



July 2021 Issue

Hi and welcome to the F5J USA Tour newsletter. For details and scores from past Tour events you can always find links from the [Tour Calendar](#) page. Good flying to you!

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2021 Tour events in the queue

[Tour Calendar](#)

Reminder that the F5J USA Tour season runs from Dec 1 through Nov 30. The next 3 months are very active with some exciting F5J USA Tour events. Get your planes ready for a road trip (or two or three ☺) and go fly some competitive F5J!



F5J in the Rockies, July 24-25, Denver CO (Western region 2-day event). Info [here](#), pilots list [here](#). RMSA organizers **Jim Monaco** and **John Lovins** are working hard to make this another great Rockies event. Results and pics from last year's event are [here](#). Their pilots list as of this date is at 24. From Jim Monaco:

“This is one of the oldest F5J events in the country and attracts many of the top pilots. Held on a sod farm north of the city near Barr Lake, the

location has room for on-site primitive camping for tents or RVs. The entry fee includes lunch on both days. Join us for 2 days of excellent competition and then take a few days to explore the area just a short drive from Rocky Mountain National Park. **Registration cutoff will be Wednesday July 21 at 5:00p** to allow time for the catering to be ordered. Register at <http://www.f3xevents.com> Hope to see you there." --Jim



F5J in the Rockies, Denver CO, Sept 2020

LISF F5J, July 31-Aug 1, Syosset NY (Eastern region 2-day event). Info [here](#), pilots list [here](#). This is the first Tour event hosted by [LISF](#). **David Immanuel** is the organizer and CD. If you are anywhere in the eastern region you should attend this event. David has put a huge amount of effort into preparing for this so we're confident it will go well and you will have an excellent competition.



Buzz Averill Memorial F5J Classic, Aug 14-15, Albuquerque NM (Western region 2-day event). Info [here](#), pilots list [here](#). Hosted by [ASA](#) with organizer **Richard Shagam** and CDs **Greg McGill / Richard Shagam**. This is the Albuquerque Soaring Association's *6th Annual Buzz Averill F5J Soaring Classic*. ASA knows how to do great F5J. This year it will be held again at the world-class Albuquerque

Balloon Fiesta Park. Stop off on your way east to the NATS Soaring events and enjoy a great weekend of flying.

2021 Nationals - F5J event, Aug 23-24, Muncie

IN (Eastern region 2-day event). NATS soaring events info [here](#), F5J event pilots list is [here](#). With

organizer **Wally Adaszik** and CD **Jim McCarthy** you simply cannot ask for a better pair to run this event. They have plenty of equipment and experience that will make this a well run event. The event will be limited to 72 pilots which is ensured since they are already at 71 now. Wow. This makes it the biggest Tour event ever. Go NATS and USA F5J! See the NATS F5J preview article later in this issue.

NATS F5J



3rd Annual North/South F5J Challenge - Fred Weaver Memorial by [NES](#), Sept 5-6, Visalia CA

(Western region 2-day event). Event info is [here](#), pilots list is [here](#). Held at the popular central California field for CVRC in Visalia this event is

open to all USA pilots. You pick your team, North or South, and help your team win. So far the series is split: 1 for the North and 1 for the South. Organizer is **Chris Bajorek**, CDs are **Sandy Smith / Chris Bajorek**. Mark this weekend down in your calendar now!

Other Tour events coming include:

- **SVSS F5J Fall Fling, Sept 18-19, Davis CA** by [SVSS](#) - Info [here](#) - Expanded coverage coming in the next newsletter.
- **F5J at the Ranch, Oct 30-31, Maricopa AZ** by Southwest Soaring Society ([SWSS](#)) (details coming)



F5J Happenings - Things going on around the U.S.

This is a column where we highlight bits of F5J news and things going on around the US. If you have items you would like to contribute pass them my way! --Chris

Contest video: *House Mountain F5J - June 26-27, 2021*

[Click to play:](#)



A great way to cap off any Tour event is with a nice video. Thanks much to **Greg Finney** for capturing the highlights of a very successful event in Tennessee with 35 pilots.



F5J in Visalia #2, Visalia CA, June 2021

How to Practice F5J

This season we have many new pilots starting out in F5J and flying in their first Tour events so discussing F5J practice seems like it should be a good “starter” read for many. However, this article is also great for the seasoned pilots since we all need to practice.

While it is often said that “practice makes perfect” in F5J it's not immediately obvious how to apply that wisdom. After all, what are perfect flights in F5J? Your full time, a 50 landing, and a 1 meter launch height? ☺

A realistic goal for your F5J practice sessions is turning your practice time into consistently better contest performance. A good first step, then, is breaking down your F5J game into skills that could use some improvement. Here's a partial list to help you build your own focused practice list:



- Making initial air reads before launch
- Consistently launching to a known height
- Low altitude thermaling
- Thermaling at distance (far away)
- Landing: hitting the 50 every time
- Launching, thermaling, landing, and coming back “home” in wind

The remainder of this article contains a wealth of F5J practice tips, methods, and techniques as shared by some of our most experienced F5J USA Tour pilots. Thank you guys for sharing, we really appreciate it.

--Chris

P.S. In practice don't be afraid to make mistakes. Better there than in a contest.

The following sections are presented in the order they were received.

From Oleg Golovidov, DESS:

If there are some specific skills that somebody wants to improve on, then it makes sense to concentrate on that specific part of the flight. This kind of targeted practice can be done alone when other pilots are not available for a group practice session.



Working on landings- Maybe it is landing precision - then the pilot can simply charge a lot of batteries, and continuously fly 1 min flights with a landing. Use the radio timer set to 1 minute, launch and climb for 5 seconds or just enough to make a 1 min flight with a full landing approach. Repeat until out of batteries. Care must be taken to not overheat the motor, since it won't have enough time to cool down.

Gauging launch altitude- Another very essential skill - being able to gauge the launch altitude, especially when it is windy and the pilot must launch high but not overshoot the 200m. One way to practice this is to decide on a specific altitude, say 150m or 180m, and try to launch to that exact height. Generally speaking, after every flight, not just the target altitude practice flights, the pilot must compare the actual launch altitude to what his initial guess was, and hopefully improve his mental altitude gauge.

In our club we try to treat every practice session as a mini-contest

Doing group practice contests- If there are other pilots participating in a practice session, it is best to simply fly as a group and simulate a contest. This gets the most benefit from a practice. In our club we try to treat every practice session as a mini-contest. We use a speaker with a soundtrack for a 10 min window, landing tapes, and even a paper scoresheet (a simple

table) where we write down our times. It is surprising how much the simple act of writing down everybody's scores changes the attitude and makes it feel like a real contest. At the end of the day the flight times are entered into a scoring program to figure out the standings. Even with just two pilots - turning the practice into a friendly contest is the best way to improve.

--Oleg



From Jim Monaco, RMSA:

What is the purpose of the practice? Generally I look at practice sessions from two perspectives:

1. Skill Building
2. Strategy Building

Here are some of my thoughts.

Skill Building

I generally use these techniques when practicing alone. My goal is to get better at some skill or skills. Here are some of the skills I focus on (in no particular order):



Low level circling— My goal is to be more comfortable making that low save. This is a physical skill. As I practice I am not that concerned about being in a thermal – that is why I call this circling practice not thermaling. I mainly focus on the fundamentals of controlling the airplane smoothly, holding my bank angles without losing energy, using my rarely-used rudder thumb to coordinate the turns better, and I do this at low level.

Generally I am way more nervous at low level so I tend to be less smooth on the controls. At low level, one bobble can be the difference between landing and getting out. To practice I do repeated launches to 20m or less and see how long and how smooth I can fly. This is really helping me be more comfortable down low. It does pay off – I recently had my best save ever – from 6M.

Launch Height Estimation— Here I am trying to perfect my height estimation. This is a combination of testing motor speed settings and climb angles. I have recently noticed that I tend to overestimate my height these days. Too often I have shut off way before I reached where I thought I was going, leaving much less height to work with. I think part of this comes from all the low level practice – now 150 meters seems like a really high launch... For me a more important factor is the climb angle – I find that when I climb at a modest angle (45 degrees or less) I have a harder time judging altitude.

So now if I have a specific target height and I am not trying to loiter around to find something low and then zoom up, I will simply climb nearly vertically and push over at my best estimated height. I can get pretty close knowing how many seconds it takes to reach 200m on both my medium and high power settings and the visual observation. When practicing, on every launch I guess my altitude and then use my altimeter telemetry to confirm. I find I am getting better and better.

Landing– This is pretty standard stuff – fly a pattern and stick to it. Fly every landing like it is a contest landing. Some pilots use a trick to allow them to fly any pattern and still get the timing pretty close. To do this you find your 12 second final approach point (height and distance) by normal practice. Then, with that point in your head, practice hitting that point from many different approach angles. If you can hit that point from any angle with the right speed you will be pretty close on time. *[Editor: that's a great idea, Jim!]*

Some pilots use a trick to allow them to fly any pattern and still get the timing pretty close

Low Level Thermalling– For this I practice finding and thermalling in a low level thermal. Before each launch I try to use the signs to determine a launch direction. Wait until you have something that may indicate a thermal – tweety birds, soaring birds, wind shifts, grass or tree movements – and then quickly launch and see if your read was good. If it is – practice that low level circling again, if not come back and wait for another sign from the thermal gods.

Strategy Building

These techniques I generally practice with others, but some can be alone.

Low Search– Here I can practice low launching, slow cruise to search for low thermals and then zooming to a target altitude. I will launch low on medium speed, usually to about 20m and then switch to low power for loitering in promising areas. The trick here is to know when to abandon the search and start the zoom to a safe altitude. Again, knowing your climb rate--especially at high power--will guide you to when it's time to kick in the power. I have a 30 second timer on my radio that counts down the launch time. With 10 seconds remaining I am getting ready to power up to a safe altitude. Practice those final climbs and use your telemetry to confirm your target height.

Launch Cover Strategy– This is done when practicing F5J round with others. Here I practice following others – trying not to be too high and not too low. It takes a lot of concentration to observe your plane and others as well in the short 30 second launch period. It helps to have a timer in this type of practice under actual contest conditions. I have my timer watch the other planes and advise me of my relative height to them (high, middle, low). This helps me stay height competitive unless I have a good read and do my own thing.

10 second altimeter cutoff– I have a secondary 10 second timer that starts when the motor shuts off. The FAI rules state the altimeter is to record the highest height from motor on until 10 seconds after the motor is shut off. If you are in a

thermal at motor shutoff you can lose valuable points by climbing before the 10 second after-motor-off window is over. You can also lose points if your plane zooms after the motor is shut off. This kind of practice keeps the plans level until the altitude-recording timer runs out.

--Jim

From Ali Khani of Flight Comp:

Practicing alone or in groups? - I think most people practice alone or in very small groups. I practice alone as I have hardly anyone to fly with in Southern California. I don't believe practicing alone has any disadvantages.

Running mini contests - This is a great idea. If you can pull a few guys together and have some mini contests that is a great form of practice. You don't need to fly 10 minute rounds. If you all climb out just call it good and come down, record altitudes and landings, and determine who won.



Using an altimeter in practice - 100% yes!! Helps link your brain altimeter to your fuse altimeter.

Using a recorded timer track in practice - This is most important for the landing phase and is also helpful under power so you get used to the 30 second motor run. After a while you should develop a feel for the 30 seconds without having to hear the timer.

How to do low launch practice - Simple, don't launch high! 😊 Go out and fly and try to keep every launch under 50 meters. It's just practice so you don't have anything to lose!

How to get better at landings - Repetition, repetition, repetition! Spend a whole day just shooting landings. Do this once or twice a month. Have a talking timer or audio file going while you are doing this. It is of utmost importance to have a consistent landing pattern! 30 seconds over your shoulder, 20 seconds over your shoulder, or loitering out front and making your approach at 20 seconds. Whatever your pattern is, practice it. There should be no doubt in your mind when to start your landing pattern.

You also need to shoot landings in cross winds (not approaching directly into the wind) and you need to practice in wind! You need to be able to adjust your pattern to make sure you are on the spot at the right time in varying amounts of wind. You are not entering your pattern at a different time in a head wind or cross wind, rather you are adjusting the lengths of your base leg and approach leg.

Finally, use your left thumb! Practice using your rudder on approach. My primary left/right control on the final stages of my landing approach is the rudder. It's even important after you touch down to help nudge the nose around in one direction or another.

The flaps are equally important. Flaps should not be treated as an on/off switch. You should teach yourself how to smoothly modulate the flaps up and down. Avoiding abrupt flap movements on approach will keep things smooth and stable. The one time you need abrupt flap movement is when you pull them all the way up right when you touch down or a split second before.

How to simulate contest conditions when practicing alone - I don't think one should try to simulate an entire contest while practicing. Rather take it in chunks, landing practice, low level training, reading air, etc... I never simulate contest rounds when practicing. I go out and just shoot landings, just landings for several hours. I make sure I am practicing landing when it's windy or, as stated above, I shoot landings with a crosswind or sometimes even downwind. I am training my left thumb and my brain to deal with these conditions.

Practicing air reading - On a different day I just practice air reading, trying to call air and see if it works out. This is usually in conjunction with low level launches. I do this for hours.

Flying in the wind - It is vitally important to fly in the wind, in overcast, etc.. go fly in all conditions except of course rain, snow, thunderstorms, etc... Get a feel for how your models fly with ballast, how is your light model with 5oz of ballast? How is the strong model with 12 oz of ballast?

Practicing high launches - Practice high launches only to get a good float setup for your model. Launch high early mornings and play with camber/trim to see how low (camber) you can go to float for 10 minutes. Do this until you feel like you have a good

If you are launching above 50 meters all day and then flying for a full 10 minutes and landing you are not practicing

float setup and a good idea of how low you can go to get 10 minutes. Once you have done this focus on landings and low level thermaling.

How not to practice F5J - I want to close by discussing what I see a lot of people doing. In my opinion this is "how not to practice" for F5J. If you are launching above 50 meters all day and then flying for a full 10 minutes and landing you are not practicing. If you are flying on nice calm days under the bright sun, you are not really practicing.

Practice low level launches, be comfortable trying to thermal all the way to the ground. Move that panic threshold lower and lower. Use

your rudder! Practice using your rudder while thermaling down low. If you hook up in lift and climb out just come back down right away and try it again. There is no point in skying out and floating around for 10 minutes. Once you have found the air and you are at a comfortable height, that's it. You are done. Come down and try to find something else or shoot a landing. I could probably write a book about F5J practice, but I will leave that for a later date or a YouTube video.

I will close by saying this, practice low, stay low, shoot a million landings, and please use your rudder stick!

--Ali



#1 Ali Khani at F5J-IN-LA 2 The Tour, April 2021

From Brady Baggs:

I would like to talk about how important practice is. Not only is it fun but it's a very good way to improve your skills. The best way to practice for a contest is to have a contest!

Practicing by myself - It is seldom that I practice by myself but if I have to I try for 10 flights in a row with 10 fifty-point landings. Then I lower my start to 100m and try again. You will be surprised how hard it is to do 10 in a row even on a good day. Sometimes I just practice low starts when by myself. I also practice just landings and try for 10 in a row. I think I did 15 one time and while it's not the same as under the timer during the contest it does help with getting your settings and adjustments right. There is a real art for landing. Using an on-time pattern is a good thing to practice it has helped me judge the timing distance and speed on the landing. So much now I really don't even need to fly a pattern anymore.



Practicing with multiple pilots - But back to the better way of the practicing with more than one pilot. Take score using a sound system and set up lanes. Even if it's with just two pilots this gives you that “real contest” feeling. What happens over time: it all becomes routine. You get used to having batteries and plane ready, and launching and landing becomes a much easier routine. Do it enough and flying becomes hopefully second nature. The reason this is so important is that now you can devote more and more of your attention to finding the lift. The air reading part is key to doing well in F5J contests.

All that practice also reinforces if you are reading the air correctly or not. I call it dog training and that will improve over time too.

Of course, I don't take any credit for this; **Oleg Golovidov** is a go-getter. We practice hardcore almost every weekend 15 rounds maybe more in a row. I often whimper and say I have to take a water break to slow the pace a little. I am glad for lunchtime breaks too. But in the end, I am very happy to get pushed past my limits which makes normal contest flying a walk in the park.

During practice, we often push our limits and try to make rules like no zeros but often it comes down to the win and zeros happen often. Losing in practice really helps me to know where my limits are.

--Brady



#1 Brady Baggs at House Mountain F5J, Corryton TN

From Darwin Barrie, SWSS:

Here are my thoughts on practice. We often practice with others. Sometimes we do informal man-on-man and low launch contests.

Get your model set up first - I'll preface my comments by saying the most important thing is to have a properly set up model. Get it set up and have somebody else fly it and provide input. From there practice will go much better.

Randy West and I fly each other's models and critique each one. Randy was having bonding issues with his Super Light Volo. He didn't feel it was flying consistently. So, he flew mine and realized he needed some work. He took my transmitter and plane and went through all the settings and



made the adjustments to his. The plane came alive and with further tweaks he and the plane became dangerous.

Early AM rounds and gauging your launch height - One of the biggest challenges with F5J is knowing how high to go to get 10 minutes in those early morning rounds. You really want to avoid having your throw out the first round of the contest. Each model is different so I practice with a couple of models that I might use in the first few rounds. Usually a super light and a light. I know that 125 meters will generally get me the 10. But how do we know how high that is?

I'm very fortunate to be blessed with great depth perception. I can usually guess the height of a plane within 10 meters. Before a big contest, I'll put a CAM unit in my plane set for 150 meters. I'll fly that a few times placing it in various positions and depths. This gives me a mental image as to the height in those spots. This is done in early morning air within a few minutes of the planned starting time of the contest. I'll time the flight and know if I can go lower or need to go higher. Once I feel comfortable, I do the same thing with a CAM unit programmed for 100 meters. Lather, rinse, repeat.

Remember it is always better to go a little higher to insure getting the time. It's okay if you don't win the round. You've got to get the time!!! 25 meters extra is only an extra 12.5 points of height penalty. A minute is 60 points even before normalization. We also practice low launches in varying conditions too. This is where knowing your model and practicing with it really pay off.

Using a countdown timer recording - When we practice as a group we usually set up a recording. Otherwise I just use the timer on my transmitter. Mine doesn't count down all the way so I just verbalize the last 20 seconds. This is convenient since I use a 20 second approach.

I learned a long time ago to do a 20 second approach

Improving your landings - Speaking of landings. I see people consistently missing landings. And they are too early or are really pushing the clock. This happens because they don't do consistent approaches. I know people that don't do the same approach twice and wonder why they miss times and landing points.

I learned a long time ago to do a 20 second approach. **Daryl Perkins** and **Mike Smith** really drilled the importance of this approach into me. It allows you to do a consistent approach, round to round, and be close to time and be on the tape.

What is my landing approach? Start with the plane directly abeam the LZ at about 40-50 feet at 20 seconds. You want to be far enough out so your turn to final is not too tight. At this point you are at cruising airspeed. At 15 seconds begin your turn to final. It should be gradual so that you can lose altitude without picking up airspeed. Consistent speed is also important. You don't want to lose energy and you don't want to gain too much speed. When you roll out you should be in line with the tape. Now here is where the practice comes in. Time to use the flaps.

Using your landing flaps - My technique is to add a little flap to get the plane slowed to a good speed. Now, based on the seconds remaining, I know if I need to slow down more or leave it as is. Ideally I'd like to be at about 2' at the end of the tape modulating the speed with flaps to get me to the 50. I rarely push the clock and am comfortable hitting a 9:57 or 58 and a 50. Don't fall in love with the flaps. Use only what is necessary. Too much flap and you risk losing energy. With these light models, you might not get it back!!

It's a landing circle! - Another thing we all seem to do is treat the pin as a dead line. Remember we have a giant circle. The 50 is equal on the other side of the pin!!! So if you are early, you can slow down and hit the 50 on the near side of the pin!! Don't hit yourself. Done that!!

After many years of experience I see lots of people leaving points on the table because of landings. The 20 second approach requires practice in varying conditions to get it right and consistent. Early morning no wind and of course, practice in the wind.

Get your model set up and practice. Know your altitude and practice those approaches. Your scores will improve and it will become even more fun!!

Darwin N. Barrie

Chandler, AZ

Team Futaba and Volo Flyer

2021 NATS F5J Preview

Last year the NATS hosted their first ever *F5J USA Tour* event in July where 42 pilots attended ([2020 Results](#)). It was a great success.



NATS F5J, Muncie IN, July 2020

Fast forward to this season. The NATS RC Groups thread [here](#) has info about this year's F5J event to be held on August 23 and 24. CD is **Jim McCarthy**. With 6 weeks to go they already have the biggest [pilots list](#) of any Tour event. On July 12 CD McCarthy announced that they will be limiting the participants to 72 based on high demand. They will fly in 6 groups on 12 lanes with 12 pilots in the fly-offs. Biggest Tour event ever. If that isn't a ringing endorsement of USA F5J we don't know what is. Pretty exciting to see.

F5J USA TOUR 

Need a Talking Timer for Practice and Contests?

If you are doing F5J without the benefit of a talking timer you are missing a useful tool. A talking timer is great for practice. One way is to record your own practice timer track and play it back on your transmitter if you can, or use an audio “mp3” player, or even use your smartphone although some find that cumbersome to use.

A talking timer is also great for contest use. Having a consistent audio time count that is nearly synchronized with the official clock makes your flying more consistent and, as **Jim Monaco** [points out](#), frees up your timer person to watch the sky for you.

A recent RC Groups thread “[F5J Talking Timer](#)” was posted with some good advice and info. Out west we have an *F5J West* email list where we recently got some help from **Tuan Le**. Tuan has prepared some ready-to-use timer tracks that he is making available to the F5J community. With Tuan's permission here is what he posted:

Hi Gents,

Thought I'd share with you the timer I made to help in 10min rounds.

Same sound file, 2 formats.

You can load onto your tx and play with a flip of the switch; mine is on a motor arming switch.

You flip the switch right at 10 seconds to go before launch.

Of course, this depends on the latency of your media player in the radio, but on mine (18mz) it is dead on if I flip the switch right as the 10 second-to-start is announced in the GliderScore countdown.

Anyway, it counts down at 10sec before launch, gives buzzer at launch, counts down the 30 sec of motor run, tells you “motor off”, counts down the 10 seconds after motor off, and the rest of the 10 minute time per the audio at Visalia with the exception that there is no 1 minute overflight period recording.

Regards, Tuan

Files available at this [Google drive folder](#) (MP3 and WMA formats included)

Thanks much Tuan!

One other thing: in that same RC Groups thread **Dale Olstinske** (RCG:Sanjosedale) recommended a \$12 MP3 player ([Amazon](#)) that he says has enough speaker volume to do the job. USB copy the files over, Velcro the thing to your TX and you're ready.



How Tour Pilot Standings are Calculated

From time to time questions come up about how the Tour's pilot standings are calculated. The method we use was patterned after the *European InterTour* that was very active before the USA Tour started back in 2017.



You can get all the calculation details from the [Pilot Standings Scoring](#) page. Here's the basic idea:

- Your 4 best Tour qualifying round "Percent" scores are used.
- Your percent scores are multiplied by 10. If you won a contest's qualify rounds you would get 1000 base points.
- A "Pilot Count Bonus" is added based on the number of participating pilots in the qualifying rounds:
 - 1st place gets bonus points equal to the number of participating pilots.
 - 2nd place gets bonus points equal to the number of participating pilots less 1 point, etc.
 - The last place pilot gets 1 bonus point.
- If fly-offs are held then fly-off rankings are used for computing the Pilot Count Bonus for the fly-off pilots. This means a fly-off pilot can gain or lose a few bonus points if he places higher or lower in the fly-offs than he did in the qual rounds.

Example 1: Say in a contest with 40 pilots Harold Cooldude placed 23rd with 75.32% and did not fly in the fly-offs. His Tour points for this event would equal:

$$(75.32 * 10) + (40 + 1 - 23) = 753.2 + 18 = 771.2$$

Example 2: Say in that same contest Joe Blow came in 7th place in the qualifying rounds with a 96.56% score and then placed 3rd in the fly-offs. His Tour points for this event would equal:

$$(96.56 * 10) + (40 + 1 - 3) = 965.6 + 38 = 1003.6$$

So if you fly fewer than 4 season events that means you won't be very high in the standings. Note also that the more pilots you have in a contest the more bonus points are awarded, which is a big reason why flying in bigger contests is good for your Tour standing.

New Tour shirt designs

F5J USA apparel has been available for the last two years. These are sold to promote F5J Tour spirit and growth. You can get to the store [here](#). All the designs that have been added this season are via the awesome pro bono work of **Ken Becker**, a professional graphics designer (and also a new F5J pilot this year!).

We just added a few sharp new designs from Ken:



Note: None of this Store's proceeds are directed to USA F5J World Championship teams. Team funds are generated via separate fundraising campaigns on a different website.

About the Tour's Advisory Group

This group is responsible for managing the Tour and includes the following key supporters and pioneers of USA-based F5J: Lee Wolfe, Steve Neu, Lenny Keer, Larry Jolly, Jim Monaco, David Beach, and Chris Bajorek. Each advisor brings significant experience and energy to this group. If you have suggestions or feedback feel free to contact any of us directly, or you can send an email to Chris Bajorek [here](#).

