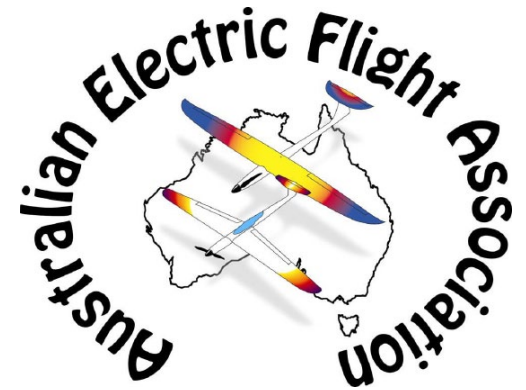


Electric & Glider FLIGHT Australia



Editon Number 6

January 2017



First Australian F5J Trophy competition launch action - a bevy of 4.0m electric gliders - Canberra, October 2016 - see p.3

Editorial

by Peter Pine

Here is another early EGFA E-magazine - because there is so much to report! There have been lots of events, and some serious announcements - make sure you check out page 12!

There is quite a lot about F5J in this edition - because much is happening. But we also have some articles on EOT thanks to Phil Stevenson and Mike Colston, who have contributed them. Thanks guys - and we need more contributions, so send in your photos and reports.

Please note that Gary Andrews is hanging up his shingle after many years of managing the E-glider postal events. Thank you Gary for your great contribution! Trevor Smith has kindly agreed to take over, so you will need to send your results to Trevor in 2017 - see his e-mail address on the last page. Trevor will be in touch early in the new year.

The postal events are a great way to practise, and as F5J is really powering up; this is one way to hone your skills without making long trips. Take advantage of the offer of a low-key practice session.

Send in your thoughts and contributions to my e-mail below!

ppine@northnet.com.au



President's Message

by Terry Scolari

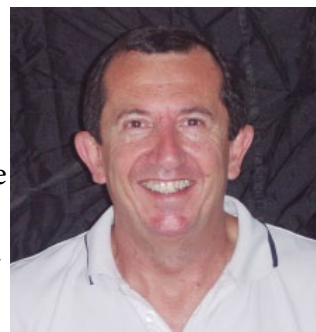
With a blink of an eye we find ourselves at the end of another year. How did that happen??

It may have gone quickly, but it was jam packed with events, news and change. F5J appears to be growing in line with what's happening around the world. That is, electric flight is growing stronger every day, and there are more and more flyers substituting winches for LiPos .

Throughout the year we've seen our events grow in participating flyers, and to me it's great to see that Vintage Electric Glider has been included for 2017. I'm sure there are flyers out there like me looking for a model for this category.

Our National Rally held at Easter is still going strong and after surveying our members this year they have elected to go back to Canberra again in 2017. We scratched the surface this year in fostering more events around the country and this is something I'd like to see gain more momentum next year.

More events, and also finding a way for AEFA to support the average, non-competitive club member. I think that is our challenge for 2017.



Events, postal comps, websites, treasury, mailing lists and our new EGFA mag do not just happen. they are not produced without the hard work and dedication of the AEFA Committee members. I'd like to thank the Committee, host clubs throughout the year, and anyone else that assisted in promoting this great sport we all participate in.

I'm sure 2017 will bring bigger and better things for electric flight.

Until then I'd like to wish everyone a Merry Xmas and a Happy New Year, and I hope Santa is good to all.

Regards and best wishes
Terry Scolari
0408 646 760

See the last page for contact details for all of the AEFA Executive - let us have your feedback!



Don Farrar launching his Pulsar in F5J, Canberra

1st Annual Australian F5J Trophy

Thirty three fliers gathered at the NAAS field near Canberra for two days of F5J flying on 29-30 November, 2016. It just snuck in as the biggest F5J event held yet in Australia, and establishes an annual event mooted to become the major event of the year. The AEFA had two perpetual trophies made that you see on the cover page. Fliers came from Melbourne, Sydney, the south coast of NSW and the north coast of NSW.

The first day was delightful weather with light winds and elusive but present thermals. Julie Pine headed a powerful team that ran the event and scored the flights using the popular Gliderscore program. A “ready-box” strategy was employed with fliers called to the ready box one heat in advance. Once the previous heat had landed, fliers had five minutes to go to their spot for launching. They were given a one-minute warning, and then the heat was started - fliers just had to be ready. And it worked - pilots checked their aircraft in the ready box and made their way to the flight line efficiently and quickly. This strategy allowed 7 rounds to be completed between 9:30am and 5:00pm on the first day. Lynne

Mayhew and Elizabeth Daly assisted Julie with calling the fliers and collecting the result slips.

After flying was concluded on Day 1, the NAAS club put on a Spit Roast par excellence! Hot, roast lamb cooked in a collection of Weber BBQs was served with hot, roast vegetables and gravy, followed by a hot upside down pineapple cake served with custard. You have to experience one of these on-field catering experiences to appreciate it. The Spit Roast will be repeated at Easter in 2017 at the NEFR, so come along and find out what it is like!

High winds were forecast for the second day, so it was decided to start early at 8:00am to get some rounds done before the wind built up. Three more rounds were completed by 10:30am, by which time the wind had increased significantly. It was flyable, but the pilots voted to call it an event. The scores were tallied and the prizes distributed.

The Dave Toys for Big Boys Open F5J event was won by Phil Stevenson, who received the trophy and a Hyperion DUO charger kindly donated by Dave. The Model Flight Limited F5J event was won by Klaus Metzger, who received the limited trophy, but decided not to take the Spektrum DX8 radio kindly donated



by Mike O'Reilly and it went back in to the draw. A group of a dozen or so sponsors donated a range of goodies to give away to contestants - please see the list of sponsors and support these suppliers as they support us! We had enough prizes for each contestant to have two picks at the displayed goods. First the second to fifth places in both Open and Limited had a pick of the goods. Then the remainder of the field had their names drawn from a hat. When that draw was completed, all the names went back in to the hat and another round of draws was made. I think everyone went home happy with two items; these included LiPo packs, servos, model glider kits, folding prop sets and blades, battery checkers, rev counters, model glue, etc. Most fliers would have recouped more than their entry fee in products. Ray Murray, who came 4th in Limited picked up the Spektrum radio intending to pass it on to a new flier who would really appreciate it.

After the draw, the NAAS club served lunch and the event was finished! A huge vote of thanks to the NAAS guys who pulled out all the organ stops to make us feel welcome and supply all that was required for the event. Many fliers camped on the field for a minimal fee and enjoyed the facilities. The on-site hot shower built by the club that rivals the Taj

Mahal was greatly appreciated. You have to see this shower room to understand!! A vote of thanks also goes to Charles Powell for all the photos he supplied - you can be entertained by the accompanying images - and Norm Blom also supplied some.

There was a huge range of models present for this event. The moulded models included Kappas (Phil won with his), Maxas (Dave came second with a special Maxa light), Xplorers, Euphorias, a Scorpion, an Ultima, a couple of Storks, and even a Pike Perfect. Six or seven Pulsars made it on to the stage, and the Limited models were varied, though they did include many Radians (2nd, 4th, 5th, etc.). The beauty of F5J is that it does not depend so much on the model - any model that is in the ball park can do it - but it depends on the thermal ability of the pilot. Spot landing and height climbed are important if many fliers make a max. in one heat, but the most important factor is the time flown!

The 2017 Australian F5J Trophy event has already been scheduled for the first weekend in November, back at the NAAS field. Pop that in your diary now, and also note the explosion of F5J events in the calendar, including four two-day events for 2017. Join the F5J revolution and check the WC coming up!





Above: Maxa landing. **Right:** Euphoria on finals. **Below left:** Ladislav Safarik launching his Stork. **Below right:** Carolyn Michael added some colour to the line up.



1st Australian F5J Trophy - Overall Results [NAAS Canberra 29-30/10/2016]

www.GliderScore.com

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Drop1
1	STEVENSON, Phil	8369.1	100	8910.9	819.9	1000	989.3	541.8	935.8	1000	1000	879.2	802.1	942.8	541.8
2	PRATLEY, Dave	8145.1	97.32	8145.1	973.9	859.9	1000	1000	995.5	991.2	811.2	812.3	0.0001	701.1	0
3	GILLOTT, Mel	8128.9	97.13	8755.1	963.1	966	1000	829.8	664.1	1000	626.2	705.9	1000	1000	626.2
4	MAYHEW, Alan	8121.2	97.04	8736.9	658.8	1000	643.8	1000	1000	1000	1000	998.2	820.4	615.7	615.7
5	LOCOCK, Mark	8041.4	96.08	8551.7	1000	510.3	670.5	947.3	1000	733.8	990.3	867.1	1000	832.4	510.3
6	PINE, Peter	8021.4	95.85	8132.4	981.8	974	938.2	1000	833.3	111	742.4	735.2	967.6	848.9	111
7	MURPHY, Jack	7903.3	94.43	8222.1	1000	526.2	875.9	733.8	1000	318.8	1000	836.6	981.2	949.6	318.8
8	LEITCH, Dave	7854.1	93.85	8260.2	955.1	484.3	1000	994.9	1000	406.1	463.3	1000	1000	956.5	406.1
9	WOODWARD, Colin	7821.2	93.45	8241.5	713.2	1000	910	508.8	941	420.3	1000	1000	783.8	964.4	420.3
10	ODDY, Hutton	7640.5	91.29	8190	902.4	549.5	921.8	979.9	746.8	885.4	901.7	649.2	948.7	704.6	549.5
11	FARRAR, Don	7451.6	89.04	7778.7	1000	1000	327.1	1000	566.8	697.8	970.2	763.6	855.7	597.5	327.1
12	JAMES, Cole	7408.7	88.52	7408.7	988.6	363.2	969.1	709.6	0.0001	1000	505	1000	873.2	1000	0
13	OSMOND, Paul	7171.5	85.69	7171.5	0.0001	834.6	1000	718.7	750.9	563.1	746.3	951.7	606.2	1000	0
14	ANDREWS, Gary	7067.7	84.45	7096	921.8	802.1	28.3	732.1	564.1	752.5	775.2	861.2	732.3	926.4	28.3
15	GIBSON, Paul	6844.6	81.78	7272.5	821	957.8	718.8	520.8	427.9	674.1	890.5	990.7	629.9	641	427.9
16	SAFARIK, Ladislav	6765.1	80.83	6765.1	861.9	862.8	910.2	288.6	948.3	0.0001	753	910.8	558.4	671.1	0
17	METZGER, Klaus	6552.7	78.3	6552.7	941.1	512	576.4	936.2	691	0.0001	460.8	1000	904.8	530.4	0
18	BLOM, Norm	6504.5	77.72	6504.5	864.6	430	574.5	928.6	858.9	0.0001	0	945.2	902.7	1000	0
19	SMITH, Trevor	6335.4	75.7	6715.8	873.4	915	603.6	547.5	617.6	733.8	380.4	851.7	549.8	643	380.4
20	HOLT, Jim	6140.1	73.37	6140.1	720.7	752.7	0.0001	638.3	608.5	884.9	378.7	733.9	794.1	628.3	0
21	WEATHERSTONE, Stephen	5963.7	71.26	5963.7	522.4	738.8	592.1	454.8	903.6	439.6	912.9	857.3	0.0001	542.2	0
22	MURRAY, Ray	5799.8	69.3	5799.8	0.0001	0	439.4	892.9	835.7	714	662.6	734.2	884.9	636.1	0
23	MALPAS, Keir	5715.2	68.29	5841.2	126	426.6	749.3	235	755.4	637.9	278.1	989.1	1000	643.8	126
24	RUCINSKI, Stan	5434.5	64.94	5434.5	1000	522.7	629.9	0.0001	308.2	0	608.1	783.2	929.1	653.3	0

F5J Trophy Results continued - Limited F5J fliers in red

Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Drop1
25	WOODWARD, Ken	4958.9	59.25	5249.7	453.7	930.9	396.9	381.7	290.8	444.2	861.7	506.4	575.3	408.1	290.8
26	BARWICK, David	4379	52.32	4379	696.7	644.5	678.2	772.6	541.7	369.5	675.8	0.0001	0	0	0
27	FUNKE, Rob	4313.6	51.54	4313.6	387.3	0.0001	703.1	660.7	203.5	419.1	347.1	891.7	327.8	373.3	0
28	LUCAS, David	3934.3	47.01	4022.4	295.2	568.8	313.4	418.3	275.6	88.1	298.5	909.9	457.7	396.9	88.1
29	RYAN, Gary	3031.1	36.22	3031.1	408.3	512.2	275	95.1	496.4	812.9	431.2	0.0001	0	0	0
30	RUCINSKI, Marciak	2708.9	32.37	2708.9	986.1	816.1	906.7	0.0001	0	0	0	0	0	0	0
31	MICHAEL, Caroline	2439.2	29.15	2439.2	477.8	972.3	989.1	0.0001	0	0	0	0	0	0	0
32	YOUNG-WRIGHT, Chris	2108	25.19	2108	402.3	381.8	389	0.0001	0	0	0	934.9	0	0	0
33	WORKMAN, Stephen	1132.9	13.54	1132.9	309.4	316.6	0.0001	250	189.9	67	0	0	0	0	0

Limited F5J Results in Red

Left: David Leitch hitting the spot with his Ultima - Phil Stevenson timing.

Right: Colin Woodward, HSL President, flew a Pike Perfect - assisted by Jack Murphy.



Picton Cup F5J 2016

The Picton Cup is a two-event affair; the first event is held close to the winter solstice and is now flown at the Appin Club field just south of Sydney near June 22. The second event is near the end of the year (summer solstice), but has retreated in to November to avoid the Christmas rush. This strategy was commenced by the founder and sponsor, Richard Solomon. Richard, who runs the Harrington Park Dental Service, donated a perpetual trophy, which now has some famous names on it.

The June event this year attracted 31 fliers and was won by Don Farrar flying his trusty Pulsar 3.6m. The November event attracted 24 fliers, and was won by Colin Woodward from HSL flying a Pike Perfect. The results from both events were merged to find the winner of the Picton Cup for 2016 - and it was Mark Locock from the Pitt Town club, who came out ahead flying a Kappa 35. Mark's first F5J event was the June Picton Cup, when he came third behind Phil Stevenson (also flying a Kappa), and then he placed second in the November round. The two placings gave him the top score - see the merged scores following.

Support F5J on Facebook

Recently started - "F5J Australia" Facebook page:
For sharing information about events, models and happenings.
Join the Facebook page and keep in touch with F5J. Share your own information - local events, set-ups in your aircraft, F5J techniques that work!



Group photo at Appin above- most of the entrants - below, Mark Locock winner for 2106. Photos by Ladislav Safarik

We have always been fortunate with the weather at the Appin Club field on the southern highlands near Sydney. It is a tight field with power lines and a road to the east, a horse trotting track to the south, and a factory vent to the west. The vent provides some lift, but it is patchy, moves around and disappears. Add to that the fact that field has a slope on it. The flying is always challenging and the November event was no exception. Fliers who found it easy to hit the spot at Canberra found the spot elusive at Appin - makes for a challenging event. Watch for the two rounds in 2017 as this event continues to challenge!



Picton Cup Nov 2016 - Overall Results [Appin 20/11/2016]

www.GliderScore.com

<=2.5m	Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Drop1
N	1	WOODWARD, Colin	5729.4	100	6021.4	933	969.9	952.8	1000	292	1000	873.7	292
N	2	LOCOCK, Mark	5605.8	97.84	6004.4	680.4	1000	398.6	1000	1000	992.6	932.8	398.6
N	3	JAMES, Cole	5458.1	95.26	5748.2	1000	1000	500	290.1	1000	1000	958.1	290.1
N	4	PINE, Peter	5444.8	95.03	5836	759.6	955.8	982.4	934.6	812.4	391.2	1000	391.2
N	5	STEVENSON, Phil	5112.1	89.23	5448.6	985.5	336.5	454.6	778.9	1000	988.9	904.2	336.5
N	6	GIBSON, Paul	5050.9	88.16	5406.3	598.3	927.8	992.6	355.4	970.8	932.7	628.7	355.4
N	7	RUCINSKI, Stan	4914.4	85.78	5339.5	723.4	1000	1000	559.9	425.1	632.1	999	425.1
N	8	SMITH, Trevor	4743.9	82.8	5275.2	869.9	820.8	692	531.3	580.3	1000	780.9	531.3
Y	9	METZGER, Klaus	4494	78.44	4712.6	1000	942.7	956.5	623.8	218.6	460.6	510.4	218.6
Y	10	WATSON, Robert	4473.8	78.08	4671.2	878.8	242.8	1000	942.3	197.4	409.9	1000	197.4
Y	11	WEATHERSTONE, Stephen	4457.9	77.81	4738.9	582.8	866.5	617.9	765.6	281	938.2	686.9	281
N	12	SAFARIK, Ladislav	4021.3	70.19	4243.5	1000	923.2	337.8	442.8	222.2	461.7	855.8	222.2
N	13	MURPHY, Jack	3974.9	69.38	4308.2	710	625.9	908.5	904.2	488.5	333.3	337.8	333.3
Y	14	WADESON, Dave	3932.9	68.64	4237.6	442.4	465.2	790	525.3	986.4	723.6	304.7	304.7
N	15	OSMOND, Paul	3741.6	65.31	3741.6	866.1	972.2	299.2	1000	227.7	376.4	0.0001	0
N	16	ANDREWS, Gary	3652.5	63.75	3863.1	738	210.6	980.6	279.9	338.9	315.1	1000	210.6
N	17	FARRAR, Don	3524.8	61.52	3779.1	964.8	351.3	1000	254.3	313.1	377.8	517.8	254.3
Y	18	LODDEN, Fred	3363.5	58.71	3611.8	677.3	662.7	411.2	432.3	508.8	248.3	671.2	248.3
N	19	GILLOTT, Mel	3221.9	56.23	3426.2	447.5	204.3	572.1	727.9	324.2	360.5	789.7	204.3
N	20	HOLT, Jim	2904	50.69	2904	620.2	0.0001	538.8	445.3	597.8	337.6	364.3	0
N	21	WESTON, Kevin	2766.7	48.29	2766.7	390.9	859.2	942.7	281.1	292.8	0.0001	0	0
Y	22	STERRETT, Ron	2608.9	45.54	2858.2	254.3	711.2	341.7	446.3	249.3	400	455.4	249.3
Y	23	WOODWARD, Ken	2517.9	43.95	2688.7	369.9	282.9	321.6	588.3	170.8	259	696.2	170.8
Y	24	FUNKE, Rob	2046.6	35.72	2046.6	271.7	128.1	240.3	0.0001	184	256.3	966.2	0

Picton Cup 2016 - Two Rounds Merged

Place	Name	Round 1 Score	Round 2 Score	Total
1	Mark Locock	3938.9	5605.8	9544.7
2	Peter Pine	3929.9	5444.8	9374.7
3	Cole James	3783.7	5458.1	9241.8
4	Phil Stevenson	3981.5	5112.1	9093.6
5	Stan Rucinski	3903.9	4914.4	8818.3
6	Paul Gibson	3399.6	5050.9	8450.5
7	Klaus Metzger	3557	4494	8051
8	Paul Osmond	3815.9	3741.6	7557.5
9	Don Farrar	4000	3524.8	7524.8
10	Stephen Weatherstone	2965	4457.9	7422.9
11	Robert Watson	2777.1	4473.8	7250.9
12	Trevor Smith	2357	4743.9	7100.9
13	Dave Wadeson	3110.2	3932.9	7043.1
14	Jack Murphy	3065.5	3974.9	7040.4
15	Mel Gillott	3703	3221.9	6924.9
16	Fred Lodden	3409	3363.5	6772.5
17	Gary Andrews	2869.2	3652.5	6521.7
18	Ken Woodward	3773	2517.9	6290.9
19	Colin Woodward		5729.4	5729.4
20	Ron Sterret	2634.7	2608.9	5243.6
21	Ladislav Safarik	536.2	4021.3	4557.5
22	Rob Funke	2247.1	2046.6	4293.7
23	Brett Solanov	3719		3719

24	Wayne Wood	3037.4		3037.4
25	Jim Holt		2904	2904
26	Kevin Weston		2766.7	2766.7
27	Mike Medlock	2570.4		2570.4
28	David Lleitch	2479.3		2479.3
29	Marc Ceo	2203.3		2203.3
30	Chris Young-Wright	2182.5		2182.5
31	Keir Malpas	2150.5		2150.5
32	Owen Solanov	2107.9		2107.9
33	Steve Hassett	2000.3		2000.3
36	Keith Lindsay	1357.3		1357.3



Maxa in the air in Canberra - becoming a very popular model for F5J!



More images from the Picton Cup Round 2 at Appin held on 20 November, 2016.

Above left: Colin Woodward receives his first place certificate from joint CD, Rob Watson in heavy disguise. Other joint CD was Phil Stevenson.

Above Centre: Cole James, third in Open F5J.

Above right: Klaus Metzger came first in Limited F5J flying a Q11 and a Scorpion moulded model. Presenting CD, Rob Watson came second (again) in Limited with his Radian!

Bottom left: Stephen Weatherstone, third in Limited.

Bottom Centre: Mark Locock with his second place Open certificate before he knew he had won the overall event. Ladislav Safarik photos.



Breaking news:

F5J becomes an official FAI event on 1st January, 2017!

No longer provisional - now a World Championships coming soon - start practising!

The F5J Trophy event in Canberra, Picton Cup Rnd 2, Sailplane Expo and F5J at the NEFR have been logged for listing on the Slovakian leader board.

But there is more - and it is not steak knives!

The Trvana club in Slovakia, where F5J was born, have been asked by the FAI to prepare a brief for the

First F5J World Championships in 2019!

In the meantime, the **World Cup** run by the Trvana club each August continues. Next year, in 2017, they are offering three F5J events in close proximity in one week in August to make it worthwhile for overseas teams to attend. They are calling it the Slovak Triangle!! We must send an Aussie team to check the lie of the land and bring back significant intel!

The AEFA is starting a fund to support a team of three Aussie fliers to attend next year in August 2017. It has already begun! 10% of all AEFA events will be allocated to this fund. Will your club support it? Let's raise funds to make sure the best Aussie team goes next year - and individuals can self-fund to join the team even if not selected.

To foster this strategy, the AEFA is starting an **Australian F5J Leaderboard** - check the details on the next few pages!

The Leaderboard has already started, beginning from June this year - if you have flown in an F5J event, you are on it! See the list on p. 15.

Announcement: Limited F5J is changing in Australia to models up to 2.6m wingspan in 2017 - this is to bring us in to line with Europe, and to allow US 100" designs to compete - and the Radian XL!

The Leaderboard Idea

You may not be aware that there is an F3J Eurotour concept where certain International events are listed as those which contribute to fliers scores on an F3J leaderboard. There is a "Contest Eurotour" Facebook page - search for it.

The F5J organisers in Slovakia picked up on this idea and established an F5J Intertour, with a leaderboard for F5J fliers. It has been running since 2012 and we have contributed Aussie results to this leaderboard. Unfortunately, only two national events count - after that you have to compete in an international event to have your scores counted. Aussies have fared well in the category for all those who only submit two results!

You can see the 2017 leaderboard here: http://www.trnavaf3j.sk/Download/f5j_intertour_2017/intertour_f5j_2017_total_table.pdf

And you can see that several of our events will appear on that leaderbaord: F5J Trophy, Picton Cup Rnd 2, Sailplane Expo and NEFR Easter 2017.

The Leaderboard idea has taken root all over - you can see on the following pages a strategy to start an F5J Leaderboard, based on the technique used previously at the MAAA Nats to decide category champions - and see next column for an Aussie winch launch glider leaderboard as well!



A group of happy thermal fliers (winch launch) at the Wentworth event held in October - see Austour article below!

Austour 2017 Program

LSF Australia, at the request of several groups and individuals, including the RCGA, has decided to create a National Thermal League much like Eurotour.

Wentworth Open Thermal was held in October at the Wentworth racecourse and counts toward AUSTOUR 2017 Round #1 and RCGA Open Thermal Round #2. It's a great idea as it may encourage more people to travel to more comps and will help to promote all of the participating events.

The best 3 results will be used to determine the overall results, with winners being announced at the end of the Jerilderie competition.

The following 2+ day competitions will make up AUSTOUR 2017:

- Wentworth NSW, Oct 2016
- Victorian State Championships, Horsham, Vic, Dec 2016
- Armidale Expo, Armidale, NSW, Jan 2017
- Milang F3J, SA, Mar 2017
- LSF Tournament, Jerilderie, NSW Jun 2017

LSF will administer the scores/results. Scores will be determined at the end of each contest with the winner scoring 100 points and all other competitors a percentage of the winners score based on their final score. Any other suitable contests can be added in the following year/s after representation to LSF. Any existing Austour event where the number of entries falls below 20 may be dropped from the following years Tour.

Australian F5J Leaderboard 2016-2017

- Establish a leaderboard of fliers who fly in F5J events to help choose a suitable team to represent us overseas. The aim of the leaderboard is to identify the best F5J fliers to represent Australia.
- Every flier receives points on the leaderboard following an AEFA F5J event.
- Consider adding results from the following non-AEFA events and organisations to the leaderboard:
 - o Sailplane Expo, Armidale
 - o League of Silent Flight Tournament F5J event
 - o RCGA Victorian organization that holds regular F5J events
 - o Other club events run to the FAI rules, where formal results can be submitted
 - o Fliers in club events can request inclusion even if the organisers do not submit results – if the individuals can forward the formal results chart
- Inclusion of the results from non-AEFA events is at the discretion of the AEFA executive.
- The number of points is the number of people from themselves down in the final placings – bigger events, more points!
- Obviously, those who participate more will receive more points. This will also help promote F5J events.

- For example – Phil Stevenson won the F5J Trophy event in Canberra with 33 fliers, so he receives 33 points. David Pratley came second, so he receives 32 points, and so on down the results list.
- The aim is to help fund the best F5J fliers to attend overseas events – in particular the World Cup to be held next year (August 2017) at the site of the proposed World Championships scheduled for 2019.
- The AEFA will commence a fund to offer financial assistance to AEFA fliers who can attend these events, represent Australia and bring back significant intelligence about how to plan our World Championships effort.
- Funds will only be supplied to AEFA members. High performing fliers on the leaderboard, who do not belong to the AEFA, can be invited to join so that they can be included in the AEFA team.
- National and State Associations be asked to assist with the fund. Clubs that include F5J fliers be asked to contribute. Fund raising activities be commenced to also assist.
- The AEFA will commence the fund with a significant starter amount – currently considering \$100.
- 10% of all funds received by the AEFA from future F5J events will be allocated to this fund.

- At the appropriate time, AEFA fliers on the leaderboard be offered assistance to attend the World Cup in Trvana, Slovakia starting at the top of the leader board and continuing down the list until three pilots agree to attend.
- An AEFA team manager be appointed who handles the dispensation of the funds and arrangements for the Australian team to take part in the event. This may be one of the pilots or someone else with significant F5J knowledge who can assist.
- Individuals may also join the team to give a significant Australian presence, but will largely self-fund their involvement. The Australian team may choose to include extra AEFA fliers in some of the funded arrangements.
- Start the leaderboard record for 2016-17 from the Picton Cup event held this year on 3 July 2016, allowing one year of results to count towards next year's figures that will be finalized following the NEFR next year (18 April 2017).
- The AEFA executive may bring this decision forward at their discretion to allow time to make arrangements for the team to make the trip to Slovakia.
- Peter Pine be appointed to manage the leaderboard. David Lucas to publish the leaderboard on the AEFA web site and update it after each F5J event, and to manage the sub-

dissection in the AEFA funds.

- This initiative be promoted through the EGFA E-magazine and communication with significant bodies and clubs.

- After one year, the AEFA executive will review this initiative and decide whether to implement it again for the 2018 World Cup, and also for the 2019 World Championships. It is expected that the continual growth of F5J will significantly increase the viability of this strategy.

- The AEFA executive reserves the right to modify the details of this leaderboard and funding strategy if difficulties are encountered.

Peter Pine
16-11-16

The current Leaderboard as at 24-11-16 is represented to the right. These figures have been compiled according to the above strategy and include:

- Picton Cup Round 1 2016
- Bundaberg F5J
- HSL F5J
- F5J Trophy 2016
- Picton Cup Round 2
- Diggers Rest F5J Nov. 2016

Points will continue to be added until Easter 2016 to decide the outcome for 2016-2017. For the full summary, consult the AEFA web site.

Australian F5J Leaderboard 2016-2017

Place	Name	Total Points
1	Phil Stevenson	95
2	Peter Pine	85
3	Mark Locock	81
4	Don Farrar	75
5	Jack Murphy	70
6	Cole James	69
7	Colin Woodward	60
8	Mel Gillott	59
9	Paul Osmond	57
10	Paul Gibson	57
11	Stan Rucinski	55
12	Klaus Metzger	54
13	Trevor Smith	49
14	Gary Andrews	47
15	Stephen Weatherstone	47
16	David Leitch	46
17	Ladislav Safarik	39
18	David Pratley	39
19	Ken Woodward	37
20	Robert Watson	37
21	Fred Lodden	33
22	Dave Wadeson	32
23	Alan Mayhew	32
24	Hutton Oddy	24
25	Brett Solanov	23
26	Jim Holt	19

There are four 2-day F5J events in 2017. Make sure you attend as many of these as you can to amass points.

25	Brett Solanov	23
26	Jim Holt	19
27	Wayne Wood	16
28	Keir Malpas	16
29	Norm Blom	16
30	Rob Funke	16
31	Ron Sterret	15
32	Ray Murray	12
33	Mike Medlock	11
34	Ross Ginder	9
35	Chris Young-Wright	8
36	David Barwick	8
37	Mar Ceo	7
38	Mark Linwood	7
39	Glenn Dawson	6
40	David Lucas	6
41	Col May	5
42	Gary Ryan	5
43	Owen Solanov	4
44	Terry Scolari	4
45	Maciek Rucinski	4
46	Steve Hassett	3
47	Lawrie Prest	3
48	Carolyn Michael	3
49	Keith Lindsay	2
50	Glen Cowan	2
51	John Arnold	1
52	Tom Illyes	1
53	Stephen Workman	1

See pages 23-24 for the 2017 F5J Calendar - submit any events you know of that are not included.

F5B & F5D World Championships

By Bruce Flockhart – Australian Team Manager

The FAI F5B (electric glider – dual task) and F5D (electric pylon race) World Championships for 2016 were held close to the town of Lugo in the Italian district of Ravenna in August 2016. This is an edited report by Bruce Flockhart, the Aussie team manager, who is an ex-pat Scottish national, living in Basel, who has helped us out many times in this role. There were quite a few organisational problems with the event, but some of these have been omitted for brevity!

15 countries participated in the event. The Australian Team members for F5B were Michael Beatty and Keith Flatt, and the F5D team was composed of Bruce deChastel, Tony Singleton and Alex Davy. Neil Davy and Gerelle Beatty were official helpers.

Sturdy tents for the use of the various F5B & F5D teams were provided by the organizers, as well as some hangar space, which was used for the model processing. A coffee shop and a small restaurant facility on site was also available for the contestants for the duration of the event.

Emil Giezendanner from Switzerland, who ran the F5B event, had brought two associates with him from Zurich, and they also helped out with the organization. However, the situation around



Aussie team pictured in the Lugo town square for the Opening Ceremony - l. to r. Mike Beatty and his wife Gerelle, then Bruce Flockhart (team manager and author of this report), then the Pylon team. Keith Flatt missing - obviously took the photograph!

the provision of flight line helpers for the running of the two events was somewhat critical. We were told that around eight of the helpers, who were supposed to attend the event, had not showed up. Many of the helpers who had appeared were

not modelers and had either a limited or zero knowledge of what was required of them. This situation was particularly critical for the F5B event as the Base A and Base B judges have an important task that requires knowledge and

experience. Fortunately, help was forthcoming from wives and supporters, otherwise the event could not have taken place. The F5B event was run at the north end of the runway and F5D was run at the opposite end.

Lugo Cup

The whole event opened with a curtain-raiser; the Lugo Cup for both F5B and F5D. This was intended to provide training for the competitors, as well as for the helpers, to ensure that the WC event would run as smoothly as possible. This was essential as many of the helpers present had little pre-knowledge of what was expected of them.

The start for the F5 Lugo Cup took place more or less on time with a total of 50 competitors for the F5B and 28 for the F5D event. Some doubts were expressed on the positioning of the F5B course along with the two landing circles as it could prove necessary to overfly the tents or spectator areas when landing, depending on the wind direction, but we were informed that no changes to the layout were possible. Landing over the tents did prove necessary on several occasions during the event, but fortunately without incident. The other issue for F5B was the East/West location of the flight line, which of course gave problems with the rising sun directly in line with the direction of flight. Because of this, the start for the F5B event was delayed until approximately 09:30 to avoid having to fly the distance task directly into the sun.



Team line-up with the Aussie team second from left - this was only part of the parorama of teams.

The Logger & Limiter Issue

Loggers were introduced for the first time at this event for F5B pilots and the units were supplied by the organizers. These sent wirelessly the almost real time reading of the amount of Watt Minutes (WM) consumed by the competitor's motor to a ground station. F5D pilots also had a limiter supplied by the organizers, which was supposed to cut the motor after 1000 WM of energy had been consumed. It turned out that the use of these devices was not without issues for both classes.

Most F5B and F5D pilots had received sample units for flight training only a few weeks before the event. Some problems were detected with them by several countries. It was a considerable

surprise therefore to learn that new and untested versions of the software were to be supplied to all pilots.

For F5D, prototypes units had been trialed by various countries and reports were relatively favourable. However, when competitors tried them in the Lugo Cup they discovered that, in many cases, the motor power now ramped up over approximately five seconds instead of immediately coming to full power. This was independent of any transmitter input, and even then the motor runs were not consistent, or the motors cut out early.

The problem appeared to be linked to the make

of speed controller being used by the competitors and was particularly evident for those who used opto-isolated controllers. The designer of the software, Jeff Keesaman (USA), eventually suggested modifications to the way that the speed control was implemented in the transmitters which partially cured the problem and at least allowed the event to continue.

For the F5B loggers, before the event several people noted on RC Groups that the WM used for some speed controllers (Jeti and YGE principally) was considerably higher than that recorded on the more traditional SM limiters. It was discovered that these speed controllers sent a quantity of energy back to the battery during regenerative motor braking, but this was recorded as “positive WM” by the logger. The reason for this was that the hall sensor that is used to measure the current was designed to be reversible to cope with different battery lead polarities. The ADC which carried out the logging by converting the current reading to a digital signal, did not discriminate between “normal motor current” and that sent back to the battery during braking action. It simply added both readings together, resulting in the higher than expected WM reading. It should be noted that the Castle Creation speed controllers used by the Americans and a few other competitors did not exhibit this effect as the braking energy was dissipated as heat in the speed controller. Another issue that was discovered was “WM creep” during the F5B glide task when the

motor was not being used. Some 50WM of the 1750WM available could be consumed by this without the pilot being aware.

There were other problems concerning the usage of these units during the event. Around 50 of the units failed for a variety of technical and operational reasons, and there were almost not enough available to finish the F5B event.

The use of the new generation loggers and limiters did prove to be very useful during the two competitions, however many unexpected problems and issues were discovered during the event. If such technology is to become standard, it is felt that it would be much better if such an introduction takes place at least a year before world championship events to allow such problems to be understood and resolved by the user community.

Time was also an issue. As it takes approximately 5 minutes for each competitor to prepare for and complete the F5B distance task, and as there were 50 competitors, the time required for a complete F5B round was of the order of 5 hours, along with a few 15 minute breaks for the officials. Together with a 09:30 start, this meant a long day in very trying climatic conditions. With this number of competitors in the Lugo Cup it meant that it was only just possible to run the two rounds in the day available for the event. If there continues to be such a large number of competitors at



Aussie F5B team outside their tent - Keith Flatt (l.) made it in to this one with his model, then Gerelle, Mike and Bruce.

future WC F5B events, some modifications of the rules will have to be considered in order for the time required per round to be reduced to more manageable proportions. The F5D rounds are much faster taking only a matter of minutes to complete, which meant that it was possible to run several rounds in one day. There were still many problems getting consistent motor runs, or having enough power to launch the plane, because the devices cut back the power. Several people broke propellers when their model went into the ground, as they did not have enough power to remain airborne after launch. The current World Champion filed an official complaint about the issues with the new limiters and actually withdrew from the event demanding that his entry money be refunded. This was refused by the jury, so he was not a happy man!

Opening Ceremony

The Opening Ceremony for the FAI WC was held in the Lugo town square after the completion of the Lugo Cup. The various teams marched around the Lugo castle and then congregated in front of the Baracca monument for the address.

World Championships 12-19 August

On Sunday 14th August the processing of the F5B and F5D models took place. This was also the day set aside for Team Training for both classes, although only half an hour was available due to the number of teams competing.

Flying for the WC itself started on Monday 25th with rounds 1 & 2 for F5B and also F5D. For the F5B competition, 8 rounds were flown over the four days of the event, and for the F5D, 16 rounds were flown. Fortunately, the weather collaborated.

For Australia, in the F5B event, Keith Flatt finished in 15th position and Mike Beatty 24th out of a total of 42 competitors. For the F5D event, Bruce deChastel was 7th, Alexander Davy was 8th, and Tony Singleton was 13th with 24 competitors in the event. These F5D results gave Australia a well-deserved second position in the team classifications.

The closing ceremony and prize giving was held on the evening of Friday 19th August. This was held in a rather up-market restaurant with grounds that were big enough for some indoor



Mike Beatty (l.) and Keith Flatt (r.) inside their tent with models hanging behind them - note racing style wings.

flyers to give an exhibition of their flying skills. After the prize giving ceremony, the event was closed by an official banquet, which only started at 20:45 meaning that there were quite a number of hungry and thirsty competitors. For the banquet itself, copious Italian style, good food and rather expensive drinks were available accompanied by a rather loud band and an Italian singer. The last course was not served until around 23:30! So concluded a troubled but effective World Championships. It is hoped that future organisers learn from the difficulties encountered in Italy and future events run more smoothly.

Thanks for your report, Bruce. We trust that the difficulties highlighted will be noted and that future events will be free of these issues.



A happy Pylon team after securing second place in teams, with their electric pylon racing models.



The impressive tents that were supplied by the organisers for each team - there was one for Australia. It is a shame that the rest of the organisation was not to this standard - but running a WC is a lot of work!

Guidelines for EOT events

by Phil Stevenson

Phil presents a summary of the current EOT events so that you can understand the various classes.

Texaco:

The easiest to fly. Battery limit is based on model weight (less battery). Mix of units but its 60mAHr/ounce, so a 30oz model has a max of $30 \times 60 = 1800$ mAHr, or 2S900, or 3S600. Most reasonable models easily do the 10min task, so events are decided in the fly off where the time is doubled. Motor runs are unlimited in time and number, just battery capacity is limited.

Height Limited:

Easy to fly, but not easy to win. The most challenging task because only one motor run is allowed. An electronic gadget turns the motor off at 200m or after 30 seconds, then you have to find lift and last a total flight of 7 minutes which is achievable but not always easy.

Duration:

A power race. Generous battery allowance, modern electric motors and high C batteries give much more power than the designs were ever intended for, and even more than the SAM rules allow. But motor runs are short, with a total of 25 seconds allowed for a 7 minute flight. This event has broken a few good models not built for the stress. It scares a few people away.

1/2A Texaco:

Similar to Texaco but smaller models which are easier to build and all use the standard 2S460 battery. Popular event with many SAM flyers also trying EOT 1/2A in WA and Vic. Good starting point, low cost and simpler build.

Nostalgia:

Models up to 1956. There are actually two events. One is in the MAAA rule book and has no size limits and is much the same as Height Limited other than age limit. As far as I know no-one has ever built an EOT version and we certainly have not had any events.

The second was our Coota class, which limited models to 56in span along with a motor/battery and prop size limit. It started as a one design Zoot Suit event intended to attract new builders to EOT. Design was soon opened up and a few models were built but interest waned as the models did not fly like other bigger EOTs. As entrant numbers shrunk, it was dropped from the NEFR and postal comps.

If the vote to change all events to a 1956 date limit passes, the nostalgia models effectively take over the other events. The new term will be Vintage, which includes both OT (pre 1942) and Nostalgia (1942 to 1956).

Vintage Glider:

There are some nice old glider designs and Gary

Ryan in Vic reasoned that if we add electric motors to modern gliders, why not add them to old designs as well. Rules have been drafted. The flight task is the same as the Height Limited event. As these will most likely fly better than models with fixed props and an undercarriage causing drag, the 7minute task may indeed prove easier. This event is included in our vote and if approved will become part of the MAAA rule book.

SAM requires the models for Texaco to be pre 1938 designs but AEFA has allowed models up to 1942 like all other events for some time and we are now voting on a change to 1956.



Sunlight glows on an EOT model landing above - the now defunct Zoot Suit in flight below.



Electric Old Timers: an overview by Phil Stevenson

Old Timer models attract flyers who like a slow pace. They seem to float around the sky often doing very well with absolutely no radio control input, as they were intended to do. They look elegant in the air with the light shining through the covering, and always attract attention on the ground from people who built balsa models as a child. Mostly they are relaxing and fun. When cared for, they last for ever, especially without the oil from IC motors.

In the 1980s a group of older aeromodellers, mostly in the US, decided they needed slower pace models and started building pre-World War 2 free flight designs with the addition of radio control and modern fuel engines (some used vintage motors). The Society of Antique Modellers (SAM) became a world-wide movement. It did not take long before electric power was also used, but most SAM events were for IC motored models only. There are limited motor run events and fuel allocation events covering different size models.

As modern electric power became more developed, electric old timers started to appear. Now there are electric power Old Timer events in many SAM chapters, as well as in electric flight associations. AEFA has had EOT rules and events for many years, and they are now published in the MAAA Rules handbook.

Our EOT events attempt to reflect the SAM rules where possible. The model designs, battery allocations, and motor run limits are similar to the glow equivalents. We have a Texaco event with battery size allocation based on model weight, a Duration event with short high power motor runs, a more moderate Height Limited event with a motor cut out device set to 200m, plus a small 1/2A size Texaco event. All are flown at the Easter National Electric Flight Rally (scheduled for Canberra in 2017) and our monthly postal comp where you can fly at your home field and submit the results. There are also a few local events for EOT plus some combined EOT and SAM events in WA and Victoria.

Apart from the obvious advantage of lack of noise and oil, the EOT events also allow multiple engine runs to avoid climbing to excess height.

Unfortunately, of late the numbers flying SAM events have begun to diminish; some are getting too old, some have diminished eyesight for the high flying IC models which, of necessity, use all their motor run up front and sometimes go very high. Because of this the EOT group have gained a small number of IC converts. But the old skills of balsa building and model trimming are not being taken up by the younger generations whose modelling more likely covers foam models and quadcopters.

The AEFA currently runs a monthly postal



(Above) Mike Colston's Lanzo Airborne landing - an example of a larger EOT model that you could fly! (Below) Mal Pring's Stardust Special.



competition in all EOT classes. You simply fly at your own field and submit results to a co-ordinator, who publishes the results at the end of each month, and we end up with yearly results in November. All EOT events are also flown at the National Electric Flight Rally at Easter, and there are a few one day events that you can enter (Nowra for example).

At the Easter NEFR the numbers in each event have stabilised but barely make the minimum required for the events to continue to be offered. We would like to attract more people to EOT, but if not, rationalising to fewer events is the other option.

A few years back we tried to introduce a small class which was more simply built, and had conservative motor/battery/prop limits. Based on George Fuller's 1950s models several Zoot Suits, and Dixielanders were built by existing EOT people but most found them to perform poorly compared to the bigger and older designs. This has now died as an event.

We are currently voting on a couple of other options to promote more people into EOT.

One is to begin a EOT event for glider designs. Gary Ryan in Victoria has built a few and is the enthusiastic promotor. Designs up to 1956 are allowed and many elegant designs are available. This of course requires people to have building skills, but it may attract some other electric glider flyers to EOT.

Another proposal is to allow more modern designs in all events. SAM in Australia use 1942 for most events and 1938 for Texaco (fuel allocation). We have for some years allowed 1942 models to fly in Texaco. The current proposal is to open all events up to models to 1956. One feeling

is that more modern, better flying models will attract more people. The contrary view is that new models will make the existing models obsolete and discourage owners from competing. We will see how the vote goes.

The other idea to get people into EOT flying is to re-allocate OT models from those who no longer fly them, to people who do not want to build them, but do want to fly them. When my Dad passed I re-allocated many of his glow OT models, and many are now being flown as EOT. Some of his collection had already been re-allocated to him from his even older SAM friends. There has to be hundreds of good OT models in sheds all over the world looking for the right person to take it over. So, if you are interested in doing the monthly postals and NEFR, please get in contact with me or your local SAM group. There are certainly enough experienced EOT flyers who can help with advice on motor and battery choices.

If you are interested in obtaining an Old Timer model that is not being used, and converting it to electric, get in touch with Phil Stevenson on (0448) 390 448. You have time to prepare and practice for the Easter NEFR, scheduled for Easter in 2017 at the NAAS field - see flier in this E-magazine on p. 29.

Don't miss the 2017 NEFR at the NAAS club field near Canberra - a great time with a good bunch of electric fliers.

Electric Vintage Glider (EVG) by Mike Colston

It is proposed, as part of the current review of Electric Old Timer (EOT) Rules by MAAA, to introduce a new EOT event to be known as Electric Vintage Glider (EVG). This is intended to encourage the construction of Vintage (pre 1956) gliders where the use of a standard glider winch to gain height is replaced by a "winch in the nose" in the form of an electric motor.

This will allow participation in Old Timer events by electric glider pilots. It will also take many of us back to our earliest days of aero-modelling when a common first model was a tow line free flight glider. I vividly remember my first model, a 72" KeilKraft towline glider that flew away on the breeze after a couple of flights never to be seen again. I was introduced early to the joys of modelling! I moved to control line after that for a few years as they didn't fly away.

The event will be open to all Vintage Gliders which were designed, kitted or published before 31 December 1956. A number of people have been building and flying these lovely old models for some years, notably Gary Ryan and Alan Mayhew in Victoria, and it is felt that the time is right for this class to have its own event. The event will basically be the same as the Height Limited Old Timer (HLOT) event in that the models will have to be fitted with a height limiter that will cut

off the motor when the model reaches 200m or after 30 seconds whichever comes first (These are cheap to purchase and easy to install and use). The pilot will then have to attempt to complete a total flight time of 7 minutes without any further motor run, making it an interesting and challenging event. (HLOT is currently one of the few EOT Events that rarely requires a fly-off due to the challenging nature of the task).

I was so taken with this new class that I have built my first EVG. The model is Frank Zaic's Jasco Floater which has a 72" span. The model was designed as a towline, free flight model and has had to be modified for radio control and electric power. I have fitted a Turnigy Park 480 1320Kv motor (the same as we used in Nostalgia class) which should be able to pull it up to 200m in 30 seconds with a 3S pack.

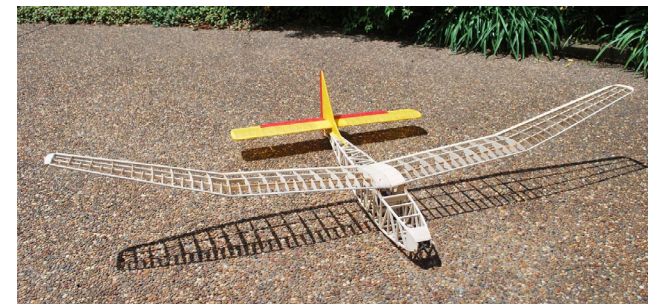
I have attached a couple of photos of the model, one before it was covered and one after it was completed. The model is a traditional balsa stick construction and proved to be quite light and strong. You will see from the photos that I used Warren bracing in the fuselage to stop the fuse twisting under the torque of the motor. I felt this was particularly useful given the relatively large tail. It added very little weight but made the whole fuselage structure much stiffer.

I used Litespan as covering, it is a bit fiddly as you have to apply Balsaloc to the frame before

applying the covering. Initially I had great difficulty sourcing Litespan in Australia and eventually got it from overseas. However, with the help of one of the EOT Interest Group members I have now found a source of supply in Australia. Incidentally the blue wing tip is supposed to be yellow, but I ran out of yellow. I now have some more and will eventually get rid of the blue. You can see that the motor is hardly visible and the small 8x4 folding prop is not intrusive. I did not have to make any significant changes to the shape of the nose of the model to fit in the motor. The model has a number of hand launched glide tests and seems to fly straight and true (except when the pilot foolishly pulls in too much up trying to extend the glide causing it to stall and drop a wing, fortunately no real damage from the resulting hard landing!) I hope that, if we get some calm weather I will soon be able to try out the "winch in the nose".

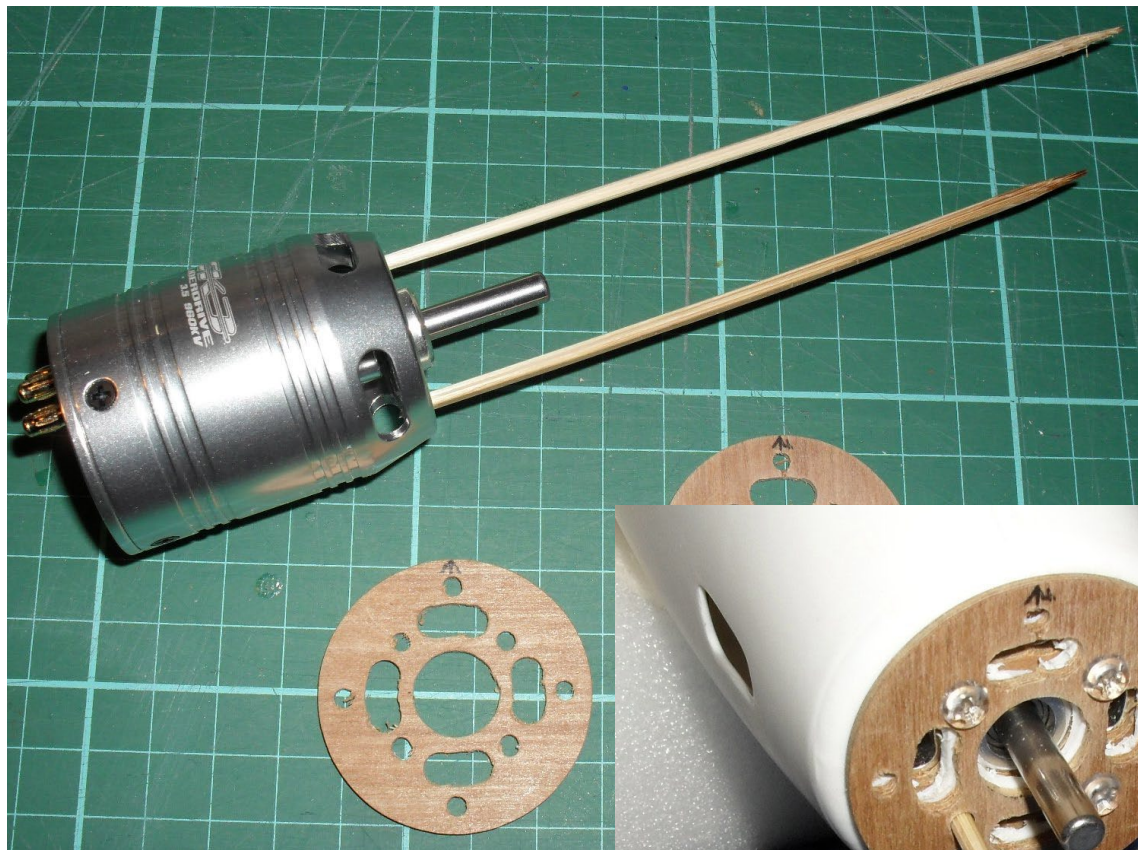
I suspect that, in terms of the new EVG competition, this model will be too small. It seems likely that the most competitive models will probably have spans of 3 metres or more. Still I have enjoyed travelling back to my teenage years to build this lovely old glider. Hopefully many of you will be inspired to try this new class and that we can get a successful new EOT Event on the programme.

Electric Vintage Glider will be offered at the 2017 NEFR in Canberra - prepare your models!



Mike Colston's Vintage Glider - nearly bare bones above - finished model below - see article next page.

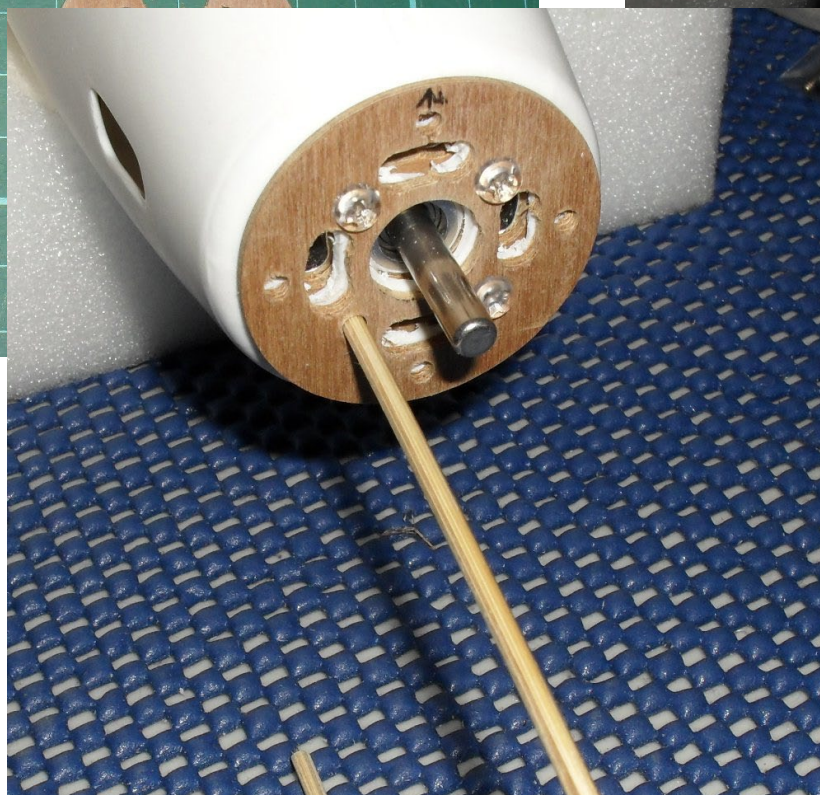


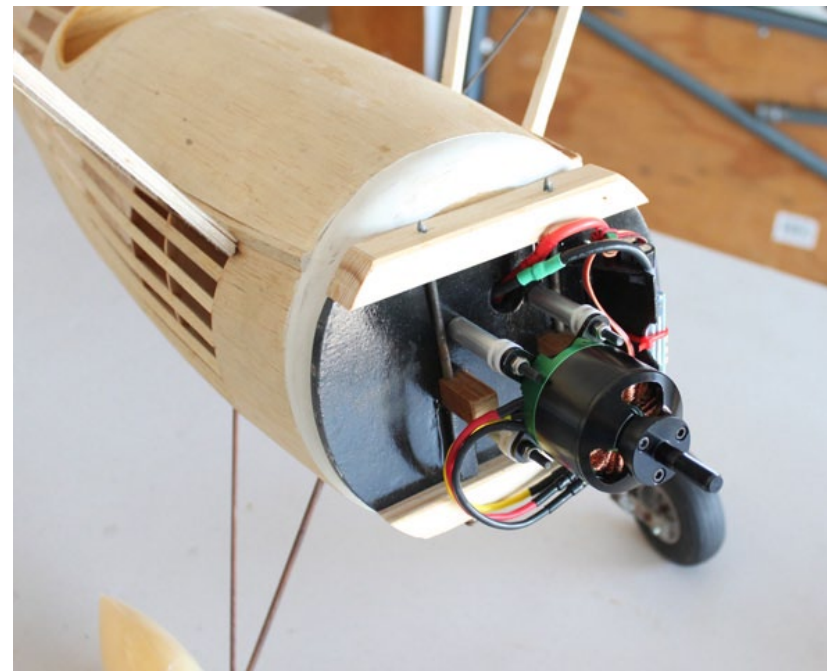


After publishing the alignment idea last edition using bolts with the heads removed, Peter Mather sent in details of how he uses skewers to achieve the same end.

Looks like it works well, and is probably less trouble than the bolt solution.

David Lucas since picked up on this idea and used Redhead matches instead - that works fine too

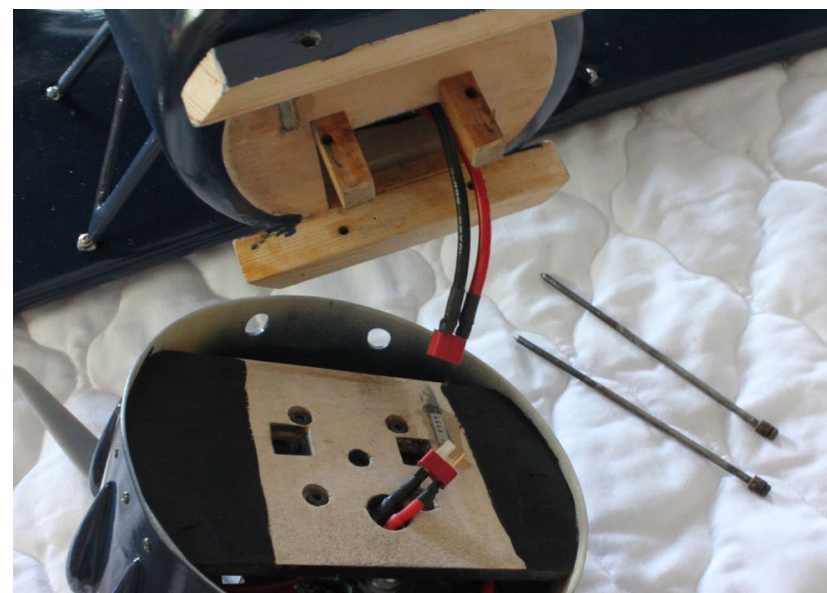




Waco Biplane with Removable Nose by Peter Pine

When converting a Dave Platt scale kit of a Waco Biplane from glow power to electric, I came up with the idea of having a totally removable nose. The nose construction is based on a 6mm ply former that slots over the stubs of the original engine bearers and is located between two pine blocks - one top and one bottom. My friend and engineer, Ralph Dephoff, fabricated 4mm steel pins to hold the former in place. These are screwed in from the bottom of the cowl and go through the bottom timber block, through the hardwood bearers and screw in to the top block - pointed to assist location. The LiPo pack sits in the tank bay.

The motor is mounted on the 6mm ply former on stand-offs to locate it just where needed. The ESC is mounted beside the motor on a ply bracket where it has plenty of cooling from the air coming through the cowl. The lead from the ESC to the receiver makes contact when the nose is in place using a Multiplex three pin plug and socket. The whole fitting is amazingly secure! The strategy was a success despite doubts and fears!



Do you fly F3K Discus Launch Glider?

The F3K World Championship Selection Trials (Discus and Hand-launch glider) are being held on the 14th and 15th January 2017 at Salt Ash NSW, just North of Sydney.

If you are interested in attending, please contact Jamie Cannon (the event organiser) on jamesacannon@hotmail.com or 0435 894 303 for more details. Entries will be accepted on the day, but if you can let Jamie know if you are attending by the 15th December 2016 then that will help with organising the event.

The event is open to both aspirants and non-aspirants, so if you just enjoy flying handlaunch gliders, then you are very welcome to come along and join in the fun. The entry fee for the competition is set at \$50 per competitor which goes towards club funded field maintenance and food for the lunch time BBQ each day.



DLG in the air at a previous Sailplane Expo

Please send information on your glider, electric glider and EOT events so that they can be featured in this publication!

Draft 2017 Gliding/F5J Calendar

2017 Glider/F5J Events Calendar

Produced by the AEFA to promote F5J & Gliding

No.5/ 22-11-16

Key - green for F5J events, red for NSW school holidays, HSL stands for Heathcote Soaring League

Date	Holidays NSW	Flying Events	Notes
January			
15-Jan		Millennium Cup Rnd 1	Appin
22-Jan	RCGA event	Victorian F5J	Diggers Rest
26-Jan	Australia Day		Thursday
26-27 Jan	Sailplane Expo	Stand Alone F5J 1.5 days	Armidale
27-29 Jan	Sailplane Expo	Open Thermal	Winch launch, DLG
30-Jan	NSW Schools return		

February			
12-Feb		Millennium Cup Rnd 2	Goulburn
12-Feb	RCGA event	Victorian Open Thermal	Diggers Rest
19-Feb		HSL Club Comp Rnd 1	Maddens Plains

March

11-12 Mar	F3J Open	Milang Thermal	South Australia
12-Mar		HSL Club Comp Rnd 2	
25-26 Mar		Heathcote Cup	Maddens Plains
26-Mar	RCGA event	F5J VIC State Championships	Diggers Rest

April

1-2 Apr	Tentative date claim	Nowra EOT/F5J	Mel Gillott
7-Apr	NSW Schools break up		
9-Apr	RCGA event	Victorian Open Thermal	Ballarat, Victoria
9-Apr		Millennium Cup Rnd 3	Lake George
14-17 April	Easter	NEFR at NAAS	AEFA Rally Canberra
25-Apr	Anzac Day		
26-Apr	NSW schools return		

Draft 2017 Gliding/F5J Calendar continued

July			
2-Jul	First Round	Picton Cup	Appin NSW
18-Jul	NSW Schools return		

August

19-20 Aug	Trvana, Slovakia	2nd F5J World Challenge	Aussie team to go!
27-Aug		HSL Club Comp Rnd 4	Maddens Plains

September

16-17 Sep	2-day F5J event	F5J Central Queensland	Bundaberg
17-Sep		HSL F5J	Maddens Plains
22-Sep	NSW Schools break up		
23-24 Sep		Millennium Cup Rnd 5	Gloucester

October

9-Oct	NSW Schools return		
22-Oct		Millennium Cup Rnd 6	Maddens Plains
29-Oct		HSL Club Comp Rnd 5	Maddens Plains

November

4-5 Nov	F5J Perpetual Trophy	F5J Annual Tournament	NAAS Canberra
12-Nov		Shoalhaven Shield - Millennium Cup Rnd 6	Bomaderry
19-Nov	Tentative	Picton Cup	Appin
26-Nov		HSL Club Comp Rnd 6	Maddens Plains

December

3-Dec		Ted Swan Cup	Goulburn
15-Dec	NSW Schools break up		

Gliding/F5J Calendar

Send in your entries for the calendar as soon as your club or organisation decides on dates - let's keep this calendar going to avoid clashes!

Note that there are four two-day F5J events scheduled for 2017. Make an effort to get to these events. Southerners may fly to Brisbane and drive to Bundaberg for the Central QLD F5J Champs. Let me know if you have any events planned - e-mail me at:

ppine@northnet.com.au



*F5J Trophy photos - Mell Gillott preparing above
Stork landing below*



UAV Challenge 2016

The UAV Challenge, which usually requires drone aircraft to locate Outback Joe and drop a water bottle for his rescue, was varied in 2016. This time, the aircraft had to land beside Joe and retrieve a blood sample. Ten teams were selected to participate - see image right.



Last year a team from Canberra Uni (left) were successful and took home substantial prize money. This year, as they had to land beside Joe, they incorporated electric drone technology in to their aircraft and managed to land and retrieve the blood sample (see electric motors fitted). However, they were unable to complete the rest of the task due to gear failure. Even so, they were by far the highest achievers!

The event in 2016 was called the Medical Challenge and focused on the life-saving possibilities of using remotely piloted aircraft. You are bound to see more electric power in these events as the efficiency of electrics takes hold.

The High School event in 2016 was ramped up as well; it was called the Airborne Delivery Challenge - the teams had to deliver medical supplies to Outback Joe. A US team from California, the Phantom Soldiers, won the school event this year and took home the \$5,000 prize money. See more at the link below, and see how Canberra just missed out on \$50,000!

<https://uavchallenge.org>

**DAVE'S TOYS
FOR BIG BOYS** PTY LTD

Quality R/C Products

Phone +61 3 9887 0

Major Sponsor of the Australian F5J Trophy

Supplying quality R/C Products:

Hyperion batteries, servos, chargers and accessories

Jeti Radios

MKS servos

Dymond servos

KTS servos

Vladimir models

Nan models

Jaro Muller models

www.hyperionaustralia.com.au

E-mail: sales@hyperionaustralia.com.au

Phone: (03) 9887 0558 Mobile: (0415) 412 096

modelflight RC

Major Sponsor of the Australian F5J Trophy

Your one-stop hobby supplier - specialising in:

Spektrum & IR Radios

E-Flite

ParkZone

SebArt

Hobbyzone

Thunder Power RC

Hangar 9

Blade helis

www.modelflight.com.au

130 Goodwood Road, Goodwood SA 5034

Phone: (08) 8186 4250



NEFR 14-16 April 2017
NAAS Club Field, Canberra

Come explore Fly

Australian Electric Flight Association

Food: All day from 8:30 Sausages Bacon & Eggs Steak Sangas Coffee Tea Soft drinks	Events: Foamy Pylon LEG Radian Old Timer F5J Scramble Scale	NAAS: Legendary Lamb Roast Sunday night. \$25 per head. It's worth going just for this!	GPS coordinates: -35.583815 149.061196
---	---	---	---

Continued next page

National Electric Flight Rally 2017

Bring yourself, bring the family next Easter and come to Canberra.

There's lots to do in Canberra and then there's
the flying which will be great.

Full details including, entry form, accommodation options,
directions, event descriptions, event CDs, nearby places to visit
are all here on the [AEFA website](http://www.aefanet.com).

**Bring your aircraft and skill to the fantastic, unrestricted, safe
Willie Emmett Flying Field south of Tharwa**

Event includes Annual AEFA AGM and Dinner:

Vikings Club - **7:00 for 7:30pm, Saturday April 15th, 2017**
Corner Athllon Drive & Rowland Rees Crescent, Greenway ACT 2900 (20 minutes drive from field)

Moo Baa Room, at back of restaurant. \$45 per head
Alternate drop main course and sweets - bar available

Contact Details for AEFA Executive & Event Director

Terry Scolari - President - 0408 646 760 - tscolari@bigpond.com

David Lucas - Treasurer and NEFR entries - (02) 6676 4107 - rivercat@mac.com

Peter Pine - Event Director - (02) 6676 1437 - ppine@northnet.com.au

Event rules, including F5J changes, entry form etc visit Australian Electric Flight Association web site
www.aefanet.com

For NAAS website visit www.naas.org.au

Announcement: Limited F5J is changing in Australia to models up to 2.6m wingspan in 2017 - this is to bring us in to line with Europe, and to allow US 100" designs to compete - and the Radian XL!

**F5J Trophy Images:**

Father and son teams: Far left, Colin and Ken Woodward

Left, Marciek and Stan Rucinski.

Right - mostly Limited F5J launch.

Far right - An eagle joins in!



Support our sponsors!

Model dealers and private enthusiasts provided prizes to give away to contestants at the F5J Trophy event. Everyone had a pick from the collection of donated items. These people supported our sport, so we ask you to support their businesses and buy from them:

Dave's Toys for Big Boys	www.hyperionaustralia.com.au	Phone: (03) 9887 0558	Mobile: (0415) 412 096	Melbourne based
Model Flight Adelaide	www.modelflight.com.au	Phone: (08) 8186 4250		Adelaide based
Monaro Hobbies	www.coltaylormodels.com.au	Phone: (02) 6239 3623		Canberra based
Christian Traders	www.christiantraders.com.au	Phone: 1300 733 673		Taree based
Electric Flight in Australia	www.flyelectric.com	Phone: (02) 6676 1437	Mobile: (0407) 732 440	Pottsville based
Albury RC Models	www.alburyrcmodels.com.au	Phone: (02) 6025 0497		Albury based
XC-RC	www.xc-rc.com.au		Mobile: (0434) 026 592	Melbourne based
Sky Soaring Robots	www.skyrob.com		Mobile: (0410) 794 173	Newcastle based
Alan Mayhew	www.varms.org.au		Mobile: (0412) 994 213	Melbourne based
Stan Rucinski	www.naas.org.au		Mobile: (0409) 917 506	Canberra based

37th Armidale Sailplane Expo



Hosted by New England Model Aircraft Club and Sailplane Expo Trust



F5J Launch at 2016 Sailplane Expo - come in 2017 for 1.5 days of F5J

Note - Sailplane Expo over 4 days in 2017!

The popular Sailplane Expo has reached its 37th year, and a new pattern is being applied this year. As Australia Day falls on a Thursday, F5J will be run on its own from Thursday morning until Friday lunch time. Then Open Thermal winch launch glider will be run from Friday lunch time to Sunday lunch time. F3K Hand Launch glider will be held at lunch time over all days.

You can have 1.5 days of pure F5J!

You can have 2 days of Open Thermal winch launch!

You can have 4 days of flying if you enter both events!

You can fly Discus Launch glider each lunch time.

Entry forms now available on:

AEFA web site - <http://www.aefanet.com/37th-armidale-sailplane-expo>

LSF Web Site - <http://www.lsfaustralia.org.au>

Hutton Oddy's Fly-RC site - http://www.fly-rc.com.au/?page_id=110

Peter Pine's web site - <http://www.flyelectric.com/Expo-main.html>

Please note:

F5J will be held as a stand alone event from 10:00 on Thursday January 26 until 13:00 on Friday January 27.

Open Thermal will be held as a stand alone event from 13:30 Friday January 27 until 14:00 Sunday January 29.

F3K will be held from 12:30 - 13:00 each day.

The field will be available for practice Wednesday January 25, 2017

Contact - Hutton Oddy: vhoddy@gmail.com or 0425 285 758

Electric Glider & EOT Postal Competitions each month

There are electric glider and EOT postal events each month. Gary Andrews has managed monthly results for Radian glider and F5J for many years - thanks Gary. Trevor Smith is taking over in 2017. Mike Colston manages the EOT tasks (see e-mails below). You can practice these events at your own field in your own time, and e-mail the results to Gary & Mike. Each month they tabulate the results and send them back to you. It is a great way to practice flying these events; you go out flying with a purpose instead of just hacking around the sky! You can even time yourself, and you can repeat the tasks as many times as you want and send in a good score when you get one. The rules can be found on the AEFA web site (active link below) - look them up and join in the fun!

Electric & Glider FLIGHT Australia magazine - produced under the auspices of the Australian Electric Flight Association - contacts:

President	Terry Scolari	QLD	tscolari@bigpond.com
Treasurer/ website	David Lucas	NSW	rivercat@mac.com
Secretary	Ralph Dephoff	NSW	randmdphoff@gmail.com
Executive member	Mal Pring		malcolmpring@bigpond.com
Executive member	Bob Hickman		marbob48@sctelco.net.au
Magazine editor & Events Coordinator	Peter Pine	NSW	ppine@northnet.com.au
Coordinator Gliding Focus Group	Trevor Smith	NSW	trevor_d_smith@bigpond.com
Coordinator EOT Focus Group	Mike Colston	NSW	mncolston@hotmail.com

(links and e-mails are interactive in this document - to send an e-mail from this page, click on the e-mail address)

Web site - www.aefanet.com