CIAMFlyer
Introduction to the Model Aircraft World
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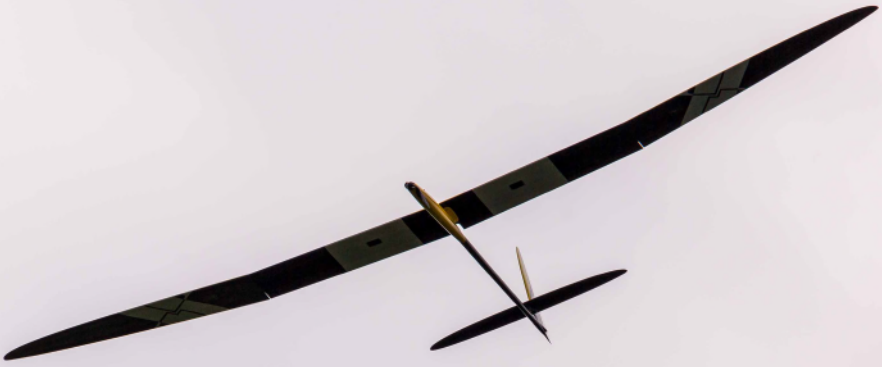
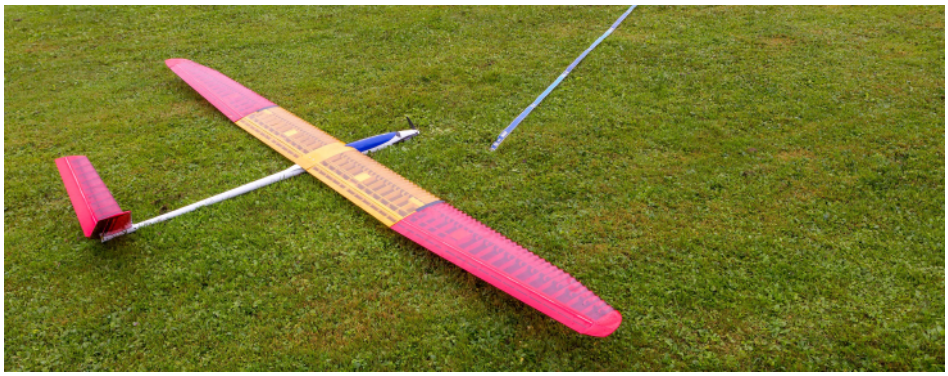
# Short Climb, Long Glide



**In recent years, electric flying has seen the totally unspectacular emergence of a new electric glider class (F5J). It is characterised by its large (maximum span of 4 m) but very lightweight RC glider models (800 to 1500 g) equipped with relatively small electric motors (approx. 500 W).**

## Qietly attractiv

Spectators, both laypersons and aeromodellers, are amazed every time they see the beautiful, colourful and graceful gliders simultaneously and virtually noiselessly climbing in groups of six or more models. It is a beautiful sight to behold. For tactical reasons, not all competitors let their super-planes climb to the same altitude. Depending on weather conditions and associated upwinds, pilots attempt to position their glider models in the best locations. Those who manage to keep going for the full 10 minutes after shutting down the motor at a lower altitude have the advantage. Frequently, several gliders can be seen in the same area of upwind and they are often joined by large birds of prey circling in the air with their man-made companions. Nature at its best.



## Tradition in Eastern Europe

Over a short time, this new electric glider category has gained popularity around the world. Originally, and many years previously, it was practised in Eastern European countries. Other electric glider categories struggled to become established there, probably because they were technically and aeronautically too demanding and costly. Four years ago, based on existing experience, a broadly supported working group of the CIAM F5 Subcommittee created the new FAI class, F5J.

***← Typical F5J model airplane***

***↓ Ready for take off***

## Interesting rules

The relatively long list of rules can be reduced to a few core points:

1. Flights are performed in groups of six or more competitors.

2. Maximum motor running time is 30 s – but may be shorter.

3. Using an altitude logger, altitude is determined 10 s after the motor is shut down, is recorded and read out after landing.

4. If the altitude was less than 200 m, half a

point will be deducted per meter, three points will be deducted per one meter above 200 m.

5. Overall flying time is 600 s.

6. If the flight is one minute longer, the competitor will receive no points for landing.

7. Points for landing are awarded on the basis of landing accuracy: 5 points are deducted per 1 m of deviation from the centre.

For a full list of F5J rules, see FAI Sporting Code Section 4 – F5 Electrics

http://www.fai.org/ciam-documents

***Up, up and away***

***Important landing points***

***←***
***Example of an altitude logger. A large variety of products is available – see*** *http://www.fai.org/ciam-documents EDIC V2*

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