

THE EUROPEANS

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

The competition will take place at the Ali-Caorle airfield.
Caorle, Venice, 45°36'43,0"N 12°48'52,6"E

COUNTRY TEAMS PARTICIPATION RULES AND COMPETITION STRUCTURE

- Bulletin 2 -

OFFICIAL IMAC EUROPE REGION COUNTRIES AND ARDs

Country	ARD	Country	ARD	Country	ARD
1  Austria	Stephan Mader	9  India	Viendra Mane	17  Saudi Arabia	Mohammed Alosaimi
2  Belgium	Henny Van Loon	10  Israel	Adi Kochav	18  Slovakia	Zdenek Steigl
3  Czech Republic	Zdenek Steigl	11  Italy	Franco Antognazza	19  South Africa	Bruce Clark
4  Denmark	Michael Lund	12  Kuwait	Saad Alajimi	20  Spain	David Delgado
5  Finland	Michael Ingemarson	13  Netherlands	Henny Van Loon	21  Sweden	Michael Ingemarson
6  France	Alain Detry	14  Norway	Rune Haugen	22  Switzerland	Roland Galley
7  Germany	William Kiehl	15  Poland	Maciej Idczak	23  Turkey	Burak Suel
8  Hungary	Pal Harsfalvi	16  San Marino	Massimo Selva	24  UAE	Joe Bracho
				25  United Kingdom	Chris Huges

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 flown 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. Each flight or round, performed by all pilots in each class, will imply the performance of one known or unknown program/schedule. The competition will involve each pilot for six days:

- Day-One: Registrations, Judges briefing and Opening Ceremony
- Day-Two: 3 known
- 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 Three, Five and Six will be delivered the previous evening at 19:00 pm at the reception desk.

Each precision pilot will fly 5 known flights, of which 1 will be dropped, plus 4 unknown flights, of which 1 will be dropped. Therefore, the final ranking will be calculated based on 4 known and 3 unknown flights. Therefore, after dropping and normalization, and according to our IMAC competition standard rules, the 4 knowns left will have a value of 1,000 points each, for a total of 4,000 points. Instead, the 3 left unknowns will each have a maximum value of 333.3 points, for a total of 1,000 points. This means that if a pilot will win all the five flights, he will win the competition with 5,000 points. All other positions will be determined accordingly.

Each free style pilot, up to a total of 55, 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 standalone 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 are 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 base, implementing the Slots Allocation Process.

All participating pilots will have to be IMAC Members. Their membership number will have to be included in the Country Participation Form, Annex 2, that each IMAC Country Representative will submit to the Organizer.

JUNIOR TEAMS

A junior competitor is a pilot who is less than 18 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 number 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 participate in one of the preceding precision classes.

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

- a. Be ranked according to their performance, from highest to lowest. Each Country will be in charge to select 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 next highest ranking 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 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 County lists that show this availability;

3. If slots will still be available, accept the next senior pilot from the County lists that continue to show availability;
4. The process will continue until all slots are assigned;
5. In case slots are still 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 competing 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 submitting his participation fee to the organizer.

If the payment is not 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 euro |
| - Assistant Mechanic | 100 euro |

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 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 noncompliance.)

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, then the official competition ranking will be confirmed.

EXHIBIT 2.

COUNTRY PARTICIPATION FORM

The request will have to be submitted by each IMAC Europe Country Representative. The cost of participation for each National Team will have to be collected locally and delivered to the Organizer through a cumulative payment. The Organizer will not deal with single pilot's payments. All participating pilots will have to be IMAC members and their IMAC membership number will have to be included in the form.

COUNTRY NAME		LIST OF THE PILOTS WILLING TO PARTICIPATE TO THE EUROPEANS				
OFFICIAL TEAM						
SPORSTMAN		INTERMEDIATE	ADVANCED	UNLIMITED	FREESTYLE	
1	IMAC# Pilot name	1	IMAC# Pilot name	1	IMAC# Pilot name	
2		2		2		
					1	
					2	
					3	
ADDITIONAL JUNIOR TEAM						
3		3		3	4	
4		4		4	5	
ADDITIONAL SENIOR TEAM						
3		3		3	4	
4		4		4	5	
5		5		5		
6		6		6		
7		7		7		
8		8		8		