



November 2019 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!

In this issue

Trnava Diary, Part II is here! In our September newsletter we ran an excellent article by David Beach, Team Manager for the WC F5J team that traveled to Trnava Slovakia this summer. This month he shares part 2 with us--**jump to page 20 for this special section.**

- *The 2019 Tour Top 10*.....Page 2
- *2019 versus 2018- A comparison*.....Page 3
- *Rules changes for 2020*.....Page 4
- *Tour 2020 Advisory Group Planning*.....Page 4
- *Please donate to GliderScore*.....Page 5
- *Have a newsletter topic?*.....Page 5
- *2019 Season in pictures & videos*.....Page 6

2020 Tour events in the queue

[Tour Calendar](#)

Reminder that the F5J USA Tour season runs from Dec 1 through Nov 30.

2020 SEASON OPENER - F5J in the Desert, Dec 7-8, Stanfield AZ (Western region 2-day event). Info [here](#). This event is hosted by [East Valley Electric Flyers](#) and includes the **2019 Tour awards ceremony**. Lee Wolfe and the EVEF team really know how to put on a competition event. Pilots list is looking good. This is definitely one you will not want to miss!



The 2019 F5J USA Tour Top 10

After 3 full years of F5J USA Tour events we can say with authority that each year it has gotten progressively harder to make it into the Top 10. Those who have done so this year have demonstrated a combination of superior flying and thermaling skills, solid execution of F5J strategy, and top-performing equipment. To do all three consistently well takes talent, experience, and focus. Well done guys! We hope to see you all at the awards ceremony in Arizona in a few weeks.

Rank	Name	Percent	Total (best 4)	No. of Contests
1	GOLOVIDOV, Oleg	100.00	4080.40	9
2	KHANI, Ali	99.76	4070.50	8
3	BAGGS, Brady	99.72	4068.99	6
4	HERRERA, Toby	98.52	4019.90	4
5	KEER, Lenny	98.16	4005.40	9
6	WILLCOX, Steve	98.04	4000.50	6
7	JOHNSON, Tim	97.67	3985.20	6
8	ARMSTRONG, John	97.56	3981.00	10
9	MCGOWAN, Bob	97.44	3976.10	6
10	GARBER, Jonathan	97.06	3960.50	4



2019 versus 2018 - Tour events comparison

Talk about lots happening in USA F5J this year. We had a very busy calendar and team manager David Beach sent a team of top USA F5J pilots to the first-ever F5J World Championships. So you might ask, how did the 2019 season compare with 2018? So glad you asked! 😊

Number of Tour events:

2019: 12 West + 5 East = 17 total

2018: 11 West + 4 East = 15 total

Pilot counts:

2019: 238 West + 99 East = 337 pilots - 10.1% increase

2018: 232 West + 74 East = 306 pilots

Tour pilot fee income:

2019: \$1012 - 10.5% increase*

2018: \$916

As you can see from the numbers 2019 was another growth year for F5J in the USA with 10% more pilots participating across all Tour events as compared to 2018. It was especially good to see a 34% increase in eastern region pilots (99 versus 74). Even with this eastern region growth the fair-weather (no winter) west still has ~2.5 more contests and pilots than the east. The good news for 2020 is that we are being told that new hosting clubs and Tour events are coming online in both regions. Keep 'em coming!

* Sometimes pilots donate fees even if they cannot attend a contest that they signed up for.



F5J Rules Changes for the 2020 Season

As you may recall in April of this year there was a rules meeting of the FAI F5 sub-committee that our Steve Neu attended. During that meeting a series of F5J rule change proposals were discussed and voted on with the goal of revising the 2020 season rules. In late April the Tour contest [rules page](#) was updated with those rules changes.



The official FAI 2020 season rules release is expected out sometime in December. When they are released the Tour rules will be updated to reflect the formal changes. In the meantime if any of you pilots would like to suggest other changes to the FAI or Tour rules based on your Tour contests experience to date please let us know.

F5J USA Tour Advisory Group 2020 Planning

Recently the Advisory Group for the Tour conducted a planning call and worked through a series of topics related to the upcoming season. Here is a summary of several items we discussed.

The 400' flight ceiling issue

We agreed that there is no near-term need to make changes to Tour events as long as AMA insurance policies will continue to “perform” regardless of flying height. To that end we recently contacted the AMA and received written assurances that as long as we continue to fly our events within the AMA's safety guidelines then the insurance carrier “would not deny a claim solely on the premise that a model flight occurred above 400'.”

Tour event spacing

We will continue with our goal of keeping 3 weeks between Tour events within a given region (2 weeks absolute minimum).

Tour pilot fee and accumulated Tour funds

We will end the 2019 season with just under \$1000 in the Tour's Paypal account (2019 financials will be posted shortly after the season officially ends). We agreed to spend a little more on awards and Tour recognition items. We also agreed to make a \$100

donation to GliderScore. As such we agreed to keep the pilot event fee at \$3 for 2020.

Number of season Tour events at a field

We agreed to amend the Qualifying Events page to allow a given field location to host up to 3 events as long as the third event is hosted and run by a different club or contest group.

Clubs, please donate to GliderScore

For those of you who used [GliderScore](#) in your Tour events this season it's time to think about making a donation to **Gerry Carter** in Australia, the chief developer of GliderScore. Some of you know this but for those that do not: Gerry works tirelessly maintaining and adding features to GliderScore that enable our F5J events to run better and more smoothly and efficiently. Things like smartphone scoring have made a huge impact and have reduced the labor required to CD and score our events.



There is no charge to [download](#) and use GliderScore. The cost of maintaining the program is 100% dependent on donations so please send a donation soon.

Thanks Gerry for all your work, and thanks to those clubs that take a moment to send him a donation.

Have a newsletter topic you would like to see covered?

If you have a topic that you would like to see covered in our newsletter please let me know. Best way to contact me is via [this page](#). Thanks! --Chris Bajorek

The 2019 season in pictures (and videos)

The 2019 F5J USA Tour season was awesome. We had a fantastic lineup of competitive events, a growing group of participating pilots that are the best bunch of guys you could ever want to hang with, and we're pretty sure we exceeded the legal limit of fun at every event. Here's a 2019 season review in pictures and videos. Enjoy! *HINT: click on the YouTube screenshots to play the video.*

F5J in the Desert, AZ, Dec 2018



Southwest Classic, AZ, Feb



Visalia #1, CA, March



Visalia #1 video

East Coast Spring Festival, NC, April



F5J in Vegas, NV, May



F5J in Vegas video

Visalia #2, CA, June



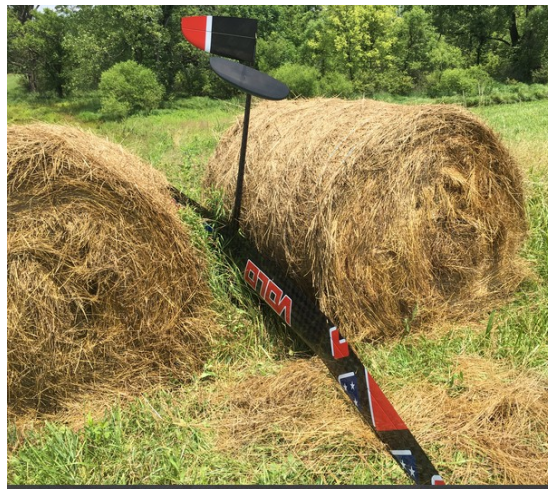
It's all about the food! Thanks Dale!



Red Rooster F5J, PA, July



ESL F5J, PA, July



F5J in the Central Coast, CA, July



Buzz Averill F5J, NM, August



BAM Fly-offs video

Dave Murphy Memorial F5J, CA, Sept



F5J in the Rockies, CO, Sept



North/South Challenge, CA, Oct



Low Launch winner Bob McGowan



North team wins!



N-S video

East Coast Fall Festival, NC, Nov





What a great year! See you at the next Tour event soon!

About the Tour's Advisory Group

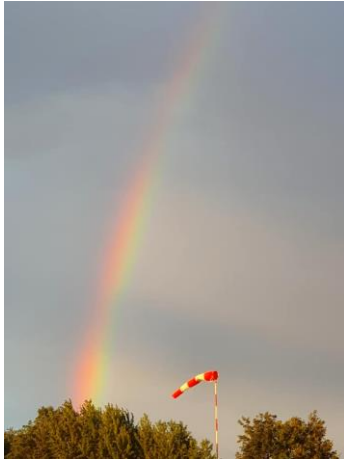
This group is responsible for managing the Tour and includes the following key supporters and pioneers of USA-based F5J: Lee Wolfe, Steve Neu, Lenny Keer, Larry Jolly, Jim Monaco, David Beach, and Chris Bajorek. Each advisor brings significant experience and energy to this group. If you have suggestions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



Team F5J USA 2019 FAI F5J World Championship

“Trnava diary – Part II” by David Beach, Team Manager

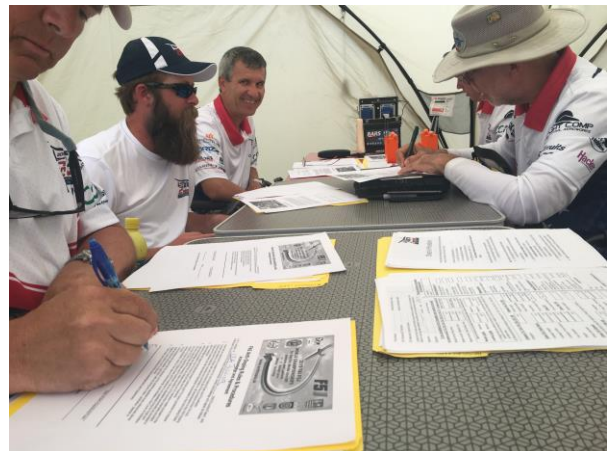
August 11th – Registration, Opening Ceremony, Managers Meeting



The day started with some light rain and a beautiful rainbow. The showers were the final remnants from another impressive overnight storm. The storm’s impact was minimal - ever since the first night’s big blow we were required to take down the tents and secure all equipment before departing the field in the evening.

The serious business of the 1st F5J World Championship started with registration and model inspection.

Each pilot is allowed three models, and each model must be inspected and stickered. All of the AMRT (Altimeter / Motor Run Timer) devices were checked for proper firmware. Jon Garber was busy running his laptop from team to team updating firmware including a teammate’s planes!



The registration schedule was wildly optimistic and since processing was alphabetical by country the United States was last to be checked in. Permanent stickers were applied to every major part, models were weighed, even spinner radius measurements were taken. Making a long story as short as possible, our 1:40PM scheduled check in did not happen until after the 6PM opening ceremony.



The championship opening ceremony was pretty much a repeat of the Trnava Cup ceremony. Line up by country, do a little march. Try to pay attention during the introduction of officials and crank up the speaker volume for the FAI anthem.

The team managers meeting commenced at 8PM in a small room at the airport with bad ventilation, bad acoustics, and heavy accents from the officials and other managers. The purpose of the meeting is primarily to review the rules and how they will be interpreted. One of the most enthusiastic discussions concerned a

proposal to “allow landing from any direction” as contest directors will have the option of allowing this at FAI contests during the next cycle. While I think the rule makes sense, making a change the day before the world championship made no sense to me and I was glad that the proposal was not accepted.

August 12th – Preliminary rounds for juniors and seniors

The day started with clear blue skies and warm temperatures. Juniors and seniors fly separately in the championship and the juniors flew first. The juniors had 3 groups with up to 12 pilots, seniors had 7 groups with up to 16 pilots. Daniel was round 1, group 1, and launched to 114 meters. He was forced to come home early but nailed an excellent 45 landing. Stoil launched to 112 meters in group 2. Dennis launch in group 3 was 122 meters. They both managed to get near 10-minute flights and good landings.



The wind picked up a bit for the seniors with Skyler up in the first group about 10AM. He posted a 9:55 / 50 with a launch height of 91 meters – off to a good start. Oleg was next in group 6 by which time the wind had started to pick up. His flight was 9:57 / 50 / 103M with a little excitement as his first read gave out fairly quickly and it took a move downwind to find something that would work out. Jon flew in group 7 and posted 9:58 / 50 / 100 – his only comment was “I should have launched lower”.

There was plenty of drama for the juniors in round 2. Dennis had a short flight and Daniel was involved in a mid-air with minor damage. Stoil lost a flap on his flight but flew it out to a respectable 9:53 / 50 / 119M. Daniel completed repairs in time for his re-flight and turned in a 9:55 from a 155M launch but had no landing points.



The seniors all posted good scores in round 2. Oleg picked up the 'granny' with a 48 meter launch in group 2. Skyler's 46M launch in group 3 was worth 990 points. Jon launched to 37 meters in group 6 and would have had the 1000 if not for a 45-point landing caused by the distraction of having another airplane in his lane stopped just short of the tape.

Round 3 went well for everyone on Team USA. The juniors all got good times and landings including Stoil who only launched to 44 meters. Jon and Oleg picked up 1000-point rounds in groups 3 and 4. Skyler was in group 5 and took a single thermal out from an 85-meter launch. He followed it way way downwind and made it home to a 50-point landing worth 996 points. Senior standings after three full rounds: Oleg 6th, Jon 11th, and Skyler 15th. That was good enough for the team to stand in 2nd place!

Not only did the juniors get the challenge of flying first, they also got their round 4 in with flights starting around 6PM. Much higher launches were necessary, but they all posted full flights. The only disappointment was Stoil's missing a landing because his plane was still flying when the buzzer sounded.

August 13 – Preliminary rounds day 2

The day started at 9AM for seniors round 4 with temperatures 20 degrees cooler than the day before and there was plenty of wind to go along with it. One of my favorite images of the day was when several timers got together for a group hug to generate some warmth.



Oleg was first up in round 4 group 2 and launched to a conservative 201 meters. With nine and a half minutes left he was one of only six still flying.

In group 3 Jon got in trouble with three minutes left and ended up out of bounds for a zero.

By the time Skyler launched in group 7 the wind was really cranking. His launch was 208 and he needed it all for a 9:56 / 50 / 208M worth 932 points (third in the group).

Conditions continued to be difficult throughout the day. In round 5 Skyler was at lane 3 launching to the north. He, along with all the pilots that went left on launch, saw no lift. Those who went right saw very little lift but generally got better times. He turned in a disappointing 4:06 worth 628 points.

Oleg's round 6 flight was another tough one. Launching to 172 meters seemed conservative but only yielded a 5:42 flight. The good news was that the longest flight in the group was only 6:35 so Oleg's score was a respectable 852.

Skyler also had trouble in round 6. His group found workable air way, way out front and right with 175-meter launches. He tried to get there from his left side position but was neither far enough out nor high enough to join the party. His 125M launch with a 5:56 / 15 flight became a new drop. If memory serves me correctly that was his last launch with a 3S battery pack.



Oleg got a new drop in round 7. He tried to work some slope lift off the tree line without much success. Things got worse as he gave up and started back early for the tape. At one point the plane was barely visible due to an upwind tree. Landing well short of the tape, it was time for the measuring wheel which thankfully stopped counting at 73 meters yielding a 580 point result.

Jon finished up the day for the seniors in round 7 group 7. It was almost 7PM and there was no lift anywhere. He was down at 6:59 with the best flight in his group at 8:25. His 868 points were respectable, but a disappointment for Jon.

It was a challenging day not only for Team USA, but also all the competitors. After 7 full rounds the senior team was in 5th place with Oleg 12th, Jon 19th, and Skyler 36th in the individual standings.

August 14 – Preliminary rounds day 3

Round 8 went well for the whole senior team. Everyone took relatively conservative launches and found good lift. Skyler flew in group 7 and commented to Jon with 3 minutes left – “Dude, I’m stupid high!”

By round 9 it had gotten windy again and thermals were hard to find and moving fast. Skyler put in a valiant effort but was too low and too far out to make it home. It was his turn for a zero flight and Jon accepted the task of retrieving his plane from at least 1/3 mile downwind not sure of what condition it would be in when he got there.



In round 10 Skyler made sure to get back to the tape. Unfortunately, that meant landing early at 9:10 for 838 points. Both Oleg and Jon put in solid flights with Oleg posting his third

1000-point round for the contest. After ten full rounds the seniors were now the 2nd place team!

Round 11 got started that afternoon with Skyler in group 1. Once again, he was way downwind but timed his return well and posted a 9:55 / 45 flight with a 165M launch. Unfortunately, Oleg did not fare so well. He had to scratch over the parking area near the hangar for an 8:03 flight, no landing and barely in bounds. His low flight over the parking area also got attention from the contest director – 100 point safety penalty.

August 15 – Preliminary rounds day 4

Jon started the day again for the seniors with his round 11 group 7 flight. There was lots of discussion and uncertainty at the flight line about where to go and how high to launch. Since it was the first group of the day there was no ‘easy read’. Also, being near the end of the contest we were sure the desperate pilots would be launching low. Jon’s 99-meter launch netted a 9:58 flight with a 50 landing. Once it was over Jon was heard to say – “It’s all good”.

In round 12 thermal conditions were good and the senior team all had solid flights. Oleg launched to 60M, Jon 77M, and Skyler 70. Skyler had to deal with a strong downwind breeze on landing but still managed 45 points even though he ended up 13 seconds early.

Oleg was first for the senior team in round 13 and it was a struggle the whole flight. He launched to 48 meters all the way across the field over the corn. Somewhere around 6 minutes into the flight I heard “Argh – it’s going to be a zero”. But about that time his plane got a little happier and he managed to post 9:58 / 45 for 978 well deserved points. Jon and Skyler both had easier flights with launches to 59 and 71 meters respectively.

By round 14 we knew that the preliminaries would be done in two more flights. Jon was well positioned for the flyoffs in 7th place, Oleg was 13th and knew that only 11 pilots would compete in the final rounds. There was also a lot of speculation about the team standings as they were generally slow getting posted.

Skyler was first up for USA seniors in round 14 group 2. With about two minutes of prep time left he realized he was holding the wrong transmitter! Now it was Jon’s turn to run for the tent and get Skyler’s transmitter. Thankfully Jon arrived totally out of breath but there were still 20 seconds of prep time on the clock. Skyler stayed conservative and launched to 110 meters, turning in a 9:58 / 50 which was third best in the group. However, German pilot Sebastian Feigl took the group by means of a 32-meter launch which brought Skyler’s score down to 937 points.

Jon flew in group 4 and had a good thermal read when he stopped the motor at 86 meter launch height. His 9:57 / 45 netted 964 points against another German pilot Timo Drust who launched to 52 meters.

In group 6 Oleg was positioned at lane 15 (next to the end). Launch strategy was upwind, but which side? He ventured out over the nearby corn and shut off at 103 meters. That turned out to be the wrong side of the field as nothing developed over the corn. He then started out across the field but was too low to work the better air other pilots were showing on that side. Giving up early and heading for home he landed on field but far from his tape. The “Timekeeper” said “over 75 meters” to which I responded “measure”. The wheel stopped at 74 meters, but it really didn’t matter. His 6:29 flight scored only 549 points and would be his dropped round for the contest.



The day ended after 14 rounds with the senior team in 3rd place holding only a 228-point advantage over the German team. Individual placements were Jon in 7th, Oleg 22nd, and Skyler 29th.

August 16th – Preliminary round 15, end of team competitions

The day started with dreary overcast conditions. The plan was to stop preliminaries after 15 rounds. Flights would start right away but we were anticipating a break for rain which was certain to arrive that morning.

Jon was in group 1 and there was no hint of good air anywhere in range. As the countdown got to about 10 seconds – THE



CLOCK DISPLAY FROZE! With shouting at the flight line and lots of confusion, Jon and several other pilots launched. The panic subsided somewhat as everyone was called down due to the timer malfunction. The PA system announced we would restart the countdown right away. Team USA was already nervous enough to start out, but now things got even more exciting as Jon had only one battery and it would only supply one launch. Skyler immediately started running to the tent for a fresh battery. Thankfully he returned in the nick of time for a 2nd attempt. The countdown was restarted but the timing equipment failed again! We were directed to clear the flight line while things got sorted out. Then the rain came and the delay continued.

By the time round 15 group 1 finally got called up the wind direction was being dominated by obvious thermals. Everyone's blood pressure was down closer to near normal levels, and the morning's drama was behind us. Jon posted a 9:50 / 50 with a 93-meter launch and his position in the flyoffs seemed secure. Both Skyler and Oleg took big launches in round 15 knowing they had no chance for the flyoffs, but certain that good scores would help secure the team's overall standing.

It's official – Team USA Seniors finished in 3rd place at the first F5J World Championship! It is incredible when you think about how many things have to go just right to finish anywhere near the top of world championship contest results. I will always remember standing on the podium with Jon, Oleg, and Skyler. Well done, Team F5J USA!



*[Editor's note: Special thanks go to **Team Manager David Beach** for his tireless efforts and outstanding work!]*