

EMF ^{★★}

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

26 AUGUST 2024

[Index - See email](#)



Beth Loveday, third in womans section F3J Worlds, Norway. More p12

F5J Postal July 2024 - Overall Results [Oz 31/07/2024]

www.GliderScore.com

Rank	Name	Club	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3
1	BARRENGER, Chris		3000.0	100.00	3000.0	1000.0	1000.0	1000.0
						Time: 9:59 Height: 59m Landing: 50	Time: 9:59 Height: 26m Landing: 50	Time: 9:59 Height: 46m Landing: 50
2	CAMPBELL, Peter		2892.6	96.42	2892.6	976.6	959.9	956.1
						Time: 9:56 Height: 82m Landing: 50	Time: 9:56 Height: 71m Landing: 50	Time: 9:56 Height: 95m Landing: 50
3	ODDY, Hutton		2845.5	94.85	2845.5	969.3	949.7	926.5
						Time: 9:57 Height: 83m Landing: 45	Time: 9:56 Height: 74m Landing: 45	Time: 9:54 Height: 88m Landing: 30
4	MELDERS, Peter		2746.2	91.54	2746.2	920.1	889.2	936.9
						Time: 9:56 Height: 142m Landing: 45	Time: 9:55 Height: 149m Landing: 45	Time: 9:56 Height: 99m Landing: 40
5	ASH, Bob	Tamworth	2428.8	80.96	2428.8	866.8	868.7	693.3
						Time: 9:57 Height: 180m Landing: 30	Time: 9:57 Height: 169m Landing: 40	Time: 9:54 Height: 220m Landing: 0
6	METZGER, Klaus		2427.0	80.90	2427.0	830.5	815.3	781.2
						Time: 9:35 Height: 171m Landing: 25	Time: 9:59 Height: 191m Landing: 15	Time: 9:59 Height: 210m Landing: 20
7	GILLOTT, Mel	Shoalwater	2257.1	75.24	2257.1	507.7	939.5	809.9
						Time: 8:30 Height: 131m Landing: 50	Time: 9:59 Height: 103m Landing: 50	Time: 8:30 Height: 96m Landing: 45
8	PINE, Peter	Pottsville	2132.7	71.09	2132.7	873.3	459.1	800.3
						Time: 9:56 Height: 180m Landing: 35	Time: 4:51 Height: 98m Landing: 50	Time: 9:40 Height: 203m Landing: 30
9	MANWARING, Grant	Belconnen	1657.4	55.25	1657.4	852.3	201.3	603.8
						Time: 9:59 Height: 142m Landing: 0	Time: 2:40 Height: 104m Landing: 20	Time: 6:43 Height: 130m Landing: 40
10	BURN, Mark		1523.1	50.77	1523.1	611.8	203.6	707.7
						Time: 7:09 Height: 150m Landing: 25	Time: 2:39 Height: 139m Landing: 40	Time: 8:46 Height: 176m Landing: 5
11	WILK, Peter	Pottsville	720.9	24.03	720.9	436.6	0.0	284.3
						Time: 5:07 Height: 113m Landing: 20	Time: 0:00 Height: 0m Landing: 0	Time: 5:20 Height: 214m Landing: 0

F5J POSTAL

Thank you to all participants of the monthly Postal comps.

I cannot report on everybody but appreciate your persistence and skills just going out every month and flying with a purpose and getting a result. I hope you have found it beneficial. From the reports that seems to be the case.

So if you have the right model why not give it a go. The Postals are never about winning, just flying and having fun—and improving your skill levels without even realising it.

In F5J there has always been a vague two level event between those who try their best and those who try a little harder and succeed. If you have been reading Chris Barrengers story (see last issue & pages 9 onwards this issue) you will know what it's like to strive for the latter group.

So, don't get bored waiting for the perfect day—go and find it.

Curiosity is the cure for boredom. There is no cure for curiosity.

Hi Mel, your comment re determination got me through the July postal - the weather has been awful here this month. Put together some comments about my Maxa Mega Light as promised - hope it's what you want. Yep Chris, go to pages 12,13 - Ed

E-RES Postal July 2024 - Overall Results

[Oz 31/07/2024]

www.GliderScore.com

Rank	Name	Club	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3
1	WOODWARD, Colin	HSL	3057	100.00	3057.0	1020 Time 5:00 Landing 20	1017 5:01 20	1020 5:00 20
2	CAMPBELL, Peter		3047	99.67	3047.0	1020 5:00 20	1020 5:00 20	1007 5:04 20
3	MANWARING, Grant	Belconnen	3033	99.21	3033.0	1013 4:58 20	1003 4:55 20	1017 4:59 20
4	ASH, Bob	Tamworth	3024	98.92	3024.0	1007 5:04 20	1007 5:04 20	1010 4:57 20
=5	METZGER, Klaus		3023	98.89	3023.0	1013 4:58 20	997 4:53 20	1013 4:58 20
=5	GOUW, Andre		3023	98.89	3023.0	1020 5:00 20	1003 5:05 20	1000 4:54 20
7	HARRIS, Wayne	Belconnen	2953	96.60	2953.0	1020 5:00 20	913 4:28 20	1020 5:00 20
8	GILLOTT, Mel	Shoalhaven	2944	96.30	2944.0	1020 5:00 20	1017 4:59 20	907 4:26 20
9	TALLACK, Phillip		2783	91.04	2783.0	963 4:49 0	833 4:10 0	987 5:04 0
10	WATSON, Robert		2723	89.07	2723.0	1013 5:02 20	823 4:01 20	887 4:20 20
11	STROMBERG, Ivar		2497	81.68	2497.0	787 3:50 20	693 3:22 20	1017 5:01 20
12	BLAND, Bill		2474	80.93	2474.0	540 2:36 20	977 5:12 20	957 5:19 20
13	BURLING, Geoff		2196	71.84	2196.0	753 3:40 20	810 3:57 20	633 3:10 0
14	BURKE, Barry		2067	67.62	2067.0	707 3:26 20	677 3:17 20	683 3:19 20
15	WILK, Peter	Pottsville	2007	65.65	2007.0	660 3:18 0	740 3:36 20	607 3:02 0
16	HICKMAN, Bob		1990	65.10	1990.0	627 3:02 20	550 2:39 20	813 3:58 20
17	PINE, Peter	Pottsville	1851	60.55	1851.0	637 3:05 20	617 3:05 0	597 2:53 20
18	AMADIO, Lou		1569	51.32	1569.0	483 2:25 0	553 2:40 20	533 2:40 0

E-RES POSTAL

Looking through the results, both for the month and YTD I cannot find any significant changes or big movers. What does this mean?

I've no idea. Just that everyone is flying to their usual standard I guess.

Phil Stevenson is one flyer with the ability to upset the applecart but he's gone sailing again!

Thanks everyone for having a go. Keep smiling and flying! Ed.

BUHU & Eli



Peter Pine the very pertinent potter from Pottsville has been hard at work on a new AEFA website.

It's still in beta form but you can have a butchers at <https://new.aefanet.com>

And the membership application form now works!



E-RES & F5J year to date results—next page.

F5J 10 MONTH POSTAL 2024

www.GliderScore.com

< Scores - Original >< Worst scores discarded >

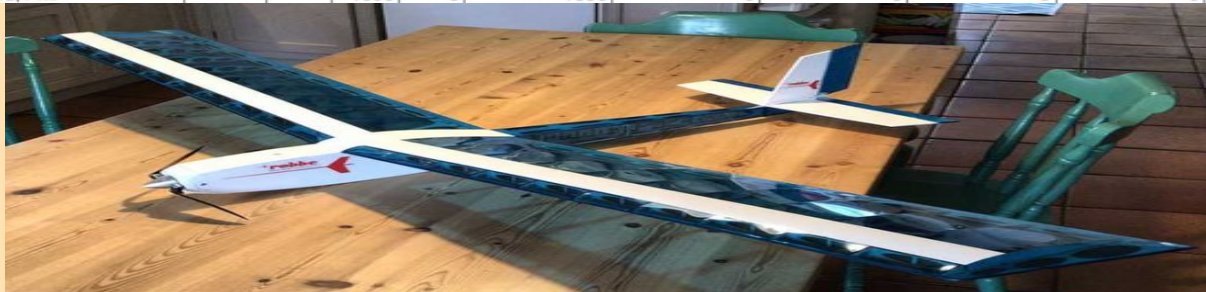
Rank	Name	Club	Class	Best 6 Score s	Pcnt	29/02/2024	31/03/2024	30/04/2024	31/05/2024	30/06/2024	31/07/2024
						F5J Postal Feb 2024	F5J Postal March 2024	F5J Postal April 2024	F5J Postal May 2024	F5J Postal June 2024	F5J Postal July 2024
						Oz	Australia	Aust	aust	Aust	Oz
1	Barrenger, Chris			17884	100	2890	3000	3000	2993	3000	3000
2	Melders, Peter			17222	96	2904	2888	2830	2910	2944	2746
3	Oddy, Hutton			17124	96	2940	2781	2830	2823	2904	2846
4	Campbell, Peter			14253	80	2545	2201	2884	1000	2731	2893
5	Watson, Robert			12429	70	2223	2560	2607	2688	2351	0
6	Gillott, Mel	Snoosina ven		12040	67	2379	2288	2421	0	2695	2257
7	Metzger, Klaus			11472	64	1816	2311	0	2212	2707	2427
8	Pine, Peter	Pottsville		11380	64	2199	1296	2087	1622	2043	2133
9	Manwaring, Grant	Berconn en Tamworth		11326	63	2329	1889	1917	1690	1844	1657
10	Ash, Bob			9176	51	953	1858	1164	1179	1594	2429
11	Frizell, Mike			7981	45	0	0	2636	2722	2623	0
12	Wilk, Peter	Pottsville		5680	32	1015	1245	975	1724	0	721
13	Stevenson, Phil			5361	30	0	0	2623	0	2738	0
14	Burn, Mark			3351	19	0	0	1828	0	0	1523
15	Stromberg, Ivar			932	5	932	0	0	0	0	0

E-RES 10 MONTH POSTAL 2024

www.GliderScore.com

< Scores - Original >< Worst scores discarded >

Rank	Name	Club	Class	Best 6 Score s	Pcnt	29/02/2024	31/03/2024	30/04/2024	31/05/2024	30/06/2024	31/07/2024
						E-RES Postal Feb 2024	E-RES Postal March 2024	E-RES Postal April 2024	E-RES Postal May 2024	E-RES Postal June 2024	E-RES Postal July 2024
						Oz	Australia	Aust	Aust	Aust	Oz
1	Woodward, Colin	HSL		18318	100	3054	3057	3054	3053	3043	3057
2	Watson, Robert			17723	97	2843	3040	3037	3040	3040	2723
3	Manwaring, Grant	Berconn en Tamworth		17601	96	2686	2940	2946	3030	2966	3033
4	Harris, Wayne	Berconn en Tamworth		17501	96	2757	3024	2997	2753	3017	2953
5	Ash, Bob			17274	94	2811	2899	2570	3050	2920	3024
6	Gillott, Mel	Snoosina ven		14661	80	3020	2977	2693	0	3027	2944
7	Stromberg, Ivar			14620	80	2377	2407	2446	2646	2247	2497
8	Metzger, Klaus			14472	79	3017	2863	0	2629	2940	3023
9	Campbell, Peter			13968	76	2857	3010	0	2007	3047	3047
10	Pine, Peter	Pottsville		13429	73	2683	2187	1994	2444	2270	1851
11	Tallock, Phillip			13253	72	1440	2320	1840	2807	2063	2783
12	Hickman, Bob			12968	71	3047	3047	0	3007	1877	1990
13	Wilk, Peter	Pottsville		12612	69	1807	2253	2416	2060	2069	2007
14	Burke, Barry			10622	58	0	2387	2020	2074	2074	2067
15	Stevenson, Phil			9057	49	3041	0	2969	0	3047	0
16	Burling, Geoff			8447	46	1707	1954	0	0	2590	2196
17	Amadio, Lou			7752	42	0	2183	2140	0	1860	1569
18	Whitehouse, Phil			6947	38	0	2113	0	2947	1887	0
19	Gouw, Andre			6033	33	0	0	0	0	3010	3023
20	Woodward, Ken	HSL		3467	19	1010	0	0	2457	0	0
21	Barrenger, Chris			3030	17	3030	0	0	0	0	0
22	Hemming, Ty			2666	15	0	2666	0	0	0	0
23	Dephoff, Ralph	Pottsville		2527	14	2527	0	0	0	0	0
24	Bland, Bill			2474	14	0	0	0	0	0	2474
25	Sterrett, Ron			2096	11	0	2096	0	0	0	0
26	Safarik, Ladislav			1863	10	1863	0	0	0	0	0
27	Hannaford, Phil			1696	9	1696	0	0	0	0	0



ELECTRIC OLD TIMER—1

Hi EOT Postal Flyers,
I have processed your flight times on my computer and uploaded results to G.S. online for all to see.

Below is the Championship standing up to and including July, (appears to include some August scores—Ed)

Magpies and plovers as well as poor weather are causing some of us difficulty in getting flights on the board.

Keep trying however trying the times may be.
Aeromodelling for the Olympics?

Well why not?

Our sport requires skill, both mental and physical and a lot of commitment.

OK- it's not going to happen. (*Some time ago the Olympic Commission considered a proposal to include aeromodelling but it was rejected. Ed*)

Remember each month to email me motor run in Duration and Lipo residuals in each Texaco class and do keep your own record as well please.
Better flying for us all, Ken Woodward

AEFA 2024 EOT CHAMPIONSHIP

www.GliderScore.com

< Scores - Original >< Worst scores discarded >

Rank	Name	Club	Best 5 Scores	Pcnt	1/02/2024	1/02/2024	1/02/2024	1/02/2024	1/02/2024
					AEFA EOT Duration	AEFA EOT Height Limited	AEFA EOT Texaco	AEFA EOT Vintage Glider	AEFA EOT Texaco Half A
					AUS	AUS	AUS	AUS	AUS
1	Hickman, Bob	GMAC	4000.0	100.0	1000.0	1000.0	1000.0	0.0	1000.0
2	Stevenson, Phil	MMSC	3972.3	99.3	666.7	672.3	800.0	1000.0	833.3
3	Smith, Trevor	HSL	3624.9	90.6	1000.0	991.6	800.0	0.0	833.3
4	Gillott, Mel	SMAC	2910.6	72.8	1000.0	910.6	1000.0	0.0	0.0
5	Watson, Rob	MMSC	2689.1	67.2	757.2	931.9	1000.0	0.0	0.0
6	Amadio, Lou	IMAC	1875.1	46.9	0.0	488.9	800.0	0.0	586.2
7	Pine, Peter	FNCEF	1792.8	44.8	0.0	0.0	0.0	792.8	1000.0
8	Woodward, Ken	HSL	1702.7	42.6	0.0	747.4	0.0	955.3	0.0
9	Burlings, Geoff	IMAC	1053.2	26.3	0.0	0.0	599.4	0.0	453.8

Our attack magpie is back in the air at MMSC Wahroonga.

Last Tuesday I tied a multi coloured ribbon to the rear of my Playboy.

There was much wild swooping on approach to landing but the plane, and ribbon remained intact.



"I've been having some success with my *Flying Pencil* in Vintage E Texaco. I'm looking forward to the warmer weather and some good lift. Vintage E Texaco seems to be a balance between form drag and light wing loading. Too big with too much drag and too small with a small battery - always a trade off. I'm hoping, given the right conditions, I have the *Flying Pencil* about right".

Barrie Russell, Hawkes Bay

What is going on here?!



ELECTRIC OLD TIMER— 2

2024 Feb 01 - AEFA EOT Duration (AUS) Download Comp List

Flight Scores **Results**

Round 8 Update Rounds List Refresh Results Download Report

Results To Round 8

#	Name	Ctry	Score	Pcnt	RawScore	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8
=1	Gillott, Mel	AUS	6000	100.00	6000	0	1000	1000	1000	1000	1000	1000	0
=1	Smith, Trevor	AUS	6000	100.00	6000	0	1000	0	1000	1000	1000	1000	1000
=1	Hickman, Bob	AUS	6000	100.00	6000	0	1000	1000	1000	1000	1000	1000	0
4	Watson, Rob	AUS	4543	75.72	4543	0	1000	1000	1000	1000	0	543	0
5	Stevenson, Phil	AUS	4000	66.67	4000	0	1000	1000	1000	1000	0	0	0
6	Burlings, Geoff	AUS	0	0.00	0	0	0	0	0	0	0	0	0

2024 Feb 01 - AEFA EOT Texaco (AUS) 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	Gillott, Mel	AUS	5000	100.00	5000	0	1000	1000	1000	1000	1000
=1	Hickman, Bob	AUS	5000	100.00	5000	0	1000	1000	1000	1000	1000
=1	Watson, Rob	AUS	5000	100.00	5000	0	1000	1000	1000	1000	1000
=4	Smith, Trevor	AUS	4000	80.00	4000	0	1000	0	1000	1000	1000
=4	Stevenson, Phil	AUS	4000	80.00	4000	0	1000	1000	1000	1000	0
=4	Amadio, Lou	AUS	4000	80.00	4000	0	1000	1000	1000	1000	0
7	Burlings, Geoff	AUS	2997	59.94	2997	0	1000	997	0	1000	0

2024 Feb 01 - AEFA EOT Height Limited (AUS) Download Comp List

Flight Scores **Results**

Round 8 Update Rounds List Refresh Results Download Report

Results To Round 8

#	Name	Ctry	Score	Pcnt	RawScore	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8
1	Hickman, Bob	AUS	5950	100.00	5950	0	1000	1000	1000	1000	1000	950	0
2	Smith, Trevor	AUS	5900	99.16	5900	0	1000	0	1000	1000	900	1000	1000
3	Watson, Rob	AUS	5545	93.19	5545	0	1000	1000	1000	1000	881	664	0
4	Gillott, Mel	AUS	5418	91.06	5418	0	1000	1000	1000	810	810	798	0
5	Woodward, Ken	AUS	4447	74.74	4447	0	940	1000	1000	912	0	595	0
6	Stevenson, Phil	AUS	4000	67.23	4000	0	1000	1000	1000	1000	0	0	0
7	Amadio, Lou	AUS	2909	48.89	2909	0	0	971	938	1000	0	0	0
8	Burlings, Geoff	AUS	0	0.00	0	0	0	0	0	0	0	0	0



2024 Feb 01 - AEFA EOT Texaco Half A (AUS) Download Comp List

Flight Scores **Results**

Round 7 Update Rounds List Refresh Results Download Report

Results To Round 7

#	Name	Ctry	Score	Pcnt	RawScore	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7
=1	Hickman, Bob	AUS	6000	100.00	6000	0	1000	1000	1000	1000	1000	1000
=1	Pine, Peter	AUS	6000	100.00	6000	0	1000	1000	1000	1000	1000	1000
=3	Smith, Trevor	AUS	5000	83.33	5000	0	1000	0	1000	1000	1000	1000
=3	Stevenson, Phil	AUS	5000	83.33	5000	0	1000	1000	1000	1000	1000	0
5	Amadio, Lou	AUS	3517	58.62	3517	0	517	1000	1000	1000	0	0
6	Burlings, Geoff	AUS	2723	45.38	2723	0	1000	983	0	740	0	0

2024 Feb 01 - AEFA EOT Vintage Glider (AUS) Download Comp List

Flight Scores **Results**

Round 7 Update Rounds List Refresh Results Download Report

Results To Round 7

#	Name	Ctry	Score	Pcnt	RawScore	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7
1	Stevenson, Phil	AUS	4000	100.00	4000	0	1000	1000	1000	1000	0	0
2	Woodward, Ken	AUS	3821	95.53	3821	0	1000	940	917	964	0	0
3	Pine, Peter	AUS	3171	79.28	3171	0	0	0	802	369	1000	1000
=4	Smith, Trevor	AUS	0	0.00	0	0	0	0	0	0	0	0
=4	Amadio, Lou	AUS	0	0.00	0	0	0	0	0	0	0	0
=4	Burlings, Geoff	AUS	0	0.00	0	0	0	0	0	0	0	0

QLD F5J SERIES, MONTO 20.7.24



It was fantastic to see southern competitors come and participate with Hugh Blackburn travelling from Melbourne, Kevin Weston from Sydney, Klaus Metzger from the Blue Mountains, Hutton Oddy from Armidale and Scott Johnson and Garry Wilks from Lismore. The remainder of the competitors coming from Brisbane, Gold Coast, Burrum Heads, and Bundaberg. I am very grateful to all who attended and made the event a fun and memorable occasion.

With 16 competitors, we flew 10 rounds and 3 groups allowing a consistent, relaxed, competitive and enjoyable event.

The Monto competition has been running since 1976 and it was known at the "Central Qld Radio Control Glider Championship". There are a few years when the comp was not flown due to either field availability, weather or insufficient numbers (towards the end of winch launching era). Nowadays it is all F5J. The event was originally run by Rockhampton, Bundaberg and Maryborough clubs on a rotation basis and then for the last 20 or so years by our Brisbane based MRS-SA club. To my knowledge the event was held at a range of locations including: Eidsvold showgrounds, a small private paddock just on the Eastern edge of Monto township, a corn field about 5ks South of Monto where the stubble had been ploughed in, the polocrosse field which was adjacent to the Monto airstrip, another farm out on the Northern side of Monto and finally the horse racing track. This last field has been home for quite a few years. It is on the edge of town and it has excellent facilities, including a kitchen, showers, toilets, large camping grounds and an exceptional shaded structure for lunches and overnight storage of models.

Due to the unrealistic requirements of CASA for us to be granted area and height approval, sadly this was the last time this event will be held.

Winter in Monto provides very chilly mornings often with frost but the days quickly warm up to temps around 20degC.

Some competitors arrived on Thursday and set up camp with the majority arriving on Friday where there was quite a bit of pre-comp practice, final trimming and getting used to the field and surrounding areas. We had really excellent conditions with little to no wind on Friday and Saturday, with the Sunday seeing the wind pick up a little and gusts probably peaking around 15ks.

Lift was generally available but as usual it had to be located and worked. There were some out landings, some EMRs and some flights well short of the 10min. Scott Johnson flew exceptionally well to record good and consistent flights throughout the weekend to win the competition with a solid margin of 264 points. Following the event it was noticed that there was an error in the score entry (an invalid penalty) which after correcting, resulted in Second place going to Kevin Weston and Third place going to David Spain only 76 points behind. Notably, Ross Ginder was only 11 points behind in fourth. A creditable performance from Ross since he hadn't flown a glider since the previous years event in Monto.

Michelle along with some help from Christine, prepared wonderful lunches on both Saturday and Sunday. This was much appreciated by all.

I hope everyone enjoyed the event as much as I did.

Evan Bengtson



Klaus & Hutton

2024 QLD F5J - Overall Results [MONTO 20/07/2024]

< Scores - Original >
www.GuidersScore.com

Rank	Name	Club	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10
1	JOHNSON, Scott		8385.4	100	8941.7	1000	1000	993.8	823.4	1000	1000	987.8	*556.3	1000	580
						9:56	9:53	9:58	4:39	9:57	9:54	9:58	6:36	9:27	3:39
						155m	98m	173m	149m	183m	166m	154m	179m	187m	159m
						45	50	45	45	50	40	45	0	0	50
2	WESTON, Kevin		8090.9	96.49	8516.8	886.6	963	744.3	1000	951.6	922.9	*425.9	675.8	946.7	1000
						9:50	9:55	5:28	9:52	9:59	9:35	3:08	7:27	9:52	9:05
						187m	136m	132m	158m	201m	153m	100m	200m	197m	189m
						0	45	0	50	25	10	0	0	30	40
3	SPAIN, David	IRSSA	8014.3	95.57	8635.6	997.3	*621.3	838.9	913.9	914.5	916.7	845.3	844.7	904.2	839
						9:55	5:41	5:05	9:36	9:48	9:42	9:49	9:04	9:56	7:55
						146m	152m	183m	163m	205m	214m	217m	203m	207m	214m
						40	50	0	20	35	0	40	0	25	0
4	GINDER, Ross		8003.6	95.45	8257.2	1000	1000	1000	1000	*253.6	659.7	1000	1000	343.9	1000
						9:54	9:57	9:56	9:56	3:58	7:42	9:53	9:38	4:44	4:42
						167m	177m	172m	166m	195m	197m	155m	179m	215m	1m
						40	50	50	50	0	0	50	25	50	45
5	BLACKBURN, Hugh		7860.8	93.74	8312.6	926.4	1000	1000	1000	956.7	657.1	509.3	811.3	1000	451.8
						9:55	8:53	6:26	9:54	9:57	3:54	5:13	9:38	9:49	3:05
						186m	152m	168m	152m	184m	108m	231m	227m	179m	125m
						20	50	50	40	25	50	45	50	50	25
6	FOX, Ken		7649.8	91.23	7649.8	946.8	558.6	896.4	1000	1000	874.3	*0	899	1000	475
						9:18	6:15	9:57	6:23	9:56	5:48	0:00	9:03	9:59	3:58
						129m	176m	190m	200m	167m	164m	0m	160m	92m	166m
						40	25	0	20	35	40	0	0	0	0
7	VELS, David	IRSSA	6977.5	83.21	6977.5	975	989.3	0	970.4	990.1	853	464.5	1000	735.2	*0
						9:56	9:56	0:00	9:59	9:56	9:57	3:13	9:35	9:53	0:00
						190m	177m	0m	175m	192m	224m	145m	190m	243m	0m
						45	45	0	30	50	45	30	35	40	0
8	BENGTSON, Evan	IRSSA	6888.3	82.15	6888.3	848.2	327.4	1000	618.8	264.4	1000	1000	893.2	936.3	*0
						9:59	3:30	5:02	4:15	3:55	6:34	9:55	9:56	9:25	0:00
						223m	91m	185m	135m	177m	178m	114m	222m	191m	0m
						45	30	45	0	0	45	35	30	45	0
9	KNACK, Karl		6864.5	81.86	6864.5	1000	914.1	0	377.9	1000	599	973.5	1000	*0	1000
						9:59	9:58	0:00	3:33	9:55	6:14	9:50	9:55	0:00	9:54
						148m	175m	0m	197m	172m	173m	159m	188m	0m	249m
						35	0	0	0	45	0	40	50	0	50
						-	-	Yes	-	-	-	-	-	-	-
10	ODDY, Hutton		6856.6	81.77	6856.6	840.1	432	903.7	876.2	741.6	*0	929.3	965.5	904.2	264
						9:04	6:14	5:30	5:02	8:26	0:00	9:50	9:54	9:57	3:33
						163m	230m	200m	163m	210m	0m	179m	204m	204m	167m
						0	35	0	45	30	0	25	50	15	0
						-	-	-	-	-	Yes	-	-	-	-
11	BENDAR, Dundat		5413.4	64.56	5572.4	867.4	578.3	717.3	568.4	308.7	642.9	692	369.3	669.1	*159
						8:10	6:27	4:27	5:35	3:20	4:25	7:05	4:59	7:46	4:40
						125m	128m	129m	130m	127m	150m	127m	191m	212m	234m
						50	0	50	50	35	35	35	0	40	0
12	ARNOLD, John	MAC	5219.6	62.25	5219.6	740.2	0	117	*0	521.5	1000	956.4	745	692.4	447
						7:54	0:00	2:06	0:00	6:01	9:07	9:44	8:13	7:28	4:09
						119m	0m	121m	0m	151m	134m	132m	195m	195m	183m
						0	0	0	0	0	0	30	15	30	20
						-	Yes	-	Yes	-	-	-	-	-	-
13	METZGER, Klaus		4748.5	56.63	4748.5	880.4	0	767.9	0	0	572.9	845.3	738.1	*0	944
						9:56	0:00	9:53	0:00	0:00	4:46	9:41	8:32	0:00	9:50
						206m	0m	226m	0m	0m	171m	201m	211m	0m	224m
						15	0	15	0	0	0	0	0	0	45
						-	Yes	-	Yes	Yes	-	-	-	-	-
14	WILKES, Garry		4345.2	51.82	4345.2	625.8	445.3	245.5	780.5	191.3	466.7	1000	590.1	0	*0
						6:31	5:40	2:58	8:22	2:26	9:24	6:15	6:36	0:00	0:00
						143m	151m	161m	183m	140m	280m	172m	186m	0m	0m
						25	0	40	25	30	0	35	0	0	0
15	WALKER, David	MAC	436.6	5.21	436.6	436.6	0	0	0	0	0	0	0	0	*0
						5:12	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
						132m	0m	0m	0m	0m	0m	0m	0m	0m	0m
						0	0	0	0	0	0	0	0	0	0
						-	Yes	Yes	Yes	Yes	Yes	-	-	-	-
16	WALKER, Trevor	MAC	0	0	0	0	0	0	0	0	0	0	0	0	*0



1938 Waco YKS-7 biplane. I don't think I've ever seen a prettier instrument panel 🍷



A Senior's Version of FACEBOOK

For those of my generation who do not, and cannot, comprehend why Facebook exists: I am trying to make friends outside of Facebook while applying the same principles. Therefore, every day I walk down the street and tell passers-by what I have eaten, how I feel at the moment, what I have done the night before, what I will do later and with whom. I give them pictures of my family, my dog and of me gardening, taking things apart in the garage, watering the lawn, standing in front of landmarks, driving around town, having lunch, and doing what anybody and everybody does every day. I also listen to their conversations, give them "thumbs up" and tell them I "like" them. And it works just like Facebook. I already have 4 people following me: 2 police officers, a private investigator and a psychiatrist.



The commodore 64 has served me very well. But I must update my PC soon. Ed

What's happened to the LEADER-BOARD?

emf apologies

No Leaderboard was available this month

AEFA F5J Postal JULY 2024

Chris Barrenger

A detailed account with some good tips – Ed

A month of near gales, pouring rain, freezing air, little lift and only four days with flyable conditions, and a MAXA Mega Light (but no Pelicans?? -Ed)

Well, another hard postal over and done with. As people have often said, it's usually very difficult to get 3 good flights in a row (although I see Pete Melders managed to get 7 good flights in a row on the last day of the month, despite having injured his right hand a week earlier – well done Pete). July in Bunbury has been awful with strong wind, heavy rain and very cold wet air rolling over water logged ground. I managed to get out flying on only 4 days in the month, each day having a combination of light drizzle and/or very cold temperatures. The only thing that made the 4 days flyable was they all were fairly calm. The first 3 days I flew I thought I would be able to get some good scores but it was so cold and the air so dense with moisture that any rising air I flew into on launch only rose for about 50 m then cooled and started to descend, resulting in many flights of 3 to 4 minutes.

A funny thing I've experienced with F5J is the more I fly the task the more determined I am to launch as low as possible rather than as high as you can as in F3J. So, on the 4 days each launch I did was less than 70 m – I blame you Mel for saying in the last AEFA mag that I seemed determined to do well in the Postals – every time I started to go for a higher launch I thought of your comment and reduced the motor to low and spiralled down to a lower height (hey, don't blame me Chris – you're flying!).

On the first 3 days I had over 40 (!! – Ed) launches, each between 30 to 70 m – out of those 40 launches I only got 2 flights greater than 6 mins, each on separate days – no 10 minute flights at all! Another week of bad weather passed, then on the last Friday of the



1. MML 9.59 1m 67m
- 2,3,4,5 MML under 4min abt 50m
6. MML 9.59 1m 28m
7. MML 3.41 3m 28m
8. MML 3.12 0 38m
10. MML 9.59 2m 43m
11. MML 9.59 2m 54m
- 12 MML....zero
- 14 MML.... zero
- 15 MML 9.59 1m 57m
- 16 MML 9.59 3m 42m
- 17 MML 9.10 1m 32m
- 18 MML ... zero
- 19 MML ... zero
- 20 MM 9.59 1m 59m
- 21 MM 9.59 1m 26m
- 22 SUPRA XL 9.59 1m 46m
- 23 MML ...zero
- 24 MML 9.58 1m 45m
- 25 MMI ... zero

month the forecast finally looked favourable, being for very low wind and no rain, but still cold temperatures. I headed out at 9.30 am and made my first launch just after 10.30 am. Unfortunately, the forecast was not totally accurate and I spent the next 2.5 hours dodging light drizzle and overcast skies, making flights where I could. I only made low launches, crossing my fingers that some sun would peek through the cloud gaps and warm the air enough to cause it to expand and rise. In the first 14 launches in the morning I had scraped 4 good flights but not 3 in a row. I was about to give up and go home but then I thought of your comment (yeh yeh Ed) and decided to give it another hour as the sun



had started to peak out between the cloud cover.

It's amazing how quickly cold air will start to expand the moment the sun comes out. With a bit of sun showing I immediately

got 3 quite good flights (15, 16 and 17), followed by 2 zeros, then, on launches 20, 21 and 22 I put 3 really good flights together, two with the Maxa Mega Light and the last one with the Supra Pro XL mentioned in the last issue. Another 3 flights followed, a zero, a good one, then another zero. Time to go home – thanks Mel.

A little comment about the second flight. I launched, got to about 30 m altitude but detected I had climbed through a weak bubble, so I reduced to slow motor, banked and kept the model down with top rudder to what turned out to be 26 m.

Cont. next page



The bubble was very small and light, I had to turn extremely tightly to keep with it – the only way I have been able to do this regularly in the past is to disconnect aileron to rudder mixing and use copious amounts of top rudder (needs some practice – like knife edge with a pattern model – Ed) to keep the nose of the model spiralling around the turn centre and heaps of up elevator to tighten the turn as needed.

I use variable aileron to rudder mixing in my thermalling modes to allow me to take advantage of yawing the model with or against aileron application as deemed necessary. I have found this to be extremely advantageous in enabling me to pick up small tight lift close to the ground. In such tight turns the wings are typically highly banked, almost stalling the inside wing but causing the outer wing panel to gain such a high airspeed ($L \propto V^2$) that the combined lift is just enough to keep the model airborne and climbing slightly. Usually after about 1 minute of this one has gained maybe 10 to 20 m of altitude and the rising air will often broaden out a little allowing one to increase the circling diameter and flatten the wings resulting in greater efficiency (increased horizontal wing area) causing a greater amplitude of the vertical lift vector from the wing lift, resulting in a nicer flight pattern and an increase in climb rate. (In my opinion, using the rudder manually gives one a very useful advantage in such situations. I learnt to use rudder manually over 45 years ago when playing with fixed pitch RC helicopters - these had no gyroscopic aids. I used to love slope soaring a fixed pitch Kalt Baron 40

heli on a gentle slope (slope soaring a heli!? -Ed) and found it very similar to flying a thermal glider. The other more recent model type that teaches one the benefit of using manual rudder application is of course a DLG). Looking at the Altis Graph (previous page) of my second flight with the Maxa shows a launch climb to approx. 28 m followed with holding altitude while the launch time ran its course, giving a launch altitude of 26m, then a slow climb to about 70 m in the lift, me losing the lift and dropping back down to about 25m after 3.5 mins before finding a second disturbance and climbing smoothly to a very comfortable height of about 170 m in light lifting air. Just before 9 minutes I deployed full

landing flaps and let the model descend at an angle of depression of about a 60o until I got to about 20 m above the ground with 30 seconds to go.



I have constructed a timed landing sequence on my countdown with specific times indicating where I should be in my landing pattern, resulting in accurate landings given good conditions.

Cont. next page—



PLEASE—
When submitting comp results please send the final results sheet from the on site CD's laptop.
Only this device saves the detailed results, which includes time, height and landing for all flights in the results.
GliderScore online does not have this feature.
Emf gives you detailed useful info in our competition results.

The final, final scores from the F3J World Champs (after 6 flyoff rounds) saw SSL member Nick Chabrel finish 4th by a mere 4 points away from the podium (think 2 seconds and 30cm in landings across 6 flights) and Pres Andrew Meyer finish in 8th. Earlier Beth stood on the podium in the Women's category in a very well deserved 3rd place. A really good effort from the Australian team and our very own SSL members 😊

2024 Aug 02 - 2024 FAI F3J Senior WCh FLYOFF (Starmoen Norway) 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	GALLIZIA, Marco	ITA	5997.8	100.00	5997.8	1000.0	999.4	1000.0	998.8	1000.0	999.6
2	GENERALI, Marco	ITA	5990.5	99.88	5990.5	999.1	1000.0	998.3	997.8	995.9	999.4
3	MILLER, Jody	USA	5982.8	99.75	5982.8	998.6	998.6	998.7	999.4	995.0	992.5
4	CHABREL, Nicholas	AUS	5978.6	99.68	5978.6	997.7	997.1	989.2	996.8	997.8	1000.0
5	HOFFMANN, Peter	AUT	5973.0	99.59	5973.0	994.7	994.6	995.0	996.9	995.5	996.3
6	HAAS, Hermann	AUT	5960.8	99.38	5960.8	993.8	994.3	987.9	997.5	991.5	995.8
7	BRADLEY, Dave Jr	USA	5888.0	98.17	5888.0	999.1	998.8	997.2	993.4	903.5	996.0
8	MEYER, Andrew	AUS	5874.4	97.94	5874.4	997.4	997.6	994.4	898.5	989.1	997.4
9	GRINI, Jo	NOR	5438.6	90.68	5438.6	995.8	496.1	998.7	1000.0	950.0	998.0

2024 Jul 30 - 2024 FAI F3J Senior WCh (Starmoen Norway)

Flight Scores **Results**

Round 14 Update Rounds List Refresh Results

Results To Round 14

#	Name	Ctry	Score	Pcnt	RawScore
1	GRINI, Jo	NOR	12984.6	100.00	13934.5
2	GENERALI, Marco	ITA	12978.4	99.95	12978.4
3	GALLIZIA, Marco	ITA	12975.1	99.93	12975.1
4	BRADLEY, Dave Jr	USA	12961.1	99.82	13951.4
5	MILLER, Jody	USA	12961.0	99.82	13458.0
6	CHABREL, Nicholas	AUS	12949.8	99.73	12949.8
7	HAAS, Hermann	AUT	12939.4	99.65	13929.0
8	HOFFMANN, Peter	AUT	12925.5	99.54	13740.0
9	MEYER, Andrew	AUS	12911.7	99.44	13721.9
10	OLSEN, Stig Magne	NOR	12911.4	99.44	13769.1
11	STARMANN, Olaf	GER	12861.5	99.05	13643.1
12	HEBERLE, Boris	GER	12826.6	98.78	13217.8
13	GALLIZIA, Carlo	ITA	12817.3	98.71	13638.7
14	HUFFMAN, Neal	USA	12688.1	97.72	13113.9
15	GADAN, Richard	SUI	12650.3	97.43	13201.7
16	BRADLEY, John	USA	12607.0	97.09	12607.0
17	LAMMLEIN, Stephan	GER	12564.9	96.77	13095.3
18	WEIHE, Carolin	GER	12494.6	96.23	13121.1
19	SUMMERMATTER, Marc	SUI	12455.7	95.93	12993.8
20	KURTZ, Roland	GER	12440.0	95.81	13104.1
21	POOL, Amy	USA	12247.8	94.33	12832.4
22	POTTER, Greg	AUS	12089.2	93.10	12089.2
23	HASKELL, Daniel	AUS	12007.0	92.47	12501.0
24	TORO, Stein-Vidar	NOR	11837.4	91.16	12351.0
25	PURBICK, Daniel	SUI	11684.7	89.99	11684.7
26	LOVEDAY, Beth	AUS	11591.0	89.27	11591.0
27	LANGSEID, Jonar	NOR	10924.1	84.13	10924.1
28	MORELL, Anna	USA	10391.6	80.03	10811.5
29	BRADLEY, Sr., David	USA	10206.5	78.60	10206.5



LSF Australia
Chris Adams · July 18 at 5:23 PM · 🌐
Wishing our F3J Team good flying, good cheer and bring home the herring.



Southern Soaring League
July 18 at 5:14 PM · 🌐
Club members Andrew Meyer, Nick Chabrel, Beth Loveday and Greg Potter are heading to Norway shortly to represent Australia in the World F3J RC Glider Championships. We wish them all the best and will keep you updated with scores once the action begins.

In your last email you asked me for some information about either the **Maxa Mega Light** or my **modified Supra Pro XL**. Since I flew over 60 flights with the Maxa ML in attempting to get scores for this Postal I thought it only fair I focus on it this time around. Since I started to fly F5J about 5 years ago I have come to appreciate the appeal of F5J with its challenge of simultaneous launches (and often landings), launching low as a tactic, and the requirement to land before the 10 min siren. The hassle of carrying a winch and battery, then setting out and then repairing broken lines has unfortunately started to wear thin on me! Having quite a collection of old F3J models it was only natural that I commenced my F5J flying by modifying these. This has been very successful and the models perform extremely well in moderate to heavy conditions. It soon became obvious that for low launches in cool light conditions one needed a large light model, and when the opportunity arose, I purchased a second hand Maxa Mega Light (1450g).

MAXA MEGA LIGHT—love it,hate it.

LIKES: · It is beautifully made (Vladimir Models, Ukraine, Not available now – Ed). Model is easy to fly and performs superbly in light air when set up well. · It is also very tolerant of cg position – I vary its cg from 110 mm to 116mm depending on conditions and my wanted flight properties.

DISLIKES: · 8 small screws used for assembly – 4 for the tailplane and 4 underneath the centre wing panel. No matter how careful you are you will often drop them and occasionally loose them, especially on cold mornings. · Servo wiring connections to centre panel – hard to disconnect and the servo lead wiring



will fatigue and break within a year of constant use. A 9 pin plug is a good modification, or reinforcement of the wiring loom.

I've had many superb flights with the Maxa, but 3 recent ones stand out. Jerilderie 2023 was 3 calm and cold days with very light lift. I scored 4 superb flights with the MML in the contest, but 2 mistakes cost me dearly and relegated me way down the placings. On the very first flight I didn't notice that the left tip aileron plug was connected upside down, resulting in the left aileron not working. It was set in its neutral position, and I flew the first heat very successfully, obtaining a high score. However, when it came to the second round, in the rush to launch I failed to notice the aileron still not working, but this time it had been knocked into a high up position. Upon launch the model immediately started to roll left, requiring full right aileron and nearly full right rudder to counteract the roll and return the wings back to a level position. I was able to control the model just enough to continue the launch (to 128m) and keep flying, but was effectively flying with both ailerons in a high CROW position, and was not able to gain height in the weak lift I was in. I managed to get a 1m landing and a 3 min 50 sec flight – that was going to have to be my drop score. HOWEVER, my 2 flights on Monday were superb and competitive at a high level. In particular, my round 6 heat

was full of top fliers and I managed to win it with a strange flight – the model basically hovered (like those hovering hawks you see above sand dunes overlooking a beach) for 9 mins at low height over the trees by the sewerage pond. In fact I beat JOE WURTS!!! I barely touched the controls for 9 mins, only every 3 mins to slowly circle the model back about 50 m and point into the slight wind drift and creep forward to repeat it again 3 mins later. I usually balance this model at 110mm and 112 mm cg, but for these 2 flights I had cho-

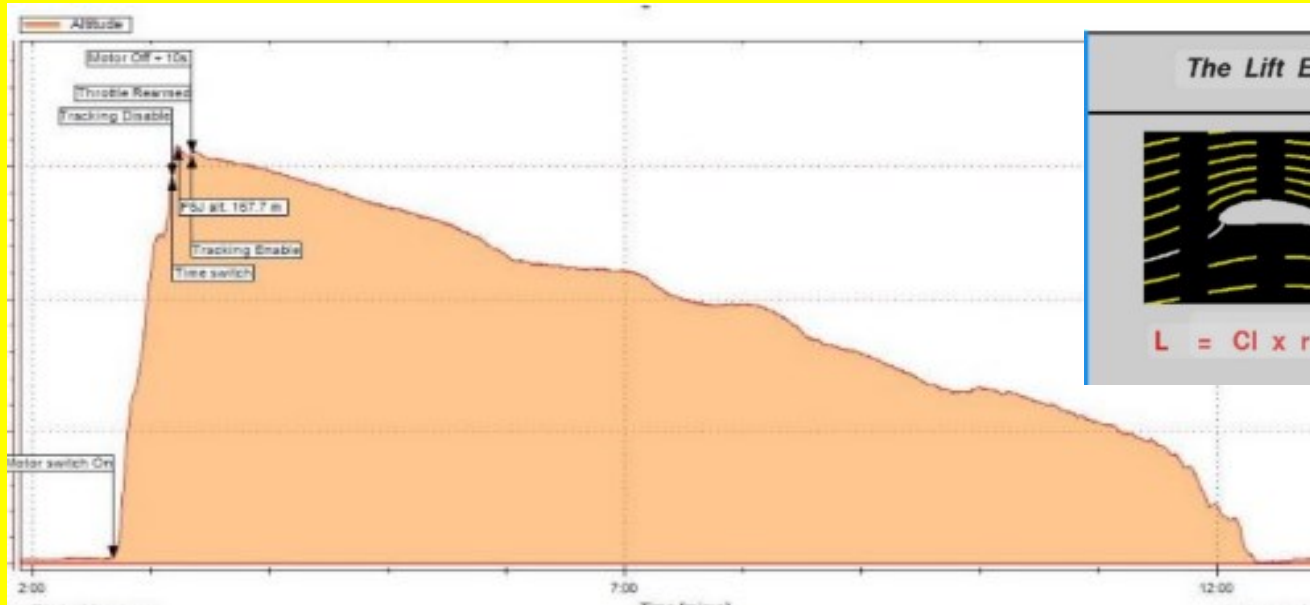
F5J
Barrenger, Chris
Round 6 Group 2
Scores updated

Time 9:58 : 58-
Landing 1-
Height 157
Landing >75m (zero score)
Motor ReStart (zero score)
Safety Penalty 0

< Back Back to list Next >

Round 6 Group 2 ReFlight 0					
Name	Ctry	Time	Landing	Points	Start Height
Barrenger, Chris	AUS	9:58	50	157	
Wurts, Joe	NZL	9:59	45	185	
Schilling, Jan	AUS	9:56	50	192	
Leitch, David	AUS	9:53	50	189	
Stoudalakis, Jim	AUS	9:57	50	200	
Woodfield, Paul	AUS	9:57	35	180	
Wifford, Tom	AUS	9:25	35	193	
Reilly, Michael	AUS	9:47	0	198	

sen to use a cg of 116 mm – I have 3 versions of the flight program trimmed for these different cg positions and make my choice of which one to use depending on the conditions. As the Altis graph shows (next page), I started at a height of 157 m and never gained altitude during the 10 mins. An absolutely superb and unusual flight in the lightest of conditions. Gary Whitfield was timing me and was pretty impressed while Tasmanian Chris Adams (yellow jacket) was timing Jan Schilling beside me and made his usual rude comment.



The Lift Equation

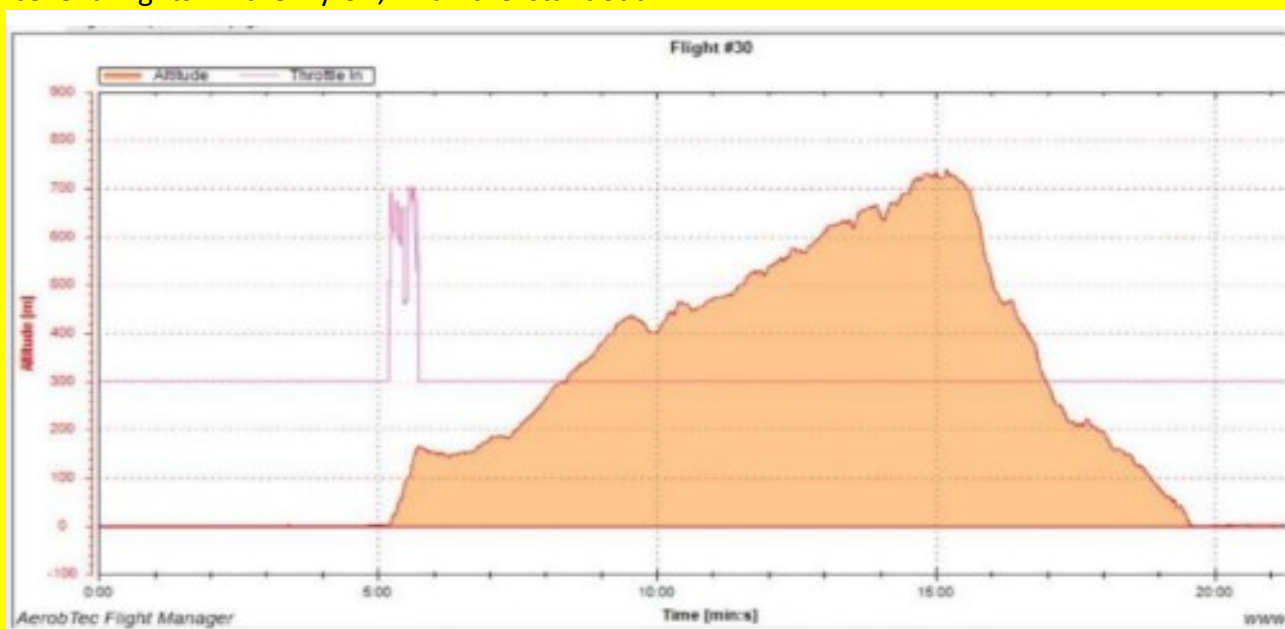
$$L = C_l \times r \times \frac{V^2}{2} \times A$$

The second flight which I will remember for a long time was a lovely 15 min flight in the fly-off at the 2023 NSW F5J Champs later in the year at Armidale. It had been quite windy on the Saturday and Sunday, but Monday quietened down and we had good thermal conditions. I had increased the weight to 1750g to cope with the moderate wind on the day as a lot of people had been finding good lift and going high, way down-wind, only to get hit with strong sink when returning to the spot and missing the landing. The Maxa at 1750g is an excellent loading for 5 to 15 kph breezes. I got 4 out of 4 excellent flights in the fly-off, with the standout

one going to a height of 720 m – the highest I have ever taken a model to. I deployed full landing flaps with 4.5 mins to go and made a steady steep descent to set up for the landing with 30 seconds left. Visibility was excellent, I usually pike out at 530m. Graph below.

The 3rd flight would have to be my second flight in this July postal, a 26 m launch followed by a desperate 26 m save 3.5 minutes later, ending in a lovely flight. So, another postal to remember.

Chris Barrenger.



Editors note.

Apart from some intelligent flying based upon much practice and experience Chris's Postals make the most of the rules. Something any good competitor should do.

A close reading of the rules (they are on the AEFA web page) says that the three official flights must be consecutive and on the same day, and that any number of test flights may take place before the official three

flights.

I deliberately wrote the rules this way, (with some help from GliderScore's Gerry Carter).

Who is to say which are test flights?

Effectively you can have as many "test flights" as you like, in as many flying sessions as you like before scoring those three good consecutive flights on the same day.

This isn't cheating – just making the most of the rules.



SAM 1788, Secretary

0423 452 879

peter_condo@yahoo.com.au

SAM 1788 Contest Calendar for 2024.

COOTA CUP - COOTAMUNDRA

Aug 30th to Sept 1st 2024. Field booked.

- 1.30pm Friday 30th - 1788 Electric OT Glider, 30min Cabin Scramble,
- 8.30am Saturday 31st - Burford, Nostalgia, '38 Antique,
- 8.30am Sunday 1st - Duration, Texaco.

OLD TIMER - WEST WYALONG

4th, 5th, 6th October, 2024.

- 1.30pm Friday 4th - 1788 Electric OT Glider, 30min Cabin Scramble.
- 8.30am Saturday 5th - 1/2A Texaco, Nostalgia, '38 Antique.
- 8.30am Sunday 6th - Standard Duration, Texaco.

GOLDEN WEST OLD TIMER - PARKES

November 8th 9th 10th, 2024.

- 1.30pm Friday 8th - 1788 Electric OT Glider, 30min Cabin Scramble.
- 8.30pm Saturday 9th - 2cc Duration, Burford, Duration.
- 8.30am Sunday 10th - 1/2A Texaco, Texaco.

NOTE: ALL SATURDAY AND SUNDAY EVENTS START FLYING AT 9am.

NEW AEFA CALENDAR. Tentative

Sept 6-07 2024 E-RES & LEG Tamworth - Phil has offered to CD the event

Oct 5/6/7 2024 F5J NSW State Champs incorporating the AEFA F5J Trophy Event

Jan 25-27th 2025 Sailplane Expo Armidale F5J & E-Res

Easter 2025 AEFA NEFR .. Agreed that Coota to be the Venue

Are you interested in a low-key Electric Glider Event?



E-RES & LEG Event

TARMAC Club Field

209/ Lot 19 Racecourse Road, Somerton NSW • GPS: 30° 55' 59.99s" S, 150° 37' 59.99" E

7-8 September 2024

during Slopefest which is nearby - visit both - see RC Groups - search for Slopefest

E-RES: The new, height-limited electric glider event for 2m models with rudder-elevator-spoiler controls (spoilers optional) - Radians & Millennium Cup models suit 5 minute flight (100m or 30 seconds motor) with a simple spot landing.

LEG: The old Limited Electric Glider event for any glider - 5 minute flight - motor run timed and points deducted - short runs desirable - simple spot landing.

Rules for both events - click a link on the AEFA Rules page - this link live in PDF:
<http://www.aefanet.com/aeefa-rules-library>

- Participation fee for whole weekend - \$20 • Entries taken on field 9:00am on 7 September
- Briefing 9:45am • First flight 10:00am or soon after • Flying ceases 2:30pm on 8 September
- Presentation 3:00pm • MAAA membership essential • Food and drinks available of field
- Free camping on field, toilets only • Road house and pub nearby with two air-conditioned dongas
- Cabins and camping (powered and unpowered) Lake Keepit 20km • Motels in Tamworth 35km



Event offered jointly by

**Australian Electric flight Association
Tamworth Area Radio Control Club**

TARMAC Contact: Bob Ash (0409) 457 130



I'm off to Tamworth!

This young event is a highlight of the spring comp season bringing Not-so-serious competition that anyone with an electric RC glider can enter.

Sure, you need a 2m machine with 100m height cut-off for E-RES but even a foamy Radian is competitive.

And the LEG event doesn't have any model restrictions. Just throw it and fly for five minutes.

Full rules on the AEFA website, or ask the Editor.



Hutton Oddy

Admin · August 11 at 10:11 AM · 🌐

The next F5J event on my calender is the AEFA 6th Australian Trophy and NSW State Champs at Armidale October 5-7.

Please put your entries in.

There are still 10 rooms free at Mary White College.

If you want one please let me know.

I need to finalise the account with the College on 19 September.



FINAL STUFF.

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

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

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

enf magazine is emailed, about the middle of every month (but not Apr, May 2024) to all AEFA members. If you want to be removed from AEFA database please email randrdephoff@gmail.com