

# In The Box

The Official Newsletter of The International Miniature Aerobatic Club



## In This Issue:

### Feature Articles:

Competition: IMAC Motivation

Toby's How To

Event Coverage

And Much, Much, More!

### Regular Columns:

Letter From the President

Letter From the Editor

Secretary's Report

Regional RD Reports

**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  
Oliver Soto**

**Asia-Pacific Reg Director  
Michael Hobson**



# Letter from the Editor

**Rich Whitlow**

Welcome to the latest edition of the In The Box IMAC Newsletter. It's hard to believe this is my third year doing this newsletter. I think it has been a good journey and we continue to bring great content to the members. Makes me proud to be a part of it.

One of the most popular part of the newsletter is the coverage and pictures from the contests. This is also our most limited part of the newsletter. We depend on the members who attend the events to provide pictures and write-ups that can be printed. I can get you a link to upload the information. Facebook pictures and pictures from other social media sources are not good enough quality. So, I need high quality originals. Just let me know you want to submit information from a contest or event and I will get you an upload link.

IMAC has gone through another election and we have a new set of officers:

President: Doug Pilcher  
Vice-President: Alex Dreiling  
Secretary: Rick Crow  
Treasurer: Jim McCall  
Northwest Regional Director: Gale Vazquez  
Southwest Regional Director: Jacques Telles  
North Central Regional Director: Toby Silhavy  
South Central Regional Director: Amanda Darling  
Northeast Regional Director: David Dupre  
Southeast Regional Director: Primo Rivera  
Latin American Regional Director: Oliver Soto  
European Regional Director: Manrico Mincuzzi  
Asia Pacific Regional Director: Michael Hobson

This is your new leadership team. Take a minute to tell them thank you for stepping up and helping IMAC grow for the next two years.

Here's looking forward to an exciting 2021. It's got to better than 2020!

Rich Whitlow  
Newsletter Editor  
imacinthebox@gmail.com  
#IAMIMAC





# Letter From The President

Mike Karnes



## Saying Goodbye and Welcome to the New BOD

We finished with our nominations to BoD at the end of September. With that there was no office that ran opposed. That means there will be no election needed and all those nominated and accepted will take over January 1, 2021. I want to thanks those that volunteered to see IMAC move into the future. Your Board of Directors for 21-22 are as follows;

President: Doug Pilcher  
VP: Alex Dreiling  
Secretary: Rick Crow  
Treasurer: Jim McCall  
North West: Gale Vazquez  
South West: Jacques Telles  
North Central: Toby Silhavy  
South Central: Amanda Darling  
North East: Dave Dupre  
South East: Primo Rivera  
Latin America: Oliver Soto  
Europe: Manrico Mincuzzi  
Asia Pacific: Michael Hobson

I think that this incoming BoD is going to do great things for IMAC. Show your appreciation, and please when you see them out and about, thank them for all they are doing for IMAC. If it wasn't for them we would not have such a great club.

Those that have served several years and are stepping down to let new blood takeover are;

Phil Vance  
Samantha McKinney  
Mike Karnes  
Brad Davy  
Clark Hymas  
Rich Whitlow  
Jorge Guzman

I personally need to thank these individuals enough for ALL they have done for IMAC and wish them the best of luck in the future. IMAC is better off that these selfless people stepped up and helped.

## Hard to Believe 2020 Season is coming to an End

With the season starting and then being shut down by the Covid-19 quarantine we barely got back to flying before it started turning cold again. Let's hope 2021 will be a better year for IMAC and that things will get back to a somewhat normal feel.

Have a safe and healthy end to 2020 and enjoy the holidays that are coming with family and friends.

Mike Karnes  
#IAmIMAC



# Notes from the Officers



**Vice-President  
Doug Pilcher**

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

Well it is November and the 2020 season (such as it was) is ending. In my current region (SC) I am happy with the contests we were able to have and the attendance we had. I know this is not the case for several other regions. It was a hit and miss season for many to be sure. I think the regions internationally did the best they were able with the conditions we were in with Covid 19. Hopefully 2021 will be a bit better globally and with what we have learned in 2020 as to holding contests as safely as possible with a few new club enforced guidelines in place as to safe social distancing. We all need to take the necessary precautions to keep healthy.



Elections have been held and we are bringing in quite a few new BOD members. Oliver Soto in Latin America has stepped up to continue what Jorge Guzman had started. The growth there has been amazing. In Asia Pacific, Michael Hobson is remaining as is Manrico Mincuzzi in Europe. Growth in both those regions as well has increased significantly. In the North West we have Gale Vasquez coming in for Clark Hymas to take the reins. Jacques Telles is stepping in for Alex Dreiling in the South West, who has stepped up to Vice President. And in the South Central Amanda Darling is stepping up for outgoing RD, Rich Whitlow. In the North Central, Toby Silhavy is remaining with the BOD as is Primo Rivera in the South East. And in the North East we have Dave Dupre for the outgoing Brad Davy. On to the Executive BOD, we have Rick Crow from the North West stepping in as Secretary for Samantha McKinney. Coming in for Phil Vance at Treasurer we have Jim McCall from the South West. And as mentioned earlier we have Alex Dreiling stepping from South West Regional Director to Vice President. And finally, myself, stepping up to President for Mike Karnes. I would be remiss if I did not thank all the outgoing members of the BOD who have given so much for and to IMAC International. And those remaining to continue the work, and the bar that has been set. I want to thank all of you for your hard work and dedication. We all have some excessively big shoes to fill. I have to say that is has been a great experience working with all these individuals and the day to day management of IMAC International. Each have given an abundance of their time and skills to keeping it all maintained.

Mike Karnes, who has been our President for 6 years and many years as North Central Regional Director before that is



outstanding. And all the committees he is on (and is remaining with) and the other duties he has volunteered for and handled is hard to match or even conceive. Your membership cards as well as nearly all of the graphics we have needed for years and years are all created by him in the background. Also, currently responsible to get Unknowns out internationally about 48 to 50 weeks a year. And many many other tasks he just takes on. It would be impossible to match the hours spent for and on IMAC from him!

Phil Vance as our Treasurer since 2004!!! Sixteen (16) years this man has managed all of the accounting for IMAC to the penny and without reproach. Though he always has a shiny new truck and camper? Hmmm. Seriously this is a daunting task and to add to that, 2 IWC events where the accounting is "Excessive" to say the least.

Also, Samantha McKinney who has kept all of us on track for 6 years on the Executive BOD. Added to her hours spent with Online Score! classes and correspondence with member requests. And the lead scorekeeper for NATS for 8 or 9 years. Unbelievable dedication to IMAC and its needs. Irreplaceable individual that will be missed.

As with all of the BOD members stepping aside, they have all had a passion for

IMAC and have offered their individual skill sets and time to help IMAC grow. I just want to thank you all personally for all you have and continue to do for the sport of Scale Aerobatics and IMAC!

I look forward to working with the incoming BOD members and trying to live up to the standards set by those before us. I have already asked Adi Kochav to remain as International liaison to the BOD and he has graciously agreed to stay. He also is beginning a new Social Media presence for IMAC Internationally and has some great ideas to peak our exposure.

But work continues as we finish out this term and look to the next. IJS is being planned currently and with a new "Covid-19" theme, we plan to be holding it virtually. Your RD's will update you as to the process to become a regional instructor for the coming 21-22 term. If you are interested, then please reach out to them. Also, we have a new website that is currently being worked on by a group of your fellow pilots led by Dan Carroll from "Down Under" and we hope to have a preview for you soon. "Please Stand By" for more on that. And much more to be done.

Well as I notice I might be adding several pages of work to the "In The Box" newsletter put together by Rich Whitlow, I think I should stop here. And as always, if you have something you would like to see added or changed, or simply a question. Please do not hesitate to contact your Regional Director or Alex Dreiling or me directly at the contact information below. I look forward to seeing everyone soon and get to those garage and workshop Hangars and let the building begin!

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



### **Treasurer Phil Vance**

As 2020 finally comes to a close I am sure we are all looking for 2021 to be a brighter, happier and more active year. I am sure most will be waiting for the new IMAC season to start.

As for me, time has arrived for my last InTheBox Newsletter. I will be ending my tenure as IMAC Treasurer at the end of this year. I was appointed your Treasurer on May 4, 2004 and held the position through 2020. It is time to turn this position over to another qualified IMAC member.



In holding this position, I've had the pleasure to work with 9 different IMAC Boards. I was the IMAC NATS Event Director for three years and Assistant IMAC NATS Director for fourteen years. During this time, I was also the Membership Director and assigned all new IMAC membership numbers and kept up with renewals. Two events I

was fortunate to be a part of, was being appointed the Contest Coordinator for the IMAC World Championships in both 2014 and 2018.

In closing, I want to thank all the great people that I have worked with and all the wonderful folks I have met from all over the world for their friendships. I especially want to thank my wonderful wife Rhonda for being beside me, supporting me all these years. Time to dust off my two IMAC planes before they dry rot!  
See You at the Flying Field.....

Phil Vance  
IMAC Treasurer



### **Secretary Samantha McKinney**

We are in the home stretch of the 2020 IMAC Season! Some regions could say that this is the beginning of their 2020 season. What a year it has been! Thank you to all the members and their families for your patience and adhering to all the local rules/guidelines that has been implemented for contests during the Covid-19 pandemic.

Many of the regions are working on guidelines to keep the pilots and their families safe, due to the Covid-19 pandemic. Please contact your RD if you have any concerns or recommendations to help with these guidelines.

The Board of Directors has agreed to use the 2020 Known and Alternate Known Sequences for 2021 IMAC Season, except

for the Advance sequence. The Sequence Committee has made a change to the Advance Sequence.

Board of Directors nominations were held in September, with no contested races. Most of the Board of Directors are newly elected in their positions. Many of the retiring members of the Board of Directors will still be active in IMAC, whether it be on committees or within their regions. Thank you to all the retiring Board of Directors for their work and dedication to IMAC!

With that being said, it has been an honor serving as IMAC Secretary for the past 6 years. Thank you to everyone for the feedback and encouragement that you have given me throughout my term as Secretary. I will continue to support the North Central region more on a local level to grow IMAC.

Samantha McKinney  
IMAC Secretary

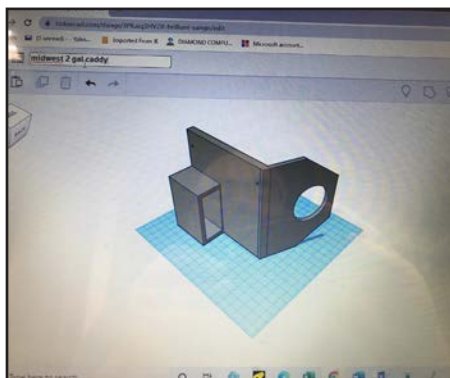


# Toby's Shop Talk

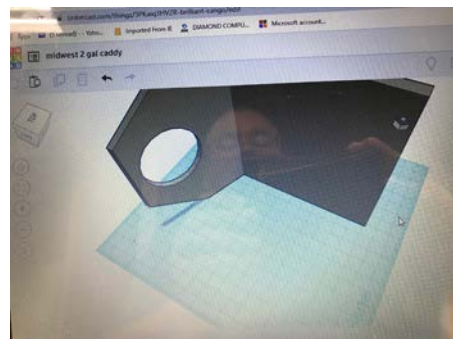
By: Toby Silhavy



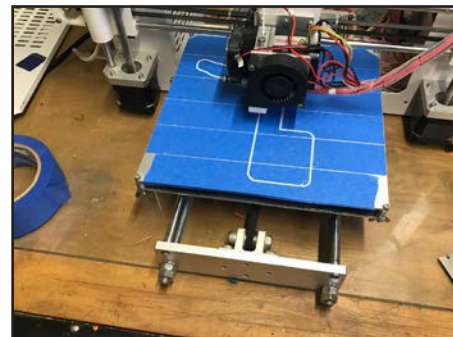
This issue, I want to discuss two topics briefly. My first topic, will be to introduce you to the world of 3d printing. 3d printing is an inexpensive way to make items for your aircraft. Have you ever said to yourself there has got to be a better way to hold that battery pack, receiver, or ignition module down. Well there is with a little research, patience, and of course a little money. I got bitten by the maker's movement early in my life and using a 3d printer was an awesome accessory to make vital components for my IMAC aircraft. In general, you can buy a prusa or creality ender 3 3d printer for a couple hundred dollars. After that, the sky is the limit as to what you can make. I have done quite a bit of testing and using different materials like PLA, ABS, PETG plastics to make items that will withstand the punishment we give to our IMAC aircraft day to day a true reality. As you can see by the first picture we design our

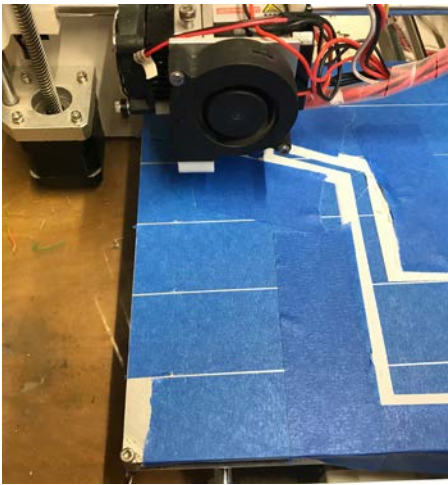


objects in tinkercad. This is a free web 3d design software to make your items. As you can see in the picture I'm designing a caddy that will fit a Midwest 2 gallon gas can (you can get this can online or through a harbor freight near you). The caddy will hold a 3 cell li-ion pack or just about any 3 cell lipo pack. The fuel pump was purchased from hobbyking and is compatible with both glow and gas.

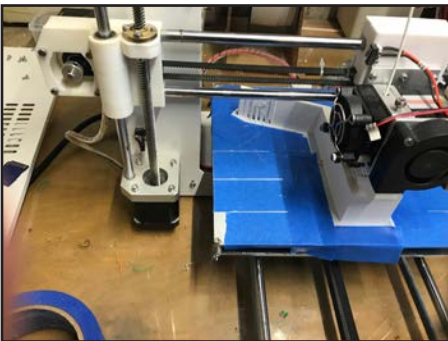


The next picture you see me take the .stl file from tinkercad and upload into cura (another free slicer program). I generally use petg plastic for parts I'm going to expose to sunlight or mild heat (less than 120F). It takes a little time to develop the skills to perfect parts, but the results are worth it. This fuel can/caddy is a Christmas present for my friend, Aaron Schrader (merry XMAS Aaron!). It takes about 24 hours to print and about \$5 in petg plastic. I will have this available for free download on thingiverse.com (look under Midwest gas caddy).





While you are on thingiverse.com look for things that could make your life easier in IMAC. Items like pilot busts, fuel line hold downs, and receiver mounts are all available free for download. To me, this is the addictive quality of 3D printing. Another wonderful thing is you can modify those files you find on thingiverse.com to suit your needs. For example, I wanted a small bracket I could print that could glue on to my engine box and zip tie down my ignition cables. I took a file I found off the website and modified it to my needs. The 3D software is easy to use and after watching a couple of tutorials on youtube.com you will be an expert too.



Speaking of addictive items, my second topic is going to cover getting organized. I have to say, I think I've bought most of the tool boxes, organizers, and trays out there. Well so I thought. I stumbled upon a youtube video for Milwaukee tools packout system and craftsman versastack. Well, a couple hundred dollars later I'm fully vested into the craftsman versastack system. One of the best features of these



individual boxes are, you can do so much customization to fit those little parts and items you may need. My son, Isaac and I always have a saying, "what could go wrong at the nats" and try our best to prepare for the worst. With this in mind, I've organized my field tools to make my life easier. One of the best features of the versastack system is the 3 day cooler. I can attest you will have ice in your cooler 7 days later. I've made charging boxes, soldering boxes, glue boxes, and even have a way to drag my gas cans around and have ZERO smell. These boxes are IP54 rated to keep out moisture and keep in the smell of my gas cans. This has made van travel odor free for us. Have a look at some of the kits I've made using this system. If you see me at the field, hopefully I have the correct tool on hand to help you out! See you all next time!

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



There should be no doubt !!!! ..... the preparation and training of the judges is, in all competitions of any discipline, something that must be taken very seriously by both the people who teach it and the people who receives it. On many occasions we have heard complaints from the pilots towards some judges with

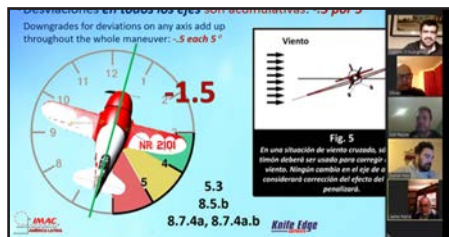


the argument that some maneuvers are poorly rated or we simply do not agree with the ratings we receive. However, there are several aspects that intervene in this matter, which we will try to summarize and try to resolve. One of the main problems that affect us is: the lack of training of the judges to be able to understand all the elements that carry the different maneuvers in a flight sequence regardless of the category. Knowing how to read the Aresti system does not make us good judges, we must understand that each maneuver has factors to take into account such as: the centering of the maneuvers, entry and exit radii, constant



speed of the rolls, changes in height, in end. But this, the pilot must also know and who must apply it in his flight, because it is useless to know the manual if it is not applied when developing the figures.

Today, the technology that is within our reach is allowing us to minimize this type of inconvenience, giving the opportunity to get closer to the main objective, which is to give the correct ratings regardless of the name of the pilot.

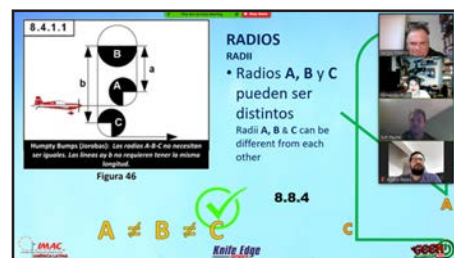


In Latin America, the region I am in charge of, we are working closely with Oliver Soto, who is in charge of teaching the arbitration clinics in coordination with Ty Lyman, Primo Rivera and Adi Kochav through Zoom, raising interest in participating in these clinical countries such as Chile, Colombia, Brazil, Argentina and recently the incorporation of Guatemala.

I believe that not only the criteria gap between all the countries involved was shortened, but the understanding of what

was written in the manual was raised, resulting in a standardization compatible with any high-performance region, because with the exchange of information and concepts no doubt was left in his way.

Being working on the training of qualified instructors, judges, pilots and callers, in addition to certificates, gives us the certainty that in IMAC competitions the qualifications will be awarded according to the precision of each pilot's flight regardless of the category that is flown or the name of the pilot, generating confidence in the ratings. It would be impossible not to take into account the human factor, where the difference in criteria and personality intervene, however, this should not be a factor for there to be a very large difference between the judges who are rating the sequences that are flown.



We hope that soon we will be able to have a greater unification of the criteria of how to qualify the maneuvers so as to minimize the discontent in the contests, giving support based on the manuals and the experience that is had in applying what has been learned.

Thanks

JORGE GUZMÁN  
DIR.LATINOAMERICA

**European Regional Director  
Manrico Mincuzzi**



*Due to an error, last month's article did not include pictures that are integral to the material. So, the article is being reprinted.*

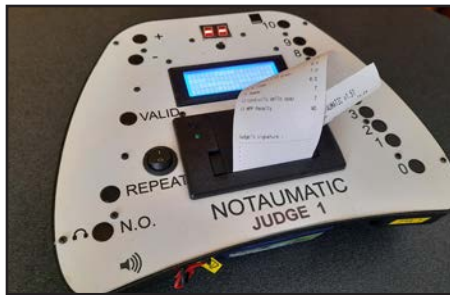
**IMAC ELECTRONIC SCORING**

An Electronic Scoring System is a technology enabling judges to input their scores in a digital format. This electronic data is then collected in real time through a Wi-Fi network and automatically inserted into the scoring software generating rankings and all the relative printouts.



Since we were convinced that this new digital approach could significantly improve and facilitate the organization of our competitions, and especially the big ones, we have been screening and testing all the latest applications that we knew had been developed in different places. During at least the last six years, systems of this sort have been progressively researched and developed in Germany, by Stephan Vogle, in Spain, by David Delgado, in Australia, by Dan Carroll and in France by Roland Poidevin. This may not be a comprehensive list, but are the ones we have been able to identify and evaluate.

Except for the French application, all the others have been designed to use ipads or smartphones as input keyboards. Instead,



Roland, in France, created a keyboard, called Noutamatic, specifically designed for our aerobatic judging purposes. The key difference versus the French application is that if you use ipads and smartphones as keyboards, you will continue to need a scribe to operate them. Otherwise, the judge would be forced to loose site of the airplane in order to make sure to input each number right. On the contrary, the Noutamatic can easily be operated directly by the judge, without ever losing site of the airplane. In our view, the possibility to eliminate the role of the scribe is important, as it ends the necessity to find more or less willing volunteers to sit on the chair for many hours in whatever weather condition.

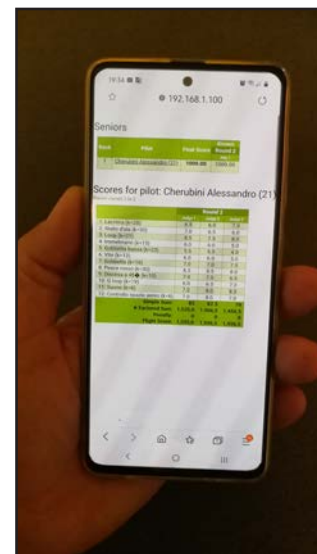


In addition, the Noutamatic has a printer generating a paper copy of all the scores at the end of each flight. This paper support is not just a safety tool, it also enables judges to make pencil changes at the last minute if needed. This keyboard, through an earphone, is also capable to remind to the judge the name of the next maneuver and the input score that he needs to validate in order to proceed to judge the next figure. During the execution of each maneuver, the judge can push a minus button to deduce half a point or press the plus button to increase half point. Each time the keyboard tells the judge the total score he has reached ready to be validated. This way of deducting half point by half point during the execution of the maneuver forces the judge to do a good analytical job, instead of providing a synthetic number at the end of the

figure, which, as we know, it is not a good scoring practice.



Considering all these up-sides, three years ago, in Italy, we decided to introduce the Noutamatic in order to initialize a practical testing process. As a result we found that, while the Noutamatic keyboard confirmed its great upsides, the software developed by the French inventor, called Noutascore, was really not up to the performance level of the keyboard. This is a software that has been created to implement F3A and F3P competitions and therefore is not really designed for our IMAC purposes and, in addition, when we tested it, it was still pretty unstable and creating several problems. For this reason, we launched a new International IMAC software development process.



Dan Carroll, from Australia, the developer of our historical Score software, has taken the lead and developed a new version called Score 4.30, combined with an interface called FlightLine, capable to get data from the Noutamatics, compile

them in Score language and then send them to the Score 4.30 application. Score 4.30 operates on a PC, while FlightLine works inside of a Raspberry, the piece of hardware that creates the necessary Wi-Fi local network and receives the data from the Noutamatics operated by each judge. While Dan did a formidable job writing endless new lines of code, Fabio Giammarinaro and Alessandro Cherubini, from Italy, progressively tested each new beta release finding bugs and helping to set additional design goal in order to bring the system to the perfect IMAC standards we were looking for.



This new software development process has been going on during the last two years and it is now completed. We can finally say that IMAC owns a proprietary very dependable system, capable to operate with the Noutamatic keyboards. You will be able to find a description of most of the technical details characterizing this system by clicking on the “Rules” and then the “Electronic Scoring” tabs on the ImacEurope.com website.

This effective International software development team is now also in the position to help any Region or Country to introduce the system, providing remote online support.

Another interesting feature of this system is that, at the end of each round, each pilot or spectator will be able to see all the scores on his smartphone, eliminating the need of printing a lot of sheets and offering a very transparent view of all

judgments that have been provided.

In conclusion, we find that this IMAC Electronic Scoring System enables us to achieve the following advantages when organizing our competitions:



1. Continue to use our Score software that we are all familiar with;
2. Stimulate the Judges to subtract scores in 0,5 points increments;
3. Help judges with vocal inputs and reminders;
4. Acquire a printed and modifiable version of the electronic scores;
5. Eliminate the necessity to use scribes;
6. Eliminate the necessity to manually transfer each data into the scoring application, reducing to the bone the amount of personnel required to ensure the scoring process, eliminating potential transcription mistakes and generating rankings almost in real time;
7. Enable Pilots to view their scores on their mobile phones at the end of each flight.
8. Publish all final scores on the central IMAC web site transferring files from Score.4.30 as we have been used to do.



The only negative of this new approach is that the introduction of the system, from scratch and for the first time, requires some good initialization work from the organizer side. It takes the willingness to learn a good amount of new things and the ability to operate this software technology solving possible last minute exceptions that may manifest. For tech-versed people all this may turn out to be very easy, on the contrary, for non computer literate guys it may require some sweat. In both cases, now that we have developed everything, including a manual, the introduction can definitely be done without incurring into potential nightmares, especially if leveraging on some remote support from the development team.



In conclusion, after having experienced this new technology during several competitions, we can now say that the investment of time and effort has been very appropriate. The organization of our events has never been so smooth and we are no longer in the position, every time, to have to find, and sometimes to pay, a good number of volunteers to do the hard work. All considered, I think I can definitely say that none of us would ever go back to the good old paper days.

Manrico



## South Central Region Rich Whitlow



Hey South Central!

You don't realize how much pride I have for our region and its pilots. Throughout a very crazy year, we still managed to have several great and well attended contests. That, to me, is just amazing. It really shows how many great people we have.

My pride also extends into our lower classes and into our youth. This is the true indication of this region heading in the right direction. The more pilots move up, the more the older, veteran pilots can come back out, because they have someone to fly with and against.

That goes the same with the youth. You guys are great pilots and I am always in awe of your Freestyle Skills. But, most of all you are all great people and very fun to hang around. You guys make it fun and will attract more younger pilots to come and enjoy our hobby.

I am glad I have been able to be a part of that, as your Regional Director. Though I will be stepping down as your RD, I leave you in capable and enthusiastic hands,



with Amanda Darling. I couldn't ask for a better successor. I know she will continue to spur the growth that we have seen. She will be there to support the region (and I will be too!) So, congratulations Amanda. I can't wait to see what you do with this place!

Many people have asked me why I am leaving IMAC. This has astounded me. I AM NOT GOING ANYWHERE! I believe in order to keep the enthusiasm and growth, we need to have fresh blood and ideas in the Region.

I will still be in many of administration activities in IMAC, including this newsletter. But, on top of that I will be trying to work on my piloting skills, trying to continue to support Clover Creek, compete in some Pattern Competitions and do some travelling to contests outside the South Central Region.

I am still very dedicated to IMAC and all RC Aerobatics. I plan on cultivating that enthusiasm and spreading my wings some.

Yes, I may come back and run for a position on the board again in the future. But in order to be effective I must experience the sport some more, so that I can continue to enjoy it. I am in this for the Long Adventure!

See you at the field....Rich

## Northwest Region Clark Hymas



Hello everyone, my name is Gale Vasquez and I'm your new regional director for the NW region. I'm taking the reins from Clark Hymas. Clark did an amazing job leading the NW region of IMAC the past couple of years and I'd like to thank him publicly for that. The responsibility of driving the NW IMAC bus forward is great, and Clark did an awesome job. I have many new and daunting tasks ahead of me and the learning curve will be great, but I have a great supporting cast behind me in my IMAC NW brethren. Thank you for all your support, I appreciate it immensely.

The 2020 IMAC season was a real downer this year with all the contest cancellations due to the COVID-19 virus and subsequent pandemic that spread around the nation and world. We did however manage to get a few contests under our belts. Six in total, 3 in Canada and 3 here in the Pacific Northwest. We were planning on a few more, but the raging forest fires in WA, OR and CA provided us with a thick blanket of smoke, which dropped the visibility to near zero in some places and lasted for a couple of weeks.

Our NW IMAC family is planning on coming back stronger than ever in the coming year. We are hopeful that the border with Canada will be open soon, so we can fly with our Canadian counterparts, Eh! I know we all miss seeing and flying with them. Time will tell whether we get to hold contests like we did in previous years. I'm optimistic that we'll be back soon. Until then, keep you and yours safe and healthy, and fly em' when you can, and we'll see you at the field.

-Gale



## North Central Region Toby Silhavy



Hello everyone out there in the North Central! Well, we have had a very short competition year. We did get in two very good contests and we have proven we can hold contests in a safe manner. As many of you know, the ARD's and I have spent a considerable amount of time developing a protocol so we can enjoy ourselves in the 2021 season. We have sent out these guidelines via email in the last few months to members but you can also find the info on the NC IMAC page. I would love to see a full season next year. As many of you know, the border between Canada and the US has been effectively shut down for IMAC travel. I do not know what the future may hold, but I hope we (US and Canada) get to compete together next year. If we cannot, I would like to see pilots on both sides of the border supporting their own country's contests. I'm sure we can come up with a regional points system so we can have a US/Canadian co-champions in each IMAC class.

At this time, we are trying to get a judging school set up for Muncie in April. We are waiting on AMA's approval for the date. I would like to ask each member of the NC to bring someone out to a contest in 2021 and let's grow our district. We are a big family, and it is time to introduce others to the spirit of NCFR! On October 24, the AMA will be deciding on NATS dates. I would like to see a big push this year for the NC to attend this event. Currently, I'm bringing three new people to the Nats. Can you beat me? I hope so!!!!

Well the first event of 2020 was my IMAC BASH. We had 14 pilots attend and we had a blast. We served a safe lunch and dinner and with the help of Rob Willis we have shown the way to provide food

safely at an event. Everyone was so happy to get out of the house and fly. I believe everyone had a great time! And speaking of blasts, we had an awesome fireworks display this year. We bought Rozzi fireworks who are known for putting on some of the best fireworks across the nation. Just remember next year, will be bigger and better!



We had our regional finals in Saranac Michigan at Dave Walters R/C Park. As always it was a laid back contest. We had 10 people brave the sudden cold front. We had cold temperatures, we had drizzle, and we had fun!!!! We are seeing an uptick in basic pilots again and I can't say enough positives to all of the basic pilots who have flown this year. Keep up the good work, bring a friend next year, and lets do some flying in 2021. I would like to thank Rob Willis who worked his butt off at the contest and to Matt Komar who was constantly helping new fliers at the contest! As always chef Boyardee (Rob Willis) and Cherrri Willis had us an awesome stew and biscuits for our dinner. Thank you, my friends!



## Northeast Region Brad Davy



None submitted.



## Asia-Pacific Region Michael Hobson



None submitted.

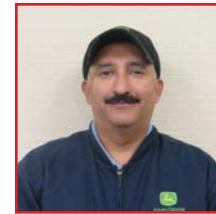
One last event I would like to talk about is the IMAC/SCALE primer held by Will and Marian Berninger. It was a great first meet of the season! We got to practice the sequences for the first time. It truly was a great experience just to get out and fly after the year we have all experienced. Next year, I would like to see the districts support of their contest when it resumes. They have a great field. In fact, it is one of the nicest to camp at fields there is. Let's make it one of the biggest events of the year. It is also pet and children friendly. Ask my kids, they have spent many a weekend their growing up! Thanks, Will and Marian for the stress relief! Oh, and did I mention the FIRE? See the pics



I would like to thank the district for their support this year, and to all of my ARDS for helping out so much. I don't think there is a day goes by that we are not communicating on behalf of the NC pilots and their families. We will be having new primers next year and we want to see YOUR PARTICIPATION in our local events and the NATS!

NCFR RULEZ!!!!

## Southeast Region Primo Rivera



None submitted.

## Southwest Region Alex Dreiling



It's no secret that 2020 has been a challenging year. That's an understatement right? With the COVID-19 pandemic upon us early in the year we have seen business shutdowns, school shutdowns, stay-at-home orders, masks, and an overabundance of confusion about it all. It was only a matter of time before IMAC became impacted as well with cancellation after cancellation of spring contests without any certainty if they could be rescheduled within the year or not. Nevertheless we were still at the airfields most



weekends- able to safely social distance and get practice in. I think I can speak for many when I say IMAC practice and air-field time became necessary opportunities to unwind and get mini breaks from all the crazy in the world, a tangible sense of normal.

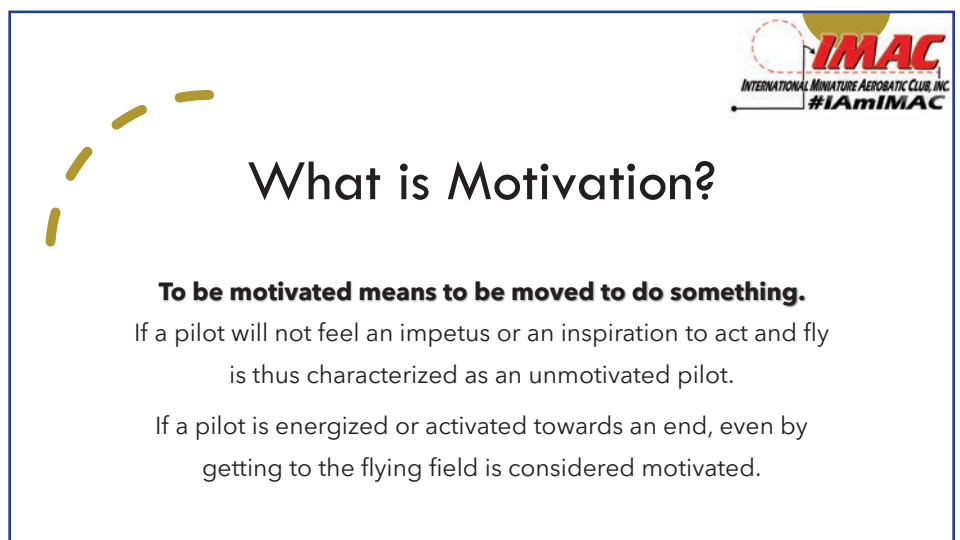
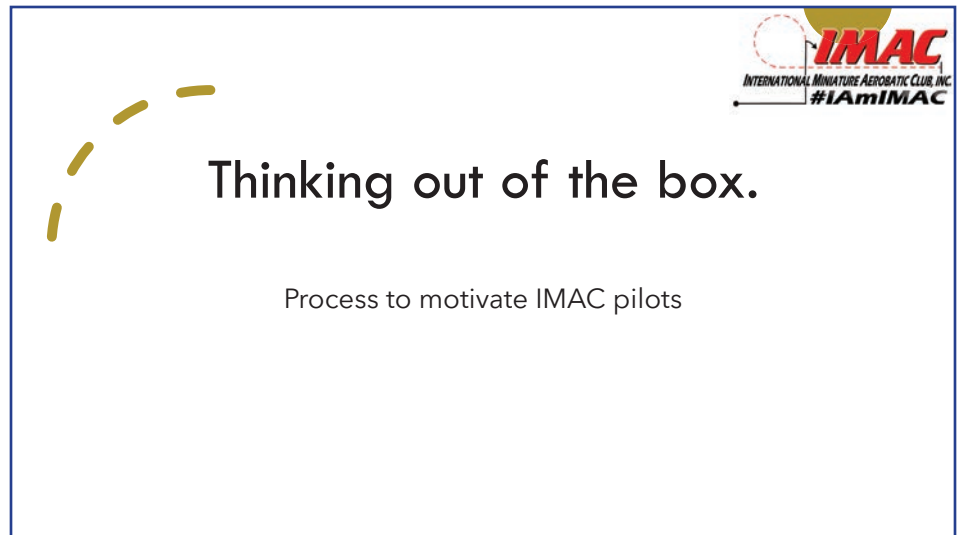
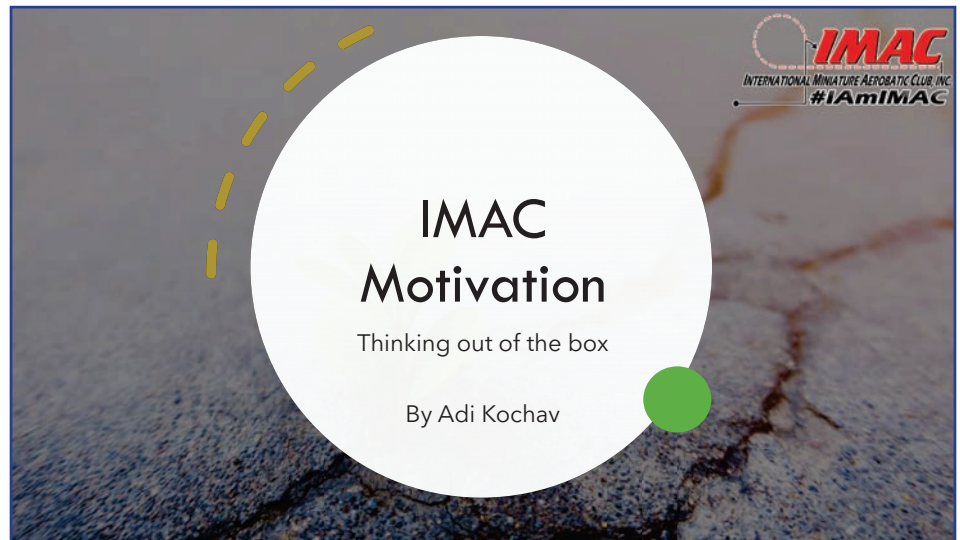
After what felt like forever, the end of August brought with it a contest in Chino Valley, AZ. Everyone was all smiles and echoing laughter at the chance to get together again and participate in competition. Next up in Tucson was the Cactus Classic which reiterated the same animated vibes. Still to come are Hemet, Bakersfield, and Lake Havasu contests offering more good times ahead!

With the comforting sounds of airplane engines and the smells of hot dogs on the bbq to the sights of trailers, camping chairs, and guys practicing unknowns with stick planes - there is hope yet for this year and the year to come. There is solace in the friendships, the connections built over IMAC and the camaraderie shared by all in this hobby. Let this year be an incredible example that, even in trying times, we still come together and unite, sharing in the very fun that is IMAC. This year is a year to be thankful for all that this hobby has given us. Wishing you healthy and happy holidays and can't wait to see you all at upcoming contests!

Happy flying!



## International Liaison Adi Kochav



## The Why?



- We have different kind of motivations that vary Not just by level but also in **orientation**
- Orientation of motivation include attitude and goals. They give us the reasons to act thus it will eventually tell us **The why?** we all seek and curious for.

## Examples



- Fly IMAC out of curiosity and interest
- Company of other supportive pilots or even just by watching other pilots fly
- Learn new set of skills because they understand their potential utility or value
- Learning how to fly IMAC or Freestyle will make them the privilege to fly better or simply give them a privilege

Therefore, we might want to use the motivation skills that can make the doing of our IMAC activities for inherent satisfaction.

By moving pilots to that, they will move by the act of fun and challenge

## The How?



- Keep and make our activities interesting and joyful (Nationals, Regionals, Worlds, CCA & TAS)
- High competence can give a certain way of autonomy, high self-esteem and security and maybe in the future, affinity to the IMAC club.

## Needs & Motivation



## Significance – Praise



Will be delivered and conveyed as an obscure or indirectly meaning.



This message needs to be in a good quality that will imply the advantage in flying IMAC.



The quality in being a good pilot.



The great worth the pilots can have like skill, prize, privilege...



How important it is to maintain the potential



Father and son partnership



The quality or state of mind being certain especially based on evidence

## Certainty & Clarity

- No doubts - Score! System, statistics, training schools, judging schools, knowledge
- IMAC Mindset Method / Dynamic Judging
- Objectivity and proofs, different committees, knows & Unknowns








## Growth & Flexibility

Increasing the size and the importance of IMAC in the national and international level



- Regions
- Countries
- Dynamic
- Innovative

## Connection – Belonging

A state of mind being connected will make the pilots more coherent Friendship fellowship and brotherhood will make the continuity we all seek to maintain and keep

- Peoples skills
- Methods and abilities
- Flying with

## Variety – Rotation

Different forms of types


- Classes of all kinds, different planes, engines, radios, brands and more...
- Technology



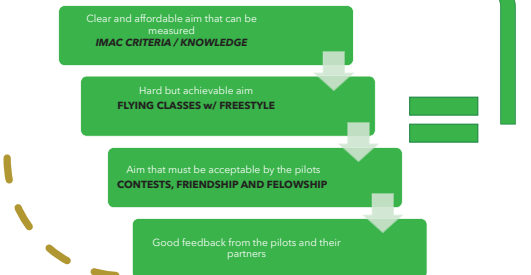

## Contribution – "Why"

Contribute or help to produce and achieve something together with other people or to help make something successful

- Credit
- Training
- Technical and friendship support



## Motivation as a By-Product




Clear and affordable aim that can be measured  
**IMAC CRITERIA / KNOWLEDGE**

Hard but achievable aim  
**FLYING CLASSES w/ FREESTYLE**

Aim that must be acceptable by the pilots  
**CONTESTS, FRIENDSHIP AND FELOWSHIP**

Good feedback from the pilots and their partners



DON'T TAKE IT IN GRANTED

We need to give the pilots the ability to understand these needs, all together.

Can they fly IMAC?

What is their grand prize?

Are they satisfied with the results, i.e. the value (Trophy, purse money, privilege prize, luxury and more...)?

Time + Efforts = process.  
Does the training, flying and competing worth these amounts of sacrifices? like emotion, family time, funds, general time, work etc...

# CMA Southern IMAC Bash

Peebles, OH



## CMA Southern Ohio IMAC Bash

### Basic Class

1st Place - Dennis Waggoner  
2nd Place - Richard Tressler  
3rd Place - Perry Vanmeter

### Sportsman Class

1st Place - Isaac Silhavy  
2nd Place - Aaron Schaler

### Intermediate Class

1st Place - Toby Silhavy  
2nd Place - Rob Willis  
3rd Place - James Hugg

### Advanced Class

1st Place - Matt Komar  
2nd Place - Greg Hladky

### Unlimited Class

1st Place - Will Berninger

### Seniors Class

1st Place - Greg Hladky



# 1st Annual Bill Thomas Memorial IMAC

Copan, OK



## 1st Annual Bill Thomas Memorial IMAC Challenge

### Basic Class

1st Place - Cooper Eaton  
2nd Place - Ken Rogers  
3rd Place - James Barfield

### Sportsman Class

1st Place - Chris Shockley  
2nd Place - Jonathan Chippeaux  
3rd Place - Drew Rousseau

### Intermediate Class

1st Place - Tim Hughes  
2nd Place - Vince Bartone  
3rd Place - Rich Whitlow

### Advanced Class

1st Place - Rhett Lambert  
2nd Place - Dan Powell  
3rd Place - Rudy Voldrich

### Seniors Class

1st Place - Cince Bartone  
2nd Place - Mark Thurman  
3rd Place - Allen Delger

### Freestyle Class

1st Place - Rhett Lambert  
2nd Place - Jonathan Chippeaux  
3rd Place - Chris Shockley



# Saranac NC Regional Contest

Saranac, MI



## Saranac NC Regional Contest

### Basic Class

1st Place - Chuck Priebe  
2nd Place - Roger Erridge  
3rd Place - David Pierce

### Sportsman Class

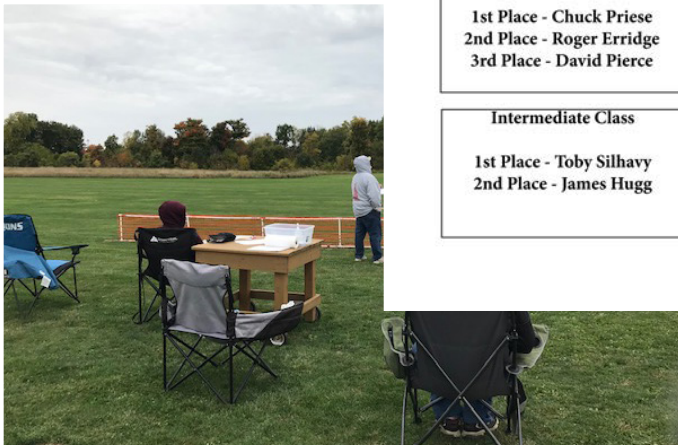
1st Place - Kenneth Gutelius  
2nd Place - Isaac Silhavy

### Intermediate Class

1st Place - Toby Silhavy  
2nd Place - James Hugg

### Advanced Class

1st Place - Matt Komar



# 24th Annual Texoma IMAC Challenge

Sherman, TX



## 24th Annual Texoma IMAC Challenge

### Basic Class

1st Place - Cooper Eaton  
 2nd Place - Ken Rogers  
 3rd Place - Brian Christensen

### Sportsman Class

1st Place - Chris Shockley  
 2nd Place - Trevor Anderson  
 3rd Place - Sam Corlett

### Intermediate Class

1st Place - Tim Hughes  
 2nd Place - Jonathan Chippeaux  
 3rd Place - Rich Whitlow

### Advanced Class

1st Place - Rhett Lambert  
 2nd Place - Greg Dial  
 3rd Place - Rudy Voldrich

### Seniors Class

1st Place - Sam Corlett  
 2nd Place - Larry Kayich  
 3rd Place - Rudy Voldrich

### Freestyle Class

1st Place - Jonathan Chippeaux  
 2nd - Rhett Lambert  
 3rd - Samuel F Corlett



# Upcoming Events

## November:

6th - 2020 Southeast Championship - Coolidge, GA  
6th - IMAC Israel Championship 2020 - Nit'zana, South Israel  
7th - Bear Mountain IMAC 2020 - Arvin, CA  
7th - Vic State Champs IMAC 2020 - Mount Wallace, Victoria Australia  
21st - Regional Finals at Lake Havasu IMAC - Lake Havasu City, AZ  
27th - IMAC Mexico Segunda Fecha - Queretaro, Mexico

## December:

Nothing Scheduled

## January:

Nothing Scheduled

## February:

Nothing Scheduled

# 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)