



2019 - Volume VI

# In The Box

The Official Newsletter of The International Miniature Aerobatic Club



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## Feature Articles:

Toby's How To

Aerobatic Poetry

And Much, Much, More!

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## Letter from the Editor

**Rich Whitlow**

Here in the South Central, we have started our season and are into the HOT months. Before we know it, it will be NATS time!

There is a lot going on this year. The BOD has implemented an Online Annual Meeting to attempt to get the membership back involved, in a way that will allow all corners of the world to participate and not have to travel half way around the world for a "meeting". We also move more into the International Front, with more members than ever coming from the International Region.

We have the Italian Cup coming up, the European Championships, NATS, Tucson Aerobatic Shootout and Clover Creek Invitational. Just to name a few of the big ones.

The newsletter has been going now for 6 issues (a year and a half) and we have had a lot of compliments and talk of cross promoting the newsletters, with the Pattern Newsletter (K-Factor) and the IAC Newsletter. That is definitely exciting!

One item I did want to mention, is that I am open to submissions for a cover shot to be submitted. So, if you would like to submit one to me, send a high resolution copy to me at [IMACinthebox@gmail.com](mailto:IMACinthebox@gmail.com). If you cant get the picture to go through, let me know and I will share a dropbox folder with you. Remember, pictures from Facebook are not high enough resolution and will not work.

I hope everyone gets out to a contest soon!

Till next issue, see you at the field.

Rich Whitlow  
Newsletter Editor  
[imacinthebox@gmail.com](mailto:imacinthebox@gmail.com)





# Letter From The President

**Mike Karnes**



## Scale Aerobatic Nationals

I find it hard to believe that it's already June, so that must mean the year is screaming by. I myself have not had the time to pick up a transmitter and hit the field. Hope that the weather in your area is better than mine and you're getting in all the flying you can while getting ready for the Scale Aerobatic Nationals coming in July. If you have never been then you must make the trip and see what all the hub-bub is about.



## Your Free Decal

Starting on June 1st we are going to change the decal you receive. All new memberships and renewals will be receiving a Regional sticker instead of the IMAC logo. The size is 3.5 inches and is very hi-res logos. Put it on your plane or in your vehicle, maybe on your trailer.

If you have not visited the new IMAC STORE you need to. We went live with the store a month ago and it is bringing in a little more revenue for IMAC. It could be doing better if you just look at what IMAC is selling. Everyone needs a hat don't they?

## Novice Class

I want to thank all the CD's that are giving this a try and inviting everyone in your contest area to come visit and see what IMAC is all about, and how flying IMAC can improve your skills. After all if we don't invite new people to see what it is we do then we will

never give ourselves a chance to grow.

## By-Law Changes

The BOD hopes that every IMAC member will become involved in how the changes to the By-Laws will allow all members worldwide to be involved when it's time to vote on possible changes. Here is your chance to become involved and have a say.

**Mike Karnes**  
**#IAmIMAC**



# Notes from the Officers



**Vice-President  
Doug Pilcher**

From the Desk of the Vice President

Well here we are in June of 2019! What a whirlwind of activity within IMAC! The Board of Directors is hard at work with rolling out yet more items for the members of IMAC. The board watches and listens to its members and works to improve the assets the club has to offer its members. Here is just a few of the items we have been working on.

Next on my To-Do's is the 2019 NATS in Muncie July 7th thru the 10th and we are working hard to again step up our game! Look for some [announcements](#) coming shortly and be sure to get signed up [here](#) and with AMA [here](#) so we may plan accordingly. You must register with both and cutoff or AMA is currently June 21st.

IMACSWAG Store Open - Most recently the IMACSWAG store has been opened 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. Currently limited to US and Canada due to customs and high cost of shipping to the rest of International but we

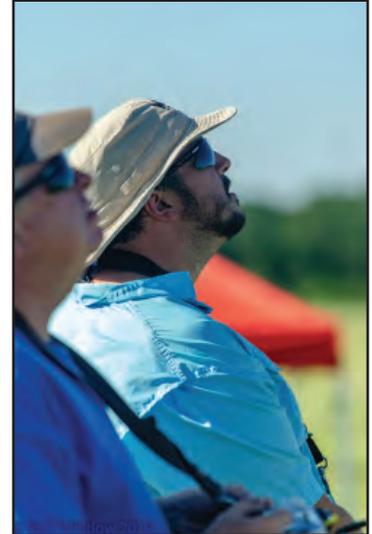
are trying to find a cost-effective route to address this situation. To Check it out, go [HERE!](#)

CD's and Scorekeepers - We have also made 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 and 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 "Soft ware"!

Judging School - Also, 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 spring, either by distance or availability, you can now do this online on [mini-iac.org](#).. To check it out, go [HERE!](#)

We are working on other things as well to bring you the members as we continue to listen to you, the members, and your suggestions. If you have something you would like to see added, never hesitate to contact me at contact information below.

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



**Secretary  
Samantha McKinney**

The 2019 season is in full swing! Just as Doug mentioned above, the Board of Directors has been busy this IMAC season, with the opening of the IMAC store and providing training videos and presentations for the score program and judging criteria.

Membership cards are being mailed out upon renewal or registration of new members. Please make sure that your

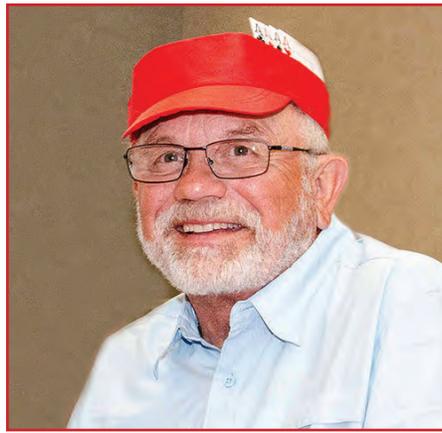
membership profile is completely filled out for the cards can be mailed to the correct address. At the contests, show your membership card at registration for a discount.

The IMAC Board has been working with the Membership and Marketing Committee on recruiting new members. The Membership and Marketing Committee had a booth at the Toledo Show back in April in Toledo, Ohio. Thank you to all the volunteers that dedicated their time to make this show a success! These volunteers spent time in the booth; printing and providing supplies and flyers; and hosting a symposium. There were 18 new members that were registered! The Board is currently working on getting arrangements made to attend the 2020 shows. If you are interested in helping, please contact your region's RD and let them know! Many of the regions, including International, have been hosting judging schools, basic primers, and having pilots at contests for the Novice class. Each region has been having a great turnout for all these events. Thank you to all the pilots, members, and volunteers for making these events a great success!

The 2019 NATS are being held at AMA Headquarters in Muncie, IN from July 7th through July 10th, 2019. The NATS team is busy getting things ready for the event. Registration is still open. To register, call AMA at 800-435-9262. Please register on the IMAC website as well under the SC region tab. I am looking forward to seeing everyone there!

Please keep our IMAC members in your thoughts and prayers. Within the last month, many tornadoes have caused damage to several areas of our country. The areas impacted include our IMAC members and the r/c clubs that they are a part of.

Samantha McKinney  
IMAC Secretary  
#IAmIMAC



## Treasurer Phil Vance

As I stated in the last newsletter, 2019 was going to be as busy as 2018 and that has proven to be true.

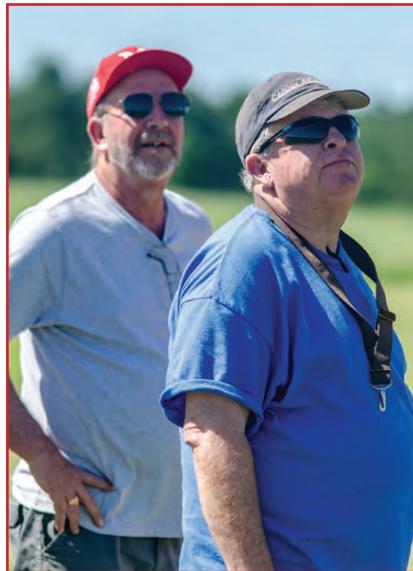
Most importantly, our IMAC membership is really growing. Not just internationally, but also within our 6 regions in Canada and the United States.

Another way to grow income is we have opened the IMAC Swag Store, which is bringing additional income into the organization.

The Scale Aerobatics NATS is just over a month away in Muncie IN! A portion of the entry fee goes to IMAC. We are looking for a large turnout. Hope to see you there!!

Thanks for being part of IMAC,

Phil Vance  
IMAC Treasurer



# Entering The Box

(A Column for Pilots New to IMAC)

Greg Hladky

## Getting Started

The Nike slogan, “Just Do It,” and the 2018 short video, “Dream Crazy,” celebrating the 30th anniversary of that slogan, are meant to be an inspiration for athletes of all ages and abilities. As successful as the original campaign was, there is a problem with it. Difficult goals that require a complex set of skills can appear overwhelming to the beginner. Rather than inspire, the thought of “just doing” something difficult can be paralyzing. I think the phrase, “Just Get Started,” might be less intimidating and a bit more practical for someone interested in becoming an IMAC pilot.

In contrast to Nike’s goal to associate instant athletic success with the purchase of a fashion statement, the goal of IMAC is to gradually build the skills necessary to perform complex aerobatic maneuvers. No one in IMAC expects a Novice or Basic pilot to fly an outside loop with a combination of snaps and rolls, or a 360 degree turn with opposite rolls from inverted. Unlimited pilots can make these maneuvers look easy, but only because they started with basic maneuvers flown well, then built new skills on that solid foundation.

So how do you get started in IMAC? There are many options, and choosing one will depend on your circumstances. A great place to start is the IMAC website, [mini-iac.org](http://mini-iac.org). Find your location under the Regions tab, and look for a contest happening near you. Observing how a contest runs and meeting an IMAC pilot is one way to get a feel for the challenges and excitement that happen there. Even if you can only stay for an hour or two, you will find plenty of inspiration and advice to help you get started.

If there isn’t a contest near you, look for an IMAC pilot in your local club. Someone with experience flying scale aerobatics can be a great resource for answering questions about aircraft, equipment and the types of figures flown. If there are no IMAC pilots in your club, you can contact the Regional Director for your region. He will be happy to put you in touch with an IMAC pilot in your area. Go to the Regions tab on the IMAC website, find your region, then click on the Contact Your Regional Director button above the photos on the left side of the page.

If you want to gather more information about IMAC before reaching out to someone, there are plenty of resources on the website to answer your questions. Begin by clicking on “About Scale Aerobatics” at the top of the menu under the Information tab. That page will provide a great overview of IMAC and the various classes of competition. From there you will be directed to an introductory video on the Aresti diagrams, used to depict aerobatic figures, and download a copy of the Basic sequence, all found under the Downloads

tab. You have to scroll down the page to see the Learning Aresti video. A fantastic guide to the Basic sequence can be found by clicking on the Training Files tab under Downloads.

Flying through the progression of classes and aerobatic figures laid out by IMAC can prepare any pilot to fly with the skills and confidence necessary to meet the many challenges of RC flight. With IMAC as a foundation it is possible to do well in any of the Special Interest Groups that require precise control of an airplane, from soaring to pylon racing. Whether you pursue other interests or not, any pilot who rises to the challenges found in scale aerobatics will be richly rewarded.

So what are you waiting for? Rise to the challenge in a way that works for you. Just get started!

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. ;-))



# Flight of the Aerobat

Poetry by:  
Greg Hladky

Choke and stop...  
then start the mighty prop  
on this chariot of fire that I ride.

Taxi, turn, throttle up and burn  
the fuel that will take me to the top.

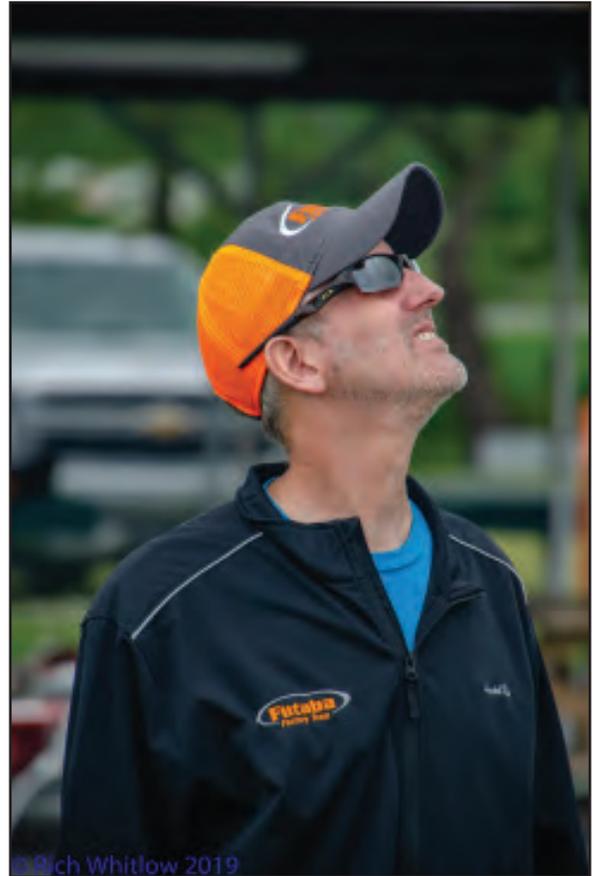
Climb, yaw, trade discipline for awe  
at the power of my wings in the sky.  
Float, fly, focus now on high  
for the battle to remove another flaw.

Snap, roll, slip into a hole  
that has opened in the clouds all around.  
Push, pull, follow every rule  
from the guide that will help me to my goal.

Loop, soar, stall without the roar  
of the engine as I idle to a stop.  
Up, down, spinning toward the ground,  
with recovery and flying as before.

Look, listen, land with precision  
on the runway that will welcome my return.

Study and see...  
then celebrate a victory,  
but improvement in the next flight is my mission.



# Toby's How-To

By: Toby Silhavy



Following up with our discussion on how to prepare parts for vacuum bagging. One of the main ingredients to successful vacuum bagging is to have plenty of paper towels, blue painter's tape, and disposable gloves. I usually use West Systems epoxy but this also applies to using polyurethane glue like Gorilla glue. After mixing the epoxy I will usually put 1-2 drops of food coloring so that I can see the epoxy that I am applying to the balsa. I always prepare my work benches so that I can place a 3/4" piece of MDF on the bottom and the top of the foam chunk. Remember



that MDF can flex over time so I usually store it under my work bench on a very flat portion of my shop floor.

I start by placing my bottom shuck on the MDF. I apply epoxy to the bottom balsa then lay it on the bottom shuck glue side up. I then lay the foam part on the bottom balsa. I repeat for the top side of the part then place the top shuck on.

Now, I affix the foam/balsa sandwich with blue painter's tape. I will usually affix 4-8 pieces of tape on the sandwich so the part doesn't move when I put it into the vacuum bagger. Now here is a tip I learned after many trials and errors of having parts



stick to vacuum bag material. Place paper towel down all seams of the parts so that any epoxy that wicks out will stick to the paper towel and not the bag. Hold paper towels in place with blue painter's tape. I generally will go through a whole roll of paper towels doing a 35-40% plane. The paper towel also does a good job of being breather material for the vacuum bagger so you have equal pressure throughout the part.

Once the part has its paper towel wrapping, I will place the part inside of the vacuum bag. I try to place the part so that the vacuum line is on the end of the part. Again, if the vacuum plug is sitting on the paper towel material you will have equal pull across the part. Now, before I turn the pump on I place the sealing strap on both ends of the bag. Then, I will place the top piece of MDF on. I will gen-



erally place lead weights or cans of paint equally across the MDF. You don't need very much weight, just enough so parts can't move while the bags initially seal up. I will now turn the pump on. I generally use 5-7 psi pressure depending on what weight of foam that is being used. Lower pressure for lighter balsa. The vacuum bagger has enough draw that it can pull the epoxy from the foam part all the way through the balsa. Some people recommend using lacquer based hair spray (like AquaNet) on the epoxy side of the balsa to prevent draw through of the epoxy.

I will run a straight edge along the top MDF to make sure the part hasn't moved and become deformed. Vacuum bagging can save you weight and help bond the



parts better to their foam cores. Just a little prep and you are ready to go!



Toby Silhavy

"Chase The Dream, Not The Competition"

# Continuing Education

## Judging School

By: Ty Lyman  
Education Committee

Gimme a Break...or Break Penalty.

Contest season is well underway in many regions of the northern hemisphere, and based on some feedback and reports it sounds like we need review the rules around Break Penalties and Corrective Maneuvers.

First, let's get the semantics out of the way. While it seems a small matter, the terms we use when discussing these issues are actually quite important. A Break Penalty, for example, is not an event but a numerical deduction taken from a pilot's raw score prior to normalization. Specifically, a Break Penalty reduces a pilot's raw score by 10 points in Basic, all the way to 100 in Unlimited. Referring to an action that occurs within a sequence as the Break Penalty becomes confusing and misleading. Break Penalties are incurred following one of two scenarios, or occasionally both.

That brings us to one of the main sources of confusion on the topic: Corrective Maneuvers. These are figures a pilot may use to correct for direction or attitude errors that occur as result of exiting the prior maneuver improperly. A Corrective Maneuver is a half roll, a turn of up to 270 degrees, or it may be both. The Corrective Maneuver exists so that pilots do not incur two zeroed figures as result of an error in one. For example, if a pilot incorrectly exits a figure upright rather than inverted, as prescribed by the Aresti, a Corrective Maneuver allows him to correct the attitude error without improperly initiating the next figure incorrectly, and thereby incurring a second zeroed figure. In this scenario, the pilot earns a zero for the mechanically failed figure, performs a Corrective Maneuver, and then continues the sequence normally. However, the Corrective maneuver isn't entirely a freebie. For each Corrective Maneuver performed in a sequence the pilot is

assessed a Break Penalty. As a point of clarification, Corrective Maneuvers do not result in a zero. The only figure that is zeroed is the one that was performed incorrectly and thereby necessitated the Corrective Maneuver.

Of course, there are cases where a pilot could (and should) employ a Corrective Maneuver, but instead completely exits the sequence. Any time a pilot fully breaks the sequence and exceeds the limits of a Corrective Maneuver we now have a Break in Sequence. Similar to Corrective Maneuvers, a Break in Sequence earns the pilot a Break Penalty, but unlike Corrective Maneuvers, the pilot also incurs a zero for the figure that was in process at the time of the interruption. When determining the figure in progress, it is important to remember that a figure ends the moment an aircraft returns to horizontal flight of one fuselage length. Let's lay out brief a scenario to help illustrate: The Aresti specifies that figure one is a hammerhead with a half roll on the downline with an inverted exit, followed by an outside loop with a full roll on top. Pilot x, we call him Primo, executes a full roll on the hammerhead and exits the maneuver upright instead of inverted. If you're keeping score, at this point you should have a zero for the incorrectly performed hammerhead, and you should be anticipating that the pilot will perform either a Corrective Maneuver or a Break in Sequence. The moment the aircraft establishes horizontal flight (one fuselage length) the hammerhead is complete and the loop is in progress (regardless of how long the pilot makes the horizontal entry line). The pilot neglects to perform a corrective maneuver and flies a of couple laps while he and his caller figure out what went wrong and how to continue. So, where are we now on the score sheet? Figure one (hammerhead) receives a zero for being flown incorrectly, and figure two (loop) receives a zero and a break penalty

because it was the figure in progress at the time the pilot broke the sequence. The pilot must still complete the loop (it will not be scored) in order to resume the sequence, but resumption of scored flight is another topic.

Let's do a little recap just to make certain things are clear. Corrective Maneuvers allow pilots to correct errors in attitude or direction but result in a Break Penalty being applied to the pilot's raw score. A Corrective Maneuver is a half roll and or a turn of up to 270 degrees. Conversely, a Break in Sequence is a complete cessation or interruption of the sequence. A Break in Sequence incurs a zero for the figure in progress at the time the break occurs and results in a Break Penalty being applied to the pilot's raw score. Of course, all of this in its official form can be found in the AMA Scale Aerobatics rules in section six (6) beginning on page 22.

I hope this little jaunt through this part of our sometimes vexing part of the rules leaves things a little bit clearer than mud.

Ty Lyman





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



Today and more than ever we can see the spread and growth of IMAC worldwide especially after a very busy and successful week with 8 IMAC contests being simultaneously conducted in 4 countries from 5 regions.

Italy(1), Australia(2), Chile(1) and the USA & Canada {NE(1), SC(1), SE(1), SW(1)}.

In the International region unlit today we had 40 contests from more than 13 countries.

In total there is a tendency of growth in the amount of contests being conducted worldwide in a way that each country is creating more events in its territory. We can also see participation of contestants in these countries, from different countries and regions as well, so basically, the pilots traffic between the countries is something that we all need to strive for, what we think will create more IMAC pilots and contests also, will make our IMAC International experience more realistic and doable. A very good example we can see in Australia that has a lot of contests in their wide spread regions and in Europe where they've created the Open contest in France, Italy and Czech Republic.

We already had 2 Open contests, in France by Alan Detry and Italy, were they had very good experience from recent years. The next to follow in Czech on July 27th .

Italy made their Italian Open Cup with 78 pilots from 15 countries including India, South Africa and Kuwait, what officially made this contest the biggest IMAC contest ever made in Europe.

The contest spread to 4 days and the pilots flew the 2019 known (4), 2 different Unknowns and freestyle(2).

The team judges were also using the latest

NOTAUMATIC electronic score system being programmed by Dan Carrol from Australia, that was actually presence and judging in that contest, with very good inputs, so we can say that soon IMAC will have the ability to use Electronic score system by integrating our own Score! Program.

We would like to thank Manrico, Franco, Fabio and the entire IMAC Italy staff, making this successful contest and, all our countries representatives making IMAC grow in their countries and beyond, and to their passion that leads our way.

Recently we have started a process signing more IMAC members, in some countries, this mass registration process was implemented successfully in Italy, 42 members, Israel 16, Czech Republic 20 and Poland 5, we hope that more countries will follow.

Soon we will make the split region possible, so stay tuned for more info.

Thank you,  
Adi

Keep flying and enjoy this great hobby.

Thank you all  
Safe flying and happy landings.  
Adi, Luiz, Manrico and Michael



## South Central Region Rich Whitlow



Ok, my wife has to decide if I need to be committed.

I made the mistake of sharing my travel calendar for this season...she just shook her head.

For example, I just got back from the Broken Arrow contest (9 hours away), she and I will be travelling for long weekend, then meetings in Nashville this weekend, I plan on travelling to Kansas for the Smoky Hill NATS Warmup next weekend, then NATS! It goes on and on till RPS Final in November.

Luckily, she is very supportive of this addiction and does not complain to me about it. So, I am very lucky!

There is a lot going on in our region and the Basic, Sportsman and Intermediate classes have been fairly large. That is a great sign for things to come and for the upper classes getting filled in.

We also have NATS coming up. This is a great week and competitors get a lot of opportunity to fly. The facility is top notch and you get a chance to see IMAC Members from all over the country, instead of just your region. It is something you don't want to miss.

Last items I wanted to mention, is don't forget about the SWAG store. It has a lot of great IMAC items that help support IMAC. I also have SC TShirts with me at most contests, that support the South Central Region.

Hope to see you at a contest soon!

**#IAmIMAC Welcome to the NW Region**

**Northwest Region  
Clark Hymas**



Welcome to the NW Region.

The 2019 season is well underway with the NW Region Judging School in Richland back in March and 2 contests held in April so far with 2 more contests in May along with 2 more in June. Our members in Canada have been regular attendees so far this year with their first home contest Memorial Day weekend.

The weather has been a player in a big way this year as wind has played a big factor so far in our contests. Rick King got caught in a freak windstorm in Richland and ended up with a landing for the ages, Plane and Pilot both escaped any damage. Hopefully we will be done with bad weather for a while.

Please let your friends know we are ready to welcome them with open arms to the next IMAC contest. We really try to make it fun for all and want to attract new pilots, so bring a buddy to your next contest and introduce them to the greatest show in the air. And if someone hasn't been to a contest in a while offer to help them come back.

See you on the trail.  
(submitted by Rick Crow)



**Southwest Region  
Alex Dreiling**



For this quarters newsletter I have asked for updates around the region from the ARD's. Here are some updates from our ARD's Jacques Telles and Joe De Renzi!! As we round the corner into summer, Here's a recap of 8 contests already completed in the Southwest region. Sportsman and Intermediate continue to be the biggest brackets across our region. Here's a breakdown of pilots per contest.

Contest	Basic	Sports	Inter	Adv	Unl	
Superstition	2	5	13	3	4	(27)
Felix	2	5	8	3	3	(21)
Tuscon	1	4	8	4	4	(21)
Cactus	6	9	10	4	3	(32)
Hemet	4	7	8	3	4	(26)
Salinas	4	7	2	2	1	(16)
SC/SW	5	3	10	1	1	(20)
Oakdale	5	7	4	1	1	(18)
Bakersfield	6	7	7	4	4	(28)

There's a sharp focus in attracting new pilots into the sport across all regions. Contest Directors are typically offering 1st time basic pilots (with IMAC registration) free entry into their 1st contest.

Highlights from the contests so far..

The Cactus Classic drew in 32 pilots from across the region and is historically our biggest contest. Keeping with tradition for this contest, jackets for last year's champions were handed out.

Hemet brought together Social and Arizona pilots with a strong turn out of 26 pilots flying precision aerobatics in crisp temperatures Saturday and Sunday.

Southwest Region continues to hold the trophy in the South Central/South West Smackdown. The ownership of the trophy was determined by aggregate percentage

of perfection scores from each region. This event pulled in pilots from San Diego, Tuscon, Phoenix, Odessa, Callisburg, McKinney and El Paso. The hospitality of the Horizon City R/C Club and the field owner set a high mark with amazing facilities and lots of food throughout the event.

Tightest competition from each contest

Oakdale - 3rd place in the Intermediate class, with only 7.877 points difference between George Silva and Don Brown.

SC/SW Smackdown - 5th place in the Intermediate class, with only 0.6 points difference between Ryan Crutchfield and Dan Powell.

Salinas - 2nd place in the Basic class, with only 4.731 points difference between Dan Nolan and Phillip Morell.

Hemet - 5th place in the Intermediate class, with only 29.180 points difference between Jacques Telles and Ryan Crutchfield.

Cactus - 3rd place in the Intermediate class, with only 10.7 points difference between Joe MacGregor and Jacques Telles.

Tuscon - 5th place in the Intermediate class, with only 18.4 points difference between David Bruce and John Grabow

Superstition - 4th place in the Intermediate class, with only 18.223 points difference between Paul Bohardt and Randy Wegner

Bakersfield - 3rd place in the Sportsman class, with only 0.116 points difference between Richard Crutchfield and John Olshavsky.

The 2019 IMAC Contest season is half over already, with nine upcoming events still to be flown.

Arizona started early as always due to the great weather there and the success of the International Judging school sure added to this year's venue.

Hello, my name is Joe DeRenzi and I have been assigned as the new Northern California ARD to take on the duties of the previous Nor-Cal ARD. Mike Stoner who now resides in Arizona. Hello Mike, sure miss you up here.

My goal is to keep the IMAC tradition alive in Northern California with its listed 5 listed scheduled events.

We are constantly advocating the addition of more Basic pilots to sign up for the IMAC program. I must mention the help I am receiving from Don Brown, a member of the Lodi CA. club who has spear headed a Basic IMAC School with the help of Mark Huntley, and Merin Ory, drawing in more Basic pilots into our program.

Instruction is held throughout the year at the Tokay Modelers Club in Lodi to encourage new pilots to join our sport. We are aware that in Northern California we are lacking pilots in the upper division classes Advanced and Unlimited and hopefully with Lodi's program this issue can be resolved with new incoming pilots.

So the 2019 Season continues, with 2 contests completed I'm personally looking forward to the Bakersfield Contest this weekend.

See you all there!

Joe DeRenzi  
Imac #1636  
AMA 316015



None submitted.



Hello SE,

Our region is in full swing with six contest already completed and eight more on the schedule. We have had great participation in our Basic class, as many as nine pilots in one contest. The Basic class is the future of IMAC, and we need to cater to them in a positive way, by positive, I do not mean go easy on them just because they are in basic, they are still flying a plane and should be judge as if it was an unlimited pilot. Yes! We do need to point to them what they are doing wrong, but we also need to mention what they ARE doing correct, positive encouragement.

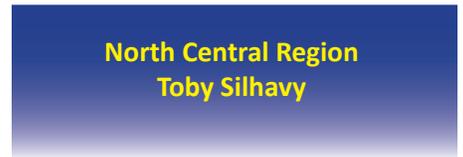
There is still plenty of time to get a spot for the Regional Championship (YOU DO NOT WANT TO MISS IT) With having dedicated judges, all the pilots will need to do is just fly and have fun. I am working very hard to make this the best regional championship ever.

YOUTH MASTERS 2019, July 27th 29th and experience unlike any other in IMAC for both young and old. Held at the beautiful grounds of the famous Triple Tree Aerodrome. This is a great opportunity to help our new young pilots and we need extra help for judging. It is also a great place to camp relax and get away from it all.

That is all I have for right now, I have enjoyed the RD position thus far, if you have any questions or concerns please feel free to contact me any time.

Best Regards,

Primo



Well we have had a busy start with our district. So far we have had two contests and two judging schools. Our first pictures were sent to us by Mike Roxberry of the North Central judging school held at the AMA headquarters.



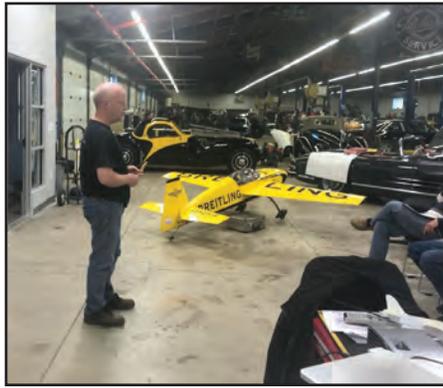


Judging schools are good for not only new pilots but for the experienced as well.

Next, we have an article submitted by Bill Teeter from the Ontario Judging School. I have to say, I would love to see Don McClellan's shop!

On Saturday May 25, 2019 twenty-one pilots participated in the 2019 Ontario IMAC Judging School. The event was graciously hosted by Don McLellan at RM Auto Restoration in Chatham, Ontario. The lure of a tour of the facility in itself brought pilots from as far away as Quebec and Buffalo, NY. We were pleased to welcome four new aspiring IMAC pilots from the Chatham and Woodstock club.

Bill Teeter lead the judging school and walked the pilots through the presentation with emphasis on 2019 rule changes. As expected there was lots of enthusiastic discussion and debate and lots of stick plane flying. Rick Kroeze and Don McLellan followed up with a mini-school on airplane flying strategy and techniques with focused discussion of flying spins and hammers. Part of this presentation included a discussion of airplane set up , trimming and how to best approach flying some of the more challenging maneuvers. To cap the day off, Don lead a tour of the RM Auto Restoration facility which was enjoyed by all with considerable drooling over a number of exotic automobiles



To say the least all the pilots who attended are anxious to get flying and practicing. Let the contest season begin.

Here are some pics of the recent Central Indiana IMAC Challenge. Thanks Mike for putting on a great contest. Unfortunately, the weather for Sunday was predicting winds over 40 mph so it was decided to run a one day contest.

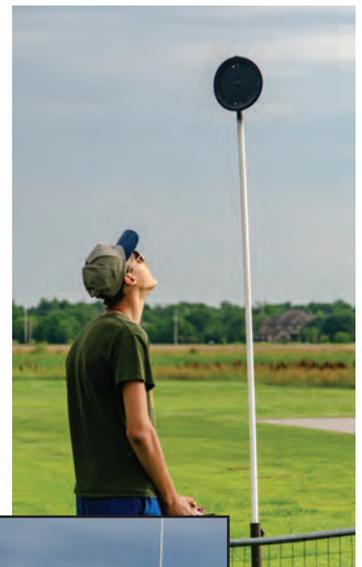
Well thats all the room I have for now. Please watch for updates on the NC IMAC BLOG and please sign up for the 2019 IMAC NATS!!!!

Picture Credits - Mike Roxberry, Abigail Chubb & Bill Teeter

# 2019 Mid-Mississippi IMAC



# 2019 American Turf Flyers IMAC



# Upcoming Events

## July:

6th - IMAC Beauce - Saint-Georges, Quebec, CN  
6th - CRAMS IMAC Challenge - Irricana, Alberta, CN  
6th - Orvieto - Terni, IT  
7th - 2019 Scale Aerobatics National Championships - Muncie, IN  
12th - Queensland Championships - Boonooroo Plains, Queensland  
13th - Stetsons IMAC Weekend - Ottawa, Ontario, CN  
13th - Maine IMAC Challenge - New Clousester, Maine  
19th - Mid Summer IMAC - Jacksonville, FL  
20th - State College IMAC Challenge - Centre Hall, PA  
20th - KRAM Grand Rapids IMAC Challenge - Alto, MI  
20th - Lost Squadron IMAC - Wrightsville, AR  
20th - Molalla Aerial Rodeo - Molalla, OR  
20th - Gordano - Portishead, Somerset, UK  
20th - Third Addition IMAC Saguenay 2019 - Central Hall, PA  
26th - Canadian Nationals - Sudbury, Ontario, CN  
27th - Lums Pond IMAC Challenge - Kirkwood, DE  
27th - Gunny Muster - Gunnedah West, Queensland  
27th - Foxfield IMAC 2019 - Northam, Western Australia

## August:

2nd - 2019 Plum Island IMAC Competition = Newbury, MA  
2nd - IMAC Norway - Bodo, Nordland Norway  
3rd - Gold Rush Challenge - Wlanut Grove, CA  
3rd - Glenluce, South Ayrshire, UK  
10th - Central Carolina IMAC - Randleman, NC  
10th - Cincinnati IMAC Burnit Challenge - Harrison, OH  
10th - MacNair RC Scale Aerobatic Competition - Didsbury, Alberta  
10th - IMAC Norway Competition #3 - Fyresdal, Telemark Norway  
10th - Ripa IMAC - Ahus, Skane lan Sweden  
17th - ESAC Ace Ortlely IMAC Challenge - Hebron, MD  
17th - Mid-Michigan IMAC Contest - Jackson MI  
17th - Silver Hills IMAC - Athol, ID  
17th - Dakota Thunder IMAC - Rapid City - SD  
24th - GA Heat Wave IMAC - Andersonville, GA  
24th - CMA Southern Ohio Bash = Peebles, OH  
24th - Wings Over Abilene - Abilene, TX  
24th - British National Championships - Grantham, Licolnshire, UK  
24th - Australia - Wagga IMAC 2019 - Kapooka, Western Australia

## September:

7th - 3rd Annual Baxter IMAC Challenge - Moore, OK  
7th - Salinas IMAC II - Salinas, CA  
7th - Tin Can Bay - Tin Can Bay, Queensland, Australia  
7th - Wings Over Wagin 2019 - Wagin, Western Australia  
7th - Rhyl - Rhyl, Denbigshire, UK  
7th - IMAC Helsingborg - Helsingborg, Skane lan Sweden  
13th - IMAC Isreal - Nitzana, South Israel  
14th - CMJ Hobbies Late Summer IMAC - Roberta, GA  
14th - 2019 North Central Regional IMAC Championship - Muncie, IN  
14th - IMAC Norway Competition #4 - Elverum, Hedmark, Norway  
14th - IMAC Hasparren IMAC Cup 2019 - Haspareen 64, France  
21st - 23rd Annual Texoma IMAC Challenge - Sherman, TX  
21st - Viva Las Vegas IMAC - Henderson, NV  
28th - Northeast Regional Finals - Goshen, NY  
28th - Mocksville Fall Classic - Mocksville, NC  
28th - Northwest Regional Final - West Richland, WA  
28th - Rovigo - Rovigo, Italy  
28th - Yenda Benda - Yenda, New South Wales, Australia

## October:

5th - Kansas State IMAC Challenge - Hillsdale, KS  
5th - THSF IMAC Turkish Championship - Istanbul, Turkey  
9th - Tucson Aerobatic Shootout - Tucson, AZ  
12th - Ocala Annual Fall IMAC Event - Ocala, FL  
12th - Whitfords IMAC 2019 - Whitfords, New South Wales  
19th - Central Tennessee IMAC Contest - Tullahoma, TN  
19th - 2nd Annual Texas Panhandle IMAC Challenge - Pampa, TX  
19th - TAA Spring Rumble - Westbrook, Queensland  
26th - SHARKS 5th Annual IMAC Challenge - Shreveport, LA  
26th - Coota 2 - Cootamundra, New South Wales  
31st - IMAC Israel PAM XTreme 2019 - Kiriat Shmone, North Israel



# 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)