

IMAC Official Contest Standards Guide

When I ran for the office of IMAC President, I remarked that standardization of IMAC contests would be an ongoing goal. Additionally, I related that the main import of this effort was to provide the source document by which all IMAC contests will be held. Further, this document would be the organization's official statement as to what an IMAC member should expect when attending a weekend contest anywhere in the country. My view was then, and is now, that we should be able to travel around the country to compete and have a reasonable expectation of consistency. Additionally, barring unforeseen circumstance, all competitors (from Basic through Unlimited) who commit the effort and expense to travel to an event have an expectation of at least a reasonable number of rounds of competition flying from the CD and the host club, as well as a standardized format to the event itself.

With these concepts in mind, I am pleased to present to the Scale Aerobic community the IMAC Official Contest Standards Guide.

The Guide has been over a year in the making as it traveled its way from concept, to paper, to the IMAC Rules and Standards Committee for debate and initial approval, then finally on to the IMAC Board for final debate and approval.

With this official release, the IMAC Official Contest Standards Guide becomes the formal policy of IMAC with respect to the way contests are managed and run. The release also meets the requirements of the IMAC Bylaws.

By not including the IMAC Official Contest Standards Guide in the AMA rules cycle allows the Guide to become a living document with the ability to quickly adapt to changing circumstance.

We originally focused on the "standard" two-day weekend contest, and have now expanded the Guide to include multi day events as well.

I hope you find this policy document to be both meaningful and easily applied as we go forward next season.

Wally Pitts

IMAC President

IMAC OFFICAL CONTEST STANDARDS GUIDE

A. PURPOSE

The purpose of this document is to define what comprises a valid 2-day (typical weekend) IMAC contest in order to ensure that participants in IMAC events can anticipate a predictable and consistent contest environment regardless of the location or Region in which the contest is held.

For IMAC events encompassing three or more days and/or having an unusually large ratio of Known sequences flown to Unknown sequences flown, see Appendix A for schedule of dropped sequences. Requirements and Contest Template Sections remain basically the same for multiple day events.

B. OBJECTIVE

The objective of this document is to provide Contest Directors (CDs) the guidance necessary to organize and conduct a valid IMAC contest.

C. REQUIREMENTS

In order for a Scale Aerobatics contest to be designated and recognized as a valid IMAC contest, and for any points to be awarded and used for Regional Annual Points Races, the following minimum requirements must be met:

1. The contest must be sanctioned with the AMA or if the contest is held outside of the United States, sanctioned by that country's respective sanctioning body.
2. The current AMA Safety Code and IMAC Safety Code must be strictly enforced at all times during the contest dates. This includes before and after hours activities.
3. The contest must be run in accordance with the current AMA rulebook for Scale Aerobatic events. Waivers as approved by the AMA or IMAC Board are allowed.
4. Deviations and Waivers must be published in advance. The preferred method is as part of the sanction. However, in no case should any deviation or waiver be published less than 30 days prior to the date of the event.
5. Deviations shall be approved by the AMA (as part of the sanction process), or IMAC Board prior to publication.
6. The contest shall follow the IMAC approved template detailed below.

D. CONTEST TEMPLATE

A valid IMAC contest will consist of the following:

1. All five competitive classes shall be included on the AMA Sanction request.
2. Freestyle is not required to be offered. However, if it is, then all applicable AMA and IMAC rules shall be followed.
3. Entry is open to all current AMA members.
4. A Discounted entry fee will be offered to IMAC members.

IMAC OFFICAL CONTEST STANDARDS GUIDE

5. Contests will use the published Known sequences for each class for the current calendar year.
6. A total of six (6) Known sequences should be flown. This allows for dropping the 2 lowest sequences for each pilot. However, it is recognized that this may not always be possible due to weather or unforeseen circumstance. Each CD should have, as his or her main goal, the flying of no less than six Known sequences per class at their contests.
7. Unknowns should be obtained from the IMAC Sequence Committee (ISC). However, if not obtained from the ISC, all unknowns are required to be approved by the ISC prior to use.
 - a. Unknowns shall not exceed 15 figures as detailed in the AMA rule book.
 - b. All Unknowns shall be constructed in strict accordance with the current Edition of the Aresti System (Condensed) and IMAC Unknown Catalog for each class.
8. An Unknown sequence for the Sportsman through Unlimited classes shall be flown unless prevented by inclement weather or in the case where the IMAC Board or respective Regional Director approved not flying the Unknown.
9. The Basic class will not fly an Unknown at any IMAC contest.
10. In Lieu of An Unknown Sequence, the Basic Class shall fly an additional Known Sequence
11. Only one Unknown sequence will be flown at a two day event. More than two day events may have multiple Unknowns; however, each Unknown sequence MUST be scored separately and calculated into the pilot's score as separate sequences. Multiple Unknown sequences cannot be added together to arrive at a single Unknown score. If more than one Unknown sequence is flown, one or more may be dropped at the discretion of the CD (see Appendix A). All sequences, Known and Unknown, will follow the procedure for normalized scoring and drops as defined in the current AMA rule book for Scale Aerobatics and Appendix A. In no case shall the Unknown sequences comprise more than 40%, nor less than 20% of the total normalized score
12. All Unknowns will be made available to pilots on the day prior to when they will be flown.
13. Adjustments required due to inclement weather or other conditions beyond the control of the CD are authorized. Prior to any adjustments, CD coordination with the respective Regional Director is encouraged. In any case, the ratio of Knowns to Unknowns referenced in Appendix "A" must be maintained.
14. Additional events such as surprise Unknowns, etc., are not authorized or recognized as part of official IMAC aerobatic contests. Contests offering these types of events may use the designation of "IMAC-Style" event, in which case it must be included in the advertisement of the event. Regional points for this type event may not be used to determine regional standings unless prior approval has been obtained from the IMAC Board of Directors.

IMAC OFFICAL CONTEST STANDARDS GUIDE

APPENDIX A

Knowns flown	Knowns to be dropped	&	%
1	0		
2	0		
3	1		0.333
4	1		0.250
5	1		0.200
6	2		0.333
7	2		0.286
8	2		0.250
9	3		0.333
10	3		0.300
11	3		0.273
12	4		0.333
13	4		0.308
14	4		0.286
15	5		0.333
16	5		0.313
17	5		0.294
18	6		0.333
19	6		0.316
20	6		0.300
21	7		0.333
22	7		0.318
23	7		0.304
24	8		0.333
25	8		0.320
26	8		0.308
27	9		0.333
28	9		0.321
29	9		0.310
30	10		0.333

IMAC OFFICAL CONTEST STANDARDS GUIDE

Drop Table

Knowns flown	Knowns dropped	-----	Unknowns flown	Unknowns dropped	
1	0	-----	0	0	
1	0		1	0	
2	0		0	0	
2	0		1	0	
3	1		0	0	
3	1		1	0	
3	1		2	1	
3	1		3	1	See note A
4	1		0	0	
4	1		1	0	
4	1		2	1	
4	1		3	1	See note A
5	1		0	0	
5	1		1	0	
5	1		2	1	
5	1		3	1	
6	2		0	0	
6	2		1	0	
6	2		2	0	
6	2		3	1	
7	2		0	0	
7	2		1	0	
7	2		2	0	
7	2		3	1	
8	2		0	0	
8	2		1	0	See note A
8	2		2	0	
8	2		3	1	
9	3		0	0	
9	3		1	0	See note A
9	3		2	0	
9	3		3	1	
10	3		0	0	
10	3		1	0	See note A
10	3		2	0	
10	3		3	1	
11	3		0	0	
11	3		1	0	See note A
11	3		2	0	
11	3		3	1	
12	4		0	0	
12	4		1	0	See note A
12	4		2	0	

IMAC OFFICAL CONTEST STANDARDS GUIDE

Example 1: Six (6) Known sequences flown, drop two (2), and one (1) Unknown sequence flown, no drop yields a possible score of 4,000 + 1,000 making the Unknown sequence value 20%.

Example 2: Six (6) Known sequences flown, drop two (2), and two (2) Unknown sequences flown, keep both yields a possible score of 4,000 + 2,000 making the Unknown sequences value 33%.

Example 3: Two Known sequences flown, no drops and one (1) Unknown sequence flown with no drop yields a possible score of 2,000 + 1,000 making the Unknown sequence value 33%.

Note A: In these cases manual computations of the ratios must be accomplished by calculator or computer using the normalized scores and weighting factors. The target value ratio weightings should be 75% Knowns and 25% Unknowns.

Note B: For more than 12 Known sequences and/or 3 Unknown sequences refer to percentage ratios under CONTEST TEMPLATE (restated below). In this case, manual computations of the ratios will be accomplished by calculator or computer using the normalized scores and weighting factors. The target value ratio weightings should be 75% Knowns and 25% Unknowns.

All sequences, Known and Unknown, will follow the procedure for normalized scoring and drops as defined in this document. In no case shall the Unknown sequences comprise more than 40%, nor less than 20% of the total normalized score. Note A above ratios should be followed where noted.

IMAC SAFETY POLICY

Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect.

- Captain A. G. Lamplugh, British Aviation Insurance Group, London. Circa early 1930's.

All scale aerobatic pilots should dedicate themselves to running their flight operations in the safest possible manner. All radio controlled model airplanes have the capacity to cause personal injury and property damage, if ill attended to.

IMAC's official policy is to put Safety as the top priority at every IMAC AMA sanctioned contest. Further, every scale aerobatic pilot should put safety first, every time he or she goes to the flying field, just as full scale pilots do.

The following safety guidelines will be in addition to, and a compliment of, the current AMA safety rules

IMAC strongly encourages all CD's to brief the safety rules of the host club at every pilot meeting. Emphasis should be placed on the fact that these rules apply not only during the contest but after hours as well. Further, it is IMAC's position that any flying performed by scale aerobatic model airplanes, during, or after event hours must occur on the Flight Line side of the deadline established by the CD. Additionally, no flying should be allowed above, in, or through the pit area, whether a simple pass, torque rolling or any other intentional maneuver. IMAC further believes that any failure to comply with either AMA safety rules or the Host Club safety rules should result in the offending pilot's immediate disqualification from an AMA sanctioned event.

With respect to the trend of ever-dangerous 3D or Freestyle maneuvers being performed by scale aerobatic planes, IMAC, in the strongest possible terms, does not, and will not, tolerate, condone or endorse maneuvers performed with large scale aerobatic planes such as, but not limited to: hand launching, tail touches of the ground, touching the model while in flight, hovering (or flying) directly over the pilot or other spectators, or any flying at any time on the spectator side of the flight line (as described in the AMA Membership Manual). It is important to note that these maneuvers have never been (nor will be) part of any IMAC competition event. It is IMAC's firm position that these types of maneuvers exceed the margin of safety necessary for large scale aerobatic flight operations by a wide basis and are exceptionally dangerous. It is also IMAC's firm position that, in the performance of these types of maneuvers, the slightest mechanical or system failure leaves no margin for error and can lead to severe bodily injury or death. IMAC will, in no way, be a party to, or endorse these types of dangerous stunts.