



Sportreferat
European Acro Cup
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Deutscher Modellflieger Verband e.V.

Fachverband der Modellflieger in der Bundesrepublik Deutschland



Ausschreibung für den EUROPEAN ACRO CUP des DMFV

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von
Modellfliegern



DEUTSCHER
MODELLFLIEGER
VERBAND

für
Modellflieger

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Overview „European Acro Cup“ (EAC)

The „**EAC**“ is a modern and challenging event located all over Europe, which supports the FAI F3M initiative and the initiative of the IMAC (International Miniature Aerobatic Club) in the sense of "Large scale Aerobatic" aerobatics class. Therefore only scale-replicas are admitted to compete in the "EUROPEAN ACRO CUP". Because of the various flight schedules with a final freestyle, the competition is designed in the manner, to present an exceptionally challenge and an interesting event to the participants as well as the spectators.

Two EAC-competitions are taking place in Germany, organized by the DMFV. The first competition is announced as a nationwide contest for the country "Germany", the other one as the final competition of the "EUROPEAN ACRO CUP" in order to finish the international series.

Further EAC-competitions take place in other **European countries**, each country can announce one contests as part of the European Acro Cup overall ranking. The locations can be found on the homepage of DMFV in EAC event calendar. In order to accommodate the individual results of participants from other EAC-contests to the annual EAC-Championship, it is necessary that the local results are handed out by the contest organizers. This should take place prior to the final competition of the EUROPEAN ACRO CUP. (Excel-sheet). (For more details see below: "Europe-wide participation").

There are two classes:

- a) The class "**NATIONAL**" is intended for the entry into the competition-round EAC and proposes to encourage all pilots without competition experience.
- b) The program group "**INTERNATIONAL**" is intended to advance and exceed the skills of all competition pilots, who would like to participate in the European or World Championships for Large Scale Aerobatics or would like to measure their skills among like-minded people.

All flight programs are short in order to guarantee a high activity for the pilots and to make sure that competitive and fair results are achieved even during bad weather conditions. In both classes, two "**known programs**" and two "**unknown programs**" are flown in an alternating way. To finish the competition a "**freestyle round**" is flown on Sunday. (see Appendix III: freestyle)

For the models, there is no engine capacity limit. Only models are allowed to start, which have a **take-off weight** to maximum of 25 kg (applies only to competitions in Germany!), including fuel and all additional attachments during the freestyle. All airplanes must be in perfect technical condition (more details see below: "Request to the model")



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Model-Specifica

Permitted to the competition are only planes, which can be **identified as an explicit replica of an original manned aerobatic plane, which is used during manned aerobatic competitions.**

The dimensions of the models must correspond to a length/wingspan-relation. For monoplanes the length/wingspan-relation must meet a proportional value underneath the constant 1. (fuselage has to be shorter than the wingspan). For biplanes, the factor has to be above 1,05.

Excluded are models, whose full scale archetype meets a length/wingspan-relation >1 . In this case, a written application to the technical committee must be submitted two weeks before the competition.

There shall be no airborne devices fitted to the aircraft which place the aircraft under less than the total control by the pilot. These devices will include, but are not limited to, gyros, automatic pilots and timing devices. Non-airborne aids such as transmitter based functions are permissible.

When deciding on the non-admission of a model due to the above criteria or because of technical defects, the head speaker of the technical commission supports the sports management of the respective competition discharging club.

Emission / Noise

Adequate sound attenuation of the competitive machines is to be ensured during the flights. Using a 3-blade propeller and effective silencing system is highly recommended and may be required in case of need by the Contest Director, especially when the organizing club demands it due to regional regulations. A pilot with a loud machine can receive points deduction, if all judges agree (point deduction = 1). After a repeated violation of an admonition, the pilot will be disqualified.

Remote Control System

Only 2.4 GHz remote control systems are allowed at the competition.

Technical Condition

The pilot is responsible for the technical condition of his model. The signature on the registration form is at the same time the affirmation therefore.



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Programs and Judgment

Requirements for flight demonstration – Knowns / Unknowns / Freestyle:

The flight demonstrations at the EUROPEAN ACRO Cup should be presented in a manner as realistic as possible, on currently shown in manned European and World Aerobatic Championships or .e.g. at the BREITLING MASTERS CUP (no “figure-racing”).

The beginning and end of the flight demonstration must be clearly indicated. This can be announced by: "Now", "beginning" and “end”. In case of unflyable weather conditions (fog, heavy rain) or in case of unexpected interrupts (manned planes in flight sector), the pilot or the pilots helper is allowed to interrupt the program by calling “break”. If the reasons for the break are justified (decision by the court of Arbitration), the pilot can restart the program after a several break with the last flown figure. The points of the already judged figures are still valid

After the pilot is demanded to start, he has to bring his model in the air within 4 minutes. In case of a technical defect the pilot has the opportunity to repeat the attempt by starting as the last participant in the round.

Preparation Room

The preparation room is laid down for the pilots. The pilot has to be positioned in the preparation room, where he would like to start from (does a pilot want to start to the right side, he has to take the left preparation room). When starting an engine, the pilot or his helper has to secure the plane against accidental release (e.g. earth hoe with a back strap around the tail).

Knowns / Unknowns

The known flight programs were printed completely here in this tender. The unknown programs contain approximately 10 figures. These programs are taken from the figures of the FAI Aerobatic ARESTI figure catalog.

To an appropriate time before the unknown round, an envelope is opened and programs are handed out to the participants and judges. From this point, no more training flights are permitted. Test flights are only possible with the explicit approval of the Jury. Violations will be punished with disqualification.



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Judging of Knowns / Unknowns during competition

The known and unknown programs are judged by 3-5 judges with points from "0" to "10". When using 4-5 judges, the highest and lowest score is deleted. In case of three judges, all scores will be taken into evaluation. With less than three judges the competition cannot be displayed.

For the judgment of the flight programs, the following documents are leading (<http://eac.dmfv.aero/wettbewerbe/>):

- Judgeing_rules_1.pdf
- Judgeing_rules_2.pdf

At the end of each round, the achieved points are translated to 1000%. For the calculation of the final competition-result, the better known and the better unknown score are counted. The Freestyle points can't be deleted.

Following evaluation combinations may occur:

- a) If only 3 judged flights are possible due to the weather conditions, then a known and two different unknown programs are flown. The lowest score of each participant shall be deleted.
- b) It may be due to a strong field of participants - more than 30 pilots - only 3 competition flights are possible, then a known and two different unknown programs are flown. The lowest score of each participant shall be deleted.
- c) It can be due to the weather conditions that only two judged flights are possible, then one known and one unknown program is flown. The lowest score of each participant shall be deleted.
- d) It can be due to the weather conditions that only one judged flight is possible, it is only determined the winner of the day. There is no EAC - competition evaluation.



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EAC-Championship

Result Analysis „Competition International“

To evaluate the competition results, the respective rounds are used on a percentage basis and calculated into the competition results. The first three winners will receive the appropriate trophies for the categories "EAC-Freestyle" and the "EAC-Champion" at the end of the competition.

Result „EAC-Champion International“

Here, each of the best-known, Known and Freestyle are drawn together. The Known has a significance of 35%, the Unknown 45% and the Freestyle has a valence of 20%.

Result Analysis „Competition National“

To evaluate the competition results, the respective rounds are used on a percentage basis and calculated into the competition result. The first three winners will receive the appropriate trophies for the categories "EAC-Freestyle" and the "EAC-Champion" at the end of the competition.

Result „EAC-Champion National“

Here, each of the best Known, Unknown and Freestyle are drawn together. The Known sequence has a significance of 40%, the Unknown sequence 50% and the Freestyle has a valence of 10%.

Result Analysis of EAC-Freestyle

In this case, the ranking of all pilots, concerning both International and National (common result) class, generate the result.

Calculation of Annual Result of EAC-Champion National

After a completed participation at least at three official EAC-competitions the final annual ranking for the competitors of the „International“ class will be calculated on a percentaged basis. Only competitors, who attended the final annual competition, who submitted their documentation of scale and attended at least three competitions (incl. final contest), receive the document of attendance, the final annual ranking and, just in case, a trophy. The first three winners are going to receive the corresponding trophies for the category "EAC-Champion" at the end of the final contest.

Annual Result of the „EAC-Champion International“

Here, the percentaged results of the top two competition-rankings and the score of the final contest are being drawn to generate the "EAC-Champion".



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Calculation of Annual Result of EAC-Champion National

After a completed participation at least at three official EAC-competitions, the final annual ranking for the competitors of the „National“ class will be calculated on a percentaged basis. Only competitors, who attended at least at three competitions (incl. final contest), receive the document of attendance, the final annual ranking and, just in case, a trophy. The first three winners are going to receive the corresponding trophies for the category “EAC-Champion” at the end of the final contest

Annual result of the „EAC-Champion National“

Here, the percentaged results of the top two competition-rankings and the score of the final contest are being drawn to generate the “EAC-Champion”.

Advancement from class „NATIONAL“ to class „INTERNATIONAL“

- a) The top pilot of the annual ranking in the EAC-Championship of class “NATIONAL” has to advance to the class “INTERNATIONAL” in the upcoming season.
- b) Pilots, who also won more than three EAC-Competitions in the class “NATIONAL” in the time of two years have to advance to the class “INTERNATIONAL” in the upcoming year.
- c) Pilots taking part in one or more contest in class “International”, must take part in the same class at the following contests. Exceptions are only allowed with the approval of the EAC referent.



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Organisation

Terms of Participation

Every model pilot is permitted to compete at the EUROPEAN ACRO CUP, regardless associational affiliations.

An insurance coverage and the application of **2.4 GHz radio-systems** are required. The use of alcohol or drugs is strictly forbidden while the contest runs (corresponding to the prohibition-list of the WADA 2008).

In Germany the entry fee accounts **30 € each**, except youngsters until the completion of their 21st year of age. In this case the entry fee accounts **15 €**. By signing the registration, the participant accepts all terms of this document.

Registration for german competitions

The competitor has to register at the online-portal <http://eac.dmfv.aero/> (not at the speaker or the DMFV-association) at the latest from **1 week before the competition**. The accommodation and final registry may only be executed after payment of the entry fee at the banking account. (Account-information is being given at online-portal)

The starting order will be allotted by software. A registration at the site of competition is only accepted when the starting field amounts **less than 30 pilots**.

The German contests can only take place, due to an organization rule of DMFV, if

- The number of registered pilots is over 20
- The number of participating pilots is over 15.

Judges

At the EUROPEAN ACRO CUP, only experienced pilots or judges shall be installed as judges. They should take part in pilot's practice before competition as often as possible. The judgment has to be achieved regarding the international rules of IMAC, which are exemplified by the document of the International Miniature Aerobatic Club (IMAC) above. To display the flight schedules vividly and avoid misunderstandings a non-judged flight is possible. The last starter shall be chosen for examination.

Arbitration

The arbitration is formed by 5 persons. 2 participants out of class "NATIONAL", 1 out of class "INTERNATIONAL", 1 representative of the local club, 1 representative of the judges and the EAC-speaker.

Protest

Protests may only be submitted by participants. They will only be accepted in a written manner. The fee of treatment is about 30 € and has to be delivered together with the written protest. By allowing the protest the fee will be handled back. The arbitration is responsible for all protests and decides whether the pilot is going to be admonished, warned or given the chance to correct or change, or being disqualified. Protests are only possible 30 min. after flight. The conclusions of the arbitration cannot be challenged by an external jurisdiction.



Appendix I: Freestyle

The Freestyle-Flight shall not last longer than 4 Min.

The time may be measured from start until landing, but may be also measured while the plane is up in the air. It is the pilot's task to give a clear signal when to start the countdown and when it finishes.

At the Freestyle the pilot is given the chance to show all possible and "impossible" figures. Additives as smoke and/or music, barrier tape or banners are admitted and desirable in case they do not affect the security of flight.

Note:

- a) Every pilot has to mix up his own music and deliver it by a CD or USB-Stick before the start of Freestyle-Round.
- b) The host/organizer has to deliver a well-powered and dimensioned sound-system.

Rules of Behaviour

- a) The model shall not be touched during the flight until the landing.
- b) For reasons of safety, figures that will take place immediately after take-off have to be flown away from the point of take-off.
- c) All figures that are displayed right above the pilot or behind the safety line will be charged by disqualification.
- d) In no case, the safety-net may be overflowed. In case of occasion, the pilot will be disqualified immediately.
- e) For Freestyle, the safety line will be transferred 5-10m in front. The pilot is given the opportunity to take his stand at this line.
- f) The usage of not-biodegradable special effects (aluminum-paper or plastics etc.) is strictly forbidden.

Notes concerning point c) and d):

The decision will be executed by the judges. In case of disaccord there will be a decision executed by the arbitration. Pilots may only oppose the decision by a formal protest.