

Monthly Glider Postal events , Reports, Promo's and other stuff from the **Australian Electric Flight Association.** # 10. April 2023

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POSTAL COMPETITION, F5J AND E-RES

Entries are slowly picking up as flyers realise the advantages of quietly practicing with a competitive purpose in your own time.

See results for March on page 3. Cumulative results from February 2023 onwards will be published next issue.

At the end of the year your two worst months will be dropped.

It's never too late to start—just send me a quick email and I will send you a QR code for F5J and/or E-RES. Then go fly.

There is some exciting news regarding the Postal, now included in a new national F5J **Leaderboard** event just announced. See P4 and look at F5J Australia on FB to post comments.

LUCKY BOB

I've just returned from doing my three Postal flights and I'm pretty pleased with them for a change. All were well within the circle. All were apparently flown in the same thermal. The 1st almost overhead, the second downwind and the third dangerously downwind but I got away with it. On the 3rd flight, the model became almost out of sight downwind and wasn't very high. Getting back looked very unlikely, particularly with a row of tall trees to be crossed. My height limiter has an emergency re-start function, so I was only risking a zero score rather than a lost model. Anyway, as the model approached the tree line, strong lift was encountered and I was able to continue straight into the wind and easily surmount the trees. I guess that I must have been due for some more good luck. Bob Hickman

John Quigley has had problems getting his scores to me:

"Seems to me it is my end. Our internet has been about the speed of Cob & Co."

F5J INTERNATIONAL, MILANG SA SSL 50th Anniversary F5J International and Team selection, March 2023

The SSL 50th Anniversary Festival of Gliding was by all accounts a most successful event. The Australian F5J team to fly in the World Champs in Slovakia in August was chosen and F5J, Scale gliders and GPS events were all well attended. We had flyers from NZ and special guest, Germany's Phillip Kolb's visit (see photo) was an outstanding success as he interacted with around 90 modelers who attended from all over Australia. Afterwards he visited Brisbane and gave flying demo's and talks. Thank you Phillip for sharing so much knowledge. Thank you also to the MAAA, LSF Australia and MASA for helping make this trip possible.

The three day F5J main event generally enjoyed fine weather with light to moderate winds and thermals for the picking.

Seventeen rounds were flown then the entries were graded into three groups depending on placings for the three 15 minute fly-off flights.

A well run event at a great expanse of a venue.

Results, page 2.



#	Name	CTry	Score	Pcnt	RawScore	Rnd1	Rnd2	Rnd3
1	Wurts, Joe	NZL	2960.5	100.00	2960.5	1000.0	1000.0	960.5
2	Botherway, Kevin	NZL	2908.1	98.23	2908.1	950.6	972.1	985.4
3	Arvanitakis, Theo	AUS	2900.5	97.97	2900.5	923.7	990.9	985.9
4	Meyer, Andrew	AUS	2885.2	97.46	2885.2	962.4	971.6	951.2
5	Haskell, Daniel	AUS	2842.0	96.00	2842.0	924.8	947.0	970.2
6	O'Reilly, Michael	AUS	2835.7	95.78	2835.7	919.4	979.1	937.2
7	Wise, James	AUS	2786.2	94.11	2786.2	919.4	948.6	918.2
8	Chabrel, Nick	AUS	2273.5	76.79	2273.5	957.0	996.3	320.2
9	Stent, Marcus	AUS	1990.9	67.25	1990.9	990.9	0.0	1000.0
10	Kolb, Philip	GER	1960.8	66.23	1960.8	965.1	0.0	995.7
11	Stone, Mark	AUS	1513.7	51.13	1513.7	917.3	335.8	260.6
12	Millward, David	AUS	0.0	0.00	0.0	0.0	0.0	0.0

#	Name	CTry	Score	Pcnt	RawScore	Rnd1	Rnd2	Rnd3
1	Houdalakis, Jim	AUS	2993.2	100.00	2993.2	1000.0	1000.0	993.2
2	Merryweather, Brad	AUS	2767.4	92.46	2767.4	855.1	917.4	994.9
3	Metzger, Klaus	AUS	2766.5	92.43	2766.5	962.2	874.8	929.5
4	Potter, Greg	AUS	2755.6	92.06	2755.6	900.8	900.5	954.3
5	Blackburn, Hugh	AUS	2650.9	88.56	2650.9	971.8	679.1	1000.0
6	Barrenger, Chris	AUS	2630.9	87.90	2630.9	765.5	921.8	943.6
7	Stevenson, Phil	AUS	2034.8	67.98	2034.8	836.5	749.0	449.3
8	Moorfield, Paul	AUS	1922.2	64.22	1922.2	629.1	965.6	327.5
9	Leitch, David	AUS	1918.5	64.10	1918.5	961.1	957.4	0.0
10	Watkins, Rod	AUS	1899.8	63.47	1899.8	906.4	993.4	0.0
11	Melders, Peter	AUS	1770.9	59.16	1770.9	713.6	517.8	539.5
12	Whitfield, Garry	AUS	1450.8	48.47	1450.8	221.5	639.1	590.2
13	Fox, Ken	AUS	1133.8	37.88	1133.8	352.3	500.8	280.7
=14	Lowe, Matt	AUS	0.0	0.00	0.0	0.0	0.0	0.0
=14	Cannon, Jamie	AUS	0.0	0.00	0.0	0.0	0.0	0.0

#	Name	CTry	Score	Pcnt	RawScore	Rnd1	Rnd2	Rnd3
1	Carter, Gerry	AUS	2998.9	100.00	2998.9	1000.0	1000.0	998.9
2	Pratley, David	AUS	2971.6	99.09	2971.6	990.8	980.8	1000.0
3	Voak, Gregg	AUS	2871.5	95.75	2871.5	925.6	949.9	996.0
4	Spain, David	AUS	2338.7	77.99	2338.7	378.7	965.1	994.9
5	Kent, Bill	AUS	2252.3	75.10	2252.3	330.7	956.1	965.5
6	Safarik, Ladislav	AUS	1763.6	58.81	1763.6	506.9	312.1	944.6
7	Oddy, Hutton	AUS	1502.3	50.10	1502.3	948.5	553.8	0.0
8	Schultz, Trevor	AUS	1465.8	48.88	1465.8	499.4	248.5	717.9
9	Blow, Darrel	AUS	1383.7	46.14	1383.7	294.1	932.4	157.2
10	Baxter, Malcolm	AUS	1169.6	39.00	1169.6	599.5	415.8	154.3
11	Frizell, Mike	AUS	1027.3	34.26	1027.3	348.4	163.9	515.0
12	Sanders, Jules	AUS	861.6	28.73	861.6	501.7	201.1	158.8
13	Pring, Mal	AUS	339.8	11.33	339.8	339.8	0.0	0.0
14	Weston, Kevin	AUS	0.0	0.00	0.0	0.0	0.0	0.0

MILANG 2023 FLY-OFF RESULTS. F5J

For results of all 16 rounds please see file attached to emf email.

The fly-offs consisted of 3 groups depending on placings after 16 rds.

Congratulations and good fortune to our three agreed Australian Team Members:

ANDREW MEYER

MARCUS STENT

NICK CHABREL

TEAM MANAGER,
LADISLAV SAFARIK.



Postal F5J MAR 2023 - Overall Results
[Australia 3/31/2023]

www.GliderScore.com

Rank	Name	Club	Score	Raw Score	Rnd1	Rnd2	Rnd3
1	GILLOTT, Mel	Shoalhaven	3000.0	3000.0	1000.0	1000.0	1000.0
				Time: 8:58 Height: 154m Landing: 40 Over75m: -	Time: 8:58 Height: 138m Landing: 35 Over75m: -	Time: 8:50 Height: 104m Landing: 50 Over75m: -	
2	METZGER, Klaus		2835.7	2835.7	927.0	970.8	937.9
				Time: 8:58 Height: 154m Landing: 0 Over75m: -	Time: 8:57 Height: 167m Landing: 35 Over75m: -	Time: 8:58 Height: 183m Landing: 45 Over75m: -	
3	PINE, Peter		2029.9	2029.9	836.3	668.1	525.5
				Time: 8:45 Height: 180m Landing: 40 Over75m: -	Time: 7:12 Height: 178m Landing: 35 Over75m: -	Time: 5:42 Height: 168m Landing: 50 Over75m: -	
4	BURN, Mark		2013.9	2013.9	785.6	575.2	653.1
				Time: 8:33 Height: 153m Landing: 5 Over75m: -	Time: 8:33 Height: 178m Landing: 20 Over75m: -	Time: 8:58 Height: 248m Landing: 30 Over75m: -	
5	QUIGLEY, John		931.5	931.5	931.5	0.0	0.0
				Time: 8:57 Height: 157m Landing: 5 Over75m: -	Time: 0:00 Height: 0m Landing: 0 Over75m: Yes	Time: 0:00 Height: 0m Landing: 0 Over75m: -	
6	SAFARIK, Ladislav		853.0	853.0	196.6	215.9	440.5
				Time: 2:53 Height: 125m Landing: 0 Over75m: -	Time: 3:51 Height: 218m Landing: 45 Over75m: -	Time: 6:17 Height: 208m Landing: 0 Over75m: -	
=7	ASH, Bob		0.0	0.0	0.0	0.0	0.0
				Time: 0:00 Height: 0m Landing: 0 Over75m: -	Time: 0:00 Height: 0m Landing: 0 Over75m: -	Time: 0:00 Height: 0m Landing: 0 Over75m: -	
=7	DEPHOFF, Ralph		0.0	0.0	0.0	0.0	0.0
				Time: 0:00 Height: 0m Landing: 0 Over75m: -	Time: 0:00 Height: 0m Landing: 0 Over75m: -	Time: 0:00 Height: 0m Landing: 0 Over75m: -	

Postal E-RES MAR 2023 - Overall Results
[Australia 3/31/2023]

www.GliderScore.com

Rank	Name	Club	Score	Raw Score	Rnd1	Rnd2	Rnd3
1	HICKMAN, Bob		3060	3060	1020	1020	1020
				Time: 5:00 Landing: 20	Time: 4:58 Landing: 20	Time: 5:00 Landing: 20	
2	GILLOTT, Mel	Shoalhaven	2806	2806	1020	773	1013
				Time: 5:00 Landing: 20	Time: 3:45 Landing: 20	Time: 5:02 Landing: 20	
3	METZGER, Klaus		2577	2577	987	963	627
				Time: 4:58 Landing: 0	Time: 4:42 Landing: 20	Time: 3:02 Landing: 20	
4	BURN, Mark		2146	2146	757	756	633
				Time: 3:41 Landing: 20	Time: 3:40 Landing: 20	Time: 3:04 Landing: 20	
5	PINE, Peter		2002	2002	693	689	620
				Time: 3:28 Landing: 0	Time: 3:20 Landing: 20	Time: 3:00 Landing: 20	
6	DEPHOFF, Ralph		1971	1971	773	418	780
				Time: 3:48 Landing: 20	Time: 2:05 Landing: 0	Time: 3:54 Landing: 0	
7	ASH, Bob		1746	1746	560	676	510
				Time: 2:48 Landing: 0	Time: 3:22 Landing: 0	Time: 2:33 Landing: 0	
8	QUIGLEY, John		0	0	0	0	0
				Time: 0:00 Landing: 0	Time: 0:00 Landing: 0	Time: 0:00 Landing: 0	

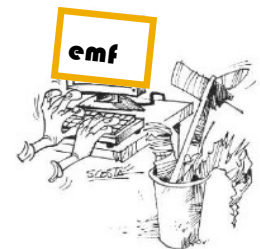


POSTAL COMP FOR ELECTRIC OLD TIMER

This event, run by Ken Woodward also began in February.
Ken is OS and hasn't been able to tabulate the results or give a Report yet.
But keep sending those scores for Texaco, 1/2A Texaco, Duration (?), Height Limited and Vintage Glider to Ken at: woody6@gmail.com

OPINION

Last issue the latest FAI F5J rules were attached to enf.
Unbeknown to me, and I guess many others the document also contained the provisional rules for another event, F5L
Peter Campbell wrote to question these rules for a potential event. Peter is from Lake George Soaring League—"but our Lake is full of water these days. And we are trying to get a new site approved"
So, what the hell is F5L?
Well, it's a 2m E-RES type competition with some strange additions and I don't think much of them
Launch height is 30 secs or 90m whichever comes first. 90 metres, why?? can we even set this on our devices?
Flight maximum is 6.30mins. Again, why? Competitions will last longer or have less rounds than our 5 min maxs.
Various landing points with 0.2m spacings up to 2m then on to 15m New landing tapes would be required. To me this is all unnecessarily complicated and yet the stated FAI aim for F5L is to
- "inspire young modelers and integrate them into the sport."
Those are only my opinions. However the similar but more straightforward E-RES has proven to work very well.
Where is the rationale behind F5L? Someone must have explained the reasoning behind these sometimes bizarre rulings
I am in favour of adopting sensible FAI rules for world conformity but not at the expense of well thought out existing rules that have proven very popular. Evolve but sensibly.
If the FAI represents the pinnacle of sports aviation and its competitions a platform for advancement of the sport why do we even need an international "beginners" event that is more problematical than it need be? Ed.



AUSTRALIAN F5J LEADER BOARD

Welcome to a live trial of an Australian F5J Leader Board.

It has been created to give competitors Australia wide a view of where they rank against other pilots and hopefully promote and instigate more events that will gain you further points on the leader board.

The Australian F5J Leader Board is a cumulated points score of all F5J events in Australia found in Glider Score.

The Leader Board so far includes all competitions to the end of April 2023.

Thoughts are that the board will be updated each month and reset each calendar year.

Any ideas on how the Leader Board can be enhanced are welcomed and will be implemented if possible up to Jan 2024 at which time any further changes will only occur at the end of each season.

Points are at present awarded for every event a competitor competes in based on the following example:

Number of competitors in the event = say 20

The winner of the event gets allocated 20 pts, the 2nd placegetter

19 pts , 3rd 18 pts and so on..... The bigger the comp the more points allocated to the winner.

For any feedback please make a comment on this post with your thoughts and tag either Hutton Oddy, Mel Gillott or Terry Scolari and we'll see what can be done.

Australian F5J Leader Board		Pts	+
Leitch, David		65	
Metzger, Klaus		63	
Meyer, Andrew		59	
Stent, Marcus		54	
Cannon, Jamie		50	
O'Reilly, Michael		49	
Kolb, Philip		48	
Safarik, Les		48	
Houdalakis, Jim		47	
Blackburn, Hugh		46	
Arvanitakis, Theo		42	
Stone, Mark		41	
Chabrel, Nick		40	
Botherway, Kevin		40	
Merryweather, Brad		38	
Wurts, Joe		38	
Oddy, Hernton		38	
Millward, David		33	
Fox, Ken		32	
Haskell, Daniel		32	
Spain, David		32	
Wise, James		31	
Lowe, Matt		28	
Moorfield, Paul		28	
Melders, Peter		27	
Wankins, Rod		27	
Weston, Kevin		25	
Potter, Greg		25	
Bengtson, Evan		24	
Stevenson, Phil		24	
Cifford, Tom		24	
Woodward, Colin		23	
Whitfield, Garry		23	
Knack, Karl		23	
Warman, Clive		22	
Baxter, Malcolm		19	
Kent, Bill		19	
Smith, Trevor		19	
Johnson, Scott		17	

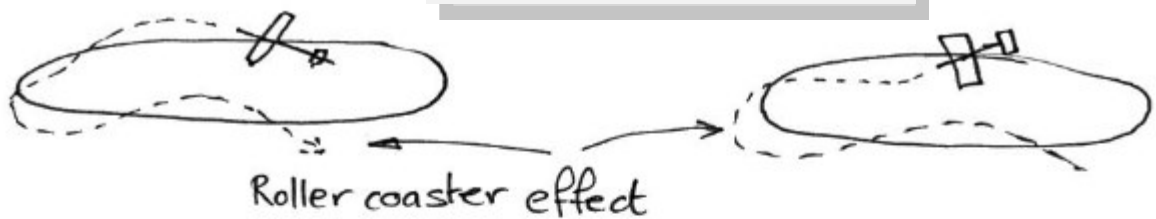
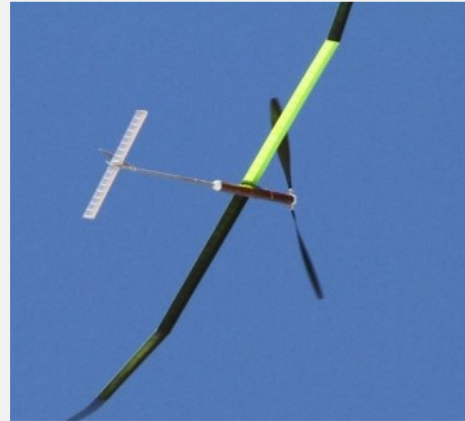
Barringer, Chris		16	
Bird, Phil		16	
Fitzell, Mike		15	
Prieg, Mal		15	
Hutcaljak, Arjan		14	
Schultz, Trevor		13	
Murphy, Jack		13	
Scolari, Terry		13	
Weatherstone, Stephen		12	
Gillett, Mel		12	
Farrar, Don		11	
Pratley, David		10	
Andrews, Gary		10	
Vels, David		7	
Daly, Alistair		7	
Rodriguez, Veron		6	
Carter, Gerry		5	
Pine, Peter		5	
Pember, Viktor		4	
Bowden, Gavin		4	
Blow, Darrel		4	
Hemming, Ty		4	
Sanders, Jules		3	
Heinrich, Todd		3	
Funke, Rob		3	
Morris, Simon		2	
Rawlings, Ian		2	
Watson, Rob		2	
Harrison, Craig		2	
Budnik, Robert		1	
Diephoff, Ralph		1	
Voak, Gregg		1	
Smart, Dean		1	
Towns, John		1	
Ceo, Marc		1	
Ash, Bob		0	
Burn, Mark		0	
Nutman, Bob		0	
Quigley, John		0	

**THERMAL TRAINING NOTES, Marcus Stent. Part 7,
Aircraft set-up, continued—**

A-R Mix

To determine the correct Aileron to Rudder mix I now fly a smooth thermal circle with just Aileron input (no manual Rudder input) and some Elevator (of course) and watch the attitude of the fuselage/tail. If the tail sits low in the thermal turn then increase the A-R mix and if the tail sits high in the thermal turn then use less A-R mix. You should get the fuselage to follow the arc of the circle.

EMF



Fuselage sits low in the turn. Pulling up causes the plane to stall.
Increase A-R mix.

Fuselage sits high in the turn. Pulling up causes the plane to dive.
Decrease A-R mix.

The reason this is so important is that if the tail sits low in the turn (no enough A-R mix) then when you pull Elevator to tighten the turn the plane wants to pitch up and stall (and you then get the roller coaster affect). You want to be able to pull on the Elevator and it simply tightens the thermal turn without any pitch up (stall) or down (dive).

A-F Mix

I use a standard 50% A-F mix so the Flaps move half the throw of the Ailerons. It means you use less Aileron throw for the same roll rate (because your Flaps are now helping the roll) and reduces Adverse yaw at the tip of the Ailerons and excessive Aileron drag.

Cont. next issue

STOLEN

Unfortunately Julian Saunders (new RCGA member) has had his new F5J Soaring Lab 'Voyager' model stolen from the Victoria Hotel in Strathalbyn, SA. Please keep an eye out for anyone trying to sell this plane. It is a green black colour like the model in this picture—



Fred Burman responded to last months mention of the first electric model by providing these details from 1959.

More at

http://outerzone.co.uk/plan_details.asp?ID=12381

For the first time!

Electric model plane power, a term you will hear more about

SILENTIUS
Electric powered free flight model
Design by Fred Militky
Span 40³/₄". Length 22¹/₂".
Weight, ready to fly 5 ozs.

Troublesome tests, lasting for years, were required to create the silent model SILENTIUS. Electric model flight, up to now the dream of some lone fantasists, has become a reality. The honest 3 ft.p.s.c. rate of climb is eloquent evidence of the performance of the precision electric engine MIKROMAX, the engine without starting problems. Flight durations of 20 minutes plus have been achieved already. This is a model for the experienced modeller.

Order No. 4511

Kit with quickbuild plans and illustrated building instructions in **English/German**, all materials required for the assembly of the model: printed balsa parts, strip wood, JAPICO covering paper, canopy, plastic parts, contact switch, pre-bent wire and miscellaneous parts. The plans cannot be supplied separately.

Accessories:

Order No. 1725
Electric model plane engine MIKROMAX T 03/15

Order No. 236
Assembly kit for folding prop

Power supply, any of these:
a) Order No. 3634
RUIAG mini accu 2 volts .35 Ah (2 re-

LEFT FIELD

Sailplane design does not have to slowly evolve or be conservative. Here's food for thought:

It is not essential for a model glider to have symmetrical wings like its full size counterpart. Particularly if it's mostly going to fly in circles. You can design an aircraft to perform better when flying in circles.

Move the lateral CG towards the outer wing of the

circle. So that the whole wing operates at the same angle of attack (AoA).

Normally, a conventional model when turning the inner wing, which flies more slowly is operating at a higher AoA than the outer wing and as the AOA is increased the inner wing stalls first.

So the asymmetrical model can more efficiently utilise the lifting capabilities of the whole wing.

This method has previously been used by high placing world champs contenders.



Uranio Italian glider designed by Gino Andrea in 1946. 3.5m wingspan, 1.5m long, 72 sqdm wing area. Removable nose for adding the battery. I had to add an arming switch to the side of the nose to arm the power system once the nose has been taped on. Flying surfaces are covered in Koverall fabric. Love that stuff; I am a new fan. Dope the timber first, then attach the lightweight fabric (used for lining dresses—try Spotlight—Ed) with dope, then shrink with iron or blower, then dope two coats with light sanding over sur-

face in between - and it can shrink after doping as well. Looks authentic

Flying surfaces are covered in Koverall fabric. Love that stuff.



and is lightweight!
I was going to do the planked fuselage in this fabric as well, but decided that it would scuff on landing too much, and does not respond to sanding well as it furs up! So - I covered the planked timber with 3/4 oz glass fibre cloth in sections using West Systems laminating epoxy - then I could sand it! Sprayed it with an automotive paint after sanding.

I have added just over 300g of lead to the nose and added a larger battery to bring the CG to near the spar. That makes total weight about 2kg. I am hoping that, with that large tailplane, I may be able to move the CG back somewhat and remove some of the lead.

Two Dymond D47 for the elevators, one each side. No ailerons, but there is a rudder under the tailplane that everyone says is too small, but it is reasonably effective. Another flier who has one of these confirmed that before I even tried it. I think maybe because it has so much dihedral, it works well as long as the aircraft is moving, so the secret is to keep it moving!

I will take it to the electric rally at Cootamundra at Easter.

I sent images to Paolo (Secretary of SAM ITALIA) who provided me with the plan, and they are going to publish my photo in their news bulletin (circulated in Oz by Ian Avery). [Peter Pine](#)

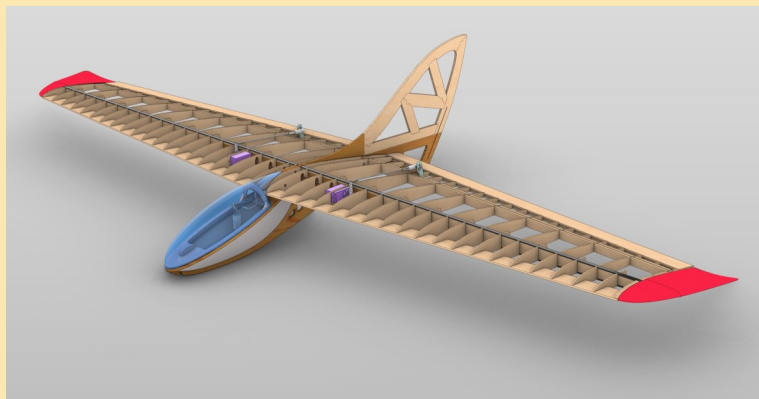
FROM KNUT NEUMANN

I have been very busy getting my little flying wing ready to fly. All done now just need to get some calmer weather.

About 1 1/2 years ago I saw a little flying wing on line, which I liked very much. When I tried to order it I found out that the people who make it, Sebald don't sell outside of Europe. So I decided to make it myself. I drew it up in Rhino a 3d program I purchased 5 years ago. Got all the ribs and fuselage laser cut, and a canopy made from fibreglass. Now I just have to be patient enough to wait for more suitable weather.

Cont next page - - -

I also wrote to the company in Germany, and told them what I have done with pictures of me building it. The guy was very nice and congratulated me on my effort. And asked me to write a flight report when I get it flying. This is the company <https://sebald-modellbau.de/>
 Here is a screen grab from my drawing and a picture of the model. You can see the Wing soaring here <https://www.youtube.com/watch?v=D6i4OGUoY1w>



NOTE FROM KEN WOODWORD - IN NEW ZEALAND

I have been out to visit Christchurch

MAC .

They fly gliders on Saturdays until early afternoon and on Sunday afternoons. ICE (infernal combustion engine) flying at other times.

Their field is truly vast with the ICE strip out of sight except for a few buildings.

This most marvelous vast field is at West Melton, which is only 40min from Christchurch CBD, see pic.

They were very friendly and I was able to help out with some time keeping for a couple of Club Events.

I encouraged them to join AEFA and keep up with what is happening in Australia.

I can see no reason why they cannot enter our Postals as well, (me neither, Ed)

Aircraft: the usual moulded F5J models, Radians and OZeRES.

One member is into the Triangular event like Stephen Weatherstone at HSL.

Some of their members were at the Milang International when I visited.



AEFA NATIONAL ELECTRIC FLIGHT RALLY. COOTAMUNDRA, NSW.

EASTER 2023.

Doom and gloom sums up the weather forecast for Easter in NSW. Not conducive to flying so quite a few of those entered did not chance the trip to Coota.

Well, it wasn't that bad. Wind gusting, some weird turbulence, storms around and a little rain but, hey mostly flyable and thermals to be found. And Monday was nice.

All events except Scramble were held and concluded. The Saturday evening dinner and social was enjoyed, more intimately inside a pleasant new shed and overall the relaxed vibe made for a very pleasant four days of flying.

Possibly the happiest man of the holiday was Terry Scolari (SA) with a win in F5J by 7.5% with his Explorer. Like all windy weather comps (is there any other sort—blame the changing climate?!) you have to know when to follow downwind and when to start coming back. Terry had

the skill and nerve to read this well.

Controlling a cork –in-the-ocean is a good description for flying the small E-RES models in turbulence. The gusts were interspersed with calmer periods and Klaus Metzger had a well trimmed smooth flying OzeRes V-tail to gain a well deserved win. Congrats also to Trevor Smith and Peter Pine not too far behind.

The rules for the old Limited Electric Glider, LEG have been updated and I have been pushing this event as an exciting and fun second-experience at major comps. Happy to see decent LEG entries enjoying themselves at Easter and even terminating in two identical top-scores. Rules on AEFA webpage.

Numbers for electric old timer were very low but competition still intense—in the easiest way possible. Get out and fly more EOT people. It's like meditation compared to other events.

2023 Australian Electric Flight Association, National Electric Flight Rally, NEFR

Old Timer results

Texaco

1 Mel Gillott 15:00 11:56 Total 26:56
2 Trevor Smith 12:59 11:59 Total 24:58

1/2A Texaco

1 Mal Pring 15:00 13:48 Total 28:48
2 Trevor Smith 11:50 10:07 Total 21:57

Height Limited

1 Mel Gillott 4:23 6:42 4:08 7:00 Total 22:13
2 Trevor Smith 3:59 7:00 3:41 2:39 Total 17:19

Vintage Glider

1 Peter Pine 4:50 4:38 4:43 5:05 Total 19:16

AEFA AGM.

This was held at the National Rally. Excerpts follow:
Committee for 2023/4

President. Robert Budniak

Vice President. Alistair Dally

Secretary. Charles Powell

Treasurer. Phil Stevenson

Election of Ordinary Members to the Committee :

Terry Scolari, Mel Gillott, Bob Wilson, Barry Burke.

Resolved that AEFA donates \$400 to Gerry Carter, the creator of GliderScore, for the use of GliderScore during NEFR 2022

Resolved that AEFA donates \$1667 from the "Paul Gibson" legacy to the 2023 F5J World Championship team, (later revised upwards—Ed)

NEFR RESULTS FOR F5J, E-RES & LEG are available at <http://www.gliderscore.com/OnLineScores.aspx>

It is emf policy to bring you the results including all flight details, eg time/height/landing but these are only available from the event computer, not available on-line. Unfortunately the NEFR laptop has fallen over but we hope to publish these results next issue.



AEFA NATIONAL ELECTRIC FLIGHT RALLY. COOTAMUNDRA, NSW.

EASTER 2023.



Smiling F5J winners .
L—R
3rd Ladislaf Safarik
2nd Hutton Oddy
1st Terry Scolari



Peter Pine and his
Uranio. See page 7



E-RES winners. L—R
2nd Trevor Smith
1st Klaus Metzger
3rd Peter Pine with Mal
Pring as stand-in.

**AEFA NATIONAL ELECTRIC FLIGHT RALLY. COOTAMUNDRA,
NSW. EASTER 2023.**



THE AEFA'S EASTER RALLY HAD ITS SHARE OF CHANGING WEATHER PATTERNS. TURBULENT BUT FLYING NOT GREATLY CURTAILED.

New V-tail Eternity flown by Ladislav Safarik was impressive at the NEFR. Soon to be available in Oz from Skyrob



OzeRes in V-tail guise and flyer Klaus Metzger handled the breeze best for a win at Easter Rally

2 M Radian by Ty Hemming has 3D molded front end. Won 2M F5J class at Coota Rally.



Big 2m span P40 Warhawk awaits bomb loading. At Easter Rally.



Fellow RC Soaring enthusiasts:

The F5J Midway Cup will take place in Horsham on 6/7 May. This event is a Vic vs SA challenge AND the Victorian State F5J Championships and is open to all comers. Details and the Entry Form are available at this link: <http://www.rcga.org.au/>

You can also download the FAI F5L rules for the 2 metre electric glider event at this link.

The good news is the Horsham club has an excellent new field at the following location. 36°50'30.5"S 142°16'57.9"E (The field is south of this dropped pin).

Please pass this email on to others in the SSL, LSF, HSL or anyone else who may be interested in attending.

We will have teams of 2 (or 3 if you like) and 3 heats per round. Regards, RCGA Committee.

QLD F5J 2023

Round 2 - 27/28 May - DALBY

Round 3 - 22/23 July - MONTO (TBC)

Round 4 - 9/10 September - DALBY

Round 5 - 18/19 November - MUNBILLA

F5J, Open Thermal and E-RES return to the **Jerilderie Racecourse** for what is now the King's Birthday long weekend event #44. Competition Flying will take place on Saturday, Sunday, Monday **10/11/12 June**. Friday 9th June will be a designated practice day with appropriate height clearance.

Entry Form and Information for Pilots documents are available to download as editable Word docs from the LSF Australia website: <https://www.lsfaustralia.org.au/>

Save the dates and make travel plans! LSF Australia Committee



EMF

emf magazine is emailed, about the middle of every month to all AEFA members. If you want to be removed from AEFA please email randmdphoff@gmail.com

All contributions, including free Classifieds, welcome. Send to editor Mel Gillott at reshiftxyz@hotmail.com

**** Electro Motive Force . The emf magazine, including all back-issues is also available on the AEFA website. Thanks Ralph Dephoff.**

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 and nature.