



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

# 27 SEPTEMBER 2024

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The updated AEFA website is now in full operation. Thanks to Peter Pine and Hutton Oddy. Go to <https://aefanet.com>

### F5J Postal Aug 2024 - Overall Results

[Australia 31/08/2024]

www.GliderScore.com

Rank	Name	Club	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3
1	ODDY, Hutton		2945.3	100.00	2945.3	990.1	966.6	988.6
					Time	9:55	9:57	9:55
					Height	77m	68m	38m
					Landing	45	45	30
					Over75m	-	-	-
2	CAMPBELL, Peter		2938.5	99.77	2938.5	1000.0	948.3	990.2
					Time	9:56	9:55	9:56
					Height	67m	57m	68m
					Landing	45	30	45
					Over75m	-	-	-
3	BARRENGER, Chris		2925.1	99.31	2925.1	925.1	1000.0	1000.0
					Time	9:25	9:59	9:57
					Height	86m	40m	68m
					Landing	40	50	50
					Over75m	-	-	-
4	MELDERS, Peter		2785.3	94.57	2785.3	947.3	926.1	911.9
					Time	9:37	9:51	9:36
					Height	93m	107m	124m
					Landing	45	45	45
					Over75m	-	-	-
5	GILLOTT, Mel	Snoosins ven	2331.3	79.15	2331.3	933.3	971.4	426.6
					Time	9:56	9:59	4:01
					Height	98m	76m	59m
					Landing	20	50	50
					Over75m	-	-	-
6	BURN, Mark		2317.0	78.67	2317.0	837.9	768.7	710.4
					Time	9:53	9:02	8:35
					Height	168m	117m	159m
					Landing	0	0	0
					Over75m	-	-	-
7	PINE, Peter	Pottsville	1866.7	63.38	1866.7	884.0	570.0	412.7
					Time	9:59	6:29	4:45
					Height	154m	161m	154m
					Landing	15	50	45
					Over75m	-	-	-
8	ASH, Bob	Lamworth	1845.5	62.66	1845.5	902.1	669.3	274.1
					Time	9:56	8:07	4:32
					Height	196m	192m	208m
					Landing	50	30	20
					Over75m	-	-	-
9	MANWARING, Grant	Belconnen	1760.5	59.77	1760.5	353.1	549.3	858.1
					Time	3:56	6:31	9:24
					Height	133m	111m	136m
					Landing	45	10	30
					Over75m	-	-	-
10	WILK, Peter	Pottsville	1265.8	42.98	1265.8	377.8	258.3	629.7
					Time	4:10	4:20	8:30
					Height	131m	195m	208m
					Landing	45	0	0
					Over75m	-	-	-
11	METZGER, Klaus		847.7	28.78	847.7	847.7	0.0	0.0
					Time	9:59	0:00	0:00
					Height	198m	0m	0m
					Landing	15	0	0
					Over75m	-	Yes	Yes

### F5J & ERES POSTALS

Let's talk about some of the methodology of GliderScore. It's useful—bear with me.

Those who run an event using GSc can use a command marked Auto Download/Upload. This does what it says when using e-scoring.

When you enter your flight score using the QR code it goes to the GSc database and allows me to access it.

People ask me, "I've posted my scores why can't I see the results". Well, one reason might be that others have not yet posted. Another is that I haven't posted the results on the GSc webpage using that command I just mentioned. In the same way you don't see the final results until an announcement at the end of a comp, then I don't usually post (Upload/Download) results until I am fairly sure all results are in. Usually a few days into the following month.

As we get to the pointy end of this years Postals there is some more shuffling of places but nothing alarming. Previous winner Hutton Oddy takes a turn at the top in F5J for August and Wayne Harris shows up in third place in E-RES.

With only two more Postal months to go things may change as one round is dropped in October and the two lowest scores in November.

The idea of the Postal has always been to fly and improve—comparison with others secondary. Check out the slightly updated Postal Rules on pages 9 & 10.

So, don't get bored waiting for perfect flying conditions—go and find them!

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

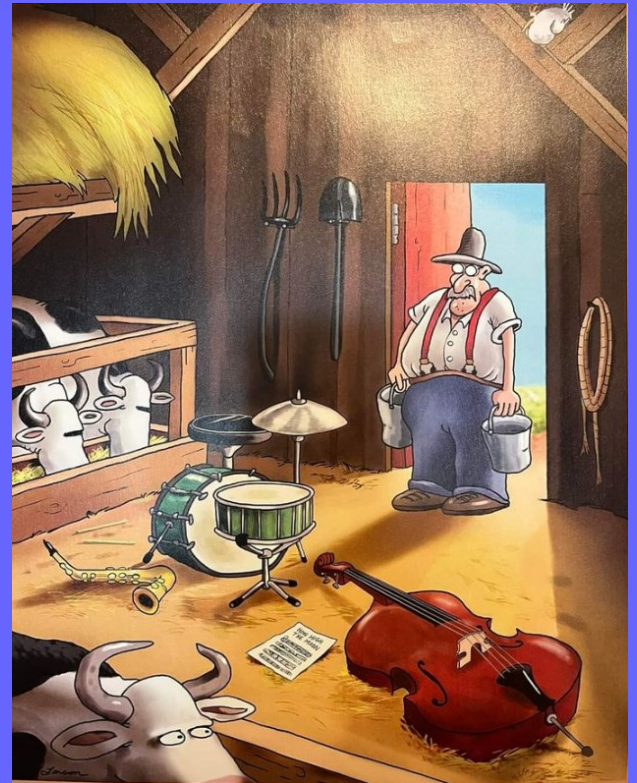


# E-RES Postal Aug 2024 - Overall Results

[Australia 31/08/2024]

www.GliderScore.com

Rank	Name	Club	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3
1	WOODWARD, Colin	HSL	3060	100.00	3060.0	1020 Time 5:00 Landing 20	1020 5:00 20	1020 5:00 20
2	GILLOTT, Mel	Shoalwater	3054	99.80	3054.0	1020 Time 5:00 Landing 20	1017 4:59 20	1017 5:01 20
3	HARRIS, Wayne	Belconnen	3034	99.15	3034.0	1017 Time 4:59 Landing 20	1010 5:03 20	1007 5:04 20
4	MANWARING, Grant	Belconnen	3033	99.12	3033.0	1013 Time 5:02 Landing 20	1017 5:01 20	1003 4:55 20
5	GOUW, Andre		3030	99.02	3030.0	1010 Time 5:03 Landing 20	1013 5:02 20	1007 5:04 20
6	WATSON, Robert		2907	95.00	2907.0	920 Time 4:30 Landing 20	970 4:45 20	1017 5:01 20
7	TALLACK, Phillip		2873	93.89	2873.0	1000 Time 5:06 Landing 20	1003 4:55 20	870 4:21 0
8	METZGER, Klaus		2824	92.29	2824.0	1020 Time 5:00 Landing 20	1017 5:01 20	787 3:50 20
9	WILK, Peter	Pottsville	2821	92.19	2821.0	987 Time 4:50 Landing 20	887 4:20 20	947 5:22 20
10	ASH, Bob	Tamworth	2800	91.50	2800.0	937 Time 4:35 Landing 20	853 4:10 20	1010 4:57 20
11	BLAND, Bill		2750	89.87	2750.0	1020 Time 5:00 Landing 20	993 4:52 20	737 3:35 20
12	PINE, Peter	Pottsville	2166	70.78	2166.0	693 Time 3:22 Landing 20	813 3:58 20	660 3:18 0
13	BURKE, Barry		2109	68.92	2109.0	583 Time 2:49 Landing 20	813 4:04 0	713 3:28 20
14	STROMBERG, Ivar		1747	57.09	1747.0	593 Time 2:52 Landing 20	587 2:50 20	567 2:44 20



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



## F5J 10 MONTH POSTAL 2024

www.GlideScore.com

< Scores - Original >< Worst scores discarded >

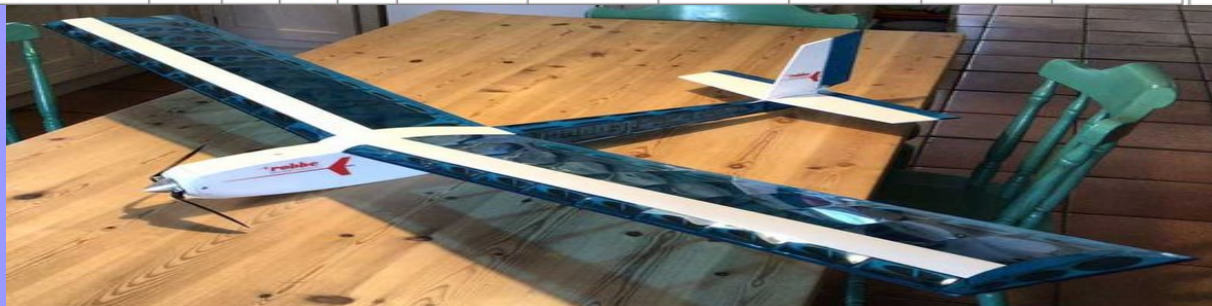
Rank	Name	Club	Class	Best 7 Score s	Pcnt	29/02/2024	31/03/2024	30/04/2024	31/05/2024	30/06/2024	31/07/2024	31/08/2024
						F5J Postal Feb 2024	F5J Postal March 2024	F5J Postal April 2024	F5J Postal May 2024	F5J Postal June 2024	F5J Postal July 2024	F5J Postal Aug 2024
						Oz	Australia	Aust	aust	Aust	Oz	Australia
1	Barrenger, Chris			20809	100	2890	3000	3000	2993	3000	3000	2925
2	Oddy, Hutton			20069	96	2940	2781	2830	2823	2904	2846	2945
3	Melders, Peter			20007	96	2904	2888	2830	2910	2944	2746	2785
4	Campbell, Peter			17192	83	2545	2201	2884	1000	2731	2893	2939
5	Gillott, Mel	Snoosina ven		14371	69	2379	2288	2421	0	2695	2257	2331
6	Pine, Peter	Pottsville		13246	64	2199	1296	2087	1622	2043	2133	1867
7	Manwaring, Grant	Belconn en		13087	63	2329	1889	1917	1690	1844	1657	1761
8	Watson, Robert			12429	60	2223	2560	2607	2688	2351	0	0
9	Metzger, Klaus			12320	59	1816	2311	0	2212	2707	2427	848
10	Ash, Bob	Amwort h		11021	53	953	1858	1164	1179	1594	2429	1846
11	Frizell, Mike			7981	38	0	0	2636	2722	2623	0	0
12	Wilk, Peter	Pottsville		6946	33	1015	1245	975	1724	0	721	1266
13	Bum, Mark			5668	27	0	0	1828	0	0	1523	2317
14	Stevenson, Phil			5361	26	0	0	2623	0	2738	0	0
15	Stromberg, Ivar			932	4	932	0	0	0	0	0	0

## E-RES 10 MONTH POSTAL 2024

www.GlideScore.com

< Scores - Original >< Worst scores discarded >

Rank	Name	Club	Class	Best 7 Score s	Pcnt	29/02/2024	31/03/2024	30/04/2024	31/05/2024	30/06/2024	31/07/2024	31/08/2024
						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	E-RES Postal Aug 2024
						Oz	Australia	Aust	Aust	Aust	Oz	Australia
1	Woodward, Colin	HSL		21378	100	3054	3057	3054	3053	3043	3057	3060
2	Manwaring, Grant	Belconn en		20634	97	2686	2940	2946	3030	2966	3033	3033
3	Watson, Robert			20630	97	2843	3040	3037	3040	3040	2723	2907
4	Harris, Wayne	Belconn en		20535	96	2757	3024	2997	2753	3017	2953	3034
5	Ash, Bob	Amwort h		20074	94	2811	2899	2570	3050	2920	3024	2800
6	Gillott, Mel	Snoosina ven		17715	83	3020	2977	2693	0	3027	2944	3054
7	Metzger, Klaus			17296	81	3017	2863	0	2629	2940	3023	2824
8	Stromberg, Ivar			16367	77	2377	2407	2446	2646	2247	2497	1747
9	Tallock, Phillip			16126	75	1440	2320	1840	2807	2063	2783	2873
10	Pine, Peter	Pottsville		15595	73	2683	2187	1994	2444	2270	1851	2166
11	Wilk, Peter	Pottsville		15433	72	1807	2253	2416	2060	2069	2007	2821
12	Campbell, Peter			13968	65	2857	3010	0	2007	3047	3047	0
13	Hickman, Bob			12968	61	3047	3047	0	3007	1877	1990	0
14	Burke, Barry			12731	60	0	2387	2020	2074	2074	2067	2109
15	Gouw, Andre			9063	42	0	0	0	0	3010	3023	3030
16	Stevenson, Phil			9057	42	3041	0	2969	0	3047	0	0
17	Burling, Geoff			8447	40	1707	1954	0	0	2590	2196	0
18	Amadio, Lou			7752	36	0	2183	2140	0	1860	1569	0
19	Whitehouse, Phil			6947	33	0	2113	0	2947	1887	0	0
20	Bland, Bill			5224	24	0	0	0	0	0	2474	2750
21	Woodward, Ken	HSL		3467	16	1010	0	0	2457	0	0	0
22	Barrenger, Chris			3030	14	3030	0	0	0	0	0	0
23	Hemming, Ty			2666	12	0	2666	0	0	0	0	0
24	Dephoff, Ralph	Pottsville		2527	12	2527	0	0	0	0	0	0
25	Sterrett, Ron			2096	10	0	2096	0	0	0	0	0
26	Safarik, Ladislav			1863	9	1863	0	0	0	0	0	0
27	Hannaford, Phil			1696	8	1696	0	0	0	0	0	0





# ELECTRIC OLD TIMER—1

Hi EOT Postal Flyers,

This year we have had 9 regular flyers so far. There was a hope that more flyers would come on board in 2024 but that hasn't happened.

So in 2025 a different format will be tried:

## A HYBRID EOT Postal which I'm calling " EOT Postal Flyalong".

We need to cater for our 2 country NSW flyers and our one Victorian flyer. All other flyers belong to a Sydney or nearby club.

Here is the plan:

Run an EOT POSTAL FLYALONG 4 times a year.

Dates will be chosen- one in each season.

Sydney flyers will have the choice of flying at MMSC Wahroonga or HSL Maddens Plains

NOTE: MMSC is a small field and can realistically only cater for MMSC Members.

MAAA Membership is essential to fly at an MAAA registered field.

If there is a draw in any of the 5 Classes, a flyoff would be needed. This is most likely to happen in HLOT.

Country flyers are encouraged to fly on the chosen dates but if they cannot, they can choose to fly within a window two weeks after a cho-

sen Flyalong date. Weather would be a reason not to fly.

Scoring will be on paper and needs to be given to me physically or emailed.

So, fewer EOT Postals over 12 months, but the plus side is that many of us will get together at one or two venues.

Flying in company is better than flying alone.

That in itself, may encourage more competitors.



A "collateral" is that those of us who would like to enter Mel's F5J and/or eRES Postals will have a better chance of doing so.

If there is someone who would like to take on running EOT Postals on our current monthly format, they can do so.

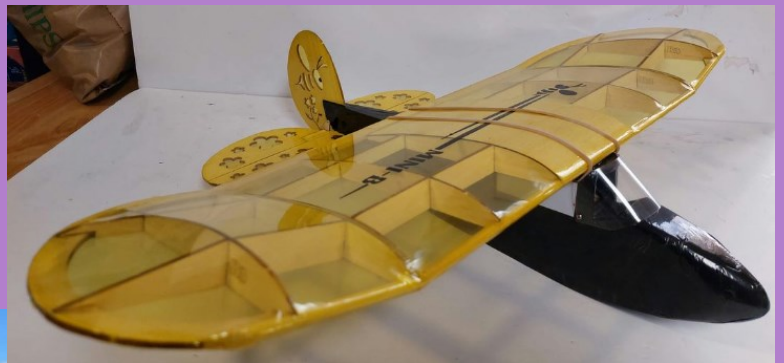
The two, current format and the EOT Flyalong can run concurrently with Flyalong

results submitted to a monthly postal.

Year end placings for the Flyalong series will be awarded in each of the 5 classes, without normalising and combining flight times across the 5 classes.

Comments invited.

Ken Woodward







# ELECTRIC OLD TIMER— 3

## 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	3498.4	100.0	857.1	927.1	857.1	0.0	857.1
2	Smith, Trevor	HSL	3347.8	95.7	857.1	919.3	857.1	0.0	714.3
3	Stevenson, Phil	MMSC	3310.0	94.6	571.4	623.2	571.4	829.7	714.3
4	Gillott, Mel	SMAC	3000.0	85.8	1000.0	1000.0	1000.0	0.0	0.0
5	Watson, Rob	MMSC	2722.7	77.8	741.6	981.1	1000.0	0.0	0.0
6	Woodward, Ken	HSL	1848.7	52.8	0.0	848.7	0.0	1000.0	0.0
7	Pine, Peter	FNCEF	1657.7	47.4	0.0	0.0	0.0	657.7	1000.0
8	Amadio, Lou	IMAC	1527.1	43.7	0.0	453.3	571.4	0.0	502.4
9	Burlings, Geoff	IMAC	817.1	23.4	0.0	0.0	428.1	0.0	389.0

### MAIL

I been reading some other club news letters regarding crashes with electric TEXACO. The problem has been using up the battery below the ESC cutoff voltage. If the battery goes low voltage the motor stops but they keep flying and eventually crash.

Members in my club tell new members that if the motor dies shut the throttle for a while and keep flying and open the motor again and all is well. I was horrified when heard this comment.

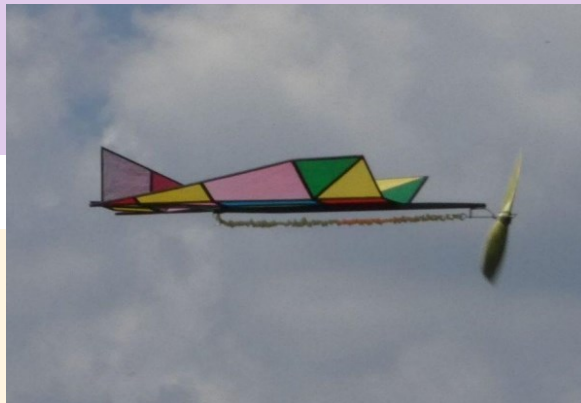
I think if the ESC has shut down the motor, pilots should start planning a

landing as quickly but safely as possible.

For electric TEXACO flying models should have a separate flight battery.

I know the rules say the contestant is to ensure that there is enough capacity left for a flyoff flight. How does a contest test the capacity of a battery? Certainly not by measuring the OPEN-Circuit voltage level as a percentage of an unknown battery capacity.

Take care John Quigley



### Editors comment:

Some ESC's are designed with a warning which stops the motor when voltage is getting low but then allows you to lower and then increase the throttle for a safe landing with some power. But that doesn't mean you can keep power flying with impunity. Some time ago I crashed my big Lanzo Record Breaker, EOT which seemed to be caused by a flat battery. It's sometimes hard to notice a drop-off in power, (when the ESC is giving you a warning) if climbing at alti-

tude.

If power is cut and then a long thermal flight ensues you still run the risk of the ESC cutting off power to the receiver due to low voltage.

That's probably what happened with my LRB.

I have never used a separate Rx battery in EOT and don't know of anyone that does. But you do have to be careful.



MAKE UP YOUR OWN CAPTION FOR THIS ONE!



# Tamworth E-RES & LEG event. Sept 7/8



## eRes Flyoff - Overall Results [Tamworth 8/09/2024]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4
1	ODDY, Hutton	3935	100.00	3935.0	984 Time Landing 4:52 20	1000 4:59 20	951 3:14 0	1000 4:59 20
2	GILLOTT, Mel	3925	99.75	3925.0	991 Time Landing 4:55 20	934 4:58 0	1000 4:13 20	1000 5:04 20
3	STEVENSON, Phil	3644	92.60	3644.0	1000 Time Landing 4:57 20	1000 5:00 20	707 3:13 0	937 5:04 0
4	ASH, Bob	3499	88.92	3499.0	987 Time Landing 4:54 20	809 3:59 20	1000 3:24 0	703 3:42 0
5	CLIFFORD, Tom	3472	88.23	3472.0	785 Time Landing 4:09 0	981 4:54 20	791 3:36 0	915 4:52 0
6	WILK, Peter	3467	88.11	3467.0	950 Time Landing 4:42 20	984 5:05 20	608 1:44 20	925 4:35 20
7	PINE, Peter	3427	87.09	3427.0	877 Time Landing 4:18 20	978 4:52 20	835 3:48 0	737 3:33 20
8	TIMBERLAKE, Geoff	3158	80.25	3158.0	1000 Time Landing 4:58 20	988 4:56 20	588 1:40 20	582 2:44 20
9	WHITTEN, Garry	2134	54.23	2134.0	805 Time Landing 3:56 20	514 2:44 0	476 2:10 0	339 1:48 0
10	MCALPINE, Jay	0	0.00	0.0	0 Time Landing 0:00 0	0 0:00 0	0 0:00 0	0 0:00 0

## T.A.R.M.A.C. Tamworth E-RES & LEG event. 7/8 Sept 2024

It seems that certain annual events create their own weather. They have a reputation for wind or rain – but some have great conditions year after year. This comp, in the new England region of NSW had its third iteration this year and the weather was perfect. Just like the past two years.

It has another quirk too. Duets! Last year Peter Pine won both events, this year Hutton Oddy had the same honour.

There is talk in E-RES of changing the easy 10m landing circle to the F5J type graduated landing. But the results here show that despite the lack of wind (okay, thermal breezes made some approaches tricky) not all landings were 20 pointers. However the argument for the change does hold up for the Postal.

CD Hutton, ever the innovator decided to introduce an F5J fly-off for the top ten in E-RES which he promptly won! Close though with Mel Gillott only 0.25% behind and neither of them getting a perfect landing score. That honour went to Wilks and Timberlake.  
*Cont. next page*



Attractive Parito at Tamworth by Tom Clifford.  
Available from Hyperflight UK.



Continued - - T.A.R.M.A.C. Tamworth E-RES & LEG event. 7/8 Sept 2024

The TARMAC field is half an hour out of town but worth the nice drive and what greets you is a big flat field with great facilities. Even a bitumen runway.

The Limited Electric Glider (LEG) event was alternated with E-RES and had similar entries. You can enter LEG with any electric glider and you don't need to carry any onboard height gadget. Entries varied from full house carbon F5J models to 2m foamies.

All can be competitive but ample power ties, comradeships and lunches. Make a note

helps. Makes for an exciting adrenaline rush too.

See below for Huttons winning model details. And again second place was a mere quarter percent behind in nearly 8000 points— Peter Pine with his Viator.

Tamworth local Bob Ash has been climbing the ranks for a little while and he was rewarded with third, and special mention to Peter Wilks from Pottsville, forth in his first competition.

AEFA thanks Tamworth club for their facilities, comradeships and lunches. Make a note

for next year.



The ERES model I used was an OzeRes wing and a home made fuselage with Allego Light tail feathers. The fuselage was similar to the OzeRes v2 slim fuselage except that I used a tapered boom with a Blaster horizontal tail mount.

The original Allego Lite plan comes from Mark Drela available here <https://charlesrivercc.org/articles/on-line-plans/mark-drela-designs/allego-lite-2m/>

I have built several Allego lites over the years, they are still competitive. So I figured we needed some legacy bits around for fun in eRes.

The model I used in LEG was a 2018 Sense fuselage and tail with a home made wing. The wing is 3.8m SynerJ based . I have flown it in Sailplane Expo a few years ago. It is a good balance for the smaller 2018 model Sense fuselage, but not as versatile as the larger 2020 fuselage which is a better balance for the 4m wing. Good luck, Hutton.

### LEG 24 - Overall Results [TAMWORTH 7/09/2024]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8
1	ODDY, Hutton	7923	100.00	7923.0	997	1000	1000	1000	1000	955	971	1000
				Time	4:56	5:00	5:02	5:02	5:01	5:02	4:57	5:00
				Motor	3	6	9	12	12	5	3	
				Landing	30	40	45	50	30	10	40	30
2	PINE, Peter	7909	99.82	7909.0	1000	1000	1000	991	991	975	952	1000
				Time	4:59	4:58	4:56	4:58	4:57	5:03	4:56	5:05
				Motor	9	14	19	18	13	15	10	15
				Landing	45	50	50	50	30	25	30	35
3	ASH, Bob	7230	91.25	7230.0	765	907	804	1000	961	958	889	946
				Time	5:01	5:04	5:00	4:56	5:00	5:05	5:04	4:56
				Motor	51	28	37	21	30	33	31	28
				Landing	0	35	0	0	25	35	30	30
4	WILK, Peter	7155	90.31	7155.0	845	862	936	949	776	940	1000	847
				Time	4:46	4:47	4:47	4:30	4:26	4:44	4:58	4:45
				Motor	3	9	16	9	20	23	6	18
				Landing	0	10	35	0	0	35	40	10
5	EXELER, ichard	6899	87.08	6899.0	904	847	841	871	860	939	781	856
				Time	5:05	4:59	4:51	4:54	4:54	4:55	4:44	5:02
				Motor	17	16	16	29	30	29	17	38
				Landing	25	0	0	25	0	25	0	20
6	STEVENSON, Phil	6603	83.34	6603.0	1000	979	905	0	1000	1000	1000	719
				Time	4:54	4:55	4:38	0:00	4:52	4:56	5:00	4:02
				Motor	5	3	7	0	25	26	8	7
				Landing	35	35	25	0	40	45	50	0
7	HOSKINS, Larry	6095	76.93	6095.0	688	701	760	898	733	746	702	867
				Time	4:27	4:42	5:09	5:20	5:21	5:11	5:39	5:16
				Motor	44	48	57	33	54	54	38	36
				Landing	0	0	20	0	0	0	10	25
8	CLIFFORD, Tom	5533	69.83	5533.0	923	979	0	0	685	1000	952	994
				Time	4:54	5:00	0:00	0:00	3:48	5:06	4:58	5:03
				Motor	15	13	0	0	11	14	12	12
				Landing	20	40	0	0	0	30	30	40
9	GILLOTT, Mel	4941	62.36	4941.0	1000	1000	0	976	0	0	971	994
				Time	4:58	5:02	0:00	5:00	0:00	0:00	4:58	5:08
				Motor	3	4	0	5	0	0	16	24
				Landing	40	40	0	30	0	0	50	45
10	WHITTEN, Garry	0	0.00	0.0	0	0	0	0	0	0	0	0
				Time	0:00	0:00	0:00	0:00	0:00	0:00	0:00	0:00
				Motor	0	0	0	0	0	0	0	0
				Landing	0	0	0	0	0	0	0	0



# SNAKES ALIVE!

## Nine Tips To Avoid Snakes

1. **Snakes don't hear noise** so if confronted by one you can alert others by sound without concern that it will increase aggression from the snake. However, *don't waive arms around or make sudden movements* which the snake could interpret as being hostile.
2. Research indicates that **90% of snake bites are to the ankle area** which is a good reason to wear gaiters. Some bites also occur to the hand so be very careful in picking things up in an area where you can't see what is on the ground.
3. If you are too close to walk around a snake and there is no escape path, **back away very slowly**.
4. Snakes don't lie in wait for people, and mostly **try to escape contact**.
5. A snake **can strike from any position** and may curl itself up slightly in preparation to strike to gain extra distance. If the snake's head is raised this may indicate that it feels threatened.
6. Snakes are **hard to identify** so don't try and catch the snake to ascertain whether they present a risk or not.
7. Step onto rather than over logs – a snake may be basking on the other side.

8. Be alert at all times when in the bush, especially in the early morning during the warmer months when snakes are more likely to be sunning themselves but are slow to react i.e. slide away from you
9. Avoid walking through long grass or reeds.

*Reprinted from [OurHikingBlog.com](http://OurHikingBlog.com)*

### **Current treatments for Australian venomous snake bites, including sea snake bites**

*Pressure-immobilisation is recommended for all Australian venomous snake bites, including sea snakes. This technique was developed in the 1970's by Professor Struan Sutherland. Its purpose is to retard the movement of venom from the bite site into the circulation, thus "buying time" for the patient to reach medical care. Research with snake venom has shown that very little venom reaches the blood stream if firm pressure is applied over the bitten area and the limb is immobilised. Pressure-immobilisation was initially developed to treat snakebite, but it is also applicable to bites and stings by some other venomous creatures.*

**Take a pressure bandage with you when go out retrieving, and your phone. You should also have on you the GPS co-ordinates of your field entry gate and the name of the nearest road. And also know where others are on the field - look after each other.**



Eastern Brown Snake



Red-bellied Black Snake



## Australian Electric Flight Association.

### MONTHLY POSTAL EVENT FOR F5J AND E-RES.

#### PREAMBLE:

Our large country makes it difficult to hold and participate in regular major events. This affects our standard of flying compared to other countries. The Postal event is designed to improve this situation by enabling the use of structured flights of your own choosing to simulate a formal competition but in the individuals own time at your own field.

Results from an actual competition may also be submitted directly into GliderScore by the participant as long as the flights comply with 2 below.

1. 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 up a screen where you can enter and submit your flight details. Refer Appendix 1 for further details.
  2. **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.** If using flights from an actual competition, any three consecutive flights may be used but you cannot 'cherry pick' your best three flights from all your flights in the competition.
  3. The three consecutive F5J and the three consecutive E-RES flights may be on different days.
  4. A flight is official once the model is launched with the motor running.
  5. The participant may make any number of "test" flights before commencing the first official flight.
  6. Competitors enter their three flights into GliderScore each month. Refer 1 above and Appendix 1, following.
  7. Flights and model specifications must be to current applicable FAI (F5J) and AEFA (E-RES) rules.
  8. The Postal events begin in February and ends in November each year.
  9. The participants two worst scoring months will be dropped when computing the year-to-date score in November. Ie, 8 out of 10 flights will count.
  10. Monthly scores and event 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 totals – and hence improvements.
  11. There will be no prizes or awards.
  12. The Postal event is run by the AEFA and all participants must be members. Membership is free, go to <https://www.aefanet.com/application-form>
  13. Participants in all AEFA events, including this Postal must comply with the rules and regulations pertaining to their flying site and in any case membership of the MAAA is recommended. This ensures the flyer is covered by insurance and supports the FAI. Overseas participants are permitted.
  14. 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](mailto:redshiftxyz@hotmail.com).





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

Load GliderScore onto your mobile device. Go to <http://www.gliderscore.com> And hit **Download then GliderScore pack (12.9MB)**. *You may already have this loaded if you have previously flown a comp.*

Send me an email at [redshiftxyz@hotmail.com](mailto: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.*

**(If you do not have a QR Code reader on your mobile device then download one from your App store. Apple owners can just use their phone cameras)**

**I will return email a QR Code, a separate one for F5J and for E-RES with your name on it.** *This code will be good from the evening before the start of that month to the evening of the last day in that month, then it will be blocked.*

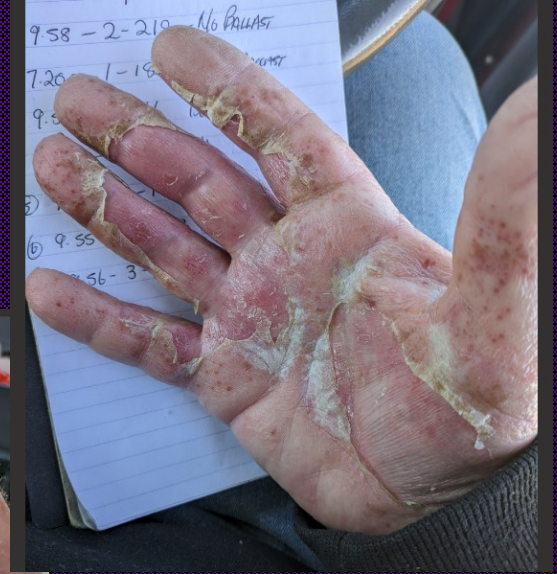
**Fly anytime during that calendar month then scan your QR Code. On the displayed score sheet enter Time, Height and Distance from spot (F5J) or Time and Landing for E-RES for all three consecutive flights.** *NB, Times must be whole minutes and seconds only, 9.56 is entered as 956 – no decimal point. An E-RES landing is either entered as 10 if inside circle or zero if outside circle.*

**I will email you a new QR code every month for you to enter your three flights.**

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







In the previous AEFA emf mag Chris Barrenger reported that I had some trouble with entering scores for the monthly F5J postal comp due to some damage to my right hand.

I thought it might be of interest to fellow members and a good idea to explain what had happened.

First photo showing the extent of skin blistering and second photo showing packing swab's between fingers to stop them becoming attached to each other.....ouch!!!!

This is a form of skin dermatitis caused by a reaction to several chemicals including epoxy resin and acetone. Even after washing the hands with soapy water several times.....it was too late.....the combination of those two chemicals was absorbed immediately into the skin pores after wiping my hands on what I thought was a clean rag...it had the epoxy stirring stick sitting on it...???

The skin blistering lasted 4 days even with medical treatment and anti-bacterial creams every two hours, plus I needed to wear cotton gloves to protect the hand from cross infection and to absorb the blister fluids.....day and night.....not fun at all.

Eventually, seven days later the blistering stopped and the temperature of the hand started to decrease. As the skin started to dry out a whole new layer of skin appeared....soft...red and super sensitive to touch. It's now 10 days after the infection started and the medical treatment is doing its job...still wearing cotton gloves and getting some sleep at night and during the

day....thank heavens.

After speaking with Chris, ( looking for some sympathy ), I was reminded that I had little time to enter my F5J postal flights for that month. I did consider using this month as my dropper round but I also had a SSL club F5J contest the following week-end.....Hmmm....can't miss a flying session.

Still wearing cotton gloves and taking some considerable time to set up my model and associated timing gear , I attempted my flights on the last day of the month.

With a "slow and steady" approach to the flights I managed to get seven good flights completed....no zero flights.

To date.... probably one of my best flying sessions....took the time to prepare the model....pick the launch conditions and fly conservatively considering everything I touched had some pain attached to it. I have been through the "many" suggestions from "many" people on how to prevent this from happening again.....what I should be doing and what safety precautions I should adopt. After this many years I should know better...there ....said it.

With my hand now healing well, it would be wise to reflect on the "moral " attached to this story.....don't leave your Postal flights to the last minute..!!!!!!

Oops...nearly forgot again....remember to wear safety eye...skin and mask's protection when working with these "exotic " materials





## RCGA CALENDAR 2024/25 - Version 1

Sunday	Dates	Event	Details	Location	Organiser
6/9/24	7th Sept	F5J	Sat 1PM F5J	VARMS	
13/9/24					
22/9/24					
29/9/24		F5J	F5J (AFL holiday Friday 17/9)	VARMS	
6/10/24	5/6/7th	F5J	F5J Trophy/ Selection Trials	Armidale	AEFA
13/10/24					
20/10/24					
27/10/24		F5J	F5J	VARMS	
3/11/24			Melbourne Cup Tuesday 5th Nov.		
10/11/24		F5J	Horsham F5J	Horsham	
17/11/24					
24/11/24		2m ERES	2m ERES/ Bordertown		
1/12/24					
3/12/23					
8/12/24		F5J	F5J	NFG	
15/12/24					
22/12/24			Christmas		
29/12/24			New Years		
5/1/25					
12/1/25		F5J	F5J	VARMS	
19/1/25					
26/1/25	25,26,27th	F5J	Armidale Expo	Armidale	New England

### 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

### Coming up next—

F5J Trophy and team selection trials event at Armidale

Long weekend 5-7th October

CD Hutton Oddy.

There may still be some rooms left at the College.



### SAM 1788, Secretary

0423 452 879

peter\_condo@yahoo.com.au

### SAM 1788 Contest Calendar for 2024.

#### COOTA CUP - COOTAMUNDRA

Aug 30<sup>th</sup> to Sept 1<sup>st</sup> 2024. Field booked.

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

#### OLD TIMER - WEST WYALONG

4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup> October, 2024.

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

#### GOLDEN WEST OLD TIMER - PARKES

November 8<sup>th</sup> 9<sup>th</sup> 10<sup>th</sup>, 2024.

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

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





Hutton Oddy

Admin · August 11 at 10:11AM · 🌐

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.

## What's happened to the LEADER-BOARD? emf apologises

Instigator and compiler Terry Scolari- has stepped down so we are looking for a replacement.

Handy with a simple spreadsheet? You just have to scour the months Aust. F5J events in GliderScore + the Postal and allocate points from first to last place. Contact the Editor for a rewarding experience!



## FINAL STUFF

### \*\* Electro Motive Force

Emf is the e-mag of the Australian Electric Flight Association, a special interest group (SIG) of the Model Aircraft Association of Australia (MAAA)

We welcome contributions in the form of Reports, detailed Results, Articles, Letters, Photographs etc on any aspect of electric flight.

Classifieds welcome and are free to members. Trade ads by negotiation. Send to Editor Mel Gillott at [redshiftxyz@hotmail.com](mailto:redshiftxyz@hotmail.com)

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