

THE EUROPEANS

FROM TUESDAY AUGUST 25th, 2020
TO SUNDAY AUGUST 30th, 2020

COUNTRY TEAMS PARTICIPATION RULES
AND
COMPETITION STRUCTURE

OFFICIAL IMAC EUROPE REGION COUNTRIES

- 1 Austria
- 2 Belgium
- 3 Czech Republic
- 4 Denmark
- 5 Finland
- 6 France
- 7 Germany
- 8 Holland
- 9 India
- 10 Israel
- 11 Italy
- 12 Norway
- 13 Poland
- 14 South Africa
- 15 Spain
- 16 Sweden
- 17 Switzerland
- 18 Turkey
- 19 UAE
- 20 United Kingdom

Pilots from Countries not included in the IMAC Europe region will not be accepted unless, the total number of European participating pilots will fall below the total potential number of 160. In this case and implementing the Slot Allocation Process, pilots from other Regions will be accepted in order to fill the slots up to 160 pilots flying in the precision classes and 55 for freestyle. If accepted, the pilots not belonging to the IMAC Europe Region will participate as “Special Guests” therefore, they will be included in the final ranking, but they will not be eligible for podium positions.

CLASSES AND THEIR SIZE

The Championship will be disputed for each regular IMAC flight class: Sportsman, Intermediate, Advanced, Unlimited, Free Style.

Up to 40 pilots will be accepted to participate in each precision class.

Up to 55 pilots will be accepted to participate in the free style class.

A dedicated runway will be assigned to each precision class, while Free Style will be flown occupying the whole airfield.

COMPETITION STRUCTURE

The airfield will be open and available for practice flying for the whole week before Day One that will be Tuesday August 25th 2020. The competition will involve each pilot for six days:

- Day-One: Registrations, Judges briefing and Opening Ceremony
- Day-Two: 2 known + 1 unknown
- Day-Three: 2 known + 1 unknown
- Day-Four: Rest day, for time off or practice flying
- Day-Five: 1 unknown + 1 free style
- Day-Six: 2 unknown + 1 free style, Gala Dinner and Celebrations

The unknown schedules to be flown on Day-One and Day-Two will be delivered in the morning of the same day at 06:00 am at the reception desk. The unknown schedules to be flown on Day-Five and Day-Six will be delivered the previous evening at 19:00 pm at the same desk.

Each precision pilot will fly 4 known flights, of which 1 will be dropped, plus 5 unknown flights, of which 2 will be dropped. Therefore, the final ranking will be calculated on the basis of 3 known and 3 unknown flights.

Each free style pilot, up to a total of 60, will fly to 1 free style flight on Day-Five. The resulting best 20 pilots will fly a second freestyle flight on Day-Six that will determine the final ranking for freestyle as a stand alone flight.

The Judges and the Contest Director will apply the latest edition of the IMAC rulebook. As for Scale, a few additional rules have been added to the existing and are reported at Exhibit 1 of the present document. These additional rules will be valid only for this competition, unless new rules will be issued in the meantime.

The “Rest Day” is designed in order to provide the organizer with a reserve day that can be used in order to accommodate for any unexpected events. The competition plan positions the “Rest Day” on Day-Four, however, the Contest Director will have the right to move it to any of the other of the six competition days in order to maximize the probability to execute the flights’ program in its integrity. Each pilot will be timely informed accordingly.

OFFICIAL TEAM SIZE

The theoretical maximum Country Team Size will be composed of 2 pilots per precision class of which 2 will be able to fly also freestyle.

In case of free slots availability, additional junior and senior members will be added to this theoretical base implementing the Slots Allocation Process.

JUNIOR TEAMS

A junior competitor is a pilot who is less than 16 years old.

In addition to the Official Country Team, which can be composed of senior or junior pilots, each Country will be allowed to submit an additional maximum of 2 junior Competitors per precision flight Class.

Based on the implementation of the Slot Allocation Process, if accepted, the junior pilot will fly together with the seniors and will be able to rank and win the official podium if he will qualify.

In addition, for each precision class and for freestyle, a Junior Podium will be calculated and rewarded.

PRESENTATION OF OFFICIAL AND JUNIOR TEAMS

Within February 28, 2020, each IMAC Europe Country Coordinator will submit the list of the pilots who qualified and would like to participate to the Europeans.

In the largest possible case, a Country Team Submission List will be composed of the following amount of pilots:

1. Official Team: maximum 8 pilots per precision class;
2. Junior Team: maximum 2 pilots per precision class;
3. Free Style Team: maximum 5 pilots, who must show into the preceding lists.

All the pilots appearing in the above lists will have to fulfill the following requirements:

- a. Be ranked according to their performance, from best to lower. Each Country will be in charge to define the most appropriate ranking criteria, which may differ per Country;
- b. Each of these pilots will have to declare in advance to be available and committed to participate to this event. Otherwise, the Country Coordinator should offer the slot to another pilot willing to participate. If this will not be possible, then the proposed Country Team will be smaller than the largest possible case described above.

SLOT ALLOCATION PROCESS

As a first step, the Organizer will accept the official 2 pilots per class submitted by each Country. If this will be possible, 40 pilots will be available to operate on each flight line as planned and all available slots will be filled immediately.

However, not all Countries may have been able to submit a minimum of 2 pilots per precision class.

In this case, slots will be made available to competitors from other Countries. These slots will be allocated implementing the following sequential process:

1. Accept one junior pilot per country per class;
2. If slots will continue to be available, accept the next junior pilot from the Country lists that show this availability;
3. If slots will still be available, accept the next senior pilot from the Country lists that continue to show availability;
4. The process will continue until all slots will be assigned;
5. In case slots will continue to be available, the opportunity will be given to pilots from other IMAC Regions;
6. Fill the 55 slots available for free style, drawing from the top of the list of each Country, making sure that each of these pilots is already allocated in one precision class.



REGISTRATION CONFIRMATION

The list of accepted pilots generated implementing the Slot Allocation Process will be sent to each of the IMAC Europe Country Coordinators, who will communicate the acceptance status to each of their Country Team pilots.

Each Accepted Pilot will have two weeks to complete his registration by cashing his participation fee to the organizer.

If the payment will not be received in time, the Organizer and the Country Coordinator will make the slot available to the next pilot who will be directly contacted.

ADDITIONAL COUNTRY TEAM MEMBERS

Each Country may appoint a National Team Manager as well as Assistants and Mechanics.

REGISTRATION FEES

- Pilot:	300 euro
- Team Manager	200
- Assistant Mechanic	100

EXHIBIT 1.

INTEGRATION OF CURRENT SCAL RULES

Current rules:

6. Proof of Scale

6.1

To prove that the model resembles a particular aircraft, some proof of scale is required.

6.2

Proof of scale is the responsibility of the contestant

6.3

The general outlines of the model shall approximate the full size outlines of the subject aircraft. Exact scale is not required. The model shall be judged for likeness at a distance of approximately 3 meters.

6.4

If the contestant presents no proof of scale material with the model, and the CD can determine that the aircraft is a replica of a full-size aircraft, then the contestant will be allowed to have his/her entry considered.

6.5

Scale shall be determined by the wingspan. A change in the wingspan will become a change in the overall Scale. Fuselage width, height and aircraft planform or any other variations shall not exceed 10% of scale, with the exception of airfoils and size/shape of control surface within the scale outline rule.

6.6

A realistic three-dimensional human pilot and viewable instrument panel shall be appropriately installed in all Scale Aerobatic aircraft. (A one -1%- flight score penalty will be assessed for non compliance.)

Integration of current Scale Rules valid only for the Europeans:

6.7

After pilot registration and before the beginning of the second flight of the competition, if in doubt, the CD will have the right to ask any participating pilot to produce the proof of scale documentation regarding the airplane he intends to use in the competition, as per 6.2.

6.8

If the contestant presents no proof of scale but the CD, based on his knowledge and information, determines that the aircraft is a replica of a full-size aircraft, as per 6.3 and 6.5, than the contestant will be allowed to have his/her entry considered, as per 6.4.

6.9

After Pilots Registration and before the beginning of the second flight of the competition, any participating pilot may present an Official Scale Complaint, OSC, to the CD in order to claim that an airplane in use by another pilot may not be compliant to IMAC scale rules; no OSC will be accepted after the prescribed time.

6.10

The cost to submit the OSC will be 300 euro; the contest organizer will in any case retain such amount in order to cover the expenses required to conduct the relative case analysis.

6.11

After OSC acceptance, the CD will take accurate measurements of the contested airplane and will have 30 days to implement 6.3 and 6.5 in order to analyze the case and to formalize an educated response to the complaint.

6.12

If, after analysis, the CD will assess that the contested airplane is not compliant to the IMAC scale rules, than the pilot flying such airplane will be removed from the competition and his place in the ranking will be taken by the following pilot.

6.13

If, after analysis, the CD will assess that the contested airplane is IMAC Legal, than the official competition ranking will be confirmed.