



2019 - Volume VIII

# In The Box

The Official Newsletter of The International Miniature Aerobatic Club



## Feature Articles:

2019 Tucson Aerobatic Shootout Coverage

Pattern Crossover Article

Toby's How To

Aerobatic Poetry

And Much, Much, More!

## Regular Columns:

Letter From the President

Letter From the Editor

Secretary's Report

Regional RD Reports

Entering the Box (for new Pilots)

**IMAC  
Board of Directors**

**President  
Mike Karnes**

**Vice President  
Doug Pilcher**

**Secretary  
Samantha McKinney**

**Treasurer  
Phil Vance**

**NE Regional Director  
Brad Davy**

**SE Regional Director  
Primo Rivera**

**NC Regional Director  
Toby Silhavy**

**SC Regional Director  
Rich Whitlow**

**NW Regional Director  
Clark Hymas**

**SW Regional Director  
Alex Dreiling**

**Europe Regional Director  
Manrico Mincuzzi**

**Latin America Reg Director  
Jorge Guzman**

**Asia-Pacific Reg Director  
Michael Hobson**



## Letter from the Editor

**Rich Whitlow**

In the US, the season has wrapped up and we begin to look at next year. But, the beauty of having an International Club, is in other areas of the world that is not the case. For example, as I write this column the Asia-Pacific Championships are being held. It includes many pilots, not only from the Asia-Pacific Region but from all over the world!

So, as you see there is a lot of excitement year round.

So, back to the US I am reflecting on a great year. We started with a truly "International" judging school. The goal being to bring a uniform judging standard no matter where in the World you compete. We had a great Nats, a TOC reunion contest, a great Tucson Aerobatic Shootout, and more and more local contests in the US.

On top of that the creation of the International Regions becomes official. We now have a European Region, an Asia-Pacific Region and a Latin American Region. With those regions we have have more and more pilots crossing the boundaries and visiting contests in other regions. Not just across US Regions, but we have had the Mexican Contingent at a SC contest, Nats and TAS. We have the Reifsnuders headed from the US and Sacha Cecconi from Italy to the Asia-Pacific Championships. That's just a couple that I know about and remember.

I guess it's obvious that I am excited about where we are headed. The growth is obvious. The lower classes are growing and that translates into future upper class members. Its a great time to be in IMAC!

Even though we just wrapped up our 2019 season. I can't wait to get to the 2020 season. It's going to be an awesome time. #IAMIMAC

Another thing you will notice this issue, we have had an exchange of articles with Pattern's K-Factor magazine. I have submitted articles to them over the past few months and this issue we get to print a couple of articles from them. It's a great spirit of kindredship in the world of rc aerobatics.

Lastly, I just need to say.....Geaux Tigers!

I hope you enjoy the issue.

Rich Whitlow  
Newsletter Editor  
imacinthebox@gmail.com



# Letter From The President

Mike Karnes



Well the snow is falling here in the North Central and all the planes are tucked in for the winter. The 2020 sequences are in the books and on the website for printing. Thanks to the sequence committee for working so hard to get them out in time for those in the south to start practicing. They look to be challenging and fun and can't wait for it to warm up in the north so I can give them a try.

If you have not signed in on the new [IMAC forums](#), please do so. It is and looks so much better to use on either your phone or PC. Thanks to all that volunteered to help to do the beta work testing and getting it ready to go live in such a short time frame.

The International Region is now made up of the European, Asia Pacific, and Latin American areas. Appointed by the BOD to be an interim directors are Manrico Mincuzzi looking out for the European Region. Michael Hobson from Australia will take on the Asia Pacific area. The Latin America Region is in the hands of Jorge Guzman. I am really looking forward to working with them on the BOD and hopefully learn from them about the needs of the rest of the world.

I along with the Board of Directors wish you all a Merry Christmas and a prosperous New Year.

Stay warm and safe this winter and we will meet up somewhere next year for a little competition and we will once again share some good times.

Mike Karnes  
#IamIMAC



# Notes from the Officers



**Vice-President  
Doug Pilcher**

## **From the (Virtual) Desk of the Vice President**

To all users of IMAC forums. And to follow up with my posts in the forums to date. Since my last update here “In The Box” I had been charged with the testing of different platforms to migrate our IMAC forums to. So, I would like to give you some idea of the steps I took with this task. I assure you this has taken some time in the last several months to test and compare and evaluate the different platforms to arrive at choices shared with the BOD to get not only what we needed and a lot more, but at the best cost effective path forward for IMAC. To follow is my findings as I worked this task.

As it became apparent that we needed to transition the forums off [mini-iac.org](http://mini-iac.org) to maintain the security of our Website and Points and Contest schedule management through the 2020 season into the 2021 year to allow time for the actual website migration it was imperative to first migrate the forums off of main site.

We began testing different commercial platforms to move our forums to. Both evaluating the options available and security

and configurability of the new platform as well as comparing to the cost of the platforms which all maintain a yearly “lease” cost basis. The other things that were considered was how it was required to be hosted. Whether it was needed to be hosted on a physical server IMAC owned and maintained and costs of maintenance or using a more forward and current technology and use a “cloud” platform maintained on the hosting company’s servers.

We believed that with research done and in the thinking of keeping always current and up to date with the forum software and upgrades and security, the 2nd option definitely made for a better path forward.

Many hours were then spent after determining the indeed with ratings read and reviews, that Xenforo and vBulletin being indeed the most suited to our needs, however with using of their free trials and initial setup and again more research lead to the conclusion, that XenForum was based again on individual modules all priced separately to build to the level of forums suite required to meet our needs and that with XenForum also was better suited to run locally on an owned and maintained server. In the same testing with vBulletin I found that their pricing and platform which included all module updates as released and included in their yearly costs and includes being hosted within their cloud system. This eliminates both hardware and software updates to be maintained by IMAC.

So, the platform was built around vBulletin, and tested and fine-tuned. Initially we paid \$39.95 for a month subscription to continue with the building and testing. Initially tested by the BOD and then some committee members were asked to sign in and then a few members at large. With about 30 users in at different permission levels and

approximately 2 months’ time of testing and changes made. We then believed this to be the most stable and cost effective and eliminated the platform from becoming outdated and the need to start again.

Please if you have not signed up, please do at [forums.mini-iac.org](http://forums.mini-iac.org) and check them out. All IMAC business and announcements will be placed here going forward.

The Pilcher South clan and I wish you all a Merry Christmas, or the holidays you celebrate, and hope you have a productive build season as we wait for spring and the new season to begin!

Doug Pilcher  
Vice President  
[douglas.pilcher@gmail.com](mailto:douglas.pilcher@gmail.com)





## Treasurer Phil Vance

The 2019 IMAC season is coming to a close and each region is in the process of holding their Regional Championships. I have been quite busy keeping the Regional Directors' expenses paid for each of their Championship events, while maintaining normal treasurer duties.

Our IMAC membership has continued to increase this year, both nationally and internationally and that is very encouraging. As of October 31 of this year we had taken in \$1100 more in membership dues than we had taken in on October 31 of last year. I hope this continues.

While on the topic of membership dues, around 95% of all IMAC dues, both new memberships and renewals are paid using PayPal. We have a PayPal link on our website and it is perfectly acceptable and user friendly to pay this way. However, some of you may not want to use PayPal for whatever reason. Therefore, you can join or renew your IMAC membership by mailing a bank check, money order or personal check in US dollars directly to me by mail. If you are a new member you do have to register on our website before I can assign you a membership number.

The mailing address is:  
IMAC  
PO Box 1010  
King NC 27021.

The IMAC Swag Store is another way to bring additional income into the organization. We, as members, are the

best advertising tools for our hobby. Let's do our part to promote IMAC by purchasing products from our online store! You will find that link on our website also.

Let's not forget, Christmas is not far off.....!!

Phil Vance  
IMAC Treasurer



## Secretary Samantha McKinney

Its hard to believe that the IMAC Season has come to an end for this year. The RDs have gotten their schedules started for 2020. The 2020 knows are approved and ready for the next season. The RDs will be working on their regional judging schools. Please check your region pages for dates and times.

The 2020 Nats dates have been posted. The Nats are scheduled for July 12 – July 15, 2020.

The BOD welcomed three new RDs for the International Region: Europe – Manrico Mincuzzi, Asia- Pacific – Michael Hobson, and Latin-America – Jorge Guzman. Adi Kochav is now our International Liaison. He will be working on the transition with the new RDs.

IMAC has transitioned to our new forums. When you click on [“The Hangar”](#) tab, it will forward you to the new site. The old forums are archived on the IMAC website in read-only format under the

“The Hangar” tab. On the new forums, each member will have to create another login. The Board asks that the members use their real names, and not aliases, for the forums.

As the holiday season is upon us, from my family to yours, I would like to wish everyone a Merry Christmas and a Happy New Year!

Samantha McKinney  
IMAC Secretary



# Entering The Box

(A Column for Pilots New to IMAC)

Greg Hladky

## Flying Your Best: A Few Tips from Golf

Flying scale planes through precision aerobatics may not look anything like golf, but there are similarities that may be worth a closer look. The fact that both use “sticks” for control (clubs for golf, but you get the point) is no minor point. More on that in a moment. The biggest similarity, and the key to success in both sports, is that curious organ that controls those sticks: the brain. Like golf, precision aerobatics is a mental sport.

Listed below are some strategies for success (adapted from a video by Dr. Patrick Cohn, author of *The Mental Game of Golf*):

- \* Focus on preparation, not the contest
- \* No comparison to other pilots
- \* No expectations
- \* No target scores
- \* Focus on personal strengths to build confidence
- \* Set process goals, i.e., specific tasks to achieve immediate goals

IMAC, like competitive golf, is ultimately a game of skill. But it's just a game. The fate of nations doesn't hang in the balance. Unless you are a golf pro, competing for the top prize at the Tucson Aerobatic Shootout, or just took on some sponsors, we play, or fly, for fun. Keeping it fun is really at the heart of the strategies listed above.

Now, about those “sticks.” An important skill in both sports is extremely fine motor control. The degree of precision required is phenomenal. A fraction of a degree in the movement, or angle, of the sticks can mean the difference between reaching your target and missing it entirely. In golf you have the luxury of time to tee up the ball and get ready

to swing. In IMAC we don't have that luxury. Once airborne we have to make numerous stick movements, sometimes in quick succession, to keep the plane on track and perform all of the required maneuvers. If we have to think about each of those movements, it quickly becomes apparent how we can fall behind the plane.

The Novice and Basic classes provide a great opportunity to build the fine motor control required to fly a good sequence. The goal at this level should be to develop the muscle memory needed to fly the figures - the geometry of the sequence - without having to think about fundamental tasks. Those tasks are to:

- \* keep the wings level
- \* keep the plane on a horizontal track parallel to the runway
- \* maintain a constant radius in looping or turning figures
- \* pull to a precise 45 degree line or vertical line or back to level

These skills need to become automatic, whether the plane is flying away or toward you. Do you have to think about your legs and feet when running up or down stairs? (Try this experiment: next time you are walking down some stairs, force yourself to become conscious of what your feet are doing and direct each movement. Hold on to the hand rail, because you might trip! At the very least you may move much slower than normal.) If you have to think which direction to move the stick in order to level a wing when the plane is inverted and flying at you at 50 mph at the top of a half Cuban Eight (phew!), then you haven't done your homework.

Yes, class, we have some homework to do. It's really not much, just a mental review before and after each flight. Picture the position and attitude of the

plane anywhere in the sequence that may give you trouble, then figure out which direction you need to move the sticks to correct a wing dip or a shallow/steep dive, from upright and inverted. Work out any mental shortcuts for making these corrections now, not in the air. Use a stick plane to reinforce those shortcuts. Then go and practice them in the air until they become automatic. Take a moment after each flight to review what you did right and what you still need to work on. Get on the simulator, if you can't fly outside. Soon you'll be flying with the grace and precision that make IMAC so fun.

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. ;-))



© Rich Whiteley 2019

# Phoenix

Poetry by:  
Greg Hladky

Oh banish from the dim lit moor  
barren windswept cold and more  
the untamed nagging beast and boor

Oh darkened sky above the fire  
smoke rising from the pricey pyre  
signals where my hopes retire

Oh twisted wooden frame remains  
wreckage of some airborne gains  
lock my airfield gate in chains

Oh welcome summer shifts of breeze  
warmer winds from warmer seas  
shafts of sun to ashes tease

Oh see it rise, oh spark of life  
bird of wonder born of strife  
free to wander, free to fly!

Oh transformation of the moor,  
dappled by the sun and more,  
no untamed beast, no nagging boor.

(Dedicated to all the pilots who have lost a plane this  
year, or in years past. Your courage to rebuild and  
compete again is an inspiration to us all. Here's to  
renewed hope, rising from the ashes.)



# Toby's How-To

By: Toby Silhavy



Well, its that of year. Yes, it is building season. For some, this means assembling an ARF. Others will be building kits, and for the rest it will be scratch building. The end goal for any build, is to have a great flying plane that lasts us years of service. Remember even the best kit/ARF will need some TLC to last all of those years.

One of the worst sounds you can hear as you put your elevators on is the sound of your blind nut falling inside of your plane. You have 30 minutes to get ready to fly at a competition and PLUNK goes the blind nut. One of the best ways to stop this is to put a ply backer that will keep the blind nut from moving backward and from rotating. To accomplish this I use circles I make on my laser.



I often have many of these circles left over from lightening holes in kit production.

You will want the ply plate to be  $\frac{1}{4}$ " larger than the outside diameter of the blind nut plate.

I will use a pair of calipers to measure the thickness of the blind nut.



This will tell me how deep I need to drill through the plate. I will use a drill press with a forstner bit and set the stop depth



on my drill press. I will generally use thick CA to glue the new disc plate to the inside of the plane. Do not put glue in the center of the disk as this could get into the threads of the blind nut.

So when you have a new build or have a blind nut come out at the flying field I carry a couple different forceps.



The nice thing about forceps is you can clamp them down and change angles of how it is held to get to those hard to reach areas. They clamp with enough force to really keep the blind nut secured until you release the handles on the forceps.



Well, I want to say Merry Christmas, Happy Holidays, and Happy new year!

Toby Silhavy  
"Chase the Dream, Not the Competition"

BE PROUD

# IAmIMAC

INTERNATIONAL MINIATURE AEROBATIC CLUB



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 away 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 me 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

Latin America Regional Director  
Jorge Guzman



Hello everyone

I am Jorge Guzmán, the Regional Director of IMAC in LATIN AMERICA. I would like to take the opportunity to tell you a little about how run IMAC contests in Mexico and the goals that I would like to achieve in the coming years.



The contests we hold are divided into 4 dates throughout the year, this due to weather conditions and sometimes due to the availability of the fields. Usually, they are separated by 2 or 3 months, with the intention of being able to prepare for each contest making the necessary practices and adjustments. The cities where these events took place in 2019 were QUERETARO, GUADALAJARA, BAJIO and SAN LUIS POTOSI, with the intention that next year to hold contests at other fields, so that they know us and see what the development of the competitions consists of. With this, we would expand the bonds of friendship between the clubs, in addition to providing knowledge



on how to adjust the aircraft and flight techniques, which would lead to improving the flight of new pilots. In 2019 we had an increase in the number of pilots in the competitions, which raised



the interest of more colleagues who want to participate for next year hoping that they will increasingly join this discipline.



This year the FLIGHT AND VIRTUAL JUDGING CLINICS were implemented, taught by OLIVER SOTO who is an experienced person as both a pilot and judge of IMAC and FREESTYLE. This arose with the intention that more people had the opportunity to prepare for the competitions, optimizing the times and resources available. There are still some details to be set for functions as planned but for the moment it has produced very good results.



My intention as Regional Director is to strengthen the bonds of friendship and bring the LATINAMERICAN Pilots closer to strengthen this discipline, which will lead us to strengthen IMAC, with the exchange of ideas and opinions of all the members who are passionate about this type of flight.

Thank you



## European Regional Director Manrico Mincuzzi



None submitted.

## Asia-Pacific Regional Director Michael Hobson



None submitted.

## South Central Region Rich Whitlow



As I write this, we are coming to an end of my first year as Regional Director. The South-Central Region has just completed its end of the year Regional Finals and it's now time for us to plan our winter maintenance and new builds.

Even though it's the end of our flying season, there is still much going on. We have migrated to the new forum platform

([forums.mini-iac.org](https://forums.mini-iac.org)), the new sequences have been published, the International Regions have been established and much more.

Next season promises to be exciting. The contests dates are close to being set. We will also have a judging school and Lyndel Roe has agreed to put on his skills clinic again. On top of that we have 18 contests scheduled. That is 2 more than last year. What is fueling this energy is all of our new pilots that we have gained over the past couple of years. There has been much excitement in the Basic and Sportsman races. This will flow into the upper classes, as the younger pilots move up. That is great news for our region.

Also, as we plan our schedules for next year, let's not forget NATS. It will be held in Muncie and should be a great year. We will make a few new tweaks, such as multiple Freestyle rounds to make the Nats even better than ever.

If you have any ideas or suggestions please let us know in the new forums, as we established a section just for the 2020 Nats discussions.

Lastly, to all my IMAC friends & family, I want everyone to have a wonderful Holiday Season. Each one of you have a special place in my heart. It is the people of IMAC that make the sport as wonderful as it is. I am very thankful to have all of you as part of this great organization.

So, until we meet again, fly straight (and keep it under 400 ft) ;)

Rich  
Krzy4RC  
#IAmIMAC



## Northwest Region Clark Hymas



Welcome to the NW Region

The 2019 season has wrapped up and the building season for 2020 has begun, sequences are out and folks are already practicing for next years events.

Contest Directors please schedule your 2020 contests ASAP as some dates have already changed. We are looking at Judging school in Richland in early March (date to be determined but we are shooting for the March 7-8) First Contest is the Grizzly Bear on April 4-5

Regional Champs have been crowned for 2019 and the winners are as follows.

Basic – John Takacs  
Sportsman – Rick King  
Intermediate – Gale Vasquez  
Advanced – Clark Hymas  
Unlimited – Dave Villwock

Please remember to bring a friend and have them try out IMAC, It's always more fun with more folks there. We look forward to a strong 2020 and hope you will all be there to help out and have fun.

Rick Crow - ARD



## Southwest Region Alex Dreiling



Hello all SW IMAC Pilots!

This year has been another awesome one for the books! Everything from the Cactus Classic to the Havasu Regional Finals stretching from Oakdale, CA to El Paso, TX. Every event was filled with camaraderie, old friends, new friends, teamwork, pilot growth, and all the positive attributes one can expect from an IMAC contest!



I want to give a shoutout to all the CDs from this year, your hard work and service to the hobby and fellow members is very much appreciated and we couldn't do it without you!



Another thank you to everyone who volunteered, helped, or gave in one way or another to an event this year, it's the friendly faces and helping hands that make this hobby what it is and what will continue it for generations to come.



Next year is already ramping up to be a great year also with a full calendar of contests! I look forward to seeing you all there!



Happy Holidays and safe flying!



## Northeast Region Brad Davy



Northeast Regional Director Update

The 2019 flying season is in the books, and planning has started for 2020. Thank you to all the pilots, CDs, clubs, and volunteers that helped run contests in the North East region. The heart of IMAC is competition, and contests are the most important think we do. Everything else is secondary. So here's hoping 2020 will be even better.

Congratulations to all the regional points winners. Awards were distributed at Black Dirt, but there are a couple I still need to mail out. If you were a winner, your award will be coming. Making sure your mailing address is current in your IMAC profile will make it easier if you were an award winner.

The [IMAC forums](#) have moved to a new location and format. I use these forums on a regular basis to manage the North East region. These forums are your best link to me and the other members of IMAC to express opinions, identify potential problems, and just generally keep in touch. I know its sometimes an inconvenience to have to manage yet one more profile, but its worth it. There are a couple discussions that have been started where your input is vitally needed. Two discussions about proposed changes to the IMAC bylaws, and another discussion about location of the 2020 Regional Finals. Please register for the forums, and let us hear your voice.

I hope that everyone takes time to enjoy the upcoming holidays, and begins the new year with optimism and enthusiasm. Merry Christmas, Happy Kwanza, and Happy New Year!

**Southeast Region  
Primo Rivera**



Hello Southeast,

The Southeast region had fifteen contests this year, with contestant's numbers from seven up to 35 plus pilots in some contest. I had the opportunity to attend nine of them and hope to make as many in 2020. Our 2019 IMAC season finished with an AMAZING Regional Championship at the Heath Green Sky Ranch in Hinesville Ga. The weather was great, food was awesome and lots of flying, all classes flew nine known sequences and three unknown sequences. (By the way, I was the only unlimited pilot who scored the Tail Slide) Had to go there. Having dedicated judges made the contest run very smoothly and I hope to do the same next year.

THANK YOU! To ALL the CD's who took on running a contest in 2019, it is not an easy task.

THANK YOU! To our scorekeepers, without them, there would not be a contest. Terri Foster and Phyllis Youngblood.

THANKS to my amazing and supporting family, I thank God for them every day.

I want to wish everyone a safe and happy holiday season. Our 2020 season will be here before we know it; in fact, some contests are already on the schedule along with the yearly judging School in Toone Tennessee. Attending a judging School is the single most important thing any of us IMAC enthusiasts can do. We owe it to ourselves and to the competitors in the other classes. I truly have enjoyed leading the SE as your Regional Director and hope that my enthusiasm has rubbed off on you guys.

Looking forward to a great 2020.

Thanks

Primo

**North Central Region  
Toby Silhavy**



Well its that time of the year again. The end of the season. We had an awesome district this year and I cannot thank everyone enough for their support. I want to give a big shout out to Perry VanMeter and his wife, Sherri and Rob Willis, and my wife for helping make this a very easy event to run. Again, thank you everyone.



We had a lot of battles not only at the district contest but at a regional level as well. Several of the regional winners won due to placing well at the district finals. I want to thank everyone for the industrial size rubber chicken I received at the dinner we had on Saturday. It is much appreciated and it is the new mascot for the North Central District! I want to say congratulations to all of the district contests winners and the regional winners as well. Very well deserved! I believe we will all vote to make Rob and Sherri the official chefs for the North Central as well. Our district dinner was AWESOME!!!!



Thank you again guys, you have made my first year as ARD enjoyable.

**Regional Points Standing Winners**

Basic: 1. Aaron Schrader  
2. David Pierce  
3. Steve McAlpine

Sportsman: 1. James DeYoung  
2. Isaac Silhavy  
3. David Mott

Intermediate: 1. Greg Hladky  
2. Robert Willis  
3. Michael Roxberry

Advanced: 1. Daniel Reichert  
2. Matt Komar  
3. Toby Silhavy

Unlimited: 1. Louis Matustik  
2. Kurt Koelling  
3. Ben Batts



Speaking of district news, I would like to thank Aaron Schrader, Rob Willis, and Matt Komar for stepping up to be ARDs. They have been a tremendous help to me this year. I would also like to thank all of North Centrals ARDs for helping me so much this year. Thank You!



Finally, I would like to thank Bill Teeter for writing this article about traveling across the US/Canadian border. I would like to see increased participation both ways. I know my family are planning several Canadian get-a-ways next year to fly!

Toby Silhavy



Cross Border IMAC Travel

Over the past ten years I have been fortunate to fly at a number of events in the U.S.. I have really enjoyed getting to know so many great pilots in Michigan, Ohio, Indiana and also at the U.S. Nats and IMAC World Championship in Muncie in 2014 and 2018.



One of the most common questions I get asked is about how hard is it to cross the U.S. / Canadian border with airplanes. The bottom line is that it has generally been very easy, and I have had no real issues going either direction, into the U.S. or coming back into Canada.



Since this is a common question, and because we like to encourage cross border contest participation, our RD Toby Silhavy asked me to put together a short article on cross border travel with IMAC planes.

The first thing to mention is proper travel documents. In a general sense the best document to have is a government issued Passport. There are some exceptions, but to keep this simple the passport is the preferred document. Prior to 9/11 we used to be able to just use regular driver's licenses, but those days are gone.



There are some U.S. States and Canadian Provinces that have enhanced driver's licenses that double as a passport equivalent. Those enhanced licenses will also allow you to cross the border. For frequent cross border travellers the Nexus card is a passport equivalent and its main advantage is that it allows you to use dedicated Nexus lanes at the land border crossings. Bottom line - if you have a passport you should have no problems.

Questioning by border officers: this is always an area of concern, but the easiest approach to this is honesty and disclosure and there should be little to worry about. In my experience the questioning is similar but with some differences depending on which direction you are going - into the U.S. or into Canada.



When I go into the U.S. I am typically asked the following: Citizenship ? Where do you live /residence? Purpose of trip? Where are you going? Why? How long will you stay or when are you coming back? What are you bringing with you? Do you have anything to declare?

Since I am usually pulling the trailer with airplanes, I find that I can pre-empt a lot of questioning by responding that I am going to a model airplane contest at whatever location, for the weekend, and coming back Sunday night (typically). Followed by - the trailer has my airplane(s) and chairs, tools etc.



You will also be asked if you have anything to declare? Typically this relates to alcohol or tobacco. Did you stop at Duty Free to purchase either of the above? Be aware that bringing certain foods into the U.S. from Canada is not allowed. Typically raw meat is not admissible. Many processed foods are allowed. It is best to check with the websites for U.S. Customs and Border Protection as to

what items are prohibited. One key thing here - they will commonly ask if you are bringing food into the U.S. or Canada and you should always tell them what food you have. The penalties for not declaring food are very substantial and you do not want to get caught not declaring items.

Knowing what you are allowed in terms of food, alcohol and tobacco is important, and you can readily find the information for U.S. at the Customs and Border Protection (CBP) website and likewise for Canada at the Canada Border Services Agency (CBSA). Since there are a lot of details, I would refer you to those websites.



Also important to know your exemption limits for purchases and bringing goods back into the country where you live. Again - please go to the CBP or CBSA websites for specifics on exemption limits. They depend on how long you have been out of the country and the type of product you are bringing back. Note - there are specific limits for alcohol and tobacco. If you exceed those limits there are certain taxes that must be paid.

As a general comment, I rarely bring more than pop, water, and maybe a couple of granola bars when I am crossing the border, and there are enough grocery stores for local purchases, so I do not bring a lot of food with me. I buy what I need at my destination.

Coming into Canada is going to be the same for our U.S. friends. You can expect the same questions: Citizenship? Residence? Purpose of trip? How long? Anything to declare? (alcohol, tobacco, food etc). There are not as many restrictions on food coming into Canada but again, check the CBSA website for more detailed information.



OK, I need to say this - leave your guns at home. Seriously, bringing hand guns into Canada will get you stopped and turned around at the border. Rifles are allowed during hunting season but there are many specific requirements around guns beyond what I can cover here. Keep it simple and leave the guns at home.

Crossing into Canada is not difficult. Bring your passport, answer the questions openly and honestly, declare alcohol, tobacco and food etc.

Airplane Specifics: maybe just a few comments or experiences related to bringing airplanes back and forth. Firstly, I have never had an issue or problem.



Going into the U.S. I am sometimes asked to open the trailer - maybe one in five times, so not often. Usually the CBP officer just wants to have a quick look to verify what is in the trailer. The typical comment I get is, "wow, it's big" or "look at the little pilot." They sometimes ask what else is in the trailer and I just tell them, folding chairs, sun canopy, tools for the planes etc. More often I get questions like "how high will it fly", "how fast will it fly", "how far will it fly", stuff like that.

Interestingly enough I have never had to open the trailer coming back into Canada. I always get asked what is in the trailer. Sometimes I am asked if there

is anything in the trailer that I did not have when I left Canada. Of course I am a Canadian citizen returning to Canada. For our U.S. friends, be aware that you may be asked to open the trailer and are subject to search.

I have never been asked for a receipt or proof of ownership. However, if you have purchase receipts for your transmitter or plane / engine then always a good idea to have copies with you.



In Canada we have a way to register any expensive item that we are taking to the U.S.. Our local CBSA offices can issue you a Green Card for items like transmitters or cameras. The green card lists the item and the serial number so that you ever have to provide proof of origin you just show them your green card. Likewise all my planes that cross the border have a CBSA sticker on them with the number on a green card. I keep the Green Cards in my transmitter case. Truthfully I have never had to show a green card, but I sometimes refer to it if a CBSA officer in Canada ever starts asking if I have proof that the plane is from Canada.

Some of my Canadian friends will tell you that once in a while they are asked to prove that the plane is of Canadian origin. I have never been asked for any such proof of origin in the U.S.

because it seems much more common for us Canadians to go to the U.S. to buy airplanes and equipment. I am also not sure if there is an equivalent system in the U.S. if you want to register your equipment prior to coming to Canada. Not saying that it is essential, just sometimes simplifies crossing.

Bottom line is that I have never had any issue with bringing planes across the border. Often I end up in a conversation with the border officer. Many times I get, "I always wanted to fly model planes", or "my son / brother does that". I have been asked if I win money at these contests. My response is sadly "no", this hobby costs money but you do not win any money, just the odd trophy and bragging rights.

Tips For Border Crossing: Just a few things to make your trip easier.

Always have the travel documents ready when you pull up to the inspection booth. Make sure the driver has everyone's passport in hand ready to hand over to the customs officer.

Turn off the radio, put the cell phone down and always take off your sunglasses. Border officers do not like looking at people with sunglasses on if they are comparing passport photos to who is in the vehicle.

Often a good idea to lower the windows in your rear passenger seats so the border guard can see who else is in the vehicle. They will often ask you to lower rear windows when you pull up to the booth so they can verify how many passengers are in the vehicle.

Best practice is to only answer the questions they ask and do not launch into long stories. Stick to the questions will make you pass through quicker.

Declare all purchases, especially alcohol and tobacco.

Please leave your guns at home.

If you have any specific questions please check with the Customs and Border



Protection web site in the U.S. or Canada Border Services Agency for Canada. Lots of information.

In summary, do not be afraid of crossing the border. I really enjoy all my U.S. friends and look forward to the cross border contests each year. Likewise we are thrilled to welcome any of our U.S. friends who want to come to Canada.

If you have any other questions please feel free to contact me.

Bill Teeter  
Assistant Regional Director  
North Central Region  
billteeter1@gmail.com



# Pattern Article

## Vincente Bortone

### IMAC and Pattern (The Future)

I was very pleased to get an e-mail from Scott McHarg saying that Rich Whitlow would like anyone in the pattern group or NSRCA (National Society of Radio Control Aerobatics) to write an article for "In the Box" newsletter. Scott is the editor of the K-Factor newsletter for NSRCA. After thinking for few days, I decided that I could write the article based on my pass experience with both groups. Believe me, it is not an easy task for me to write such an article. However, now I think it is really easy because I decided to write more about what both organizations could do together in the future years. Clearly the fact that we are opening both newsletters is very good first start and we should be very pleased and proud of the work that Scott and Rich have been doing for us. It is evident that both organizations for many reasons are having a declining participation. Not many young pilots are willing to participate in pattern or IMAC for many reasons. Again, let's think more about the future.

Before writing more, I think I need to tell a little more about myself. I am the current VP of District 5 of the NSRCA. I live in Kansas City. I have been flying both IMAC and pattern for many years now. However, I started to fly pattern first in Venezuela back in the late 70's. I started to fly pattern when I came here in the early 90's. I flew with a very good friend in the past +15 years almost every weekend during the summer. My friend Tom flew IMAC and I flew pattern and IMAC alternating. When I mention Tom, it is easy for many of you to figure who is Tom. Unfortunately, Tom move to warmer climates and this year we haven't been able to practice together. It is interesting because I just got a text from him not long ago that he is having issues to practice because there is not one in his new club that knows how to do

read Aresti. In conclusion, I really have to say that I enjoy flying both and more important that both could help each other calling, coaching, trimming, practicing, etc,etc,etc.....

Based on my experience, I think I could put together a list of few things that both organizations could do in the near future that will be of mutual benefit. Here is just four. I am sure that more will come as we have the chance to expand:

1. Have a common newsletter for everything related with model aerobatics. I really think that could become a magazine. More RC vendors will be willing to advertise knowing that more pilots are reading the magazine. Let's don't forget jets, indoor aerobatics and any other activity related with precision aerobatics.
2. There are tools that could be shared to reduce the cost. The first one that I can think is the electronic scribe. We have been using one in the last 4 years here in D5-NSRCA. The system has been used in the last 3 or 4 Nationals and 7 contest per year with great success. Yes, I will agree that could be harder initially because we have to make the program compatible and clean the bugs. Yes, there is always bugs and if we don't start, they never get cleaned. There is no question that judging using the electronic scribe is far more precise and less stressful for the judge.
3. Where possible, schedule Pattern and IMAC contest so there are no conflicts within an area of, maybe 300 miles on the same weekend. While there may not be many other pilots that compete in both disciplines, the loss of even one pilot at a contest is too many. By working together with the scheduling, the two organizations will be working together and possibly fostering more pilots that would compete in both types of events. Who knows what could come out of the two

groups working together, perhaps an all Unknown contest where both Pattern and IMAC compete together?

4. If we were to work together and bring the rule just a little more in line with each other, we could share judges for contest, both local and National. The rules are already very close with just some minor differences. Local judging schools could be done train more pilots in the art of judging. I did this with Tom years ago. We called it an Aerobatic Judging and Training School. While it was too cold to fly, we learned judging for both Pattern and IMAC. Once it warmed up enough, we hit the field and started judging. It might even be possible to have joint Pattern/IMAC contest. This could be a subject for future articles.

Yes, at some point all this appears to be difficult because this is a hobby and the BOD are too busy just running all work that needs to be done. However, I think could be very good for the future of both organizations and as I said it is mutual benefit too. Just doing this interchange writing articles is very good start.



# Safety Corner

## Vincente Bortone

In the last few months I have hear of too many incidents were fellow RC pilots have been injured by props. So, I am going to try to discuss a about safety when working around any type of powered RC model airplanes. This is just my experience but if you want to add your experience please send me the information and I will add your note in the next article. This is not necessarily only for pattern pilots. The intention is to discuss and the reader could use it to help other RC pilots' friends when flying together. I know that many have been discussing same details but it is important to repeat and make sure that new pilots get also the information.

For sure we need to separate the gasoline, glow and electric powered planes. I will start with gasoline engines and trying to relate with the information I got and my own experience. Clearly the biggest issue is that our hands could get in direct contact to the prop when starting the engine. However, there are two very important steps that need to be checked before we flip the prop. The very first one is to make sure that the plane is been restrain so in cannot move forward at all and the throttle servo is really working and connected to the carburetor and it is moving in the correct direction. Yes, just hearing the servo moving is NOT enough. You need to check before that carburetor is really working and physically in the correct position when you move the stick. Yes, it is a pain because you have to bend down and look. In some planes the cowl won't let you see the carburetor. In my case, I open a hole to be able to see it. Anyhow, DA engines recommend the following: The carburetor should have at least 1 1/2" (38mm) of clearance between the intake and the bottom of the cowl. If there is less than 1 1/2", make an opening in the cowl below the carb at least as large as the carb intake diameter. I noticed that engine performs a lot better when having the opening. Here a picture that shows the opening:

This also helps to show the position of the choke plate and verify the engine is primed because some gas will get the choke plate web. I am going to explain why. Yes, this was with 120 cc gas engine. I was alone and getting everything ready. I checked everything moved all controls to make sure everything moved in the correct direction. Of course, I checked the throttle servo and I was able to hear that it was moving. However, I could not see if was working in the correct direction. Guess what, it was wrong. That engine came to full power in a fraction of second. I was lucky that plane was very well restrained I was using the chicken stick. Yes, it was so fast to the prop nicked the chicken stick. I still don't know how the throttle servo got reversed. I am sure that I did it without noticing. Therefore, my first recommendation if you use gasoline or glow engines is to get and use the chicken stick. I got the one in the picture. It is a good one because it rolls easily over the prop and is strong enough to handle large props. Here the link where you can get it: [www.rollingchickenstick.com](http://www.rollingchickenstick.com)

[rollingchickenstick.com](http://www.rollingchickenstick.com)  
I just noticed that all chicken sticks are sold out. I wrote an e-mail and they responded that they are



planning to have it back soon. Another option that is cheaper is to use a paint roll. In conclusion never use your hand directly to flip any prop and looks for something that separate your fingers from the prop. Please don't come with the excuse that prop will be damaged. I have been using the chicken stick and the prop and my fingers are still intact. If you don't have something to restrain the plane no even try to flip the prop. Look for someone to help you to hold the plane. In my club, we have plane holders that can be used if you don't have anyone to help you. I have a long belt that I attach to a fence pole and the tail of the plane.

For glow engines usually we use electric starters. The main issue has been that the pilot tries to disconnect the glow battery from the front after starting the engine. Some also try to adjust the engine from the front. I lost track how many have been moving the hands trough the prop when doing this. Therefore, the recommendation is to always get around and do everything from behind after starting the engine. Yes, we get lazy and many times and that is when mistake is easy to make. So please don't do it. A good friend that have been flying about 50 years got very bad cuts in his fingers last week. In



his case, the plane was not at idle and was not really well restrained. The plane moved forward fast and got him. As we can see usually the reason of an accident is a combination of factors so be aware all of those factors because missing just one could cause an accident.

Finally, I get to electric powered planes. Clearly most pattern pilots are using electric power. I got very good news. Using the Nats Contestant Equipment List out of 36 pilots 34 are using electric power and two glow power. Of these 34 pilots, 27 are using the external arming device (Deans jumper plugs, Anti-spark External Bullet or Anderson jumper). That is 79% of the pilots which is excellent. 7 pilots using electric power responded "None" and left it blank. Two pilots responded that they are using electronic switch. I hope that I can convince these 9 pilots to add less than 10 grams that is the approximate weight of the external arming device. This is 0.2% of the total weight allowed. It is clear that any electric code around the world requires this type of device in order to pass the code for electric power motors. Besides the external arming switch there is an additional safety feature that is very easy to add. These are the so-called "throttle cut". I program the throttle cut in sliding switch. I am planning to add throttle cut to my gasoline powered planes. In this way, I will start the engine with the throttle cut on that will be set for high idle. This will avoid having accidents when bumped accidentally the throttle. Just additional safety feature but we need to understand that won't replace the external arming device. It is just additional safety device.

Finally, for any power type used, make sure when you bind the receiver with the throttle set at zero power. In this way, if radio signal is lost the motor power will be cut. Please check to make sure it is working as intended.

Probably the timing of this article is not good because we are at the end of the season. However, if you are building or doing maintenance please consider to add the safety features I proposed in this article. And more important, if you see your friend RC pilot doing something very risky at the field try to politely approach him or her and give your safety advice.

I am planning to repeat this article before starting the next season. It is evident that safety training is based on repetition. Therefore, if you have something important that I need to add please let me have it and I will add it. For next article, I will include bulleted safety list so it will be easier to apply at the field.

Merry Christmas and Happy New Year to all.

# Granite State IMAC

## Concord, NH

The 2019 (2nd Annual since resurrection!) Granite State IMAC was held on June 7-9 at the wonderful Concord Skyhawks Field in Concord, NH.

Thanks to the Skyhawks membership and officers for their continued support of this contest and IMAC. We couldn't hold these contests without great clubs like Concord Skyhawks.

Also thanks to all participants and volunteers, Alternate CD Jim Cyr, Scott, Tyler and Grace McCormack. Tyler was originally going to fly Unlimited but decided, since he was solo in the class, that he would help with judging, scoring and Novice mentoring. Scott surprised me by showing up and was a huge help filling out the judging and Grace did a great job as photographer for some of these fine photos of the event.



Novice Class! This was the first of 3 events in New England and all will offer and encourage Novice Class. Our total pilot numbers were down a bit and we had verbal interest in Novice but no commitment. However, at registration (with a modified sign in sheet to include a "Mentor" column) I asked all pilots who would be interested in mentoring a Novice pilot if any showed up. I'm proud to say that All pilots offered to help out. We had one pilot from the club, a very accomplished pilot but had never tried IMAC before. "I'm not into disciplined flying". Well, we know Ray and we convinced him to try it. His stipulation, "I want something that says I beat Tyler!" I told him we'd work that out, get your plane (an EF turbo Bushmaster) and go talk to your mentor, Tyler. Our other Novice pilot was there to call for a Sportsman class pilot and had joined IMAC and pre registered all ready for the Aug Plum Island Contest. He had an eFlite C 150 (not his planned IMAC plane) to fly for fun. Bob Gaudette asked if he could fly Novice? I said why not, it would be good warm up for Aug and I know just the mentor, Bob's son, Tom who was flying Sportsman! I'm pleased to report that both pilots enjoyed themselves, were challenged and had fun. Maybe we'll see Ray on a future pre registration in Basic? Bob is better prepared for Aug. Well done gentlemen and your mentors.

We had extra awards (photos) due to dropped pilots so we put the mentor name, Cd name and a note of thanks on each and the guys did an informal fun "awards ceremony" comparing score



sheets. Tyler signed his Unlimited First over to Ray. Smiles all around!

The weather was as good as it gets all three days and we all had a great time. We successfully finished 4 known rounds on Sat (4th was a single sequence round) and on Sunday, an unknown and one final Known. The scores are all posted on the IMAC website.

Thanks again to all involved in this successful contest. We're excited for the 2020 Granite State IMAC. Mark your calendars for the first weekend in June 2020.

Daren Hudson



# 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**



# Plum Island Newbury, MA



Plum Island RC Flyers President, Larry Roper brought a simulator for the spectators to try.



Lined Up and Flying

## Plum Island IMAC

### Basic Class

1st Place - Ron Czikowsky  
2nd Place - John Paragallo  
3rd Place - Steve Bourassa

### Sportsman Class

1st Place - Seth Dixon  
2nd Place - JR Paragallo  
3rd Place - Daren Hudson

### Intermediate Class

1st Place - Steven Brentson  
2nd Place - Dave Dupre

### Advanced Class

1st Place - Peter Nesbeda  
2nd Place - Skip Messick

### Unlimited Class

1st Place - Tyler McCormack  
2nd Place - Jim Baker  
3rd Place - Raymond Labonte

### Seniors Class

1st Place - Daren Hudson  
2nd Place - Skip Messick  
3rd Place - Peter Nesbeda



Pilot Registration and Scoring Tent.



Busy Practice Friday



Steve works with Skyler, his new "caller", working out the language barrier.



Pit Row



Cooperation and Competition!  
What it's all about, competitors/  
friends in same class helping  
each other with the unknown.

# 2019 Baxter OK IMAC

## Moore, OK



### Baxter OK IMAC Results

**Basic Class**  
1st Place - Marc Lorenz  
2nd Place - Jonathan Chippeaux  
3rd Place - Don Vo

**Sportsman Class**  
1st Place - Nick Scharping  
2nd Place - Allen Delger  
3rd Place - Mike Sterling

**Intermediate Class**  
1st Place - Rudy Voldrich  
2nd Place - Dan Powell  
3rd Place - Rich Whitlow

**Advanced Class**  
1st Place - Greg Dial

**Unlimited Class**  
None Flown

**Seniors Class**  
1st Place - Allen Delger

**Freestyle Class**  
1st Place - Nick Scharping  
2nd Place - Jonathan Chippeaux



# 2019 North Central Regional Championships



## North Central Regional Championship

### Basic Class

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

### Sportsman Class

1st Place - James DeYoung  
2nd Place - Isaac Silhavy

### Intermediate Class

1st Place - Greg Hladky  
2nd Place - Robert Willis  
3rd Place - Glen Lustrigan

### Advanced Class

1st Place - Matt Komar  
2nd Place - Daniel Reichert  
3rd Place - Toby Silhavy

### Unlimited Class

1st Place - Kurt Koelling  
2nd Place - Ben Batts  
3rd Place - Louis Matustik

### Seniors Class

1st Place - James DeYoung  
2nd Place - Daniel Reichert  
3rd Place - Greg Hladky



# 2019 Tucson Aerobatic Shootout

## Marana, AZ

This year I was invited to judge at the famed Tucson Aerobatic Shootout. What an honor! This is an event that I have followed for years. This was definitely on my bucket list to attend. So, I gladly accepted to help in any way I could.

The event certainly did not disappoint!

When you look at the pilots list, there are certainly some of the top names in the sport in the Invitational and Freestyle. Names such as Gernot Bruckmann (Austria), Kurt Koelling (USA), Bryant Mack (USA), Aaron "Bones" Garle (Australia), Yuhei "Yeehaw" Suzuki (Japan), Jason Shulman (USA), Andrew Jesky (USA), Jase Dussia (USA), Kal Reifsnnyder (USA) and I could go on and on!

But, you also have some very interesting names in the IMAC portion of the event as well, both veterans and fairly



newcomers. Some of the veterans included Carlos "Tuny" Silva, Kim Quenette, Werner Kohlberger, AJ Jaffe, and more. Some newcomers (the lifeblood of our sport!) include Rhett Lambert, Cayden Bruce, Mel Nipkow, JJ Hedrick and Miguel Alcala. You can see that this event attracted many pilots from many countries!

The first thing that struck me as I was driving out to the field for the first time, was the sign that said I was entering a National Forest....without trees! It was a Cactus Forest! This boy from the deep south had never seen that. But, I will say this area of the country is uniquely beautiful. There is lots of dust and dirt, but that contributes to the most beautiful sunsets you will ever encounter!

The contest was hosted by Kevin



Garland and Dave Johnson. They did a terrific job. The key to it all, was Kevin worked tirelessly to make everyone feel welcome! This makes a huge impact on everyone. There were also lots of people who pitched in to make some special memories for everyone. Tom Reifsnnyder headed up some BBQ, Tim Jesky hit the grill, and everyone was there to make sure everyone else was taken care of. This exposes a truly special part of our hobby.

The contest itself was a test of endurance. IMAC rounds, then Invitational Rounds, then Freestyle...rinse, repeat! Obviously, with an event like this there will be issues and problems that need to be solved. In every case, the group got together and found a solution. Borrowed airframes, motors replaced, radios borrowed, ignition problems diagnosed, if you needed something there was definitely



someone there with the skills and resources to help you.

As the last round of Freestyle on Sunday approached, the excitement began to grow. It was apparent that the pilots were preparing to leave it all out on the field...sometimes literally! The crowd buzzed and cheered, as the airframes tumbled lower and lower. High-speed low passes turning into a low altitude tumble and wild snaps and everyone there appreciated the efforts! It was a razor's edge between flight and unexpected landings and the pilots walked that edge with courage!

Another difference in this contest from others, is the winners walk away with some cash and prizes. This makes for some happy winners, but I think the true heart of the contest is the pilots and people who get together to enjoy this great sport. You can see all of the winners and great sponsors of this event at [www.tucsonaerobaticshootout.com](http://www.tucsonaerobaticshootout.com). I am sure this will not be my last Shootout and if you get the chance to make a trip to the desert, you won't be disappointed.

# 23rd Annual Texoma IMAC Challenge

## Sherman, TX



### 23rd Annual Texoma IMAC Challenge

**Basic Class**  
 1st Place - Jonathan Chippeaux  
 2nd Place - Marc Lorenz  
 3rd Place - Brent Bernard

**Sportsman Class**  
 1st Place - Tim Hughes  
 2nd Place - Nick Scharping  
 3rd Place - Allen Delger

**Intermediate Class**  
 1st Place - Rudy Voldrich  
 2nd Place - Mike Cooper  
 3rd Place - Craig Rideout

**Advanced Class**  
 1st Place - Greg Dial  
 2nd Place - Rhett Lambert

**Unlimited Class**  
 1st Place - Hank Cooper  
 2nd Place - Shane Snyder

**Freestyle Class**  
 1st Place - Rhett Lambert  
 2nd Place - Jonathan Chippeaux  
 3rd Place - Nick Scharping

**Seniors Class**  
 1st Place - Allen Delger  
 2nd Place - Hank Cooper  
 3rd Place - Ron Moore



# Sharks Club 5th Annual IMAC Challenge

## Shreveport, LA



### Sharks Club 5th Annual IMAC Challenge

|  |  |
|--|--|
| <p><b>Basic Class</b></p> <p>1st Place - Brent Bernard<br/>2nd Place - Jason Watts<br/>3rd Place - Brad Ahlfinger</p>    | <p><b>Sportsman Class</b></p> <p>1st Place - Chris Shockley<br/>2nd Place - Tim Hughes<br/>3rd Place - Drew Rousseau</p> |
| <p><b>Intermediate Class</b></p> <p>1st Place - Dan Powell<br/>2nd Place - Rudy Voldrich<br/>3rd Place - Mike Cooper</p> | <p><b>Advanced Class</b></p> <p>1st Place - Cambize Shahrdrar</p>  |
| <p><b>Unlimited Class</b></p> <p>1st Place - Hank Cooper</p>   | <p><b>Freestyle Class</b></p> <p>1st Place - Chris Shockley</p>  |
| <p><b>Seniors Class</b></p> <p>1st Place - Hank Cooper</p>   |  |



# 2019 Bayou Bash IMAC

## Baton Rouge, LA



### 2019 Bayou Bash IMAC

#### Basic Class

1st Place - Brent Bernard  
2nd Place - Larry Kayich  
3rd Place - James Barfield

#### Sportsman Class

1st Place - Tim Hughes  
2nd Place - Chris Shockley  
3rd Place - Drew Rousseau

#### Intermediate Class

1st Place - Mike Cooper  
2nd Place - Dan Powell  
3rd Place - Rudy Voldrich

#### Advanced Class

1st Place - Rhett Lambert  
2nd Place - Cambize Shahrदार  
3rd Place - Phillip Knight

#### Unlimited Class

1st Place - Hank Cooper

#### Freestyle Class

1st Place - Rhett Lambert

#### Seniors Class

1st Place - Allen Delger  
2nd Place - Phillip Knight  
3rd Place - Hank Cooper



# Upcoming Events

## December:

14th - Australia - QLD IMAC XMas Comp - Queensland, Australia  
14th - Australia - Coota XMas - New South Wales, Australia  
15th - IMAC Chile - Fecha Final - Santiago, Chile

## January:

11th - Superstition Challenge - Apache Junction, AZ

## February:

22nd - Winter Roundup at Felix Ranch - Florence, AZ  
29th - SC Regional Judging School - Shreveport, LA  
29th - NW Regional Judging School - Richland, WA

## March:

7th - IMAC Judging School at Clover Creek - Toone, TN  
7th - Tucson IMAC - Tucson, AZ  
21st - Ocala Flying Model Club Spring IMAC - Ocala, FL  
21st - IMAC Skills Clinic - Shreveport, LA  
21st - Cactus Classic - Apache Junction, AZ  
28th - 2nd West IMAC Challenge - Odessa, TX



# 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 classifieds 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)