Monthly Postal events, Reports, Promo's and other stuff from the **Australian Electric Flight Association**.

19. JAN 2024

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FLY FOR AUSTRALIA!

Our big country makes it difficult and expensive to travel and participate in major events scattered around our vast land.

This affects our standard of flying compared to countries in Europe which has many comps at relatively short distances away.

The monthly Postal events are intended to improve this situation and elevate the standard of competition flying through greater exposure to competition conditions.

The F5J and E-RES (and EOT) rules are used but the flights are made by individuals at their own fields and at a time of their choosing. Alternatively, results from an actual competition may be submitted.

After initial registration each pilot will receive a monthly email with their QR Codes for F5J and/or E-RES. Scanning the code/s with a smart phone will open a page where you can enter and submit your flight details.

It's easy and that's all you need to know to participate.

POSTAL RULES CHANGE FOR 2024
F5J & E-RES

The requirement to use the **first** three flights has been removed.

You can now go out and fly any number of flights but you must still pick any three **consecutive** flights. You cannot just cherry pick *any* three flights.

Same applies to an actual competition. You can now pick and submit any consecutive three flights from the comp results.

Full rules for 2024 are reproduced on page 8.

Alternatively, results from an actual competition may be submitted.

GO THE 2024 POSTALS!

So far 26 flyers have registered for the F5J Postal and 35 for E-RES.

After last years poor effort I now thank you for your support. Just translate that into scores!

You all have until end of February to post your three consecutive flights with the QR codes. Codes have already been sent out to all those registered.

You can fly at your regular field or use three consecutive flights from an actual comp—eg Armidale Expo.

It's not too late to register for 2024. Just drop me an email at redshiftxyz@hotmail.com

Questions? Email me.

Now go fly and see how you fare!

How to run a quick, easy F5J or E-RES competition

Did you know that you can team up with one mate or more and fly a 3-round comp without doing any calculations? Or a CD. Just email the Editor for the months QR code.

The QR codes used in the Postal will do this. Just scan the code and enter the Time, Height and Landing for each of 3 flights (F5J) and GliderScore will give you the total points to compare with your mates.

Works for F5J and E-RES.

As a bonus you will also score points in the monthly Postal and the National Leaderboard.

Conversely if you enter a formal comp you can choose to extract 3 consecutive flights and submit for Postal

Just email the Editor for the QR codes

Current participants will automatically get the codes, no need to ask.

ELECTRIC OLD TIMER POSTALS

Hi all,
Welcome to another year of the Electric Old Timer (EOT) postal competition. This year we will be running all five EOT disciplines, Duration, Height Limited, Texaco, Texaco 1/2A and Vintage Glider. If unsure of the rules please check the AFEA website.

Although we have had low participation recently we are hoping that with a bit of encouragement of fellow club members numbers may grow. More people participating will make the competition better and more interesting. Flying Postals is an easy way to give purpose to your trip to the field and can only increase your enjoyment and improve your skills.

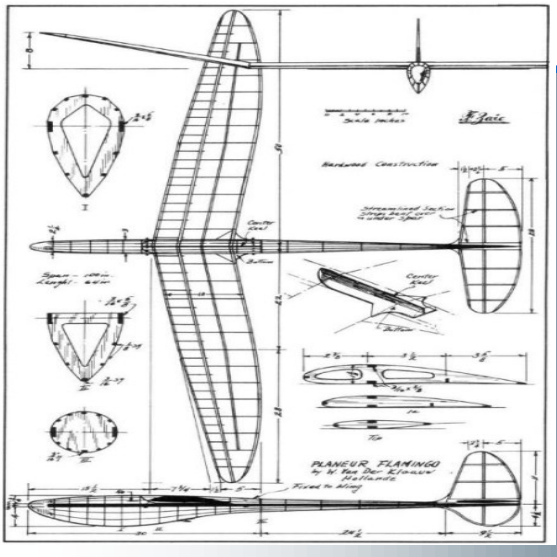
Last year we switched over to using GliderScore to keep track and compute the scores. It worked very well. This year we are going to use GS again but we will also be utilising an add on to send each competitor an email with a link so they can enter their scores themselves each month. We have trialled this add-on at a few local competitions and it has worked well. There will be up to five emails sent out with links, one email for each discipline. I will regularly resend the link emails in case they get lost or deleted or you can ask me for a new one at any time. If you make a mistake entering your score please contact me and I can update it on my computer. If you do not fly a month then please enter a zero score for that month.

Just a reminder that we align the round number within GS with the competition month, ie round 2 is Feb, 3 is March etc.... There will be 10 rounds Feb to Nov.

If you would like to participate please let me know and please include your preferred email address and the disciplines you would like to be in. Even if you are a "maybe", send me your email anyway so you can get the scoring links in case you decide to have a go later.

Running scores for each discipline are available on the GS website (http://gliderscore.com/OnLineScores.aspx) or via one of the links within the scoring emails that will be sent. Unfortunately GS cannot record motor runs in Duration or residual battery capacity in the Texaco events. Please email me motor duration and battery capacity each month for separating any tied scores at year's end per the AEFA EOT rules.

Good luck and good flying, Ken Woodward. January 2024 **kenwoody6@gmail.com**



Millennium Cup 2024 Rnd 1 - Overall Results

[Appin 21/01/2024]

www.GliderScore.com

Rank	Name	Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6
1	GILLOTT, Mel	1383	220	279	285	300	205	299
	Time		3:40	4:39	4:45	5:00	2:45	4:59
	Landing		0	0	0	0	40	0
2	WATSON, Rob	1301	227	199	202	328	335	209
	Time		3:47	2:34	3:22	4:58	4:50	3:29
	Landing		0	45	0	30	45	0
3	CEO, Marc	1240	128	283	109	299	304	226
	Time		1:38	4:43	1:49	4:24	4:34	3:46
	Landing		30	0	0	35	30	0
4	SAFARIK, Les	1181	180	272	229	207	293	122
	Time		2:25	4:07	3:29	3:07	5:07	1:52
	Landing		35	25	20	20	0	10
5	MCDONALD, Doug	1164	120	169	214	297	300	184
	Time		2:00	2:49	3:34	4:57	5:00	3:04
	Landing		0	0	0	0	0	0
6	NUTMAN, Bob	1151	311	98	172	270	167	231
	Time		5:14	1:38	2:27	5:30	2:47	3:51
	Landing		25	0	25	0	0	0
7	GOUW, Andre	1117	246	118	228	346	179	108
	Time		4:06	1:18	3:48	4:56	2:59	1:48
	Landing		0	40	0	50	0	0
8	BRADLEY, Martin	1051	238	158	339	316	0	0
	Time		3:38	1:58	4:59	5:04	0:00	0:00
	Landing		20	40	40	20	0	0
9	STROMBERG, Ivar	1027	215	143	259	138	155	255
	Time		3:00	1:43	4:19	2:18	1:50	3:45
	Landing		35	40	0	0	45	30
10	RODRIGUES, Vernon	1016	128	154	93	291	186	257
	Time		2:08	2:34	1:33	5:09	3:01	4:17
	Landing		0	0	0	0	5	0
11	BURKE, Barry	1011	155	158	119	296	134	268
	Time		2:35	2:38	1:54	5:04	2:14	4:18
	Landing		0	0	5	0	0	10
12	MURPHY, Jack	980	299	132	147	264	126	138
	Time		4:19	2:12	2:02	3:59	2:06	2:18
	Landing		40	0	25	25	0	0

The first round of Heathcote Soaring League's popular event for 2m RES electrics was run at Appin SW of Sydney.

Forecast was poor but whilst elsewhere was drizzly and calm at Appin it was mostly dry and windy. We had one short shower.

Twenty Millennium Cup stalwarts had some fun in the conditions and six rounds + lunch were completed before the rain started to get serious.

Your editor had a rare win with his Eli (see below) but event attrition was fairly high mostly during landings but Klaus Metzger had a blow-back on launch which destroyed his nice OzeRes.

The next round of this five Rd event is at Goulburn Feb 25.

Millennium Cup 2024 Rnd 1 - Overall Results

[Appin 21/01/2024]

www.GliderScore.com

Rank	Name	Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6
13	METZGER, Klaus	948	231	284	119	198	136	20
	Time		3:51	4:14	1:59	2:48	2:06	0:20
	Landing		0	10	0	30	10	0
14	HEMMING, Ty	924	99	300	134	199	192	96
	Time		1:39	5:00	2:14	3:19	3:12	0:46
	Landing		0	0	0	0	0	50
15	WADESON, Dave	818	100	160	111	304	130	113
	Time		1:35	2:40	1:51	5:26	2:10	1:53
	Landing		5	0	0	30	0	0
16	MANWAERING, Grant	778	82	130	125	217	151	155
	Time		1:22	2:10	2:05	3:22	2:31	2:35
	Landing		0	0	0	15	0	0
17	FARRAR, Don	734	132	173	112	124	145	160
	Time		2:12	2:08	1:52	2:04	2:25	2:05
	Landing		0	45	0	0	0	35
18	MALONE, Geoff	672	140	148	96	22	110	178
	Time		2:20	2:28	1:36	0:22	1:50	2:13
	Landing		0	0	0	0	0	45
19	FUNKE, Rob	271	0	0	0	271	0	0
	Time		0:00	0:00	0:00	5:39	0:00	0:00
	Landing		0	0	0	10	0	0
20	BUDNIAK, Robert	0	0	0	0	0	0	0
	Time		0:00	0:00	0:00	0:00	0:00	0:00
	Landing		0	0	0	0	0	0

Something a little different seen at Appin, Geoff Malone's attractive GP Fling 2M

HOW AN ELI WON THE APPIN MILLENIUM CUP IN THE WIND

Eli is a 2m RES model designed by ex free flight champ Julius Valastiak from Slovakia. It is a lightweight (mine is 470g with 450LiPo) aircraft with near elliptical wing shape and dihedral. It's available from skyrob.com.au

It excels in calm conditions but a beastly "cork in the ocean" in breezy conditions. My previous attempts at ballasting were not successful, only producing more sink without calming the beast much. So at Appin I experimented. Long story short I ended up with 53g ballast and 17g nose lead. The ballast was a brass rod which fits in a tube across the fuse-wing in front of the CG.

I must have found a sweet –spot because the Eli was smoother and tended to rise in the turbulent wave lift and leave others behind. However, like others, my landings were still an exercise in terror, but I didn't break it. MG

AUSTRALIAN F5J **LEADERBOARD**

Hi All,

As with everyone I'm sure the end of the year has just come up too quick.

With the leader board now finished for its first flying season it is great to see the number of pilots increasing across OZ.

We are now over 100 pilots flying in structured comps using GliderScore and it has been great to get the results from RCGA & Tassie Comps in the latest Leaderboard update as at the end of November.

We'll reset the board @ 1st January 2024 and do it all again next year. Details next issue emf.

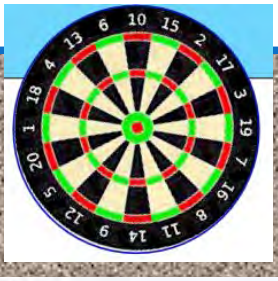
Possible updates to the board could be:

Dropper rounds and the top score of say 5 Comps for the year accumulated

Maybe the top 3 or 5 pilots from each state aggregate score for a State of Origin

Your feedback is wanted so please feel free to put any ideas in a reply to the F5J Aust Facebook post…. Or corner Hutton, Mel or myself next time we meet.

Terry Scolari



Standings at end NOVEMBER 2023

AUSTRALIAN F5J LEADER BOARD

1	Meyer, Andrew	SA	180
2	Stent, Marcus	VIC	135
3	Metzger, Klaus	NSW	133
4	Leitch, David	NSW	126
4	O'Reilly, Michael	SA	126
6	Houdalakis, Jim	VIC	119
7	Stone, Mark	SA	112
8	Chabrel, Nick	SA	104
9	Haskell, Daniel	VIC	101
10	Arvanitakis, Theo	VIC	97
10	Moorfield, Paul	SA	97
10	Watkins, Rod	VIC	97
13	Melders, Peter	SA	80
14	Blackburn, Hugh	VIC	78
15	Oddy, Hutton	NSW	77
16	Botherway, Kevin	NZ	75
17	Wurts, Joe	NZ	74
18	Safarik, Les	NSW	71
18	Whitfield, Garry	SA	71
20	Lowe, Matt	NSW	69
21	Pratley, David	VIC	68
22	Barrenger, Chris	WA	67
23	Baxter, Malcolm	SA	65
23	Merryweather, Brad	SA	65
25	Cannon, Jamie	NSW	62
26	Stevenson, Phil	NSW	58
27	Weston, Kevin	NSW	57
28	Lennon, Scott	NSW	56
29	Gillott, Mel	NSW	54
30	Bengtson, Evan	QLD	51
31	Kolb, Philip	GER	48
32	Potter, Greg	SA	47
32	Spain, David	QLD	47
34	Johnson, Scott	NSW	44
35	Schultz, Trevor	SA	44
36	Kent, Bill	SA	39
37	Dalton-Keep, Steve	NSW	37
38	Murphy, Jack	NSW	34
38	Woodward, Colin	NSW	34
40	Millward, David	VIC	33
41	Pring, Mal	SA	33
42	Clifford, Tom	NSW	32
42	Fox, Ken	QLD	32
42	Knack, Karl	QLD	32
45	Wise, James	SA	31
46	Scolari, Terry	SA	30
47	Sanders, Jules	VIC	28
48	Carter, Gerry	VIC	26
48	Pine, Peter	Z	26
50	Safarik, Ladislav	NSW	25
50	Vels, David	QLD	25
52	Shaw, John	NZ	24
53	Bowden, Gavin	SA	23
54	Warman, Clive	NSW	22
55	Watson, Rob	NSW	21
55	Wilson, Bob	VIC	21
57	Smith, Trevor	VIC	19
58	Bird, Phil	NSW	16
58	Clapperto, Bruce	VIC	16
58	Frizell, Mike	SA	16
61	Hiscock, Andrew	NZ	16
62	Walman, Clive	TAS	15
63	Hutcaljuk, Arijan	CRO	14
63	Wilkes, Garry		14
65	Adams, Chris	TAS	13
65	Brand, Guy		13
67	Weatherstone, Stephen	NSW	12
68	Blow, Darrel	SA	11
68	Farrar, Don	NSW	11
70	Andrews, Gary	VIC	10
70	Heinrich, Todd		10
72	Burn, Mark	NSW	9
72	Daily, Alistair	QLD	9
72	Schilling, Jan	TAS	9
75	Dephoff, Ralph	NSW	7
75	May, Colin		7
77	Rodriguez, Vernon	NSW	6
77	Southerland, Fran		6
79	Morris, Simon	SA	5
79	Skinner, John	TAS	5
81	Hemming, Tye	NSW	4
81	Mayhew, Alan	NSW	4
81	Pember, Victor	NSW	4
81	Quigley, John	NSW	4
81	Taylor, Michael	TAS	4
85	Ash, Bob	NSW	3
85	Dupuche, Tom		3
85	Funke, Rob	NSW	3
85	Ginder, Ross	QLD	3
85	Ralf, Mike	TAS	3
90	Arnold, John	QLD	2
90	Goode, Ben	TAS	2
90	Harrison, Craig		2
90	Kroger, Max		2
90	Rawlings, Ian		2
95	Budniak, Robert	NSW	1
95	Ceo, Marc	NSW	1
95	Linwood. Mark		1
95	Ralph, Steve	TAS	1
95	Smart, Dean		1
95	Strautins, Carl	NSW	1
95	Towns, John		1
95	Voak, Gregg		1
102	Nutman, Bob		0

Charles Kingsford Smith's Southern Cross Replica Aircraft flies again after 12-year refurbishment. 12 December, 2023

A replica of the Southern Cross, the first plane to fly from the United States to Australia, is officially flying again after more than ten years of delicate repairs and refurbishments.

It is the world's largest exact flying replica of the aircraft and was built in the 1980s to tour the country and give people an insight into a by-gone era of aviation.

The original Southern Cross, a Fokker FV11B, was flown by Sir Charles Kingsford Smith, Charles Ulm, Harry Lyon and James Warner on the first transpacific flight from the United States to Australia in 1928.

The replica was damaged in 2002 and chief engineer Jim Thurstan has been part of a team bringing it back to its former glory.

"There are about thirteen of us on the Southern Cross team and we've drawn on people with aviation backgrounds, people from the University of Wollongong, and tradespeople. It's been wonderful," he said.

"It flew from 1987, 560 flight hours, and went to New Zealand once.

"It's exactly the same size as the original aircraft but it has different engines that are a little bit more powerful."

The replica aircraft lost a wheel on take-off in 2002 in South Australia and snapped three metres of its wing as part of an emergency landing soon after.

Since then, the plane was acquired by the Historical Aircraft Restoration Society (HARS) in Shellharbour where volunteers have been completing complex restoration work.

As well as refurbishment of the mechanical aspects of the plane, one of the major challenges was to repair a fixed wooden wing — something not seen in modern aviation.

"The wing is made out of spruce and birch plywood. We imported the spruce from Alaska and the birch from Finland," Mr. Thurstan said.

"We repaired the fuselage, overhauled the three engines and all the components. It's been a big deal."

Test flight ahead of official unveiling

As part of the final preparations for today's flight the Southern Cross replica was flown for the first time in 21 years this week.

While the aircraft is likely to welcome more people on board in future, only essential flight crew are currently allowed to travel on the plane.

"We'll fly it locally around here to make sure it's all safe and then we might venture off to Seven Mile Beach to celebrate when Smithy [Kingsford Smith] took off from there to fly to New Zealand," Mr Thurstan said.

"We're allowed to fly it up to 10,000 feet, but around here it will fly at around 1,000 feet. It's quite slow at 80 knots."

Mark Hall is a commercial pilot who will help train pilots to fly the Southern Cross replica.

"It's an icon and something we have to be good custodians of and I'm very fortunate and grateful to be part of it," he said.

"It's a tricky machine to fly, so we want to make sure we have no incidents anymore and it flies a long way into the future with the careful training and vetting of the people who get to fly it."

Plane to act as travelling history lesson.

When South Australian flying instructor John Pope had the replica plane built he wanted it to travel the country to educate people about how aviation used to be.

Mr Thurstan said the planes of that era provided none of the comforts of modern aviation.

"Back in 1928 this was as good as it got. These were the jumbos of the day," he said.

"There were about 170 of them built in England, Holland, and America, and to fly in them would be noisy.

"They're not pressurised or air-conditioned, they'd be bumpy, hot, and cold."

The replica aircraft spent time flying around Australia and New Zealand during the 1988 Bicentennial.

It is expected to resume its role as a travelling history lesson by visiting airports and air shows.

Courtesy Australian Thermaleer and ABC News

Junkers Ju-52 3m

2024 Jan 03 - MFNZ NATS F5J (Carterton New Zealand) | Download Comp

Flight Scores | Results

Round 3 | Update Rounds List | Refresh Results | Download Report

Results To Round 3

#	Name	Ctry	Score	Pcnt	RawScore	Rnd1	Rnd2	Rnd3
1	Wurts, Joe	-	3000.0	100.00	3000.0	1000.0	1000.0	1000.0
2	Botherway, Kevin	-	2987.1	99.57	2987.1	1000.0	1000.0	987.1
3	Meyer, Andrew	-	2964.6	98.82	2964.6	986.4	978.2	1000.0
4	Hiscock, Andrew	-	2899.5	96.65	2899.5	980.7	948.0	970.8
5	France, Peter	-	2816.0	93.87	2816.0	894.8	943.4	977.8
6	Campbell, Kevin	-	2767.7	92.26	2767.7	957.4	918.3	892.0
7	Glassey, Peter	-	2346.6	78.22	2346.6	972.7	394.9	979.0
8	Shaw, John	-	2165.3	72.18	2165.3	214.7	1000.0	950.6
9	Warner, Steve	-	2124.1	70.80	2124.1	191.7	961.2	971.2
10	Williams, Peter	-	1984.6	66.15	1984.6	(Mtr)0.0	984.6	1000.0
11	Morgan, Rob	-	1679.9	56.00	1679.9	255.6	569.3	855.0
12	Nikoloff, Anton	-	1537.8	51.26	1537.8	313.2	426.1	798.5
13	Thompson, Richard	-	914.3	30.48	914.3	0.0	914.3	(Mtr)0.0
14	Whitcher, Warren	-	0.0	0.00	0.0	0.0	0.0	0.0

Success is stumbling from failure to failure with no loss of enthusiasm.
Winston Churchill

2024 Jan 14 - RCGA F5J (VARMS Victoria Australia) | Download Comp List

Flight Scores | Results

Round 6 | Update Rounds List | Refresh Results | Download Report

Results To Round 6

#	Name	Ctry	Score	Pcnt	RawScore	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6
1	Pratley, David	AUS	4940.2	100.00	5539.2	945.5	994.7	1000.0	*599.0	1000.0	1000.0
2	Watkins, Rod	-	4620.8	93.53	5173.0	1000.0	*552.2	1000.0	791.4	1000.0	829.4
3	Blackburn, Hugh	-	4587.6	92.86	5088.9	1000.0	587.6	*501.3	1000.0	1000.0	1000.0
4	Mayhew, Alan	AUS	4571.6	92.54	5118.3	667.6	1000.0	1000.0	1000.0	904.0	*546.7
5	Houdalakis, Jim	AUS	4337.4	87.80	4705.2	682.9	888.5	822.4	*367.8	943.6	1000.0
6	Clapperton, Bruce	-	4333.9	87.73	4620.8	1000.0	944.2	665.2	*286.9	902.6	821.9
7	Kroger, Max	AUS	4242.5	85.88	4860.1	695.1	1000.0	871.3	*617.6	738.5	937.6
8	Grieves, Jonathan	-	3929.3	79.54	4376.7	721.5	871.0	706.9	751.8	878.1	*447.4
9	Allen, Andrew	-	2726.2	55.18	3033.8	471.1	501.3	890.9	380.9	*307.6	482.0
10	Fryer, Kevin	-	2681.6	54.28	2731.5	409.2	440.9	354.6	1000.0	476.9	*49.9
11	Wilson, Bob	AUS	2291.9	46.39	2291.9	436.1	1000.0	280.4	575.4	0.0	*0.0

DEADLINES

I endeavor to finish each magazine in the middle of the month after all previous months results are computed.

Please send me your results, reports and any other material by 12th of the month for publication in next issue. Any later and it may get held over.

Mel

Australian Electric Flight Association.

RULES. MONTHLY POSTAL EVENT FOR F5J AND E-RES. V-15.12.22 Final. R1 2 Jan 2024

PREAMBLE: Our large country makes it difficult to travel and participate in regular major events. This can affect our standard of flying compared to countries in Europe. The monthly Postal events are intended to improve this situation. They simulate formal competitions in almost every way. The F5J and E-RES rules are used but the flights are made by individuals at their own fields and at a time of their choosing. Alternatively, results from an actual competition may be submitted provided that they comply with the postal competition rules below. After initial registration each pilot will receive a monthly email with their QR Codes for F5J and/or E-RES. Scanning the code/s with a smart phone will open a web page where you can enter and submit your flight details. Refer Appendix 1 for further details.

A maximum of three flights may be submitted during each month. The three flights must be made consecutively, ie one after the other. The three flights must be flown in one flying session in one day in that month. The three flights will be added to form the month or round total. If using flights from an actual competition, then three consecutive flights must be used. You cannot just 'cherry pick' any three flights from the competition.

The three consecutive F5J and the three consecutive E-RES flights may be on different days.

A flight is official once the model is launched with the motor running.

The participant may make any number of "test" flights before commencing the first official flight.

It is recommended that scores be entered into GliderScore after each flight, similar to what you would do in a normal competition. Scores can also be emailed to the adjudicator for entering.

Flights and model specifications must be to current applicable FAI (F5J) and AEFA (E-RES) rules.

Flight scores will be computed and published raw – they will not be normalised, GliderScore protocol notwithstanding.

The Postal competitions begin in February and end in November each year.

The participants two worst scoring months (Rounds) will be dropped when computing the year-to-date score in November. This means only the best eight scores will count.

Monthly scores and competition results will be published during the following month. The objective being to not only compare scores with others but also to aim for personal best Rounds – and hence improvements.

There will be no prizes or awards.

This Postal competition is run by the AEFA and all participants must be members. Membership is free, go to https://www.aefanet.com/application-form

Participants in all AEFA competitions, including this Postal must be members of the MAAA. This ensures the flyer is covered by insurance and supports the FAI.

At the end of each month the adjudicator will check for correct score entries. The results for the month plus year-to-date will be published in the emf magazine and made Public for viewing on the GliderScore website.

For any queries or corrections to scores please contact the adjudicator. The current adjudicator is: **Mel Gillott** at redshiftxyz@hotmail.com.

APPENDIX 1 – How to enter your monthly score in GliderScore.

Send an email to redshiftxyz@hotmail.com and ask for Registration in either F5J or E-RES or both. *You can do this anytime during the year and you only have to do it once during the year.*

You will receive QR Codes by email for F5J and/or E-RES. These QR Codes are exclusively for your use. *Scores can also be submitted by email.*

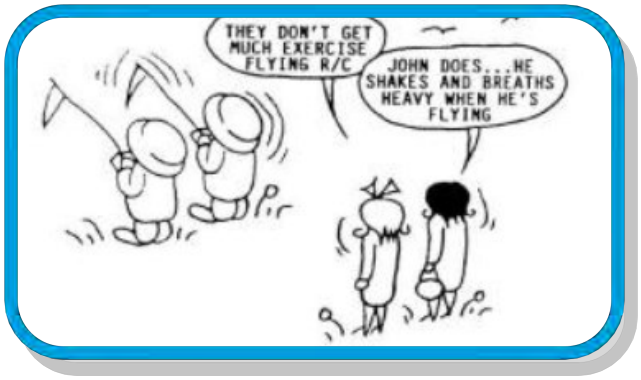
You will need a QR Code reader on your mobile device. *For Android devices, QR Droid is a suggested application. iPhone users can use the camera app to read QR Codes.*

Fly anytime during that calendar month then scan your QR Code. On the displayed score sheet enter Time, Height and Distance from spot (F5J) or Time and Landing for E-RES for all three consecutive flights

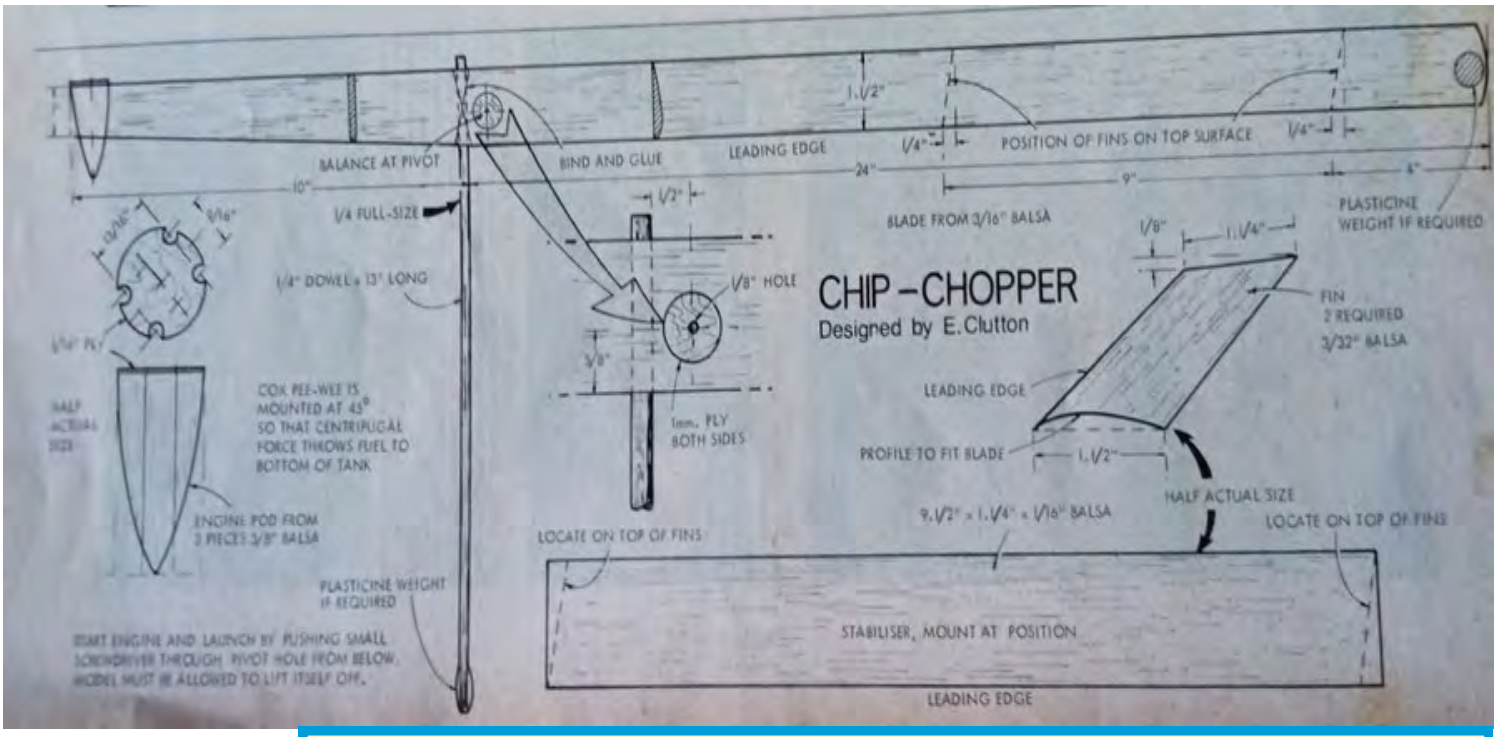
A new QR code will be emailed to you every month for you to enter your three flights.

If you make a mistake and cannot correct it then email the adjudicator with the problem and your scores and it will be corrected. Also email if you do not understand any of this!

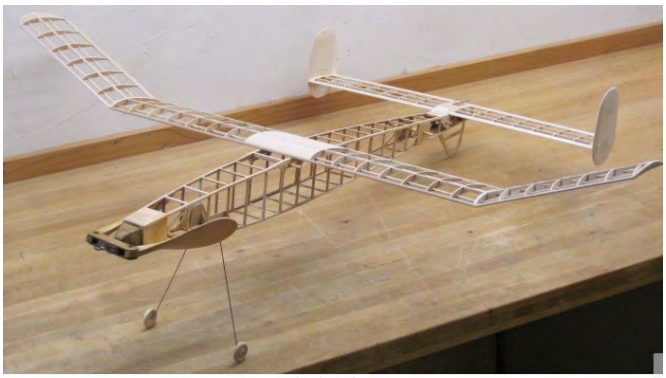
Good flying in 2024 and beyond!



From Peter Ziegler. Meeting for rubber/CO2 engine models 2023
Blackburn 1912 monoplane with CO2 engine

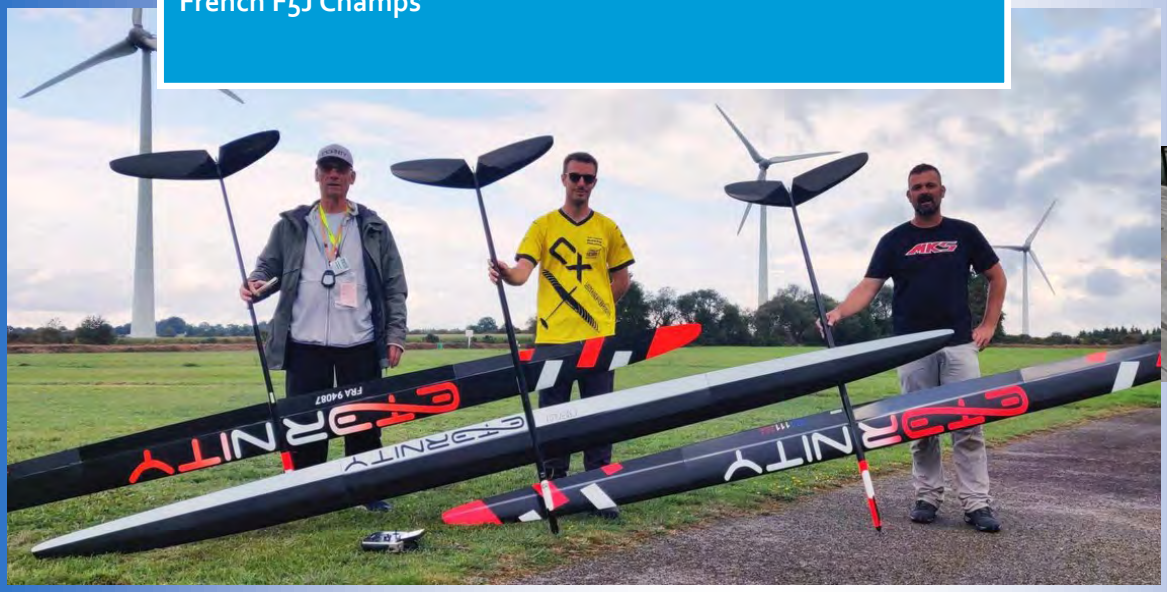


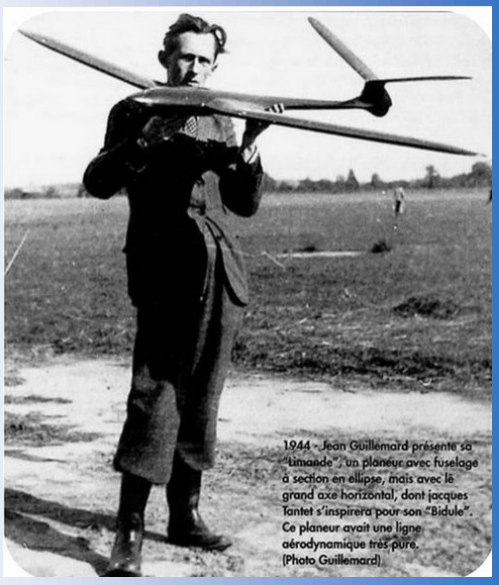
Continuing our series of unorthodox flying models. This is as weird as it comes, but study the drawing and you may fathom. Make one for some summer entertainment. You could substitute the Cox with a brushed motor and LiPo.

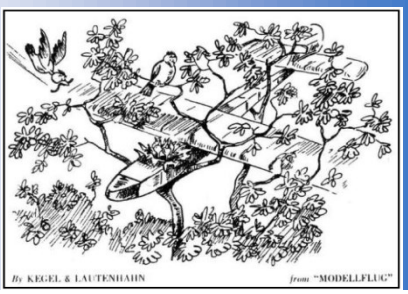


Halsach, airframe

French F5J Champs







F3L 2m RES
Vincent Merlijn
Aviation Toys.nl
CHAServo
Walther Bednarz

F5J STRATEGIES & TACTICS

Marcus Stent part 6

Key F5J Strategies

1. Level 1: What is the event and how aggressive do I need to be.
2. Level 2: Reading the big picture weather conditions of the day.
3. Level 3: Reading the local weather conditions in the last 30 minutes.
4. **Level 4: Reading the local conditions 5 minutes before launch.**
5. **Plan A: Bringing it all together before launch.**
6. Plan B: Launch strategies.
7. Low Level Thermal-ling and Big Picture Thermal-ling.
8. Preparation: The key to letting you concentrate on the air.

You can watch the video to go with this series, here:

https://aus01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.youtube.com%2Fwatch%3Fv%3DCT1wPW6w65w&data=05%7C01%7C%7C753dbc5377f84c1da20f08db5ab347a9%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C638203498455736278%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=KbPPFC%2Bc4yayQjQEmqjg5QkZD7suXIG%2FyQRY7jFXcwg%3D&reserved=0

Big picture thermalling techniques

You have started to get away in your thermal but always think "It won't last" and continue to work hard..

- Continue to optimize your thermal with every turn.
- In the wind, is your lift to distance ratio OK?
- Are others out climbing you in the same thermal? Constantly re asses and move if they are climbing faster, NOT higher, because they may have entered the thermal higher.
- 3rd Vector is still super important, where is the next lift coming through and how strong is it?
- Sometimes it's just which side is my streamer pointing for longer. That's the side I'll return on.
- Take the thermal as far as you can, it means you have markers on the way home. Is right, left or centre better? Who else is in air? Where are the field hot sports?
- Only leave your thermal when you have a plan. You might have to take 3 thermals on the way home, so be aware how much time to go.

Preparation - Overview

Poor Preparation is the number 1 reason I have lost most F5J competitions. Why?

1. It takes my mind off looking for lift.
2. I lose flight scores and have to carry a poor score.

Some examples:

Battery not charged, not sure of my group number, wrong battery, wrong ballast, servo stripped, fixing crack in fuz, spinner pushed against firewall, ESC cutout set wrong, ESC voltage set wrong, Battery died, new plane not sorted, flap wipers catch on wing, Altis wired incorrectly, chatting to a team mate, etc, etc, etc, etc, the list goes on....and on...and for me...on more...

F5J preparation is a big step up from F3J and F3K. It has taken 2 years for me to get 90% of these issues sorted.. I am a slow learner. ☺

Cont next issue

MEN & WOMENS TEAM SELECTION TRIAL FOR 2024 F3J (towline glider) WORLD CHAMPS.

The F3J Team Aspirant competition for the World Champs 2024 in Norway in July, has been run at Southern Soaring League (SA) and I have attached the results .

Beth Loveday flew in the “other” Comp because her husband Nick was calling for her and she wasn’t going for the male aspirant’s position. Her position was a shoe-in for the ladies qualification, but she recorded some scores.

It was a great competition with all the usual conditions that either helped or impeded. Robert Gunn

Group1Aspirants - Overall Results

[SSL Park 2/12/2023]

www.GliderScore.com

Rank	Name	Class	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Rnd11	Rnd12	Rnd13	Rnd14
1	CHABREL, Nick	Asp	14984.0	100.00	15595.0	992.8	1000.0	999.8	1000.0	1000.0	*611.0	1000.0	1000.0	999.1	995.9	999.2	998.4	1000.0	1000.0
					Time	9:51.0	9:51.3	9:52.8	9:49.7	9:51.4	5:23.1	9:53.7	9:52.9	9:51.1	9:53.2	9:53.5	9:51.1	9:52.6	9:53.6
					Landing	93	99	97	98	99	98	99	98	97	93	96	98	99	100
					Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	STRAUTINS, Carl	Asp	14738.5	98.36	15324.0	984.1	996.6	976.9	997.5	995.0	885.2	994.6	995.8	998.9	1000.0	1000.0	*585.5	986.1	974.6
					Time	9:48.0	9:50.0	9:38.0	9:50.0	9:48.0	8:31.0	9:49.0	9:51.0	9:50.0	9:50.0	9:52.0	6:43.0	9:43.0	9:40.0
					Landing	90	98	96	98	99	99	100	97	98	99	98	0	99	96
					Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	MEYER, Andrew	Asp	14692.7	98.06	14692.7	1000.0	989.7	1000.0	*0.0	962.4	791.4	984.6	991.6	1000.0	988.2	999.8	1000.0	997.3	995.5
					Time	9:51.9	9:52.2	9:50.9	0:00.0	9:27.5	7:28.4	9:51.1	9:50.1	9:52.7	9:50.8	9:51.9	9:50.2	9:50.8	9:52.5
					Landing	97	91	99	0	97	97	91	95	96	90	98	98	99	98
					Over75m	-	-	-	Yes	-	-	-	-	-	-	-	-	-	-
4	HASKELL, Daniel	Asp	13596.6	90.74	13596.6	995.7	860.4	991.4	*0.0	471.9	1000.0	983.1	993.4	986.7	941.5	990.1	996.2	683.9	988.8
					Time	9:52.0	9:54.0	9:54.0	0:00.0	4:20.8	9:51.1	9:51.0	9:51.4	9:49.6	9:53.7	9:48.2	9:49.6	6:43.0	9:49.9
					Landing	94	0	90	0	65	98	90	95	90	55	95	98	70	96
					Over75m	-	-	-	Yes	-	-	-	-	-	-	-	-	-	-

Southern Soaring League
2d ·

Today, myself, Gavin, Bill and Ziggy (a likely bunch) enjoyed a morning flying ERes gliders at Victoria Park in Adelaide. Almost calm, overcast conditions. Some great fun flying.
Called a dog walker over to take this pic of us, then adjourned for a coffee and glider discussions at Ballaboosta on Hutt Street.
Ain't life grand.
Paul

Other members - Overall Results

[SSL Park 2/12/2023]

www.GliderScore.com

Rank	Name	Class	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Rnd11	Rnd12	Rnd13	Rnd14
1	POTTER, Greg	O	14503.6	100.00	15097.7	1000.0	1000.0	1000.0	*594.1	1000.0	1000.0	902.0	1000.0	1000.0	1000.0	1000.0	1000.0	601.6	1000.0
					Time	7:02.0	9:39.0	9:43.0	5:00.0	9:43.0	9:44.0	8:38.0	9:44.0	9:49.0	9:53.0	6:01.0	9:38.0	5:07.0	9:45.0
					Landing	94	95	92	85	91	96	99	94	90	93	90	85	90	90
					Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	WHITFIELD, Garry	O	10080.9	69.51	10080.9	572.6	766.3	933.3	1000.0	871.6	991.1	1000.0	0.0	0.0	0.0	*0.0	891.4	1000.0	974.8
					Time	4:55.5	6:59.5	8:53.0	9:28.0	8:10.5	9:37.0	9:47.0	0:00.0	0:00.0	0:00.0	0:00.0	9:51.0	9:44.9	9:38.0
					Landing	0	97	97	80	97	97	97	0	0	0	0	0	75	80
					Over75m	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	LOVEDAY, Beth	Asp	4710.8	32.48	4710.8	250.5	592.5	735.1	0.0	535.6	66.1	0.0	0.0	0.0	0.0	487.5	584.3	836.4	622.8
					Time	2:09.3	6:39.4	8:16.2	0:00.0	4:56.0	0:45.0	0:00.0	0:00.0	0:00.0	0:00.0	3:39.9	6:27.4	9:12.0	5:55.4
					Landing	0	0	0	0	65	0	0	0	0	0	0	0	0	65
					Over75m	-	-	-	Yes	-	-	Yes	Yes	-	-	-	-	-	-
4	BLOW, Darrel	O	2507.1	17.29	2507.1	672.4	0.0	0.0	0.0	0.0	0.0	0.0	865.7	969.0	0.0	0.0	0.0	0.0	0.0
					Time	5:47.0	0:00.0	0:00.0	0:00.0	0:00.0	0:00.0	0:00.0	9:47.0	9:22.0					
					Landing	0	0	0	0	0	0	0	0	96					
					Over75m	-	-	Yes	-	Yes	-	-	-	-					
5	THOMAS, Connor	O	0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
					Time	0:00.0	0:00.0	0:00.0	0:00.0	0:00.0	0:00.0	0:00.0	0:00.0	0:00.0					
					Landing	0	0	0	0	0	0	0	0	0					
					Over75m	-	-	-	-	-	-	-	-	-					

THE FUTURE page 1 of 2

2024 MILLENIUM CUP, NSW

Programme for the year, Diarise Now:

Goulburn Feb 25th
HSL May 5th
HSL Sept 22nd
Nowra Nov 3rd

Notes: The winter break is back. Getting fields with height clearance is becoming harder. CASA is getting slower with approvals.

No rule changes for 2024. No flaps or spoilers, 100m height limited launch, F5J landing circle. Any 2m model.

Phil Stevenson

2025 F5J World Champs

A heads up to all Australian F5J pilots. Its rumoured that the next F5J world championships will be late March 2025 in South America (Argentina?). Its not yet officially announced though.
In preparation for this event, AEFA will coordinate the Australian F5J team trials.
This time , the selection will be over three events, with the best two scores counting. Three highest placed men will be offered a position on the team; also highest placed woman and highest placed junior.
The events are:

Round 1
Event: Australian F5J Open International. Dates: 9 – 11 March 2024. Location: Milang, South Australia

Round 2
Event: LSF F5J, Open Dates: 8 -10 June 2024 Location: Jerilderie, NSW

Round 3
Event: NSW F5J State Championship Dates: 5 – 7 October 2024 Location: Armidale, NSW Australia

You will need to nominate as an aspirant at each event.
Each event will be run by the respective local flying club.
Good luck. Start planning your flying and tuning your aircraft. AEFA

Dear CIAM-Delegates,
The FAI CIAM Aeromodelling Commission is pleased to announce that
The 2024 FAI F3K European Championship for Model Gliders (Seniors & Juniors)
will be held in **Włocławek, Poland,** from the **7th of July (open Ceremony) to the 13th of July (closing Ceremony) 2024**.
Important:
The **29th of February 2024** is the date when the organiser will evaluate the situation and if the number of expected participants is below the minimum number which makes the event financially viable and **decide whether or not to continue or may consider initiating a second phase for accepting more participants.**
Please, be aware of that date for taking your decisions and actions for participating to the championships.
Thanks in advance for your cooperation.
Please find attached the fillable Preliminary Entry Form and the Bulletin 1 that has been approved by the CIAM Bureau. If you are interested in participating, I remind to fill and send your Preliminary Entry Form to the organizer **by the 29th of February 2024** and the Final Entry Form **by the 30th of April 2024.**
The Bulletins for this Championship will also be downloadable from the FAI Sporting Calendar on the FAI website.
We wait for your numerous participations.
Massimo Semoli
Aeromodelling Commission
CIAM Secretary

ASIA PACIFIC OPEN—JAPAN

2024 F3K APO Schedule

Day	September, 2024				
	20th Fri	21st Sat	22nd San	23rd Mon	24th Tue
Daytime	Official Training Day (Mini game)	Competition Flight Day 1	Competition Flight Day 2	Competition Flight Day 3	Free or Sightseeing
				Fly Off	
				Award Ceremony	
	Kamisato RC glider field				
Evening	Welcome Dinner			Banquet	
Stay	Takasaki				

FINAL STUFF.

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

emf is the E-mag of the Australian Electric Flight Association, a Special Interest Group of the Model Aircraft Association of Australia.
emf welcomes contributions in the form of articles, letters, photographs, etc on any aspect of electric Flight or related topics.

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

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