to save weight). The carbon in fuselages has been



*Stork fully moulded F5J machine from Slovakia - light weight, thin fuselage, 27mm diameter geared outrunner motor and 850-3S LiPo*



*Stork tail group - devoid of protrusions that cause drag*

reduced or eliminated (by using mostly Kevlar pods) to help with weight and remove problems with 2.4 GHz. My older Pulsar 4000 with huge wing area is powered by an MVVS 5.6/690 and a 2200-3S LiPo, and weighs in at 2.1kg. It has won several contests, but now I have moved on to a Pulsar 4.0PRO (see photos) with slim fuselage and less wing chord (still 4.0m wingspan) and I realised I did not need as much motor and battery. I moved down to an MVVS 4.6/840 and a 1300-3S LiPo and was amazed when the model came out at 1.6kg! This is now the nicest flying glider I have ever flown at 500g lighter than my previous model; the extra little dihedral in the centre panel renders the new version a nice turning model and the light weight makes it a delight to land.

It works light lift very well and the flaps are very effective.

Phil Stevenson has imported a moulded Kappa 35 for F5J – the lightweight version with D-box wing and carbon strengthening. Admittedly, it is only 3.5m wingspan, but it weighs in at an amazing 1.3kg. Phil uses a Turnigy 2838-1200 small motor, 40A ESC and an 1800-3S LiPo. See the accompanying photos for details of this model – note the thin, thin fuselage and the unusual tail group. Also see the link in the footer for the manufacturer. Phil comments, “I flew my Kappa again today; made an F5J flight from 63m and spent 3 minutes coming down. It really bumps when you go through lift. I tried a couple of more flights practicing the low power setting for searching under power; the trouble is when it hits lift it goes up so fast that 10 seconds after switch off it’s already doubled its height.”

Mel Gillott from Nowra has fitted out a 4m Maxa moulded model for F5J and has had some competition success (2nd place in the Picton Cup Round 1, 1st

place HSL F5J). He has powered his Maxa with an RedFox 500 as mentioned above. Watch the development of F5J.

### What is FXJ?

A new idea has been floated in Europe. In an attempt to bring thermal fliers together in one event; F3J has been combined with F5J by developing an event where you can launch by any means you choose (winch, bungee, hand-tow or electric). A device has been developed that fits neatly under glider wings at the root and has a link to the tow-hook on line-launched gliders and records the height achieved at launch. That means a total change of strategy for F3J fliers who, instead of going for the highest launch possible with muscle-men towline runners and pulleys, they are now going for a lower launch height and searching for thermals that give a 10 minute flight. The aim is just the same; fly for 10 minutes, but the approach is different. This new approach is called FXJ. A survey of Australian thermal fliers (winch-launch) met with a mixed reaction. Some were enthusiastic; others had reservations. Some felt



*Red Fox 500 geared outrunner - 27mm diameter for thin noses and light weight*



*Planetary gearbox used in RedFox motors*

there would be a discrepancy in launches, but it needs to be tried. Time will tell if this approach has legs and reduces the number of World Championship events in the future!

So, join the F5J revolution and fit out a large model, but keep it light and practice low level launches! Develop the F5J strategy and focus on finding and working thermals!

### Links for items mentioned in this article:

**F5J Results Table:** [http://www.trnavaf3j.sk/Download/f5j\\_intertour\\_2015/trnava\\_f5j\\_2015\\_total\\_table.pdf](http://www.trnavaf3j.sk/Download/f5j_intertour_2015/trnava_f5j_2015_total_table.pdf)

**FXJ Forum video:** <https://www.facebook.com/juraj.baciak/videos/o.332833164809/890424987661168/?type=2&theater>

**Stork:** <http://www.heinrich.sk>

**Kappa:** <http://www.eroplan.sk/index.php?lang=en>

**Maxa:** <http://f3j.in.ua/en/maxa-family.html>

(links are interactive in this document - click on them - if they do not work for you copy the address and paste it in to you browser address bar)

### When should you start your motor in F5J?

Overseas promoters of F5J insist that you must not start your motor until the hooter sounds at the beginning of the 10 minute flight window. In fact, they disqualify a flier who starts his motor early. In Australia, many of us have been starting our motor when the countdown reaches 1 and then launching when the hooter sounds at zero. The issue was discussed at Appin (Picton Cup Round 2) and the general feeling was that we should comply with international rules, especially if we aspire to competing overseas sometime in the future. This strategy will be applied in future Aussie events.



## Picton Cup 2015

We have a new champion! After two rounds of the Picton Cup, Paul Osmond emerged as a new champion for 2015, and his name now will accompany some of the other famous names in E-gliding in Australia that grace the Picton Cup!

Richard Solomon commenced the Picton Cup many years ago, originally as a 7-cell electric gliding event, then it morphed in to Limited Electric Glider (with the advent of LiPos), and finally in to an F5J event.

Early events were held in a field near Picton, but the lack of facilities and club support, and the need to prepare the field every time an event was scheduled, lead to it being moved to the Appin club field where it is held today.

A vote of thanks must be made to the Appin club for regularly hosting the Picton Cup of late, and for providing breakfast and lunch catering on the field.

The format of the event (and it was Richard's brainchild) is to provide two rounds, one close to the winter solstice and the other close to the summer solstice. You would be amazed at the number of times that this

event has been held in brilliant weather conditions in the middle of winter! There have also been several instances where the summer event has proceeded despite a poor weather forecast and it has turned out just fine on the day!

There are placegetters declared for each round of the Picton Cup, and then the results of both rounds are combined to declare a winner of the cup for the year. In 2015, Don Farrar took out Round one flying his MVVS powered Pulsar 3.6m, and then managed 4th place in the summer round. Paul Osmond, on the other hand, came second at the winter event and then won the summer event to just squeeze Don out of contention for the cup. Maybe next year, Don!

Paul variously flew his Ava powered by a Neu 1110/2.5 with a Reisenauer gearbox, and a Supra with a Scorpion 2216 heli motor, also sporting a Resienauer gearbox. It is interesting to note that many fliers have turned to high Kv heli motors and matched them to a gearbox to achieve a small motor with lots of torque to power large F5J gliders.

At the round 2 event for 2105, held at Appin on 29 November, Rob Watson came in second.



Jack Murphy flying, Klaus Metzger timing at Appin



Roger Thompson and Ron Sterret - smaller gliders



Trevor Smith flew an Easy Electric Glider PRO

Now this man's performance is exceptional - he has consistently managed to score well in F5J flying - wait for it - **a standard Radian!** This is a great testament to F5J, showing that it is not all about the hardware. Smaller models can do well if flown well

(note also that an Aero-naut 2.0m Premiant came second at the MAAA Nats in F5J this year). It is also a testament to Rob's flying ability and the strategy of flying a model that you know well! He has often stunned F5J watchers with his results.

Third place at Round 2 went to Paul Gibson from Newcastle, flying an Maxa 4.

Most F5J events also include awards for those flying e-glders of less than 2.5m wingspan. At this event, Rob Watson obviously took out first place in this class, but second place went to Ken Woodward and third to Ron Sterret.

So, the results from the two rounds were combined to give overall results for the year, and the final positions were Paul Osmond first, Don Farrar second and Phil Stevenson third (Phil came third both rounds, but this time flew his Kappa featured on the cover).

A vote of thanks must also be given to Fred Lodden, who came along and gave of his time to run the Picton Cup Round 2 using Gliderscore and the equipment supplied by the AEFA. Incidentally, the AEFA has supported F5J by repeatedly purchasing height devices and loaning them to contestants - currently Altis V.4+ devices are available. The AEFA has also supplied the PA, a laptop with Gliderscore loaded and software to manage height devices and the sound system files, and a printer. This physical support for F5J commends the AEFA to you - support it as it supports



*Don Farrar, Dave Wadson and Phil Stevenson study the form - who is that doing so well in that thermal?*



*Paul Osmond receives the Picton Cup for 2015 from Peter Pine - congratulations Paul!*

your events! Watch for the Picton Cup for 2016; Round one has been scheduled for 3 July and Round two for 20 November (the summer event has been moved away from Christmas by popular demand so that more can attend). It will be held at Appin again, but watch the 2016 calendar for any changes. Prepare your models now, and practise catching thermals!



*Paul concentrating on a thermal with Dave Wadson timing, scoring clipboard in hand.*

## F5B at Canberra

F5B is the current international class for electric gliding. The event commenced on the international stage in 1986 as F3E. The "F3" title is the one used by the FAI to designate glider events. When electric power became more popular, the FAI gave the title "F5" to electric only events - hence F5B. And now F5J for the electric thermal glider event.

F5B is a two task gliding event with both tasks performed in the same flight - so the aircraft must be capable of both. The first task is "racing distance", where the pilot performs as many legs of a 150m course as possible within 3.5 minutes. All power climbs must be performed outside the course (and are limited in number) and the model must race around the course in gliding flight. Current lap scores are in the order of 40 legs, so you can see that these gliders are really moving! The second task is a 10 minute thermal task (with spot landing), which commences as soon as the laps are complete.

These are highly powered gliders, more like pylon racers, that accelerate to amazing speeds in seconds under power and then fly on the step to maintain speed. Initial current draw is in the order of 250A!

Australia has always fielded some fliers in the F5B World Championships held each two years. Team trials and practice sessions are infrequent, but always supported by the few Aussie F5B experts. Great names such as Ray Pike and Dave Hines have been associated with these



events. So it is that a Dave Hines' Memorial F5B Event was held in Canberra on 29 November. Japanese world competitor, Ken Ueyama, came especially to join with Brett Solanov and Owen, Keith Flatt, Bill Hamilton and Michael Beatty to compete for the F5B trophy. Michael says there was a great deal of attrition in models, ESCs and motors at this event, but his attrition was less than others, so he won the trophy! Denise Hines came with Imogen and Lachlan to help run the event (it demands quite a few officials) and presented the trophy to Michael (see photo).

In another photo you can see Ken with a typical F5B model. These models are now highly specialised and use top end equipment - the testing of which leads to many electric flight developments - it is like the Formula 1 of electric gliding! We must also acknowledge Owen Solanov as the future of F5B - it is great to see him joining in! In the accompanying photo, you can see Dad giving Owen some training.





## A Close Call by Mike Colston

In last months e-mail I included a couple of photos of my nearly completed 120" wingspan Lanzo Bomber. A couple of people expressed interest in knowing how it flew. The model weighed in at about 8lb, which is a wing loading of just over 8oz per sq ft, considerably more than my old Lanzo Airborne which had a wing loading of just over 5oz per sq ft. It has a Scorpion S-4035-250KV motor swinging a 19x10 prop with a 6S 2650mAh pack.

The model had its first flight at my local club (see the accompanying photo courtesy of Peter Henderson) in perfect weather conditions. The model climbed away effortlessly on about half throttle and once I applied some down trim glided beautifully. After about a 10 minute flight I landed the model and we put some packing under the wing trailing edge to remove the need for the down trim. I then took it out for a second flight.

I applied a little more power than before and the model climbed away well. It was about 50ft in the air when there was a huge bang and the motor stopped. I just had time to push the nose down and turn the model back towards the strip when I lost all control of the model. The model continued in a gentle glide making a gentle turn across our car park giving me some nasty moments thinking about the damage an 8lb model could do to a car. Fortunately it missed all the cars and then the undercarriage caught on the top edge of a shipping container we use for storage at the field. This left the model sitting on top of



*Mike Colston pictured with his giant Lanzo Bomber that had a lucky escape.*

the container, just out of reach, with smoke pouring out of the fuselage.

I was expecting the model to go up in flames at any second but fortunately it did not. By the time someone had got a ladder the smoke was almost stopped. When we took the wing off and pulled out the pack it was apparent the the ESC had exploded and then shorted out. In the process it destroyed the Rx and, luckily, melted the battery leads off the ESC so that the pack did not experience the short for more than a second or two. If they had not melted off the pack would have undoubtedly caught fire and the model would have been destroyed. The ESC was rated for 85A continuous and I was only drawing about 30A. In the end we decided that the ESC had probably suffered undetected damage in a crash in another model. This caused one of the big capacitors to fail resulting in the subsequent destruction of the ESC. I was incredibly lucky that I had control of the model long

enough to turn it back to the field, that it didn't catch fire and that it landed on the container with minimal damage. The model is now repaired with a brand new ESC waiting for suitable weather for more flights.

I guess the moral of this story is to be very suspicious of any electronic component that has been in a crash even if it seems to be working fine. I could have lost several hundred dollars worth of model, not to mention three months work building it, for a component worth less than \$100.

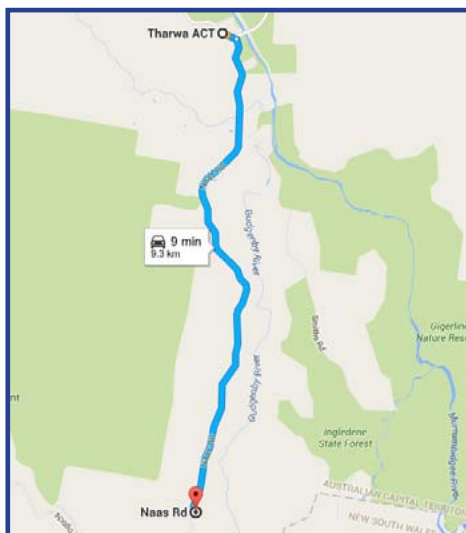
### Join in the EOT Postal Tasks for Practice

Mike collects scores each month from people who complete flights according to the EOT rules. This is a great chance for you to practice your tasks - you simply complete your flights during each month and gain a score - then send the results to Mike who tabulates them and sends them out to all by e-mail. Check the rules for Duration, Texaco, etc. on the AEFA web site.

# NEFR 2016

25-28 March

NAAS Club Field, Canberra



## Willie Emmett Flying Field

The field is on Naas Road, just south of Tharwa, which is a small township just south of Canberra. Find your way to the Canberra suburb of Banks. Continue south on Tharwa Drive. At Tharwa, continue south on Naas Road. Willie Emmett Flying Field of the NAAS club is 9.5km from Tharwa bridge.

**GPS coordinates:** -35.583815, 149.061196

**Bring your aircraft and skill to this fantastic, unrestricted, safe flying field**

### Events:

- Foamy Pylon
- LEG
- Radian
- Old Timer
- F5J
- Scale
- Scramble

### Food:

- All day from 8:30
- Sausages
- Bacon & Eggs
- Steak Sanga
- Coffee
- Tea
- Soft drinks

### NAAS

- Legendary Lamb Roast
- Sunday night (\$20 per head)
- (It's worth going just for this!)

## Accommodation Options

### Camp at NAAS Field

Call NAAS direct on (02) 62312200 for camping info. Toilets and showers are available. **\$10 per site per night.**



**Best Western Plus Garden City Hotel**  
55 Jerrabomberra Avenue,  
Narrabundah ACT 2604  
**(02) 6295 3322**  
30 minutes drive to field  
20 minutes to dinner



**Hotel Ibis Styles**  
203 Goyder Street,  
Narrabundah ACT 2604  
**(02) 6295 3322**  
30 minutes drive to field  
20 minutes to dinner



**Alpha Hotel**  
46 Rowland Rees Cres.,  
Greenway ACT 2900  
**(02) 6293 3666**  
20 minutes drive to field  
5 minutes walk to dinner  
Book online and save!



**Outward Bound Camp (Possibility)**  
Located at Tharwa  
Bunk house style - two dorm rooms - 8 beds each  
**(02) 6235 5700** Christine  
10 minutes drive to field  
10 minutes to dinner.



### Saturday Night Dinner Venue

Vikings Club - **7:00 for 7:30pm**  
**Corner Athllon Drive & Rowland Rees Crescent, Greenway ACT 2900**  
20 minutes drive from field  
Upstairs function room, next door to restaurant  
Saturday 26th March. Alternate drop main course and sweets - bar available

## Contact Details for Event Contest Directors & AEFA Executive

- Max Haysom** - President - (03) 9801 3899 - [mhaysom@tpg.com.au](mailto:mhaysom@tpg.com.au)
- David Lucas** - Treasurer and NEFR entries - (02) 6676 4107 - [rivercat@mac.com](mailto:rivercat@mac.com)
- Terry Scolari** - Secretary & Radian CD - 0408 646 760 - [tscolari@bigpond.com](mailto:tscolari@bigpond.com)
- Peter Pine** - Joint F5J CD - (02) 6676 1437 - [ppine@northnet.com.au](mailto:ppine@northnet.com.au)
- Brian Lockett** - Executive member and joint F5J & Scramble CD - 0419 809 736 - [brian.lockett@bigpond.com.au](mailto:brian.lockett@bigpond.com.au)
- Michael Colston** - Electric Old Timer CD - 0408 635 262 - [mncolston@hotmail.com](mailto:mncolston@hotmail.com)
- Bob Hickman** - Foamy Pylon & Scale CD - 0417 125 664 - [marbob48@stcelco.net.au](mailto:marbob48@stcelco.net.au)
- Alan Mayhew** - LEG CD - 0412 994 213 - [almayhew@optusnet.com.au](mailto:almayhew@optusnet.com.au)

For event rules, entry form, please consult the  
**Australian Electric Flight Association web site** - [www.aefanet.com](http://www.aefanet.com)  
**For NAAS website visit** [www.naas.org.au](http://www.naas.org.au)

## 2016 Glider/F5J Events Calendar

Version 8 - 23/11/15

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

Date	Holidays NSW	Flying Events	Notes
10-Jan		Millennium Cup	Appin
21-Jan		Victorian F5J	Diggers Rest
23-25 Jan		Sailplane Expo Armidale	Winch launch, F5J, DLG
26-Jan	Australia Day		
27-Jan	NSW Schools return		
7-Feb		Millennium Cup	Goulburn
7-Feb		Victorian Thermal	State field
21-Feb		HSL Club Comp	Maddens Plains
21-Feb		Victorian F5J	Diggers Rest
6-Mar		HSL Club Comp	Maddens Plains
12-13 Mar		Milang Thermal	South Australia
19-20 Mar		Heathcote Cup Thermal	Maddens Plains
25-28 Mar	Easter	NEFR at NAAS	AEFA Rally Canberra
3-Apr		HSL F5J Event	HSL, Sydney
8-Apr	NSW Schools break up		
9/10 Apr		Glider weekend including F5J	MRSSA, Harrisville near Brisbane
10-Apr		Millennium Cup	Lake George
10-Apr		Victorian Thermal	State field
25-Apr	Anzac Day		
26-Apr	NSW schools return		
30 Apr/1 May		EOT/F5J EOT Saturday - F5J Sunday	EOT/F5J weekend
Nowra			
1-May		Victorian F5J	Diggers Rest
15-May		HSL Club Comp	Maddens Plains
29-May		Victorian Thermal	State field
11-13 June	Queen's Birthday	LSF Tournament	Jerilderie - includes trial F5J event
1-Jul	NSW Schools break up		
3-Jul		Picton Cup Round 1	F5J Appin
3-4 July		Intersate Thermal Challenge	Pierces Creek, near Alstonville
18-Jul	NSW Schools return		
28-Aug		HSL Club Comp	Maddens Plains

Date	Holidays NSW	Flying Events	Notes
10-11 Sept		Glide-A-Fair Thermal	Pierces Creek, near Alstonville
18-Sep		HSL F5J Event	HSL, Sydney
23-Sep	NSW Schools break up		
24-Sep		Millennium Cup	2-days Gloucester
1-3 Oct	Long weekend	Northern NSW F5J	Pottsville - 2 days
3-Oct	Labour Day NSW		
8-9 Oct		Mildura Thermal	Wentworth
8-9 Oct		F3J/F5J weekend	TARMAC, Toowoomba Offered by MRSSA QLD
10-Oct	NSW Schools return		
16-Oct		HSL Club Comp	Maddens Plains
23-Oct		Millennium Cup	Maddens Plains
29-30 Oct		F5J Annual Tournament	NAAS, Canberra
13-Nov		Millennium Cup	Nowra
20-Nov		Picton Cup Round 2	F5J Appin
27-Nov		HSL Club comp	Maddens Plains
4-Dec		Ted Swan Cup	Goulburn
20-Dec	NSW Schools break up		

## Electric Glider Postal Competitions each month

There are electric glider postal events as well as EOT. Gary Andrews manages monthly results for Radian glider and F5J. You can practice these events at your own field in your own time, and e-mail the results to Gary. Each month Gary tabulates the results and sends 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 - except on page 10 - to send an e-mail from this page, click on the e-mail address)

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