



2019 - Volume VII

# In The Box

The Official Newsletter of The International Miniature Aerobatic Club



## Feature Articles:

2019 NATS Coverage

2019 Clover Creek TOC and Freestyle Invitational

Toby's How To

Aerobatic Poetry

And Much, Much, More!

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Entering the Box (for new Pilots)

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**Adi Kochav**



## Letter from the Editor

**Rich Whitlow**

It has been a busy summer! Between the SC Contests, NATS and 2019 Clover Creek TOC (and the occasional family time!) there has been a lot going on!

Two things strike me about IMAC from my travels. One, the family/friends/community atmosphere at the events is one of the golden nuggets of IMAC. When you see an old friend, or even someone you have only met a few times at contests, you pick right up where you left off. This was especially evident at this years NATS and the 2019 Clover Creek TOC and Free-style event. At contests there is always a technical issue with the planes (or worse) and there is always someone there to step up and help. Most of the time there is a group there to lend a hand! This is what is special and cherished about the events.

The second thing I noticed is that when we don't know someone, except from social media and forums, we are in danger of losing ourselves and forming an opinion about someone that is very superficial. There are some great things about these tools that let's us stay connected and get information to everyone, but it has become such an opportunity to for someone to blindly post thoughts that are not mature and well-formed. They are just impressions that we have and we put them out there. Sometimes I think to test the waters of an idea and see how they float. Sometimes, they come across as hurtful and insensitive. Then, you meet a person of which you have a particular impression and spend some time with them and they are completely different. In my experience, mostly for the better!

I guess my point is that we have so many good people in our ranks. we have to make sure that we don't let the forums and social media taint what we think about them. We also have to be very thoughtful and careful what we write, so we do not give negative impressions of ourselves. Ideas are good, but they should be well thought out and developed, or they are just noise.

I hope you enjoy the issue.

Rich Whitlow  
Newsletter Editor  
imacinthebox@gmail.com





# Letter From The President

Mike Karnes

## 2020 Fast Approaching

Can you believe we are fast approaching the end of the season? The Northern Regions will soon have their Regional Finals Contests while the Southern Sunny Regions will not be far behind. Wow! Has time just flown by this year, at least for me it has. Soon the snow will be falling again in the north and we will start preparation for next flying season. Seems not so long ago we were getting ready for this season.

## FAI Throws In The Towel

After trying to revive the F3M class in FAI, FAI has made the decision not to continue the effort of making an IMAC like discipline. So, for 2020 IMAC will be the only Scale Aerobatic discipline being flown in the World. We should be proud of what we have and spread the word of how good a club we have made.

## International Keeps Growing

With F3M calling it quits, IMAC Internationally will soon start to spread faster. To stay ahead of IMAC growing, the BOD voted to split the International into 3 separate regions. So at the start of 2020 there will now be 9 Regions Worldwide adding 2 more to the Board of Directors.

Mike Karnes  
#IAmIMAC



# Notes from the Officers



**Vice-President  
Doug Pilcher**

From the Desk of the Vice President

Well here we are in August of 2019! Hard to believe that here in the south, we are winding down the schedule though in SC we still have 6 contests to include our Regional Championship! And in the north, many are getting ready for their seasons to finish up.

IMACSWAG Store Open – Please remember that the IMACSWAG store is open and is a one stop shop for many things’ members have asked for and now made available directly from IMAC. From hats to License Plates to stickers and Redbooks and inserts and stick planes and scoring devices. Both Wheel and Stick design. To Check it out, go [HERE!](#)

CD’s and Scorekeepers – As just in last few months I have been contacted by several CD’s to help untangle a contest score folder. Please remember that we have available to members a step by step instruction series of downloading and prepping Score! 4.25.2 to one’s computer and assuring that the latest version of Java is installed correctly, as well as the prepping of a contest folder for your contest. We have linked the Score! training class given in March of this year to be viewed

at any time. These items can be viewed under Downloads/Software and again in a step by step procedure. To Check it out, go [HERE!](#) And click on “Software”!

Online Judging School – Do not forget that in the Education section of IMAC Website we have linked the 2019-2020 PPT presentation of the Judging Seminar. Here you can download the core materials as well as view the 5-part series of the “Online Judging School” hosted by Brad Davy in the NE and follow along with the PPT slideshow and take the “Module Tests” offered at end of each section. These tests are delivered directly to our Chief Judge, Ty Lyman for review. If you were unable to attend a Judging school this year, either by distance or availability, you can now do this online on mini-iac.org. To check it out, go [HERE!](#)

We have finalized some other things as well to bring to you as we continue to listen to you, the members, and your suggestions. Look in the VERY near future for a new chapter of IMAC International.

And as always, if you have something you would like to see added, never hesitate to contact me directly at contact information below.

Doug Pilcher  
Vice President  
douglas.pilcher@gmail.com  
(903)647-2640



**Secretary  
Samantha McKinney**

The fall season is fast approaching! Some regions will have their regional finals in September; others have a few more contests before they wrap up the season with their regional finals.

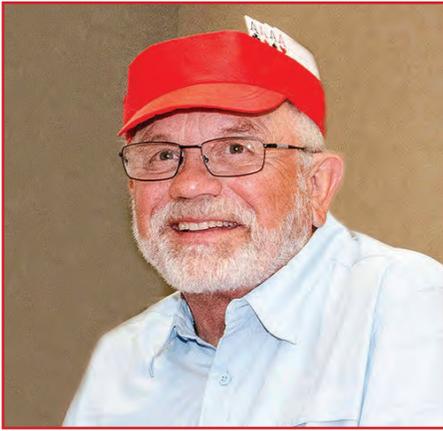
The NATS wrapped up in July. We had beautiful weather and a great time was had by all. Congratulations to Adi Kochav, IMAC’s International RD, on receiving the President’s award! Thank you for all your hard work and dedication into expanding IMAC Internationally!

With the 2019 season wrapping up within the next few months, the Sequence Committee is working on the 2020 Knowns. The RDs will start working on their 2020 Contest Schedule.

Our RDs have been receiving feedback on the Novice class. If you hosted a contest or attended a contest with pilots that participated in the Novice class, contact your RD and let them know what you think, both positive and negative.

Good luck and safe travels for the remaining 2019 season!

Samantha McKinney  
IMAC Secretary  
#IAMIMAC



**Treasurer  
Phil Vance**

None submitted.



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# The IMAC President's Award (The Order of the Diamond)



## The Order of the Diamond

An IMAC member automatically becomes a member of the Order of the Diamond once awarded the IMAC President's Award. IMAC President's Award is IMAC's highest honor and is presented to those individuals whose devotion, service, and commitment to the sport of scale aerobatics is judged exceptional. It is awarded at the sole discretion of the current IMAC President and presented annually at the US Scale Aerobatics National Championship.

This year we had a special recipient of the President's Award. Adi Kochav has worked tirelessly to form, promote, design and grow the International Region for IMAC. It is solely through his efforts and advice that we have accomplished so much.

The results of that effort being the standardization of IMAC as THE Scale Aerobatic discipline for the entire world. He has proven to us that IMAC is not just a US thing anymore. We are truly a World-wide family of Scale Aerobatic Enthusiasts.

He also is the architect of the division of the International Region into three Regions. Each Region with a Regional Director and a seat on the board. Giving everyone a voice towards the promotion and growth of IMAC. This has been a tremendous effort that has yielded tremendous results.

The award was presented at the 2019 AMA Nationals, as is traditional. Because of Adi's obligations in Israel he was unable to attend. So, President Mike Karnes presented to the attendees the award, with a resounding standing ovation.

In late August, Adi attended the Clover Creek TOC. Samantha McKinney (IMAC BOD Secretary) and Rich Whitlow (IMAC South Central Regional Director) were there as well. So, with the blessings of the event staff they were allowed to present Adi with the award in person, in front of some of the great legends of the sport.

Samantha conveyed the following words from the President.

"Adi, I wanted to give this to you in the presence of some of your fellow Scale Aerobatic enthusiasts.

Since I met you, you have made huge advancements in making IMAC the top Scale Aerobatic Organization worldwide. Without your advice, your passion, and your desire to move IMAC to the next level, IMAC would not have become, and some do not know this yet, the only Scale Aerobatic discipline being flown in the world starting in 2020.

IMAC is getting ready to spread its wings much wider around the world. This could not have been done without your love for the sport of R/C Scale Aerobatic competition. Your knowledge and insight as to what the rest of the world wants has helped IMAC grow more than I can say in these few paragraphs.

It's my pleasure, again, to award you with the IMAC President's Award, my friend."

So, one last time, let us congratulate Adi on this prestigious award.

# Entering The Box

(A Column for Pilots New to IMAC)

Greg Hladky

## Facing The Unknown

Every flight has an unknown element of risk. It could be a component failure, a check list failure (see what I did?), or just a senior moment while the plane is diving toward the ground. We do our best to mitigate the unknown by following a routine, using a mental checklist during pre-flight, maintaining our aircraft to keep them airworthy, and getting plenty of rest before flying.

You may make hundreds of flights without incident, following the same routine every time for preparing your plane for that first flight of the day. Eventually, though, something will interrupt that routine. When that happens, alarms should go off in your head. Pay attention! Don't let complacency cause you to skip a step to save time. Go back and re-trace the items on your checklist, if necessary. Failure to do so may result in an unwelcome surprise once airborne. Ask me how I know!

For the IMAC pilot flying in the Novice or Basic class, the unknown is minimized. There are only Known sequences to fly. This makes good sense. There are plenty of challenges to meet in just flying the Known sequence, and applying the many rules for flying it well. Every contest will have only the one Known sequence, published in the fall of the previous year. That Known sequence also will be flown during the round in which the upper classes fly their Unknown, but it will be weighted more heavily as if it were an Unknown. The Unknown is a sequence never flown before, with a K-factor nearly but not quite as high as the Known. The pilot is not allowed to practice it on a simulator or with his plane (stick plane is OK) before flying it in front of the judges.

For Basic pilots interested in advancing, there are practices they can start now to prepare for the eventual move to the Sportsman class, which introduces a new Unknown sequence at every contest. Rather than dread that day, they can look forward to the challenge with one simple practice: listening to a caller.

After flying the Known sequence many times, a pilot will have it memorized and may feel there is no need for a caller. Don't make that mistake. Just as flying aerobatics requires practice to do it well, listening is a skill that also takes practice. Too much information from a caller can be overwhelming at first. It takes a lot of concentration just to fly the plane with precision. Listening for corrections while flying - "left rudder brings you in" - "right wing is low, add a touch of left aileron" - may be just background noise initially. Eventually though, as precision flying is stored in muscle memory, the input from a caller will be heard and welcomed. Even if you have no caller available at your local airfield, be sure to make use of the callers available at a contest so this skill can be developed.

One reason this is critical is that the opportunity to memorize an Unknown sequence is not always present. While it is possible at a two day contest, where the Unknown sequence is handed out the evening before it is flown, at a one day contest you may have only minutes to review it before your flight is up. If you have learned to picture the figures and elements in the figures as your caller describes them - while flying the plane - you will be in a good position to fly the sequence well.

When you are well tuned to your caller, you will discover that facing the Unknown is no more difficult than facing all of the other unknown risks that exist in every flight. Rather than something to fear, the Unknown can be one of the most exciting, and welcome, challenges in IMAC.

Comments are welcome. Send a letter to the editor with suggestions for future articles. Until then, stay tuned and fly right! (Or left, if Schedule C. ;-))



# That's One Small Step

Poetry by:  
Greg Hladky

For a man....

A calendar marks fifty years  
since an audacious mission,  
a rare moment of global unity,  
a leap forward.

But there is no leap, no grand  
accomplishment without small steps.  
Before female computers  
slide rule math was machined  
into mechanical gears,  
then encoded in ones and zeroes,  
first in vacuum tubes, then transistors,  
now microchips and nanobots.

Before Saturn rolled out,  
behemoth pointing to the heavens,  
Gemini made numerous flights, orbiting  
our pale blue dot.  
Before Gemini, Mercury reached  
tentatively into space.

Accelerating to seventeen thousand  
miles per hour to park above earth  
before translunar injection,  
navigating two hundred thirty nine thousand  
miles through black void, men of Apollo  
took a giant leap forward  
with one more step.

Engineers turned theory into rockets.  
Test pilots turned astronauts flew  
them - and us - to the moon.  
And we take planes to the edge,  
pushing boundaries, until  
we turn the calendar  
one day and marvel  
at a new world, far  
from that first small step.



## Summer Haiku

by Greg Hladky

Draw on frameless blue  
lines from the power and pull  
of my wings in air.

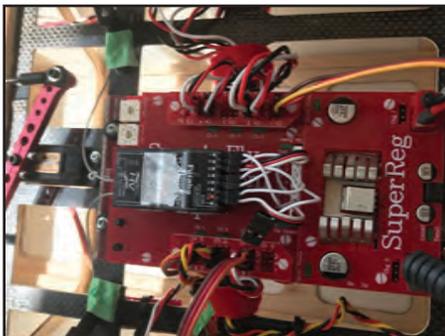


# Toby's How-To

By: Toby Silhavy



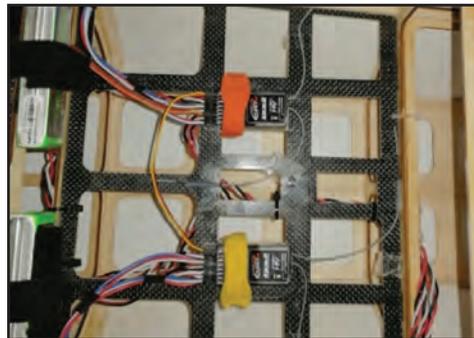
This issue I would like to discuss receiver and antennae placement. In the last couple of years, I've seen quite a few people have questionable receiver/antennae placement. There are several items we carry in our planes that can deflect, absorb, and blanket radio signals. Items such as engines, batteries, fuel, wiring, and carbon fiber can affect how your radio/receiver operate. I like to operate by the KISS principle (keep it simple). By this; I mean, reducing the amount of complexity of the system. This can really help you reduce radio issues. I personally



use one receiver and use two switches and two batteries to provide redundancy going into the receiver. I generally run a futaba R7014SB or a R7008SB receiver. They are HV receivers and I run two cell lipo battery packs through heavy duty switches.

When mounting your receiver in your plane you need to think of how objects

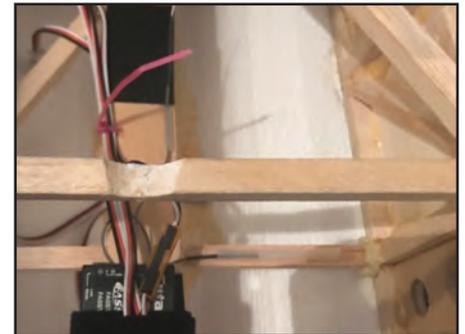
in the plane may block signals from reaching your receiver. I start out by placing the receiver as far back into the fuselage as possible. Doing so will help reduce the engine and cannister mufflers from blocking radio reception. Many of my planes have



the receiver placed about where the turtle deck starts on the back of the plane or about where the trailing edge of the wing rests against the fuselage. One thing to note, is to never directly place any part of your receiver body touching a hard surface within your plane. By this I mean if you directly place a receiver on a hard surface within your plane any vibration transmitted within your fuselage will be transposed to your receiver and its internal components directly reducing the life of the receiver and putting your aircraft in danger. I generally place industrial Velcro (the fuzzy side) on the bottom of the receiver and place the loop section of the velcro attached to the inside of the fuse mounting area. I will then also use Velcro straps around the receiver to attach the receiver to the fuse. I do this for redundancy so the receiver cannot be ripped out of its holding area during a snap or high G maneuver. The fuzzy side of the Velcro is quite thick and will reduce vibration from the fuse into the receiver.

Next up, we need to think of how the receiver antennae are placed. You will always want 2.4 Ghz receiver antennae to be placed at 90 degree angles to each other. Please do not place antennae parallel to each other. By doing this you have reduced the receivers

effectiveness and will pose a danger to the aircraft. Remember, we can use this 90 degree separation in various ways. In picture 1 you can see that a single receiver is being used on a Smart-Fly power board. Each section of the antennae is place on a 45 degree angle as compared to the top of the mounting area. This provides 90 degree separation and providing good reception. In figure 2, we see a multi-receiver setup. This uses one lipo battery to each receiver with a jumper cable between the receivers to provide power in case of a battery failure. As you can see, we have multiple 90 degree antennae placement. Each antennae are inside small tubes that hold them in place. In figure 3, we see a simple receiver setup. Two batteries, two



switches into the receiver. Both antennae in a 90 degree orientation. Remember for best reception place the antennae away from carbon fiber.

Always remember to do a radio reception test as per your radio manufacturers recommended procedure. If you find the range test is hindered by your antennae placement, reorientation of your antennae will help improve this.

Next time, we'll look at some different shop tools I have and how I have implemented them into my obsession of designing aircraft.

**Toby Silhavy**  
**"Chase the Dream, Not the Competition"**



What does this mean? Where did this come from?

I was enjoying some great live music (Samantha Fish & Johnathon Boogie Long) in downtown Baton Rouge, and I noticed a bumper sticker on the wall of the club that was leftover from a Baton Rouge Downtown marketing campaign. The bumper sticker said #IAmRedStick. This caught my attention and I started to think about what that message means, or could mean. Then an idea was born.

We all see the finger pointing all over the online world exclaiming what is so wrong with IMAC. We do it on Facebook, we do it on the Public Forums and we do it on the IMAC Forum pages. Everyone has an opinion of what *Somebody Else* can do to make IMAC better. When the truth is every face to face IMAC event and IMAC competition is typically a wonderful experience.

What is the disconnect?

I believe that what it boils down to is it is up to each and every one of us to take responsibility and say "I Am IMAC"! If I think something needs to be done, I am the one to make sure it gets done. If I meet someone who is interested in IMAC, I am the one responsible to explain IMAC in such way that they walk away with a positive opinion of IMAC. IMAC and IMAC competition is not for everyone. But, there must be a positive message presented to one who is new to IMAC so that they can determine if IMAC is what they are looking for.

It is imperative, if we want to continue to grow as an organization (and yes I meant to say continue to grow!) that we highlight the positives of IMAC and we not only present them, but we believe in these positive aspects. It is obvious when you are speaking with someone, if you do not believe in what you are saying. Especially when it is something that so many can be passionate about. Every post, conversation and comment can potentially influence someone or change someone's mind about IMAC and what it is about. In just about every little informal survey I have done, the number one thing that pilots say is key to why they continue to fly IMAC, includes the fact that the people are great and they love their IMAC family. So, when someone new is asking about IMAC let's be one of those great people and let's highlight this to them. Its easy.

Lastly, take pride in what IMAC is. This is an International Family of great people, who happen to love RC Aerobatics. That's it. Wear your IMAC shirts with pride, your IMAC hats, your event shirts and take offense when someone is talking down your IMAC. There is a place for constructive criticism, but in the *Outrage Happy* world, it is easy for people to cross the line from constructive and destructive. Ask the person (or yourself) what positive thing will this comment do for IMAC. If no positive aspect can be accounted for, then maybe that comment should be left unsaid or typed.

So, now you know. Tag yourself and others. Raise up those doing positive things for IMAC and question those that are not doing things that will ultimately help our beloved sport.

Rich Whitlow  
#IAmIMAC

# Regional Reports

## International Region Adi Kochav



*"There is no sport equal to that which aviators enjoy while being carried through the air on great white wings."* Wilbur Wright

Although we are not actually being carried on great white wings, I do believe that when we fly, each and every one of us is feeling transcendent.

Since we have first created the International region we have always looked in to the future thinking IMAC someday will be the Scale Aerobatic discipline the world will love to learn, fly and cherish. Since then we've accomplished some significant milestones along our shared path. Seeing all these new pilots from around the world gathering in a foreign country just to fly and compete with other friends, they've known only by name until now, is something that we cannot take in granted.

Now it is happening for the third time this year, Australia will be the third country to host an International regional contest in their Asia/Pacific Region.

There are 65 pilots, most of them from Australia and New Zealand but we will also find them from, India, Italy, USA, UK, Mexico, Japan and Malaysia. The contest will be for 4 days and 3 Unknowns will be flown, A total of 12 knowns are about to be flown by every pilot all through the entire contest. In this opportunity I would like to thank Michael Hobson ASAA president and the entire ASAA Committee for making this contest a reality. The contest is scheduled from Nov 28th – Dec 1st.

On January 2020, the International Region

will split itself into 3 fully operational Regions; Latin America, Europe and Asia/Pacific. These 3 new fully adept regions will each have a regional director that will sit on the Board of Directors and will manage their regions like any other region that exists in IMAC today. They will be fully integrated into IMAC.

With this step, I will no longer be the International Regional Director, but as an International coordinator between the different regions so they will have a smooth and pleasant entry. It will take us time to adapt, after all, only in Europe we have 28 languages, but like every new thing, we will persevere and have enough patience to make this move succeed.

The benefit from this move is obvious, now every country in the world will have the ability to conduct a non-bias contest with rules and criteria that are common to all. This act will get the different countries that choose to fly IMAC to have more foreign pilots participating in their contest.

By doing that, I believe that our main recourse, which is the pilots/members, will spread their different techniques, methods and thoughts in the different countries that fly IMAC.

This eventually, will make us more agile and with a lot of experience in every aspect related to IMAC.

I would like to thank, each and every one of the Board of Directors that helped us make this happen a special thanks for Mike, Doug and Brad.

Thank you for all,

Safe flying and happy landings,  
Adi Kochav  
International RD.



## South Central Region Rich Whitlow



This has been a great year so far in the South Central and we still have more contests to go!

I thought for this column I would highlight a couple of people that I have had the good fortune to spend some time with and have done some incredible things in IMAC.

Let's start with the young. Rhett Lambert is one of our young SC members, who is unassuming and will offer to clean your plane so that it is nice and shiny for you. He is good for a funny story and is a little hard on airframes! Rhett has only been flying a few years, and what he has done these past two summers is nothing short of amazing. Last year he attended the Clover Creek Youth Camp and he competed in NATS as a Sportsman Competitor. Not only did he become the Sportsman Champion but was the recipient of the Inaugural John Schroder Trophy. This trophy is awarded to the Youth Competitor with the highest percentage of perfection.

Wait...there's more! Rhett also competed in the 2018 World Championships! This summer Rhett attended the Clover Creek Youth Camp again. This time he was encouraged to move up in class...to Advanced! This did not slow down Rhett as he just went to NATS and became the Advanced Champion! Rhett was also

invited to compete in Freestyle in the Clover Creek Invitational and the Tucson Aerobatic Shootout!

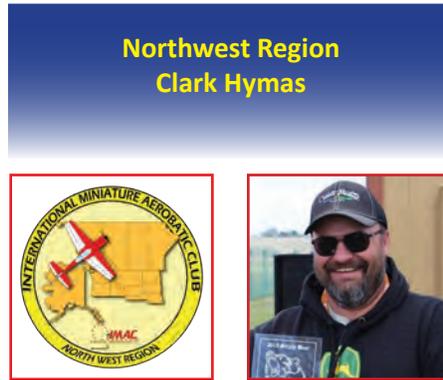
The South Central Region is extremely proud of Rhett, as one of their own. I know that he will continue to achieve great things in IMAC and in life!

The second person I wanted to mention, I met at the Broken Arrow contest. His name is Bill Cunningham. He was very welcoming, spent a lot of time talking about Carden Extra's with me and shared his plan to make the familiar trip to Miami to pick up his new Carden Pro. Bill flies Unlimited Class and at that contest was flying the sequence very well.

Well South Central, I found out a little more about Bill this past weekend at the Clover Creek TOC and Freestyle Invitational. Bill was a past TOC competitor, and he was invited to the Invitational to fly TOC class. He has his beautiful new Carden Pro and flew it with style! Bill is a big part of OUR history! Make sure if you see him at a contest to spend some time and get to know Bill. We fly IMAC now because of guys like Bill.

So, you see you never know who you are going to meet. I have to say that I feel lucky to have met these two and lucky to be able to a part of IMAC.

Rich  
#IAMIMAC



Welcome to the NW Region

2019 is wrapping up after a successful season with 2 contests left this year. What started with judging school in March will end in late September with the regional championships on 28-29 September in Richland WA. The final Canadian contest will be on 7 Sep 2019 in the Calgary area.

We have been busy in the Northwest with Contests from Boise to Molalla to Rapid City to Coeur d'Alene. Tough weather has limited the action in Canada to one contest, so far but they did come down to Silver Hills and dominate 3 of 4 classes so they have been practicing. Come on out to Richland and have fun at the regionals.

We have had many new pilots at our contests this year and welcome all folks to come out and experience the fun and competition for themselves. If you have a friend you haven't seen at a contest for a while, call them up and invite them to come along as we miss them.



2019 NORTHERN CALIFORNIA IMAC

Imac Pilots in Northern Ca. have had a great year and continuing in the tradition of friendly competition and plenty of camaraderie.

In Sept. this year we will have completed 5 contests in 2019, and next year might be adding another to the lineup.

The year for us started in Salinas Ca. where we signed up 16 pilots at a field whose Club appreciates the competition we bring each year and always welcomes us back. This first contest is always the one I look forward to the most.

Then on up to Oakdale Ca. for our second event of the year in May which we managed to sign 18 pilots, where Sportsman and Intermediate classes seemed to dominate. If you've never attended the Oakdale Ca field, its really a field of dreams overviewed by the foothills of the Sierra Mountains. Oakdale is always a fun place to be, and fly and a great place to camp.

Next on the agenda was our Contest in Walnut Grove just outside of Lodi Ca. better known by us as the West Coast Aerobatic Challenge. The Tokay RC Modelers hosted the event with 16 Pilots taking to the field. The competition was very tight in all categories especially in the lower classes.

This year the Tokay RC Modelers Club sanctioned a second event which was successful but not easy. Saturday was blown out and could not be flown because of very strong and steady direct crosswinds into the pits of 29 to 32 mph all day. Sunday however was a beautiful day where

winds subsided to a breeze. Seventeen Pilots signed for the event where 2 known rounds were flown preceded first by an Unknown round.

Again we will be having a second contest in Salinas on Sept. 7&8 for 2019 and we're all looking forward to it. We sure Slowly we are recruiting more Basic Pilots to the Imac Club and gathering their interests. Pilots will be moving up from Intermediate to Advanced next year so that will be a good thing.

I'm hopeful that our Imac community in Northern Ca. will continue to grow, as we have special events for beginner pilots to practice, and be judged real time by upper class Pilots trying to educate them in the disciplined approach to precision flying.

I have enjoyed being a part in the leadership and have appreciated the opportunity as an ARD for Nor-Cal.

Joe DeRenzi



**Northeast Region  
Brad Davy**



None submitted.

**Southeast Region  
Primo Rivera**



None submitted.



**North Central Region  
Toby Silhavy**



Here we are, two thirds the way through the contest season. I would like to thank all of the contest directors who have put in so much work this year to make our region great. I know our season is not finished yet, but I would like to request contest directors to email me their requested contest date for next year (torqueroller2000@yahoo.com) or if they are going to request a date change. I would like to start working on next years contest schedule and will create an email ring for contest directors so we can have open communication. I would like to get our schedule posted as soon as possible so contestants can plan vacation time to compete. Please bear in mind, the Nats dates/location have not been confirmed as of yet.

In just a few weeks we will be having our regional finals in Muncie. Thanks to Rob Willis as he will be helping provide lunch and Dinner which will be covered by your entrance fee. Rob and Sheri have fed several of us at recent contests, and I would personally like to thank them! This is what makes the North Central Region what it is, a family.

I would like to cover a few contests here that I have not covered in the IMAC NC regional blog. First off is the KRAM contest. This contest is CD'd by Mark Schmaltz. I've been told by several competitors that he went above and beyond during the contest helping contestants after a severe storm that destroyed several shade/camping tents. Mark puts on a great contest that should not be missed! Put this contest on your calendar for next year! I hear the dinner Mark and his wife put on was amazing!

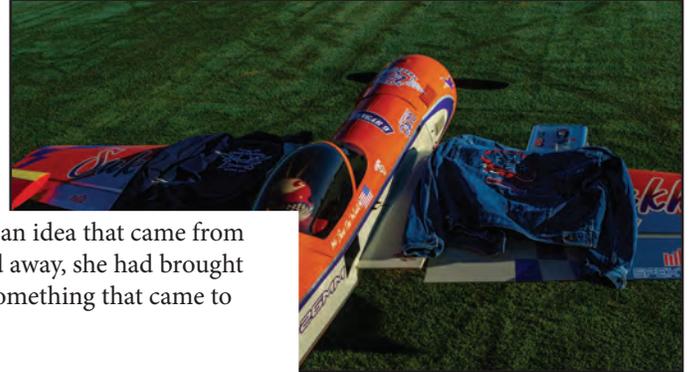
The second contest I would like to cover

is the Bernit Challenge. This is a contest I have attended since the early 2000's and it has such a great place to camp and fly. Will and Marian Berninger always do a great job putting this contest on. We were greeted to great weather and a lot of great flying. Rob and Sheri hosted the evenings meal with prime rib! This is the best prime rib I've probably ever had and I left the contest a few ounces heavier. This is a laid-back event that is family friendly and the fire is a sight to behold!

The last event I would like to cover is the Mid Michigan contest CD'd by Mike Roxberry. I'm ashamed to say it's been several years since I have been able to attend this contest. The last time I was able to attend my little girl was 3 years old and helping us fly control line models in the evening. She is now going to basic training in the Army! Mike is a character and I'm always laughing when I'm around him. I would like to thank his club and his wife for putting on such a great contest. My Son and I had a great time!



# Clover Creek Senior TOC and Freestyle Invitational



The Clover Creek Senior TOC is a an idea that came from Tina Schroder. Before John passed away, she had brought this idea to him and it was never something that came to fruition.



So, this year Tina got the help of David Moser, Gil Major and Skip Kixmiller and they, together with lots of volunteers, made this dream come true.

There were lots of stories and memorabilia for everyone to enjoy, but the main stay was the friendships that were forged or renewed. Everyone enjoyed the company and worked hard to make this a great weekend.

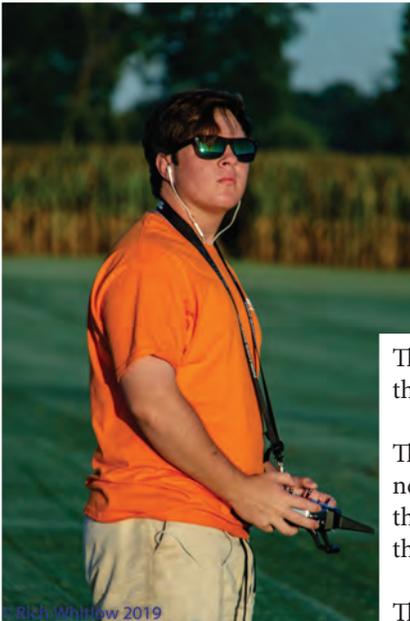
The competition had one Known that was derived from an original TOC Known. Each competitor had the opportunity to fly this known for 13 rounds. On the last day there was 1 Unknown, which was also a TOC derivitaive. This was definitely an endurance event!

Though the veteran announcer (Curtis Cozier) joked that this was the Geritol Class, it was obvious that all of these competitors still had some terrific flying skills. Each round had some terrific flights and was appreciated by all that were there watching.

In the end, there had to be a winner. The Order was:

- 1rst - Mike McConville
- 2nd - Frank Knoll
- 3rd - Don Szczur
- 4th - Mike Klein
- 5th - Bill Cunningham
- 6th - Mark Radcliff





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The other half of the event was the Invitational Freestyle (or the Adderall Class).

There were a range of competitors from the veterans to brand new competitors. There were two competitors that were at their first freestyle competition. Though, you couldn't tell by their flying. Everyone was on top of their game!

The event did not go without incident. When you are pushing the edge of flight like these guys were, sometime things happen. Before the contest started we had a plane that dead-sticked at an inopportune time and the airframe was unable to compete. During the contest we had a couple negative altitude maneuvers and another dead-stick that pancaked an airframe. But, between backups and borrowed airframes everyone was able to continue to compete each round.

It was obvious during the competition that the pilots were tremendously skilled and developed fresh, mind-boggling routines that wowed the crowd and pleased the judges.

But, when all of the balsa dust was settled it came down to one competitor that was solid the whole contest.

The results of the freestyle were:

- 1st - Jase Dussia
- 2nd - Spencer Norgquist
- 3rd - Kal Reifsnnyder
- 4th - Santiago Perez
- 5th - Bryant Mack
- 6th - JJ Hedrick
- 7th - Christopher Gini

This was a tremendous contest with some impressive results. Clover Creek has committed to second competition next year. So, make your plans and make sure you don't miss it!



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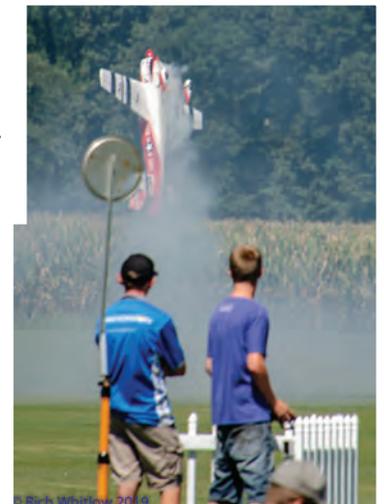
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# 2019 AMA Scale Aerobatic National Championships

The IMAC AMA Scale Aerobatic Championships started on July 7th this year. This date was very close to the US Independence Holiday on July 4th. This date is a traditional family Barbeque or vacation time. So, it was understandable that this date contributed in a lower attendance this year. But despite the attendance, those that did attend were treated to a well-run and challenging contest.

Anyone who has competed in the NATS can tell you, it is not a sprint but a marathon. It requires flying well for four straight days. Our pilots were certainly up for the challenge. Over the 4 days it was possible to earn up to 10,000 points (1,000 points for every round not dropped). To give you an example of the closeness, In Sportsman there was a spread of 27.8 points between first and second. In Intermediate there was a spread of 205.3 points. The most exciting race was in Unlimited. The spread in unlimited 0.6 points. That is incredible!

So, it is apparent that there were some very high-quality flights put up for the judges. It was fun to see!



The results were:

## Sportsman

1. William Jackson
2. Ben Templeton
3. Chris Shockley

## Intermediate

1. JJ Hedrick
2. Danny Powell
3. Rudy Voldrich

## Advanced

1. Rhett Lambert
2. George Messick

## Unlimited

1. David Moser
2. Kurt Loelling
3. Ty Lyman

**Bennet Cup Award Winner  
Kurt Koelling**

**Schroder Cup Award Winner  
William Jackson**



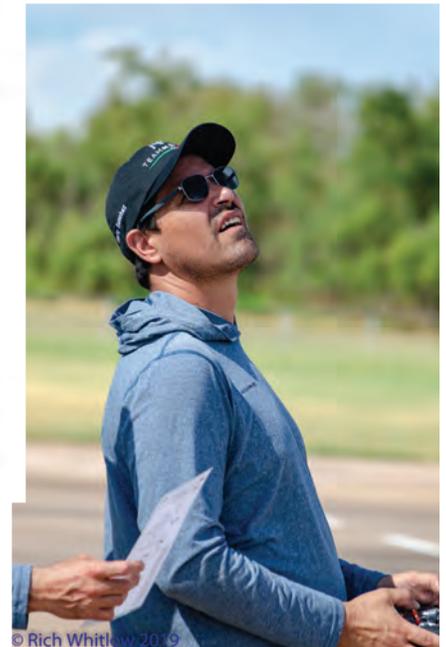
# 2019 Wings Over Abilene

## Abilene, TX



### Wings Over Abilene Results

<p><b>Basic Class</b></p> <p>1st Place - Jimmy Allen 2nd Place - Wilton Stewart</p>	<p><b>Sportsman Class</b></p> <p>1st Place - Chris Shockley 2nd Place - Allen Delger 3rd Place - Jose Gonzales</p>
<p><b>Intermediate Class</b></p> <p>1st Place - Rudy Voldrich 2nd Place - Craig Rideout 3rd Place - Rich Whitlow</p>	<p><b>Advanced Class</b></p> <p>1st Place - Cam Shahrdar 2nd Place - Howard Gomez</p>
<p><b>Unlimited Class</b></p> <p>None Flown</p>	
<p><b>Seniors Class</b></p> <p>1st Place - Allen Delger</p>	<p><b>Freestyle Class</b></p> <p>1st Place - Angelo Lomelli 2nd Place - Howard Gomez 3rd Place - Jimmy Allen</p>



# 2019 Cincinnati IMAC Burnit Challenge

## Harrison, OH



### Burnit IMAC Results

**Basic Class**  
1st Place - Aaron Schrader

**Sportsman Class**  
1st Place - Isaac Silhavy  
2nd Place - Duane Melvin

**Intermediate Class**  
1st Place - Greg Hladky  
2nd Place - Robert Willis  
3rd Place - Nick McKinney

**Advanced Class**  
1st Place - Toby Silhavy  
2nd Place - Mike Karnes

**Unlimited Class**  
1st Place - Will Berninger  
2nd Place - Ben Batts

**Seniors Class**  
1st Place - Greg Hladky  
2nd Place - Mike Karnes

**Freestyle Class**  
None Flown



# 2019 KRAM Grand Rapids IMAC

## Alto, MI



### KRAM Grand Rapids IMAC Results

#### Basic Class

1st Place - Roger Errige  
2nd Place - Ford Yates  
3rd Place - David Pierce

#### Sportsman Class

1st Place - Matt Slobe  
2nd Place - James DeYoung  
3rd Place - William Hauch

#### Intermediate Class

1st Place - Robert Willis  
2nd Place - Greg Hladky  
3rd Place - Randy Brunette

#### Advanced Class

1st Place - Matt Komar  
2nd Place - Bill Teeter



#### Unlimited Class

1st Place - Cam McCausey

#### Seniors Class

1st Place - James DeYoung  
2nd Place - Greg Hladky  
3rd Place - William Hauch

#### Freestyle Class

None Flown



# 2019 Mid-Michigan IMAC Challenge

## Jackson, MI



### Mid-Michigan IMAC Results

**Basic Class**  
 1st Place - Aaron Schrader  
 2nd Place - David Pierce  
 3rd Place - Juan Rosa

**Sportsman Class**  
 1st Place - Jim Norton  
 2nd Place - Isaac Silhavy

**Intermediate Class**  
 1st Place - Robert Willis  
 2nd Place - Mike Roxberry

**Advanced Class**  
 1st Place - Daniel Reichert  
 2nd Place - Matt Komar  
 3rd Place - Dwight Macdonald

**Unlimited Class**  
 1st Place - Cam McCausey

**Seniors Class**  
 1st Place - Daniel Reichert  
 2nd Place - Dwight Macdonald  
 3rd Place - Mike Roxberry

**Freestyle Class**  
 None Flown



# Upcoming Events

## September:

13th - IMAC Israel - Nitzana, South Israel  
14th - CMJ Hobbies Late Summer IMAC - Roberta, GA  
14th - 2019 NC Regional IMAC Championship - Muncie, IN  
14th - IMAC Norway Competition #4 - Elverum, Hedmark, Norway  
14th - IMAC Hasparren IMAC Cup - Haspareen 64, France  
21st - 23rd Annual Texoma IMAC Challenge, Sherman, TX  
21st - Viva Las Vegas IMAC - Henderson, NV  
21st - IMAC Murcia - Murcia, Spain  
28th - 2019 Black Dirt NE Regional Finals - Goshen, NY  
28th - Mocksville Fall Classic - Mocksville, NC  
28th - NW Regional Final - West Richland, WA  
28th - IMAC Extramadura - Merida, Badajoz, Spain  
28th - Rovigo - Rovigo, Italy  
28th - Yenda Benda - Yenda, New South Wales, Australia

## October:

5th - IMAC Andalucia - Sevilla, Spain  
5th - THSF IMAC Turkish Championship - Istanbul, Turkey  
9th - Tucson Aerobatic Shootout - Tucson, AZ  
12th - Ocala Annual Fall IMAC - Ocala, FL  
12th - Whitfords IMAC - Whitfords, New South Wales, Australia  
19th - Central Tennessee IMAC Contest - Tullahoma, TN  
19th - 2nd Annual TX Panhandle IMAC Challenge - Pampa, TX  
19th - TAA Spring Rumble - Westbrook, Queensland, Australia  
26th - Sharks 5th Annual IMAC Challenge - Shreveport, LA  
26th - IMAC Lleida - Lleida, Spain  
26th - Coota 2 - Cootamundra, New South Wales, Australia  
31st - IMAC Israel PAM Xtreme - Kiriat Shmone, North Israel

## November:

1st - 2019 SE Regional Championship - Hinesville, GA  
2nd - Bayou Bash RPS Finish - Baton Rouge, LA  
9th - Victorian State Championships - Euchuca, Victoria, Australia  
16th - SW Regional Finals - Lake Havasu City, AZ  
29th - IMAC Asia Pacific Championships - Dalby, Queensland, Australia

## December:

14th - QLD IMAC XMas Competition - Queensland, Australia  
14th - Coota XMas - Cootamundra, New South Wales, Australia



# Why Join IMAC?

The International Miniature Aerobatic Club (IMAC) is an organization dedicated to sport of radio-controlled Scale Aerobatic competition. IMAC operates under the auspices of the USA's Academy of Model Aeronautics (AMA) with a designation as the Special Interest Group (SIG) for R/C Scale Aerobatics. While it's origin is American, the scope of IMAC operations now extends to over 15 countries throughout the world and continues to grow daily.

IMAC members are people just like yourself that love to fly scale aerobatic planes. Like any worthwhile endeavor it takes focus, energy and passion to succeed in this sport. As a pilot, you spend hours learning sequences, tuning your plane, or learning how to do the "perfect" spin entry. You pack up and head out to a contest all ready to compete head to head with your fellow pilots. It's great so far but think about it...what is going on behind the scenes?

- \* Who organizes this stuff?
- \* Who sets the standards so that all events operate on the same level playing field?
- \* Who helps write and maintain the rules that we all fly by?
- \* Who develops the judging schools and training programs?
- \* Who actually writes, refines, and publishes the known sequences you so diligently practice?

## It's IMAC – International Miniature Aerobatic CLUB

Yes a CLUB...people like yourself all contributing to the sport with their time, resources, and passion. If you are serious about flying scale aerobatics, IMAC membership is your way of giving back to the sport.

Yes...you get benefits like discounts off entry fees at every event and the ability to compete with other pilots in your class across your IMAC region for annual bragging rights. You get access to the full IMAC website including contest calendars, buy/sell classifies at no charge, and a full forum for sharing information with your fellow pilots

Without an international organization like IMAC, the sport of scale aerobatics as we know it may disappear! All of the activities of the organization are focused on making the sport better whether through national judging schools, holding monthly phone conferences, working with the website, working with vendors that contribute to IMAC and these activities cost money. As a not-for-profit organization, IMAC depends on it's members. Regardless if you are in the US/Canada or somewhere in the rest of the world, the sport needs you to be part of the CLUB



Joe Thibodeau & his father David

## Join with the rest of us and support scale aerobatics!

If you fly even a few events throughout the year, you get your money back through event entry fee discounts but more importantly - you support the sport. It doesn't get any better than that!

[www.mini-iac.org](http://www.mini-iac.org)