Monthly Glider Postal events , Reports, Promo's and other stuff from the **Australian Electric Flight Association**. # 9. MARCH 2023

CONTENTS

RULE CHANGES FOR F5J . Summarised. (for actual wording see extract from FAI Sporting Code attached to emf email)

5.5.11.1.3 h) iii) (motor restart)

Organizers now have a choice for motor restart scoring.

a) For World Championship events, and events where the CD decides to use this rule.

If a pilot decides to use a motor restart (because he is too far away), then for that flight the pilot receives a zero and the zero score is not able to be dropped.

b) For other events and as determined by the CD. If a pilot decides to use a motor restart, the flight scores a zero and the score can be dropped.

Under the new rules, the motor restart feature of the height limiter can be enabled in all types of events.

In some cases its going to be better to take an outlanding rather than restart the motor, because an outlanding scores a zero but it can be dropped.

5.5.11.3.1 f) Wind indicators (or thermal detectors).

Pilots will be limited to using a streamer indicator located within the safety corridor on a rod no longer than 1m. No smoke, etc allowed.

It seems that overseas, a plethora of devices, including smoke bombs were being used to detect thermals. The FAI has decided to ban these and just allow each pilot a single streamer.

5.5.11.10 e)

Launches to be straight ahead for at least three seconds. Returning over the safety corridor has to be at no less than the minimum height stipulated by the CD.

This is just a reinforcement of the existing rule. Remember that if you decide to turn around after the three seconds, you have to observe the height limit (minimum) over the safety corridor and any no-fly zones on the field.

Flying too low or over a no fly zone results in a 300 point deduction.

POSTAL COMPETITION, F5J AND E-RES

With the first months scores in the results are proving that it isn't easy getting three good flights together. See results on next page. But there are seven more opportunities (months) to better your scores—enter the Postal and improve, that's what it's for!

Just send me a quick email and I will send you a QR code for F5J and/or E-RES.

At the end of the year your 2 worst months will be dropped.

Participation in this revitalised event so far has been quite poor. Especially considering we have about 350 electric glider flyers on the database!

I'm not sure why this is so. You tell me.

I will monitor this for viability over the next couple of months but thank you to those few supporting the Postal Competitions so far.

NOW HERE'S AN IDEA—-

Get one or three of your flying mates together and run a little competition to see who can get the best score for 3 flights—F5J &/or E-RES.

Get a QR code from me (just ask—email) and enter each flight on your mobile and Glider score will do the rest.

As a bonus you will automatically be entered in the months Postal comp and reported in emf.

5.11.11

Pilots will be limited in movement. Generally limited to a rectangle 10m wide (centered on the start spot and the landing spot)

Apparently overseas, but this was also observed at the last Sailplane Expo event in Armidale, pilots are flying their planes far away and in order to keep sight are walking long distances from their "spot". The new rule (but please read it) limits pilots to flying from their "spot" and 10m either side.

2023 Postal F5J Feb - Overall Results

[Australia plus 2/28/2023]

www.GliderScore.com

Rank	Name	Club	Score	Raw Score	Rnd1	Rnd2	Rnd3
1	METZGER, Klaus		1271.0	1271.0 Time Height Landing	436.0 9:59 221m 0	571.0 9:58 134m 40	264.0 6:04 200m 0
2	GILLOTT, Mel	Shoalhaven	1181.0	1181.0 Time Height Landing	563.5 9:55 153m 45	152.5 3:30 115m 0	465.0 8:01 112m 40
3	DEPHOFF, Ralph		1092.5	1092.5 Time Height Landing	521.0 9:51 200m 30	571.5 9:56 129m 40	0.0 0:00 0m 0
4	PINE, Peter		1059.0	1059.0 Time Height Landing	393.0 7:15 174m 45	355.5 6:32 163m 45	310.5 6:15 189m 30
=5	ASH, Bob		0.0	0.0 Time Height Landing	0.0 0:00 0m 0	0.0 0:00 0m 0	0.0 0:00 0m 0
=5	BURN, Mark		0.0	0.0 Time Height Landing	0.0 0:00 0m 0	0.0 0:00 0m 0	0.0 0:00 0m 0
=5	QUIGLEY, John		0.0	0.0 Time Height Landing	0.0 0:00 0m 0	0.0 0:00 0m 0	0.0 0:00 0m 0

2023 Postal ERES FEB - Overall Results

[Aust 2/28/2023]

www.GliderScore.com

Rank	Name	Club	Score	Raw Score	Rnd1	Rnd2	Rnd3
1	PINE, Peter		906	906	318	282	306
2	DEPHOFF, Ralph		887	887	300	320	267
3	GILLOTT, Mel	Shoalhaven	879	879	320	319	240
4	HICKMAN, Bob		830	830	319	318	193
5	ASH, Bob		576	576	140	297	139
6	METZGER, Klaus		570	570	205	189	176
=7	BURN, Mark		0				
=7	QUIGLEY, John		0				

POSTAL COMP FOR ELECTRIC OLD TIMERS

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

Mels EOT, the majestic Lanzo Record Breaker designed in 1936.

Span 248cm Scorpion motor swings a 16 x 10 APC E prop

I use 2 cell battery for Texaco and 4 cell for Duration and Ht Limited.

Model now 12 years young.

Mixers

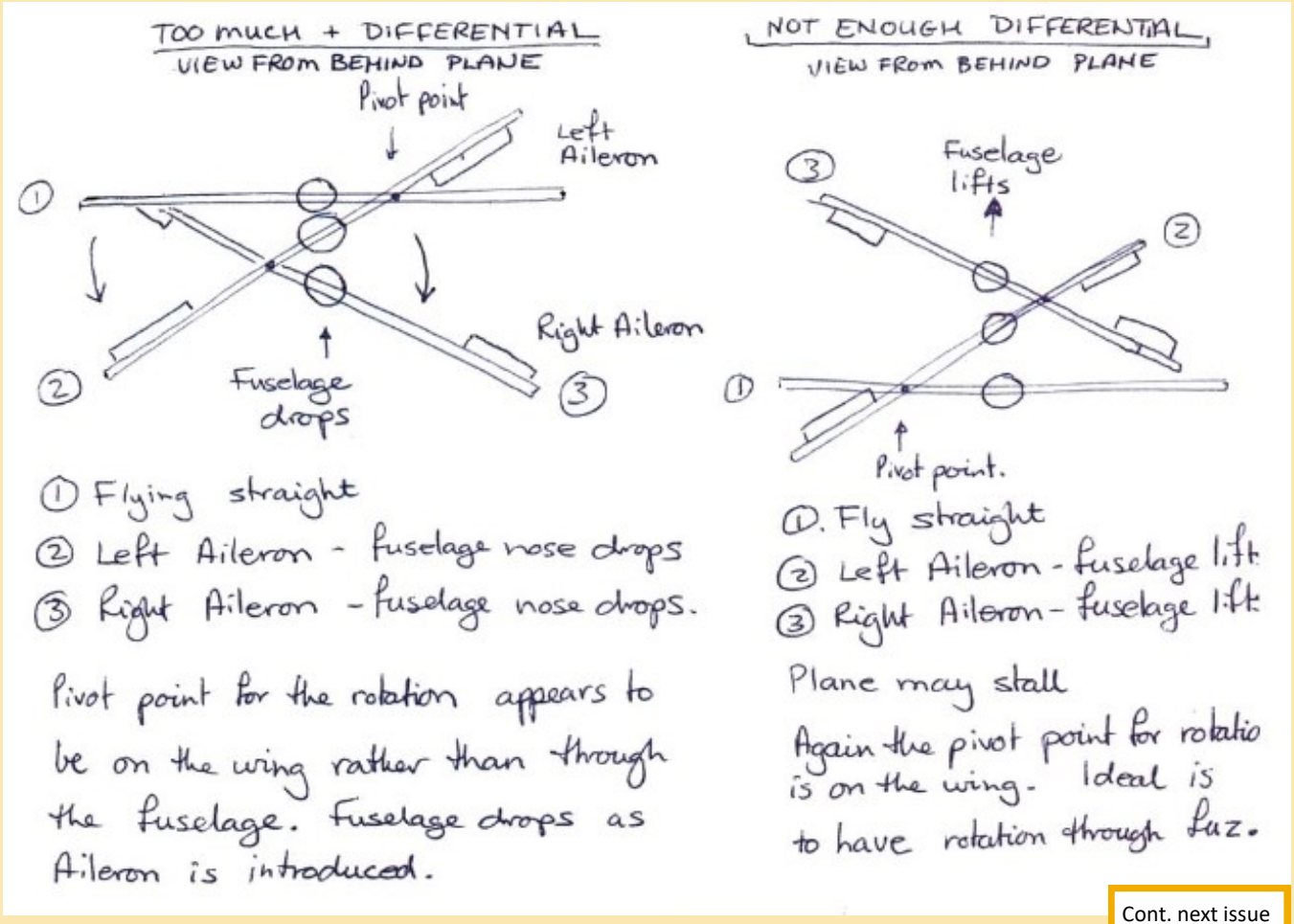
Plane mixer setup is all about being able to do constant speed, constant bank thermal turns in any conditions. Nothing else!

Start by setting your A-F (Aileron to Flap), E-F (Elevator to Flap) and A-R (Aileron to Rudder) mixes to zero. Just Elevator stick controls Elevator, Rudder stick controls Rudder and Aileron stick controls Ailerons. This is because all these mixers create secondary counter effects that make setting up your plane difficult and is the reason most pilots get lost tuning their planes. Set up your mixers in the following order.

Aileron differential

Set your plane up so 0 differential on you Tx means equal up and down throw (1:1 up:down) on your Ailerons and 100% differential on your Tx has 100% up movement and no down (1:0 up:down). Note, some transmitters use different terminology, so adjust my notes accordingly.

Now fly directly away from yourself and move the Aileron stick slowly side to side. The nose of the plane should not rise or fall as you roll the plane. If the nose rises as you roll then increase differential (more up than down) and if the nose drops when you roll then use less differential (more towards equal up and down). I find most modern planes fly well with between 50% (2:1 up:down) and 75% (4:1 up:down) Aileron differential.



Cont. next issue

FOR SALE
AC16/30/3 CE F5J Mega Motor, new in the box inline motor bought from Peter Pine for over $200.00 its 50mm long by 28mm diameter . I'm asking $ 160.00 I also have 3 Soaring Circuits CAM altitude cutoff units to be sold as a single package for $ 110.00 with users manual.
Bill Pettigrew. 08 9434 5052 . bill.petti@iinet.net.au

SOUTHERN SOARING LEAGUE, MILANG, FEB.

Today Sunday 12th at Milang flying our F5J planes, PlusX, Prestige, and Pike Perfections. Andrew Meyer, Brad Merryweather, Mark Stone and myself Paul Moorfield. With a visit from Queenslander Karl Knack.
Windy conditions, a Southerly blowing at 25-30kph, with gusts up to 40kph.
Lots of thermal lift, and sink, and the generally windy conditions, made for an interesting days flying. Long way down wind quickly tested our speed settings, and judgement, with a few flights not making it quite back.
Lowest launch 46m, and Brad won the Team Flyoff.
Good to fly in non optimum conditions and test our skills.
Paul Moorfield

IT'S ONLY TAKEN SOME 53 YEARS—- -

One of the most fascinating, but as yet not fully conquered aspects of aeromodelling is that involving *electric power.* The subject has always attracted interest and has been tackled in many different ways.

Free flight electric power became possible with the arrival of the Graupner *Mikromax* electric motor with its gold plated commutator, high efficiency, and the arrival of the *saltwater activated cell*.

Thanks to the efforts of Fred Militky of Graupner the first commercial kit was produced for free flight, the *Silentius.*

Much earlier, the late Col H.J. Taplin successfully demonstrated that RC electric powered flight was a possibility when he proved, at RAF Benson that a heavy model carrying *Nife* cells was feasible, if expensive.

Aero Modeller magazine, Oct 1969

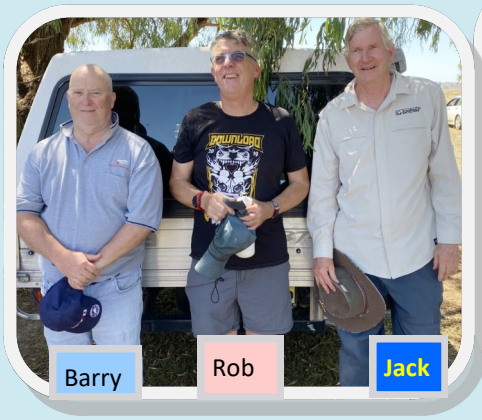
MILLENIUM CUP RD 2, GOULBURN NSW

The day turned out way better weather than we feared. Gone was the 35 degrees, fire bans, thunderstorms and big winds of the previous day and we had moderate winds, clear skies, temps from 16 when we arrived up to 28 as BOM predicted, and some good lift if you found it.
23 flyers, which is a good roll up out of Sydney. MC is continuing to thrive so we must be onto a good formula. 8 rounds completed between 9.30 and 2.30 with a good lunch break at 12.30. (Formulae is: same as E-RES except no spoilers & graded landing points – Ed)

Rob Watson is back to form with his OziRES in place of his Radian. Seems to always find lift and always gets landing points, which makes him hard to beat. Jack Murphy had a new RES model instead of his Q12 and seemed to do better with it, Barry had a heavier more traditional MC model which I should know the name of, fibreglass fuselage, balsa/foam wing. And 4th place Gary Andrews showed that a Radian can still be competitive.

Thanks to Goulburn Aeromodellers for the use of their field. Jack for doing the computer work and everyone for coming and enjoying the day.

Next MC round is at HSL on 7th May. But the following round at Richmond now in doubt due to a model incident with an RAAF hanger. So we are looking for an alternative venue for the June round, (offers please) or we go back to the traditional winter recess?
Phil S



#	Name	CTry	Score	Pcnt	RawScore	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8
1	Watson, Rob	AUS	2174	100.00	2440	*266	267	342	335	330	289	325	286
2	Murphy, Jack	AUS	1925	88.55	2077	180	344	*152	325	298	323	219	236
3	Burke, Barry	AUS	1851	85.14	1981	136	323	*130	299	294	160	342	297
4	Andrews, Gary	AUS	1849	85.05	2007	190	342	273	*158	292	163	286	303
5	Stevenson, Phil	AUS	1809	83.21	1955	315	327	277	165	212	*146	258	255
6	Metzger, Klaus	AUS	1793	82.47	1940	204	*147	168	215	297	231	349	329
7	Manwaering, Grant	AUS	1754	80.68	1855	292	278	148	323	178	*101	322	213
8	Johnson, James	AUS	1750	80.50	1931	209	213	*181	288	285	209	291	255
9	Campbell, Peter	AUS	1672	76.91	1798	187	*126	228	255	299	203	183	317
10	Weston, Kevin	AUS	1639	75.39	1779	207	343	248	193	*140	180	170	298
=11	Budniak, Robert	AUS	1637	75.30	1777	*140	233	210	296	269	170	180	279
=11	Wadeson, Dave	AUS	1637	75.30	1748	140	183	317	257	221	190	329	*111
13	Smith, Trevor	AUS	1608	73.97	1766	170	*158	197	212	333	199	257	240
14	Gillott, Mel	AUS	1575	72.45	1676	230	247	166	160	281	203	*101	288
15	Stromberg, Ivar	AUS	1561	71.80	1706	209	191	262	207	283	242	*145	167
16	Harris, Wayne	AUS	1559	71.71	1690	201	235	219	*131	257	201	159	287
17	Clifford, Tom	AUS	1550	71.30	1692	192	282	151	219	243	315	148	*142
18	Pine, Peter	AUS	1521	69.96	1627	197	331	222	156	262	*106	196	157
19	Sterrett, Ron	AUS	1482	68.17	1600	248	199	246	204	141	298	*118	146
20	Hemming, Ty	AUS	1365	62.79	1459	277	158	159	117	*94	292	154	208
21	Funke, Rob	AUS	1316	60.53	1436	225	125	136	225	145	*120	160	300
22	Gouw, Andre	AUS	1268	58.33	1383	179	226	150	*115	199	186	176	152
23	Malone, Geoff	AUS	1116	51.33	1116	280	285	135	127	116	86	87	*0

Southern Region Electric Glider Comp, NSW 2023, Round 1

Light winds, decreasing through the day, this was a surprising change from the previous day which was very windy. There were some very good flights, with some near perfect scores in both classes. It is good see flyers coming along to enjoy this low key gliding event.
Thanks to the Phoenix Model Aero Club, President Kevin Pritchard and Rick Harris for their assistance in hosting this event.

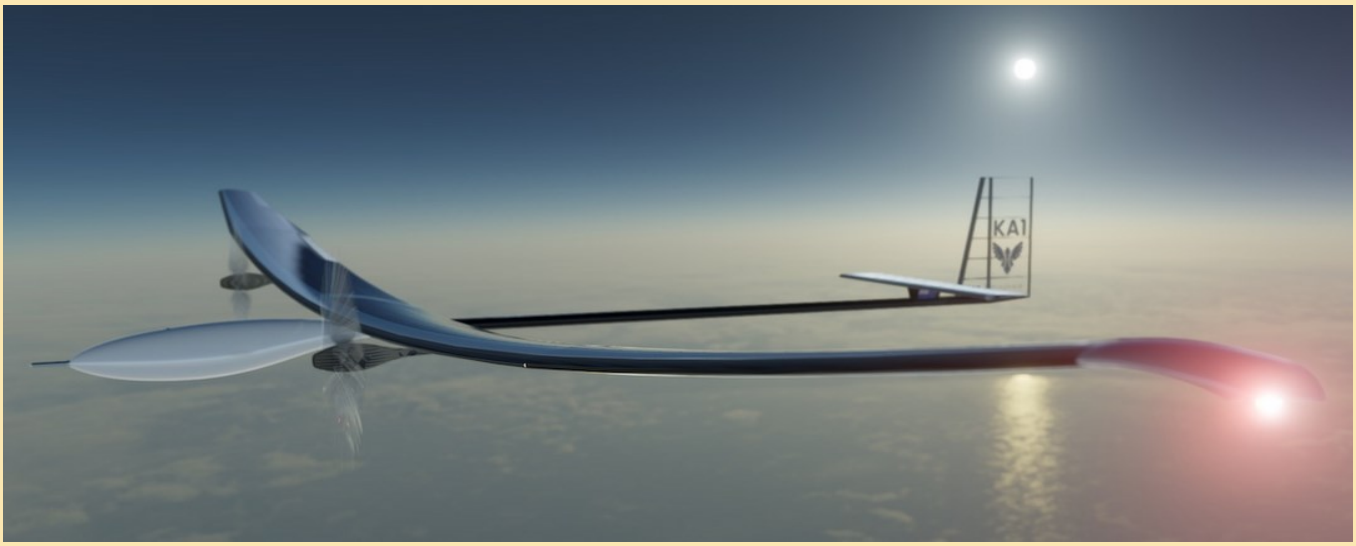
Round 1 Scores 2.6 Meter Class.
1 Wayne Harris 29m 42s
2 Peter Van De Waterbeemd28m 50s
3 Geoff Malone 20m 22s
4Kevin Pritchard 19m 17s
5 Greg Hayden 17m 28s
6 Ian Rosenbeum 17m 25s
7 Peter Lehane 16m 18s
8 James Johnson 15m 17s
9 Ross Kendrick 11m 25s

Round 1 Scores 4.0 Meter Class
1 Peter Campbell 29m 59s
2 Grant Manwaring 29m 52s

I would like to thank all the flyers that have participated in the event, and hopefully enjoyed the relaxed format and rules. Grant Manwaring.

New Zealand has an impressive space industry.

**The Kea Aerospace MK1 " Atmos " is a 12 m electric aircraft with wingtop surfaces covered in solar panels to keep Lipos charged.
It is a test bed that flew for the first time in February 2023.
A much larger MK 2 with a 30 m wingspan should fly in August and will climb slowly into the stratosphere and be able to monitor the earth's surface.
There are many applications especially in agriculture.
This enormous "F5J" lookalike will give better resolution than satellites and give far better coverage than light aircraft at a lower cost and with real time data transmission.
It is meant to stay aloft for months at a time.
Google " KEA Aerospace " to view a short Youtube with simulations of Atmos.
I attended talks recently where various leaders in the NZ Space Industry spoke.
One speaker emphasised that they want NZ to climb beyond the 12 gauge wire association.
Ken Woodward.**



NATIONAL ELECTRIC FLIGHT RALLY EASTER 2023. NSW STATE FIELD, COOT-

I know many of you are eagerly anticipating the 2023 National Electric Flight Rally. As usual it will be held over the Easter long weekend, at Cootamundra NSW. We are awaiting an update to our website with the details, but for your information attached is the calendar for the event. An electronic entry form is available on the AEFA website here- https://www.aefanet.com/nefr-2021 as well as through the AEFA Facebook page. The calendar of events is dependent on the weather conditions, but we are hoping for kind weather as in previous years. Camping facilities will be available at the field, and there is motel style accommodation available in town.

So, don't just bring your gliders. This is a Rally and we want to see your Scramble models, Electric Old Timers and any scale model (big or small and even foamies).

Friday April 7th	11.30am	Welcome and CD briefings	
	Lunch Break		
	12.30pm	E-RES Rounds 1, 2, 3, 4, 5 6	3.30pm
	4.00pm	Electric scramble.	5.00pm
Saturday April 8th	9.00am	E-RES Rounds 7, 8, 9, 10	11.00am
	11.30am	LEG Rounds 1, 2, 3, 4	1.00pm
	Lunch break		
	2.00pm	F5J Rounds 1, 2, 3, 4	5.00pm
	6.30pm?	Dinner and AGM at Field eRES and Scramble presentation at dinner	
Sunday April 9th	9.00am	F5J Rounds 5, 6, 7, 8, 9	12.30pm
	Lunch break		
	1.30pm	F5J Rounds 10 , 11, 12	3.30pm
	4.00pm	LEG Rounds 5, 6, 7	5.00pm
	5.30pm	F5J presentation	
	5.30pm	LEG presentation	
Monday April 10th	9.00am	Electric Old Timer HL and VG (4 rounds)	10.00am
	10.30am	Scale Stand Off judging and Flying	11.30am
	12.00pm	Texaco & 1/2A Texaco (15 minute flight X 2)	1.00pm
	Lunch break and packup.		
	2.00pm ????	Presentations	

I'm packing for the Easter Rally!

THE FUTURE

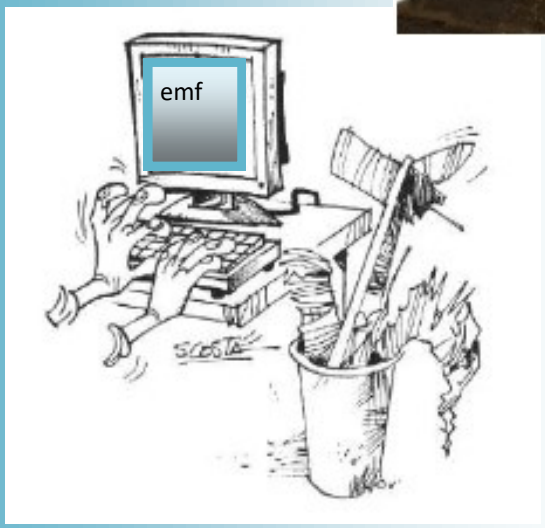
With assistance from the MAAA and LSF, **Philip Kolb** will travel to **Brisbane** after the Milang event and be hosted by the **Moreton Region Sports Soaring Association**. Philip will give a **talk** on F5J model design, GPS Racing and flying strategies on **Wednesday 22 March** 7pm to 10pm at the Grange Community Hall, 185 Wilston Rd, Newmarket QLD 4051

Light refreshments will be available. A **flying day** is scheduled from 10am on **Saturday 25th March** (with Sun 26th as the bad weather alternate) This will be held at the MRSSA Munbilla Field. Check out the map at this link, noting "No right turns to enter the property" https://mrssa.net/

QLD F5J 2023

Round 1 - 25/26 March - MUNBILLA (Philip Kolb attending)
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

emf



The annual **Easter LSF Scale Glider Rally** will be held on the **Jerilderie Racecourse** from **Friday 7th April to Monday 10th April**. Note that our CASA Area Approval for operation over 400 feet is only valid for this period. An online Registration Form will be available shortly. We will notify everyone via email and there will be a link on the LSF Australia website.

- **F5J, Open Thermal and E-RES** return to the **Jerilderie Racecourse** for what is now the King's Birthday long weekend. 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. More details will be available after Easter but save the dates and make travel plans. LSF Australia Committee

Al 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 (not Max Dillon) and nature.

3. A catchy name for an electric model binary transmitted memory of interesting clutter. John Quigley.