



INVITATION International Jet Masters Alessandria Italy

Organisation :	IJMC Italia: Mauro Pirotti - Cell.: +39 3331294751 E-mail: segreteria@ijmc-italia.it Jet Scale Team: Reto Senn, Gartenweg 4, CH-3294 Büren an der Aare +41 79 652 62 38 reto.senn@me.com		
Date:	03.09.2021 - 05.09.2021		
Place:	Alessandria CSI Ventolina - Model Airfield, Coordinates N 44°54' 2.16 / E 8°43' 20.388		
Program:	03.09. (Friday)	10:00 11:00 12:00 15:00-15:30 15:30- 18:30 19:00	Inscription Briefing Start of competition Brake Competition End of competition 1. Day
	04.09. (Saturday)	09:00 – 13:00 13:00 – 14:00 14:00 – 18:30 19:00	Continuation of competition Lunch brake Competition End of Competition 2. Day
	05.09. (Sunday)	09:00 14:00 15:00	Continuation of competition Scheduled closing of the competition Award ceremony
Competition Manager	Reto Senn / Mauro Pirotti		
Jury :	1 IJMC Italia, 1 Jet Scale Team, 1 Pilot		
Rules:	Rules International Jet Masters including Judges guide v3.1 for static IJMC Jet Class Rules 2020 for flight		
Participants:	Members of an IJMC member state		
Registration / Deadline	Registration for Pilots on separate sheet. Registration Deadline 31.07.2021. Confirmation of registration until 10.08.2021 by the organizer. After this confirmation, payment is due immediately.		
Info :	Maximal 30 contestants. In case of too many registrations, the organizer reserves the right not to admit participants, so that as many nations as possible are represented.		
Entry Fee:	Euros 120.- per pilot. Must be paid immediately upon confirmation of registration in order to finalize the registration. Transfer info: ASD IJMC Italia, - Via G. Verdi,4 – 06019 Umbertide (PG) ContoBancoPosta Affari IBAN IT94S0760103000001049813270		
Catering:	Take away on the airfield		
Hotel, BnB:	Please book rooms directly yourself. http://www.hoteldiamantealessandria.it/ https://www.hoteldalfurlanalessandria.com/ when booking, specify the IJM-2021 convention		
Camping:	Camping (caravan / camper / tent) on the site is Possible!		
Attention:	No secured storage possibility for the models overnight! Each participant is responsible for his own overnight storage.		



Registration form			
Country			
Name			
First Name			
Home Address Street/No: ZIP/City: Country:			
Mobile phone			
E-Mail Address			
Date of Birth (mm/dd/yyyy)			
Model association			
Insurance: Certificate must be presented at airfield			
Nationality			
Participation in previous Jet WM	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Model Name			
Original aircraft manufacturer and type designation			
Model aircraft built by: (Kit manufacturer, builder)			
Power source (turbine/electric/ducted fan, manufacturer & type, thrust)			
Model data: length (cm) wing span (cm)			
Model weight (Kg)	Empty weight		Take-off mass
Take off mass			



Version "International Jet Masters"

Static Judging

Time = 15 Min, 2 judges needed for static judging

Evaluation criterias with k-factors

Side View Accuracy	K10
Front View Accuracy	K10
Top View Accuracy	K10
Basic Color and Color Scheme Accuracy	K10
Markings Accuracy	K10
Surface Accuracy	K10
Scale Details Accuracy	K10
Craftsmanship	K15
Overall realism	K15

Static Documentation Requirements

Documentation to be presented:

Maximum A4 size (297 x 210 mm), landscape with hinge on long side (calendar format).

One documentation should be available for each judge.

For the colors the color chips or the 2 photos are to be kept ready in a separate document

The order of the photos should follow the evaluation criteria's. Beginning with the views (side-, front-, top view). May assisted with the draws. One photo per page.

On the following pages: Photos to prove: Basic Color and Color Scheme, Markings, Surface, Scale Details. The size of the photos must be as big and in a quality to make a judgement possible. Small and low quality photos = low scores.

Requirements:

There are a total of maximum 12 photos allowed for static documentation. Minimum three photos must show the side, front and top view of the original. Minimum one photo must show the original on ground. To support the photos, it is allowed to attach additional drawings of the views.

A sufficient number of photos of the aircraft type are necessary to allow the main views to be verified.

Proof of the color match is required. This may be presented in the form of color chips or color photos. If proved by photos, there are max 2 additional photos allowed.

All parts of the aircraft which are not firmly attached to the airframe (e.g. bombs, drop tanks, rockets etc.) but are not shown on the photos of the views must be documented elsewhere. e.g. by means of appropriate photos. Conversely, the same parts that are shown on the photos of the views need not be present on the model and can be omitted.

Documentation shall be sufficient to verify the model as presented for Static Judging. Any item not verified will be cause for loss of points; Examples: If the documentation is vague as to the appearance of the landing gear, the Outline score will be downgraded. If the documentation is vague in proving the color scheme presented, the Markings score will be downgraded.

Canopies and any moveable control surface may be presented in any position. However, the judge may request that these be re-configured during judging to aid in comparison with the documentation provided. Additional working features will be presented in the manner shown on the photo presented to the judges.

Any items that will not be on the model when it is flown, e.g. chocks, tie-downs, ordnance that will not be carried in flight, or other "dioramic" features, may not be presented during Static.

Static Judging Guideline

Side View Accuracy:

If no photos are available exactly from the side, the accuracy can be achieved by taking several photos from different angles. But the total number of photos remains the same.

Side view, this may be either from left or right depending upon the photos supplied. Here the outline of the fuselage, cabin or canopy shape, cockpit aperture shape, outline of fin and rudder, wing and tailplane sections. Also the shape, angle and position of landing gear legs and the size of wheels.

Front View Accuracy:

If no photos are available exactly from the front, the accuracy can be achieved by taking several photos from different angles. But the total number of photos remains the same.

Front view outlines for nose, wing, tailplane, canopy, Landing Gear and Flaps etc.

Top View Accuracy:

If no photos are available exactly from the top, the accuracy can be achieved by taking several photos from different angles. But the total number of photos remains the same.

Top view outlines for wing, tailplane, fuselage and canopy.

Basic Color and Color Scheme Accuracy:

Here the judge checks the accuracy of the color and the coloring by means of the Color Chips, or the 2 additional photos.

This includes the accuracy of the basic colors.

The color scheme how single or multiple, aerobatic painting, airbrush, camouflage. Differences like shiny, matt areas, after painting.

Markings Accuracy:

Here the judge checks the accuracy of markings in placement, size and quality. This includes, for example, the accuracy of national emblems, national registration, labels, warning notes, maintenance instructions, etc.

Surface Accuracy:

Here the surface accuracy of rivets, screws (cross, slot, other), sheet metal joints (drawn, scored, etc.), service covers, etc. are checked. In addition, the weathering is assessed.

Scale Details Accuracy:

Here the judges check the details like antennas, pitot tubes, hatches, brake pipes, handles, landing gear springing, footsteps, navigation and landing lights, bomb racks, control cables, control horns tanks, fairings radiators, struts, cooling gills, mass balances etc.

Craftsmanship:

The model aircraft should be checked for quality of workmanship, with particular reference to the originality. Correct gaps at hinge line of control surfaces, close fit where non-scale joints are used for dismantling the model aircraft or access hatches used for model aircraft operation.

Judges should award higher marks for more intricate shapes and structure.

The points that are awarded must again reflect the standard of documentation presented. Non-scale items such as switches, control horns, etc. should not be visible.

If flight controls (one or more) are outside and visible 1 pt is deducted from the final score.

If gear doors (one or more) are missing 1 pt is deducted from the final score.

Overall realism:

Here the judge checks whether the impression is that it is a reduction of an original. Whether one has the feeling to see an original in the first place, or whether rather a model airplane is presented. The texture and appearance of the surface of the model aircraft should be a good reproduction of the prototype.

Flight Judging

Flight judging according IJMC Rulebook 2020.

Pilots never entered in a IJMC Jet World Masters are allowed to use the same flying program in every round.

Results

Static Points per judge	
Side Views	300 pts
Basic color and color scheme, markings, surface, scale details.	400 pts
Craftsmanship, overall realism	300 pts
	1000 pts

Flight Points per judge	
Take-off	100 pts
Option 1-6	600 pts
Landing	150 pts
Flight realism	150 pts
	1000 pts

Final Result: Static = 40%, Flight 60%	
In case of 3 static judges:	
Static 3000pts x 0.8	+ Flight $\frac{3000\text{pts} + 3000\text{pts}}{2} \times 1.2 = 6000\text{pts}$
In case of 2 static judges:	
Static (2000pts x 1.5) x 0.8	+ Flight $\frac{3000\text{pts} + 3000\text{pts}}{2} \times 1.2 = 6000\text{pts}$