

#### 5.0.4 Flight Schedule (extract from IJMC rulebook)

- The taxiing is no longer a manoeuvre and will **not** be judged anymore
- The judges may only confer and equalize scores when evaluating flight realism. Judges may not allow the affiliation, model type, appearance/ outlook, design or kind of propulsion (gas turbine, Piston engine, electric engine) of the model to influence their scoring.
- All flight manoeuvres must be evaluated considering the performance of the full-size A/C. The goal of the scale flight program is to replicate the flight characteristics and realism of the full-size aircraft. Therefore, the judges must not confuse this scale competition with an aerobatic competition. This means that the requirements of flight realism and consistency with the full-size prototype must take precedence in all scoring flights.

Realism Category	Description
Smoothness (K=5)	<ul style="list-style-type: none"> <li>- The general flight pattern and the type of control should be consistent with the flight dynamics of the full-size prototype.</li> <li>- Outside the flight manoeuvres, a smooth jet-like movement of the model in the air without “corners and edges” should be performed by the pilot during the entire flight.</li> </ul>
Speed (K=5)	<ul style="list-style-type: none"> <li>- The speed must be true to scale.</li> <li>- The horizontal manoeuvres are normally not flown at full throttle.</li> <li>- Vertical manoeuvres leading upwards should be flown with more power</li> <li>- Vertical manoeuvres in descent (sinking flight) should be flown with reduced power</li> <li>- There is a clear difference in performance between horizontal manoeuvres and vertical ones.</li> </ul>
Flight presentation and selection of variety of turning manoeuvres (K=5)	<ul style="list-style-type: none"> <li>- The turning manoeuvres and empty flights between the flight pattern should be divers</li> <li>- A minimum of free straight flight into any flight manoeuvre results in a better flight display and scoring</li> <li>- It is expected that in each turning manoeuvre and each empty flight an aerobatic or show flight element is flown (no procedure turn, no chandelle, etc.). <b>The turning manoeuvres may be repeated. For each missing manoeuvre one point will be deducted. This new rule does not apply to non-aerobatic models.</b></li> <li><b>Exceptions:</b> <ul style="list-style-type: none"> <li>- Trim flight after Take-off until entry into the first scored flight manoeuvre</li> <li>- After the last scored manoeuvre and entry into the landing approach</li> <li>- After the manoeuvres: <ul style="list-style-type: none"> <li>- “Touch and GO” (28)</li> <li>- “Overshoot” (38)</li> <li>- “Extended and Retract Landing gear” (68)</li> <li>- “Positive G-Roll with landing gear extended” (33)</li> <li>- “Slow Flight in dirty configuration” (48)</li> </ul> </li> </ul> </li> </ul>

**These three categories of realism mean that the judges must view the overall flight from a broad perspective and subjectively categorize it into three characteristics based on their own experience and judgement.**