

IMAC UK

Rules

This document is to be used in conjunction with B.M.F.A. general competition rules and CAA general publication CAP 658

Discipline

Club members must undertake to observe all B.M.F.A. rules where applicable with regard to the safe flying of model aircraft and abide by any rules of the day as laid down by the competition director or his nominated representative.

During the pilot briefing the competition director will nominate a jury for the duration of the competition; this will consist of two pilots and/or judges, the competition director will also form part of the jury to provide a majority vote if required.

An official protest will cost £20, if the protest is carried then the protestor will receive the money back. If the protest is not carried then the money will be lost and donated to IMAC UK.

Any breach of the rules will be considered by the committee who will decide what action, if any, should be taken. If necessary the offending member will be invited to attend the meeting and explain their actions.

The committee will then decide what action is to be taken using a two tier system the offending member will receive the decision at the end of the meeting.

Level 1

Verbal and written warnings for minor offences.

Level 2

Immediate dismissal for gross misconduct.

Any member may be suspended from club activities for a period of time at the discretion of the committee.

The committee do not hold themselves responsible for the actions of any individual club member and may dismiss or suspend any member for breach of club rules or gross misconduct.

If a pilot fails to start their engine then they will be moved to the back of the queue. If at their next startup the engine still won't start then the round is zero. Time allowed is at the discretion of the CD.

Competitions

Classes

Classes will consist of;

Basic

Sportsman

Intermediate

Advanced

Unlimited

Rounds

All rounds will be flown as single flights with one known or unknown schedule in each flight.

The competition director shall ensure that scrutineering of all aircraft takes place.

All competitors without exception shall submit their aircraft to this examination if a request is made.

Competitions organised by the club shall be run under the control of a competition director nominated by the club, and in full compliance with club rules and any relevant B.M.F.A. or national regulations.

Competition Entry

Entry to competitions will be via the IMACUK website, online entry only, the only exception is the BMFA National competition.

Competition entry closes 7 (seven) days before event.

Money paid will only be transferred to future competitions at the discretion of the competition director.

Host club members taking part in an IMAC competition will be eligible for free entry, new competitors wishing to try IMAC for the first time will be allowed free entry to the competition of their choice, further competitions will require

that member to join IMAC UK. Host club members and first time competitors must contact either the Competition Secretary or Competition Director (CD) at least seven days before the event.

By entering any competition, the member is declaring that his equipment is in good safe working order and that the aircraft is in an airworthy condition, compliant with IMAC UK Rules, CAA legislation and BMFA. guidelines.

Flying Discipline

All members must fly in a safe and courteous manner.

All aircraft will be flown in accordance with the directions of the competition director.

All pilots must stand in the position decided by the competition director.

All pilots must leave their radio transmitters switched on and in the hands of another responsible pilot whilst they retrieve their aircraft from where it has landed.

Radio transmitters must be switched off after the radio receiver has been switched off.

All members must comply with whatever frequency control system is in use on the day.

No pilot shall cause an aircraft to taxi towards or take off towards the judges or pits area.

All aircraft engines shall be effectively silenced. At the competition director's discretion excessively noisy aircraft will be refused permission to fly.

Members must ensure that all their litter is removed from the site, and that any site that we use is left in the same clean state that we find it in.

All Flying/Competing members of IMAC UK must be members of the BMFA or their National body and hold a BMFA "A" certificate of competency or their national body's equivalent for the Basic, Sportsman and Intermediate classes or a BMFA "B" certificate of competency or their national body's equivalent for the Advanced and Unlimited classes.

A failsafe must be fitted and operational. The failsafe must, as a minimum, return throttle to idle.

Type of Aircraft

Model aircraft shall be a replica of a man carrying aircraft, designed for aerobatic flight. Suitable military aircraft may also be acceptable. It is the responsibility of the competitor to provide when required documentary proof as to the scale fidelity of the aircraft. (a dimensioned three view drawing)

IMAC UK

Scale

The scale size of the model aircraft shall be determined by dividing the wing span of the model into that of the full size prototype. e.g. model wingspan 50 inch full size 200 inch = 25% or % scale.

Scale fidelity should be to the IMAC USA Rule in Section 6 of the "IMAC USA big Book".
The model's aerofoil section need not be the same as the full size.

The control surface hinge location and type can be different on the model in comparison to the full size.

Additional controls and flight control surfaces cannot be used on the model unless the full size had such controls or control surfaces.

A pilot and panel is not required, no downgrading of scores for not having a pilot and panel.

A scale colour scheme is much preferred and encouraged but is not mandatory.

Scale aerobatic models in all classes may have wing span greater than 3 meters.

Engine

Glow, petrol engines and electric motors are all eligible.

All types of jet are prohibited.

All internal combustion engines must be fitted with an effective silencer and a throttle control must be applied during the flight to keep the noise to the minimum.

Weight

The maximum ready to fly weight including fuel shall be 25kg, subject to the following conditions being met:

1. When a pilot enters a competition they are making a declaration that their aircraft is either
 - a. under 20kg (dry) and therefore subject to BMFA rules, or
 - b. their aircraft has been certified by the Large Model Association (LMA) and has a valid certificate showing this. The pilot must present this certificate to the Contest Director on the dates they will be using the aircraft at an IMAC event or they will not be allowed to fly that aircraft.
2. In the case of local club rules stating a limit of 20kg, local site rules will take priority and aircraft over this weight may not be used.
3. The objective of this rule is to enable the use of 4-cylinder engines in competition without the need for excessive lightening of airframes. It is expressly not intended to enable aircraft with a wingspan greater than 3.3m to be used.

Schedules

The schedules used are the IMAC USA known sequences - changing every year.

Some (but not all) IMAC competitions also contain a free and/or unknown schedule and details of this must be obtained from the Contest Director. The classes are Sportsman, Intermediate, Advanced, and Unlimited.

Promotion

Any competitor gaining 60% of the maximum flight score obtainable in the schedule they are currently flying, in two separate competitions during a twelve-month period may opt for promotion to the next higher class, those with average 'known' percentage greater than 60% receive mandatory promotion.

Should any new member be incorrectly classified, the committee, on the recommendation of the chief judge may reclassify him/her to the next higher class after only one competition.

Should any pilot after promotion to the next higher class, after one season, find themselves unable to become competitive in this new class, he/she may apply to the committee, via the recommendation of the chief judge, for demotion to the next lower class.

Aerobatic Box (at certain competitions)

The box is defined horizontally by a 70° angle each side of the pilot as he faces 90° to the runway, vertically an angle of 60° from the pilot's position defines the upper limit of the box.

Judging

At least two judges shall be used.

Manoeuvres are graded 1 -10 by the judges without any regard as to the difficulty of the manoeuvre.

The difficulty is taken into account by the difficulty "K" factor.

Junior and Vulnerable Adults Policy

Whilst IMAC UK has a moral and statutory duty to take all reasonable steps to ensure the general welfare and protection of **ALL** its members, in particular during the actual act of model aircraft flying and associated pre-flight and post-flight procedures, the club will not undertake the all encompassing responsibilities of those acting in the role of parents or legal guardians.

In this respect, IMAC UK have instituted a policy whereby all children under the age of 18 years must be accompanied by their parent or approved family member at all times while present at all IMAC UK organised functions.

This Policy will also apply to vulnerable adults who must at all times be accompanied by their official carers.

Information

Anyone seeking more information about IMAC UK or its competitions contact;

secretary@imacuk.org or competitions@imacuk.org