

# F5J Report – Slovakia experiences



Opening ceremony – Trnava – 112 fliers

# 6m Safety Corridor marked with plastic strips



Dubnica site – from the spot landing side – umbrellas for timers



# 6m Safety Corridor marked with plastic strips



Windy Trnava – no umbrellas in the wind – turned cold!



# 6m Safety Corridor marked with plastic strips



Launching from the upwind side – timer on chair – spots 15m downwind

- Competitors were called to the ready box while the previous group was flying
- Competitors given access to the safety corridor 2 minutes before the end of the previous group's flight time
- Immediately one group finished the start of 5 minutes preparation time sounded with a horn
- Warning of the end of preparation time were given at 2 minutes and 30 seconds
- 5 second count down came at the end of the 5 minute prep time and the horn started the next flight
- Process was continuous unless paused for some reason



# Ready Box Dubnica



# Launch time





# Launch time





# Helpful Timer



# Round – Group Board Dubnica





# Display Trnava



# Trnava Camp





- Many different model designs
- No one model dominated
- For example –in the Dubnica event the top six were all different models:
  - 1<sup>st</sup> – E-Xplorer 380
  - 2<sup>nd</sup> – Jantar
  - 3<sup>rd</sup> – Maxa
  - 4<sup>th</sup> – Stork
  - 5<sup>th</sup> – Pike Perfection
  - 6<sup>th</sup> – Infinity
- Visegrad Cup – Stork first place, and Xplorers second and third

# World Challenge

- 132 fliers from 22 countries – 6 rounds drawn with 19 in each group
- 14 in fly-off – three 15 minute flights
- 1<sup>st</sup> place – Pike Perfection  
2<sup>nd</sup> place – Pike Perfection  
3<sup>rd</sup> place – Enjoy (small production model from Czech Republic)
- Junior winner – Infinity
- ”First” and “Al Nino” were present but did not seem to perform, and did not get in to fly-offs



# Prizes – World Challenge



Pike Dynamic, Cup, Cash, Medal and Shirt



# Unique 9-servo Wing - controls by wing flex



Wing flexed from the spar – all by wing twist! Flew well.



# George Medina – Vinco design





# There were plenty of Storks





**We flew a Stork, a Pulsar 4.0m, a Kappa 35**





# Country ID required on wings



FAI numbers are required on your models – in some events every part of the model must be labelled



# Flying Behaviour

- Low starts not as common in heats
- No low starts in windy conditions
- Radical flying in Fly-offs – many low starts
- Pieter Zweers in Visegrad Cup  
started at 49m, 39m and then 65m  
flying a Pike Perfection
- Made the time in the first two flights,  
but only 2:58 in the last one to end up 7th

# Pieter Zweers flying – Phil calling





# Flying behaviour

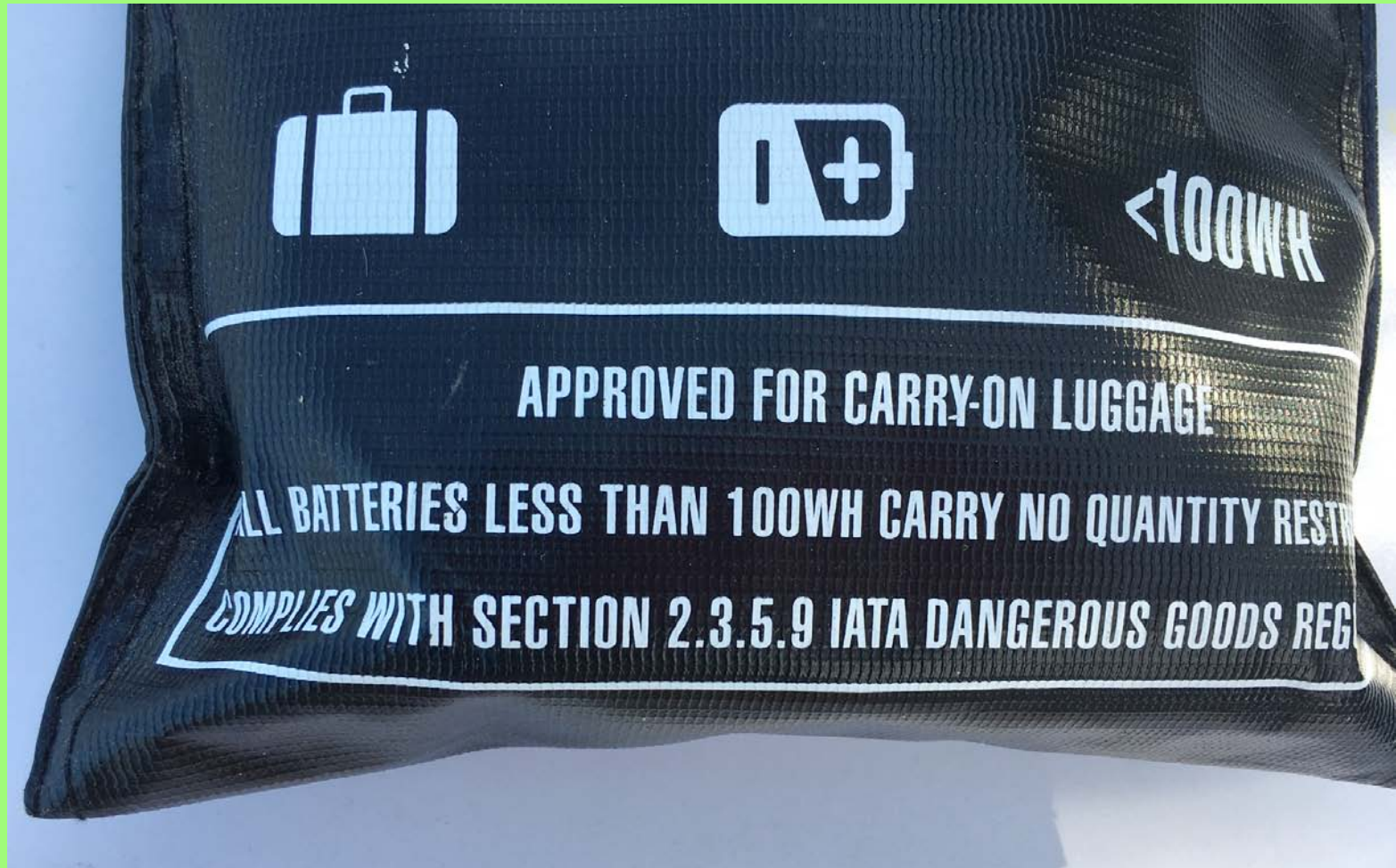
- Advice – come to the flight early, study the clouds, watch for signs of lift, see where others have succeeded
- Most pilots flew conservatively in the heats so as to try and make the fly-off
- Go for a good score in your first rounds before taking risks
- Fly conservatively at the end if well placed
- A common strategy was to start on full power, throttle back to search the area, turn off if lift found – if not, go to full power and gain height
- In windy conditions pilots went high – often much more than 200m
- Some pilots took two aircraft to the flight line – you can change before you launch

# LiPo Information

- Ladislav organised Thunder Tiger 1300-3S supplied in Slovakia
- We found that you can carry LiPos in hand luggage
- Phil, Don and I all brought LiPos back with us in hand luggage
- They went through security and we were not even asked about them
- See section 2.3.5.9 International Air Transport Association Dangerous Goods Regulations – can carry on up to 100 WH



# Dave's Toys have a LiPo bag with message printed on it



# Weight Issue

- Despite the trend to lighter and lighter models, many fliers carried ballast, even in calm conditions (from 100g to 750g)
- We believe this was to maintain penetration
- Weight does not seem to be a deciding factor
- Light weight is only a benefit if there is no wind and the thermals are weak
- Some heavily weighted models did well
- You need an aircraft in the ball park, but the flier seems to be the biggest variable

# CofG Issue

- I have always used the dive test to establish a safe and stable CofG for my gliders
- I have been puzzled by the rearward CofG locations specified on European designs
- I have learnt that the Europeans purposely use a rearward CofG because it is easier to detect thermals
- This means that the glider is inherently unstable and needs to be flown all the time
- If the nose gets down – the model keeps powering on in that plane!



# Data Logger Issues

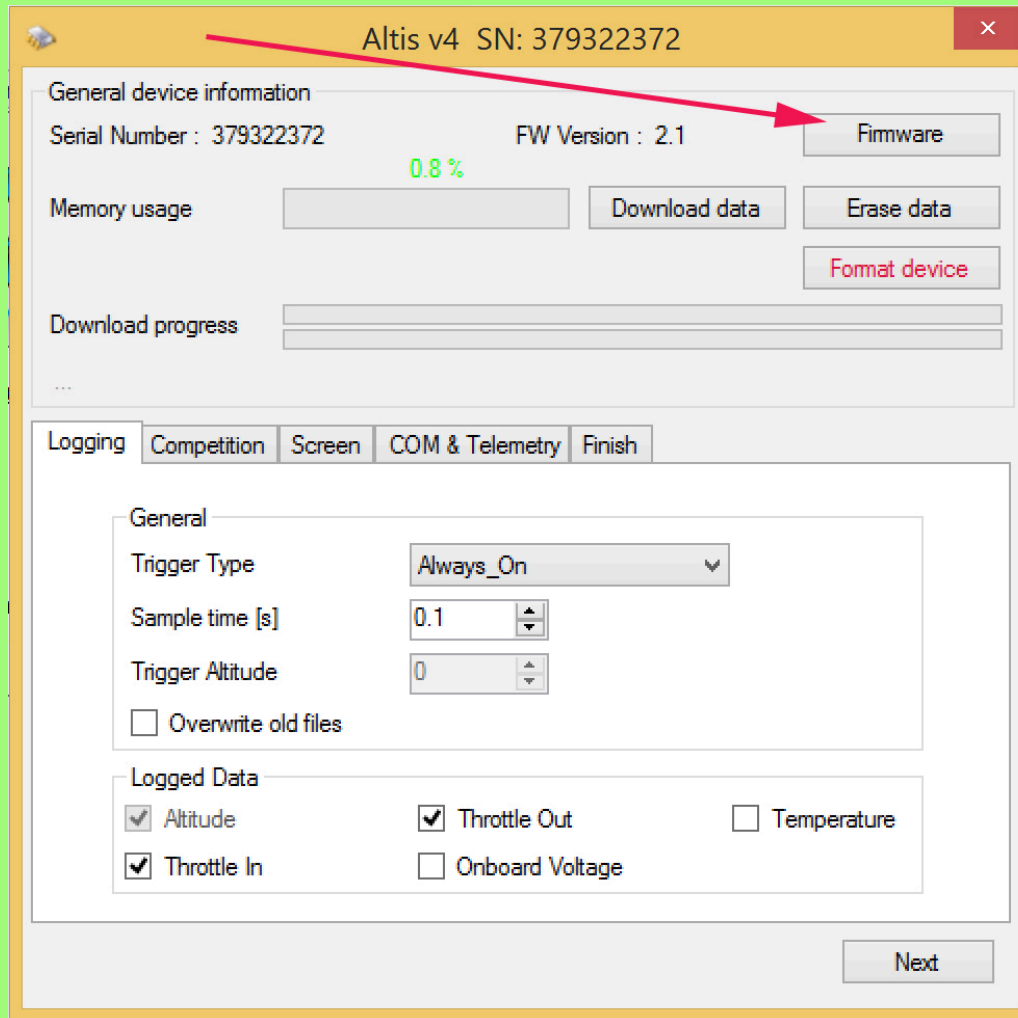
- Only approved loggers were permitted – all used Altis to our knowledge – Marco Gal’a (height device official) was asked about the Cam F5J device – he had seen it listed on the FAI list but had never seen one used
- We tried using Altis V.4+ with V.2.1 firmware, but with “emergency motor restart” disabled
- Phil was caught out. His model was tested after a flight, but before disconnecting, and his motor started – he was given a zero for the flight
- At Trnava it was announced that anyone not using Firmware 5.5 would be disqualified – no motor restart possible

Marco was a member of the Slovakian team  
He changed our devices to Firmware V5.5



Marco Gal'a works with Heinrich and flew a Stork – of course!  
And called for Ladislav – helping him make some very good flights

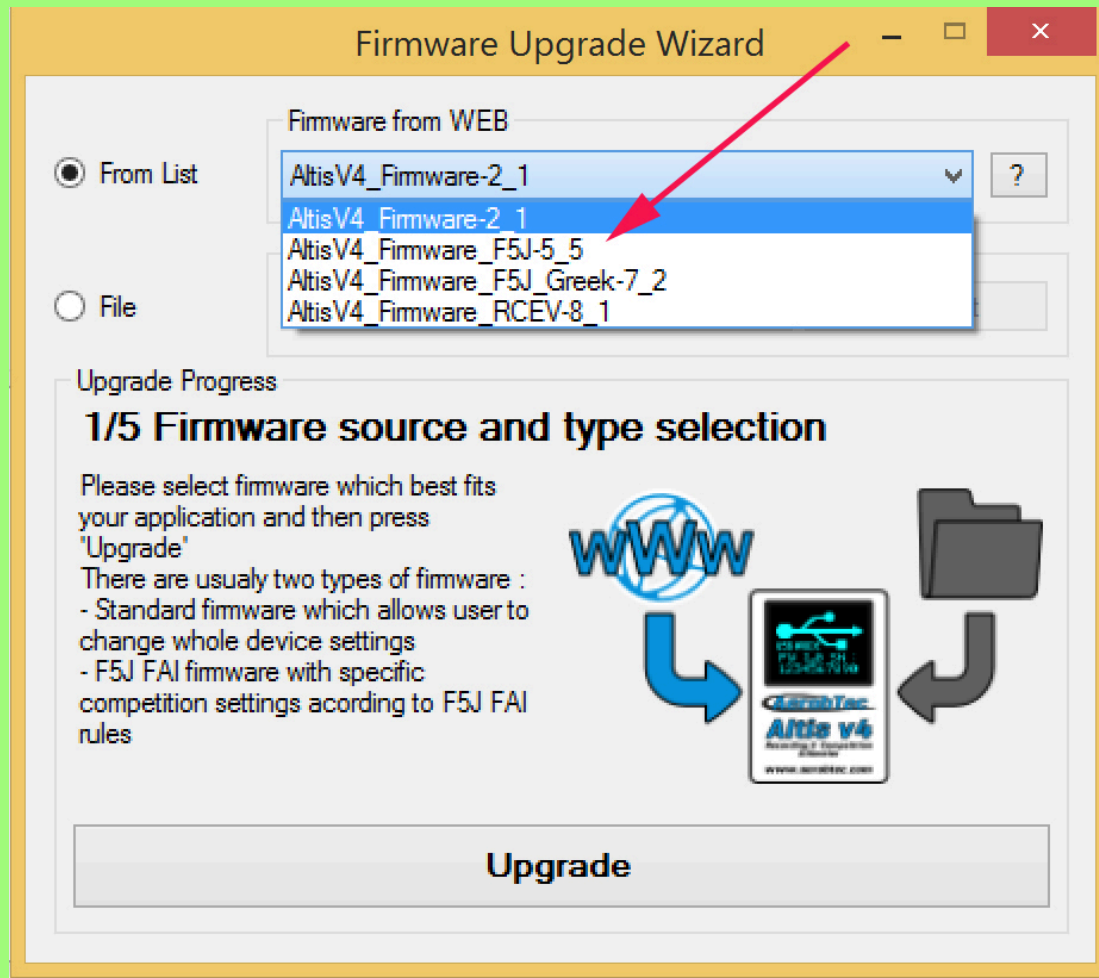
# Altis devices can easily have the firmware changed



Link to Altis Flight Manager and click on this button



# Drop-down menu shows Firmware Versions



Select Firmware version required, follow instructions and upgrade;  
you can switch back and forth

# Altis problem

- We had discussions with Lukas Pavlovich from Aerobtec
- Potential timing issue can cause intermittent motor runs
- Factor is the time taken to power up components
- The Altis looks for an input signal to set an “off” level
- Default is 1000 micro seconds
- If the receiver takes longer, the ESC may not see an “off” signal when the Altis turns the motor off



# Approved devices

- There has been some discussion about approved devices that are allowed overseas
- Check the list of approved devices to see that you comply
- You certainly will only be permitted to use devices on the list overseas
- We believe that aspirants in our Aussie WC team selection trials should only use approved devices

# CAM F5J is an approved device



This device just works straight out of the packet – no programming required – no motor restart possible – available from Dave's Toys



# Helper and spotter are crucial

- One helper plus the team manager can assist
- Many used the helper to launch
- Watch for wind changes - flags, crops, trees moving
- Watch for birds and other airborne signs
- Check progress of other fliers
- Time call – how long to go

# Recommend flying in to Vienna for Slovakian events

- Trnava is about 1.5 hours drive east of Vienna
- SIXT car and van hire is available in Vienna
- Our team booked a van and ended up with a huge Fiat van with standing room in the back
- Proved to be a boom when it rained – it sheltered us and our models
- Left the van parked in the packed camping area at Trnava to secure our spot



# Large Fiat Van proved to be a boon!



# Accommodation venue Boleraz



10 minutes from field – excellent quality – low cost

# Beer in Slovakia



Cost – 1.00 Euro – about A\$1.47! Worth the trip!



# Language Issues

- English was the official language (plus Slovak)
- Some accents difficult to understand
- Helpers, food suppliers and staff at the Pension did not necessarily speak English
- Phone App “Speak and Translate” was helpful

# 2018 Slovakian Triangle scheduled for July

- July 16-17 Dubnica event
- July 19-20 7<sup>th</sup> World Cup Trnava
- July 21-22 3<sup>rd</sup> World Challenge Trnava

Dates selected to avoid clash with  
European Electric flight Championships, Bulgaria  
19-25 August

# **AEFA raising funds to send another team in 2018**

- AVA raffle has commenced
- Raffle and fundraising concludes at NEFR 2018  
Easter time in Canberra (end of March)
- Several donations have been received
- AEFA F5J Leaderboard will conclude after  
Sailplane Expo, Armidale – January 2018
- Funds will be offered to top performers -  
down the list to find three participants



# F5J World Championships

- The first ever F5J World Championships are scheduled for Slovakia in 2019
- The venue is the Trnava club field that we used near Boleraz
- Dates are tentatively around the third weekend in August
- Lobby the MAAA to support this World Champs – not all WC are included in the budget
- F5J is growing and an extremely successful event; make sure it is supported

# Australian Team Selection Trials for F5J WC

- LSF as Gliding SIG has been appointed to manage F5J Team Selection Trials
- These will take place in 2018 at 2-day events with interstate representation
- Multiple events will be nominated as trial events
- Fliers will have a certain number of their best results taken in to account for selection – probably best two plus Jerilderie (total of three scores)
- Fliers will need to nominate that they are “aspirants” at the first selection event and pay an extra \$50 nomination fee in advance
- The \$50 nomination fee goes to the selected team to help with expenses
- Aspirants must completely comply with FAI rules in selection events – including the use of authorised height devices only
- Possible selection events include Sailplane Expo, Milang, NEFR, Jerilderie (definite), F5J Trophy – all in 2018

# Major Events 2018

- Sailplane Expo Armidale – 25-26 January
- Milang FXJ – 9-10 March
- Victorian F5J State Championships – 26 March
- NEFR at NAAS including F5J – 30 Mar-1 April
- F5J at MAAA Nats, West Wyalong – 26-27 Mar
- F5J at LSF Tournament Jerilderie – 7-8 June
- Picton Cup F5J Appin – 24 June
- F5J Central Queensland Bundaberg – 15-16 Sept
- 3<sup>rd</sup> Annual F5J Trophy NAAS – 3-4 November
- Picton Cup F5J Appin – 18 November