

# Monthly Glider Postal events , Reports, Futures and other stuff from the **Australian Electric Flight Association.**

# 1 June/July 2022

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**F5J POSTAL** (please open attachment in body of email for spreadsheet)

Bill Kent remains untouchable and on top at this half way stage, whereas Ken Woodward is content to have fun with his Vintage glider and beat a couple of others in the process.

Only five entries hardly makes this event worthwhile but we will see how things pan-out as the weather, hopefully improves. So start practicing!

**E-RES POSTAL** (please open attachment in body of email for spreadsheet.

That man from SA is still leading but there are a few zero scores in the chasers meaning that it's still very open for later when a round is dropped.

Poor entries will lead to an assessment of the viability if things don't improve later.

I know, it's boring talking about the weather all the time - but that's what we have to fly in.

The LSF event at Jerilderie has come and gone with record electric entries and cold and breezy conditions. Must have suited the Kiwi's who won and placed well. Congrat's to them.

Elsewhere it's mostly rain, and more rain. I have 420mm in the gauge after four days . Local field was flyable for about two weeks after last deluge now it's a pond again. Similarly this is affecting many others and the participation in the monthly Postals is low as flyers just stay home.

Changing climate? We're standing in it!

But Spring will definitely be better. Ed.





An innovative and effective wing from another branch of our sport. Know what it is?

Turbulators anyone?



**Brief Report on LSF Jerilderie – Paul Moorfield from SSL**

Eight SSL members ventured to Jerilderie over the Queens Birthday long weekend to compete in three glider classes, F5J, Open Thermal, and ERes. The three classes were flown successively in each round, and with the excellent Gliderscore programme controlling the sequencing, from a practical point of view it worked well. I prefer single class competitions (less shifts for one’s brain as a result of flying in multiple classes), but the majority of the participants liked the format and voted for the same next year.

There was a strong field of flyers, from SA, VIC, NSW, QLD, WA, TAS, and of course the NZ contingent who provided quality competition. 50 competitors in total, the biggest glider event for a while.

Saturday and Sunday were challenging, strong, gusty south westerly winds, 25-30+kph (fortunately from a very consistent direction) and cold, cold, cold! And very patchy to non existent lift. It was tough. Monday was much better, some sunshine, lighter winds, and some nice thermal activity.

Kevin Botherway from NZ won F5J, with Nick Chabrel second, Mike OReilly sixth, myself fourteenth (after a humiliating fall from fourth in the last 2 rounds flown on Monday).

Nick Chabrel won Open Thermal (which with his F5J result made him the Jerilderie Champion), with Mike O’Reilly in tenth and the rest of the SSL contingent in

very lowly positions.

Marcus Stent won E-RES, I came second (disconcerting because I don’t think it should be included in Jerilderie), and Mal Pring tenth.

You can view all the results on [Gliderscore.com](http://Gliderscore.com), and Mike Oreilly has posted some pics on the SSL FB page. See also page 4—Ed

So that’s a brief wrap on the 2022 Jerilderie event, the premier AUS RC glider event.

**TOP 5. 11– 13 June 2022**  
**F5J**

1. Kevin Botherway
2. Nic Chabrel
3. Theo Arvanitakis
4. Rod Watkins
5. David Griffin

**Open Thermal**

1. Nic Chabrel
2. David Pratley
3. Scott Lennon
4. Chris Barrenger
5. Matt Lowe

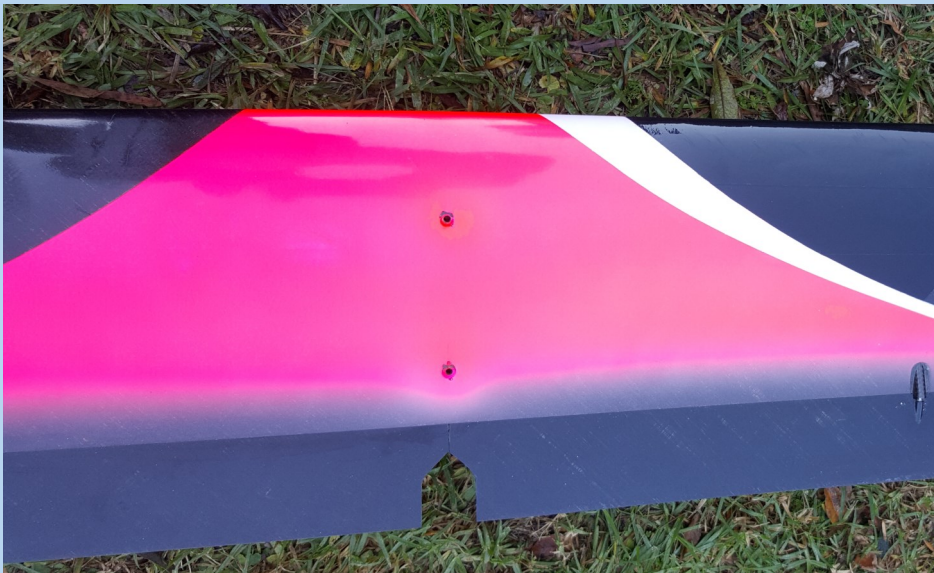
**E-RES**

1. Marcus Stent
2. Paul Moorfield
3. Daniel Haskell
4. Klaus Metzger
5. Scott Lennon

**TOP ADVANCED FLYERS, F5J**

- Hugh Blackburn
- Ladislav Safarik
- Kevin Weston

**Frivility**  
 AEEA F5J champion Rob Watson was in Borrolola, NT so did not submit any POST-AL times but that didn't stop some frivolity from others:  
 On reflection, Rob & up there in NT, co-opting a Jabiru for E-RES would not be playing fair. After all they do have ailerons, flaps, rudder (by tilt stab) elevator, reverse thrust and wingtip turbulence control. As well they can squawk to clear the landing circle with a jabbing device to reinforce authority!  
 Plus they can jettison some weight if required and they do have inbuilt stabilising devices.  
 Oh- I almost forgot, a pair of ground grippers, folding wings and inbuilt GPS to get to the next Comp. or Postal!



**Got a ding in your carbon wing? It doesn't have to be a throwaway.** Remove any debris then make a neat cut-out, top left. Pack out the cut-out section with foam and balsa to regain original wing form. Make a rigid female mold of the section of wing—above. You may be able to use the other side good wing as a former.

Flop a carbon male off the female mold, cut to shape and epoxy into wing cut-out, - left centre. Apply any filler as required. Paint to make good-as-new. left.

Contact editor (or others who have done this) for any further details.



Jerilderie 2022.  
Thanks Mike O'Reilly

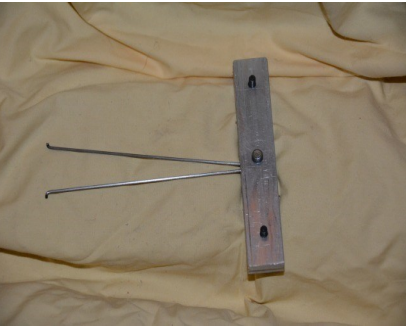


## Replacing Electric motor bearings.

Easter'S AEFA Electric shin-Dig was great socially but a flying disaster for me finished off by damaging my DG-67.

While the damage seemed terminal, once home and over the disappointment of the crash I started to evaluate the damage. A physically damaged battery that is now living in the cold of the back yard and probably never be used again. The metal case is damaged but not puffy.

The motor, that is another question. When I was employed at fixing machines with motors like our motors, it was always a grey area if a problem was electrical or bearings. Was it the magnetics notchy or the bearings?



Commiserating with the motor and turning it over every now and again the motor seemed to notch more firmly than from magnets. So I decided to change the bearings

Removing the shaft was easy. The bearings were a little more difficult. My motor had three bearings. One at one end and for reasons unknown two at the other (side load – prop support? Ed) 2.5mm wide.

The original bearings were ( ID, OD , W respectively) 1/ 5 x 11 x 5 ZZ & 2/ 5 x 8 x 2.5.ZZ I replaced these two with a 5 x 8 x 5ZZ. I was surprised that the relative low cost at under \$10ea and available from bearing supplies.

Removing the bearings: A simple tool was made, see drawing. The two hooks at the end of the “puller” are easy to make. Bend the wire at a suitable size and then bend two hooks say 10mm longer that required. Grind it down until both hooks will fit together in the ID of the

bearing and they will spring apart.

I did see a tutorial on the Web were a paper clip was used but that technique did not work for me. So I made the contraption in the photo.

By now the motor cir-clip has probably been damaged. Mine was but this is not a problem for me as I use the long shaft drive end. That puts all the weight of the model on the two grub screws - one on a flat.

Once the 11mm bearing is removed, on to the small end. The design of the sick motor was such that the above contraption would not work.

The next tool is easy having lathe, if not, hopefully someone in your club will help. I have attached a drawing with only some dimensions as they may vary from motor to motor. Using my motor as an example there are two diameters to measure: one is easy with a vernier caliper the other is just a bit tricky. It is necessary to use drill shanks to determine the diameter as it is buried as a stop for the small bearings. Simple design but clever.

BE CAREFUL. Clean the drills thoroughly before inserting then into the motor. The magnets are very strong and will suck up swarf faster than a speeding bullet.



### RE – FITTING THE BEARINGS

Fit the small bearing first using the removal tool. This should ensure concentric alignment.

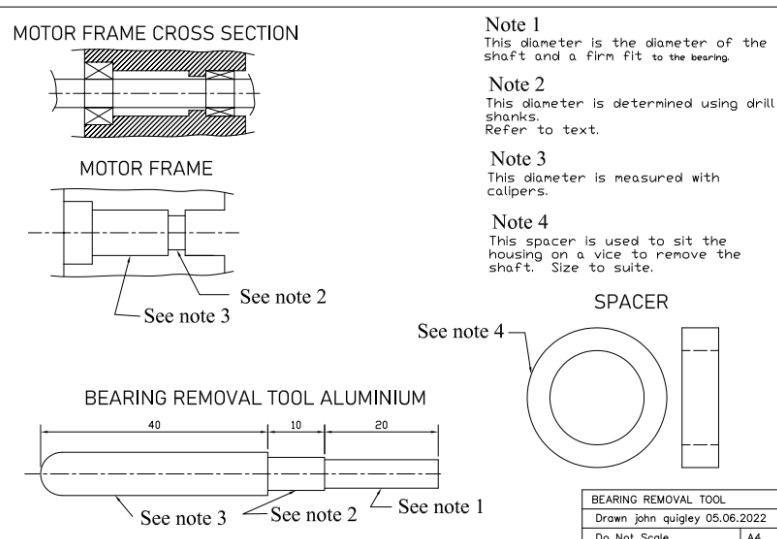
Fit the shaft

In my case fitting the 11mm bearing was very easy and was a firm push with my fingers. The bearing was a firm push on the shaft. So if it is tight fit in the housing make another tool. See drawing for detail.

Hope this all helps. Yes the DG-67 is almost repaired once over the initial depression.

NOTE: The “ZZ” suffix after the bearing size or bearing number if known means it is a double shield. Do not rob power in model engines or motors with sealed bearings.

Any questions contact me John Quigley flyingnut -ISP-tech2u.com.au.



Southern Soaring League, F5J , 3rd July

Well the wind was moderate maybe, but it was very cold , like it was straight off the South Pole -- Cold!! Thermals were there but elusive at times. However nearly every heat was flown for the close to 10 minutes.

We flew 10 rounds of two heats per round which kept everyone under the pump.

Thank you to the plucky eight that came and thank you for your help in set up, especially Garry.

Our new trailer was in action and proved to be very useful. It was great not to have to double handle the equipment to get it on and off the field. I chose to keep the electronics in the trailer which meant if we got any rain I could just close the door. As we trial it, we will make some mods to make it very efficient and adaptable. We still have an awning to mount and firefighting spray mounts.

Robert Gunn

F5J - Overall Results														
[SSL Sky Park 3/07/2022]														
www.GliderScore.com														
Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10
1	MEYER, Andrew	8899.1	100.00	9644.3	1000.0	995.6	1000.0	1000.0	*745.2	1000.0	1000.0	1000.0	1000.0	903.5
					Time: 9:49	9:57	9:54	9:56	8:11	9:59	9:57	9:57	9:57	8:54
					Height: 207m	160m	164m	202m	160m	198m	184m	184m	170m	194m
					Landing: 50	45	35	50	0	35	45	50	50	40
					Over75m: -	-	-	-	-	-	-	-	-	-
2	STONE, Mark	8154.8	91.64	8710.4	662.2	1000.0	1000.0	*555.6	934.1	1000.0	976.4	891.9	690.2	1000.0
					Time: 8:45	9:57	7:03	5:36	9:56	9:58	9:53	9:55	7:27	8:54
					Height: 244m	145m	153m	172m	192m	199m	195m	200m	152m	190m
					Landing: 50	40	50	50	16	35	45	0	0	40
					Over75m: -	-	-	-	-	-	-	-	-	-
3	WHITFIELD, Garry	7969.3	89.55	8466.6	1000.0	1000.0	*497.3	685.2	1000.0	711.7	1000.0	994.6	834.4	743.4
					Time: 9:28	9:52	5:43	9:11	9:56	6:52	9:59	9:59	8:10	7:22
					Height: 177m	139m	142m	227m	195m	139m	195m	194m	173m	186m
					Landing: 50	30	0	0	50	50	50	50	45	45
					Over75m: -	-	-	-	-	-	-	-	-	-
4	MELDERS, Peter	7628.2	85.72	8243.2	853.3	844.3	691.0	805.1	969.2	908.2	863.1	1000.0	694.0	*615.0
					Time: 9:11	8:40	8:43	9:51	9:53	9:50	9:56	8:12	7:30	6:26
					Height: 208m	179m	203m	215m	197m	191m	220m	197m	196m	189m
					Landing: 15	30	40	0	0	40	30	30	30	40
					Over75m: -	-	-	-	-	-	-	-	-	-
5	KENT, Bill	6767.7	76.05	7228.8	859.1	760.2	731.3	929.6	625.5	651.0	*461.1	716.6	1000.0	494.4
					Time: 9:06	8:21	8:13	9:51	7:16	6:46	4:57	6:15	9:30	6:64
					Height: 212m	162m	186m	207m	189m	184m	196m	193m	165m	195m
					Landing: 35	0	0	45	0	45	50	25	50	0
					Over75m: -	-	-	-	-	-	-	-	-	-
6	POTTER, Greg	6485.7	72.88	6485.7	484.5	0.0	959.8	1000.0	1000.0	315.5	875.8	850.1	*0.0	1000.0
					Time: 5:31	0:00	9:55	9:58	9:55	4:25	9:52	6:31	0:00	9:50
					Height: 146m	0m	190m	166m	178m	183m	203m	132m	0m	200m
					Landing: 0	0	25	40	40	0	0	35	0	40
					Over75m: -	Yes	-	-	-	-	-	-	Yes	-
7	PRING, Mal	5952.8	66.89	6235.8	606.6	707.7	832.3	674.2	965.5	388.0	679.6	583.8	515.1	*283.0
					Time: 6:55	7:40	6:16	6:59	9:52	4:30	6:57	6:45	5:29	3:45
					Height: 184m	191m	182m	181m	189m	192m	190m	182m	179m	160m
					Landing: 0	35	45	45	35	40	45	10	50	5
					Over75m: -	-	-	-	-	-	-	-	-	-
8	BOWDEN, Gavin	3988.6	44.82	3988.6	791.5	984.6	543.5	0.0	0.0	*0.0	326.9	66.1	693.0	583.0
					Time: 8:06	9:39	4:51	0:00	0:00	0:00	4:04	0:49	7:19	6:43
					Height: 199m	150m	151m	0m	0m	0m	165m	0	193m	203m
					Landing: 35	40	0	0	0	0	15	0	30	15
					Over75m: -	-	-	-	-	-	Yes	-	-	-

AEFA CALENDAR 2022

<b>July</b>			
<b>3-Jul</b>	<b>SSL Club Event</b>	<b>F5J Glider</b>	<b>Milang</b>
<b>23-24 Jul</b>		<b>OLD F5J Series 2022 Round 3</b>	<b>Monto</b>
<b>August</b>			
<b>14-Aug</b>	<b>SSL Club Event</b>	<b>F5J Glider</b>	<b>Milang</b>
<b>21-Aug</b>		<b>HSL Winter Club Competition</b>	<b>HSL Maddens Plains</b>
<b>September</b>			
<b>10-11 Sept</b>	<b>Tamworth Club</b>	<b>E-RES &amp; LEG</b>	<b>Sommerton</b>
<b>10-11 Sept</b>		<b>QLD F5J Series 2022 Round 4</b>	<b>Dalby</b>
<b>11-Sep</b>	<b>SSL Club Event</b>	<b>F5J Glider</b>	<b>Milang</b>
<b>2-18 Sept</b>	<b>Mount Bora</b>	<b>Manilla Slopefest</b>	<b>Manilla, NSW</b>
<b>24-5 Sept</b>	<b>State Flying Field</b>	<b>Millennium Cup</b>	<b>Cootamundra</b>
<b>October</b>			
<b>9-Oct</b>	<b>HSL Event</b>	<b>Heathcote Cup F5J</b>	<b>Maddens Plains</b>
<b>28-30 Oct</b>	<b>AEFA F5J Perpetual Trophy</b>	<b>F5J Annual Tournament - World Champs Team Selection Trial</b>	<b>West Wyalong</b>
<b>30-Oct</b>	<b>SSL Club Event</b>	<b>F5J Glider</b>	<b>Milang</b>

Contributions, including Classifieds, welcome to Mel Gillott at [redshiftxyz@hotmail.com](mailto:redshiftxyz@hotmail.com)

**\*\* Electro Motive Force**

1. a)  $E=W/Q$ . b) *Inside* a source of emf that is open-circuited, the conservative electrostatic field created by separation of charge exactly cancels the forces producing the emf. c) Electromotive force is the characteristic of any energy source capable of driving electric charge around a circuit.

2. A force, metabolizing as a passion to get airborne in a more environmentally responsible way without unduly disturbing other humans or the wildlife by using only the power of electro (not Max Dillon) and nature.