

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 prototype.
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"> - The general flight pattern and the type of control should be consistent with the flight dynamics of the full-size prototype. - 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.
Speed (K=5)	<ul style="list-style-type: none"> - The speed must be true to scale. - The horizontal manoeuvres are normally not flown at full throttle. - Vertical manoeuvres leading upwards should be flown with more power - Vertical manoeuvres in descent (sinking flight) should be flown with reduced power - There is a clear difference in performance between horizontal manoeuvres and vertical ones.
Flight presentation and selection of variety of turning manoeuvres (K=5)	<ul style="list-style-type: none"> - The turning manoeuvres and empty flights between the flight pattern should be divers - A minimum of free straight flight into any flight manoeuvre results in a better flight display and scoring - 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.). 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. <p>Exceptions:</p> <ul style="list-style-type: none"> - Trim flight after Take-off until entry into the first scored flight manoeuvre - After the last scored manoeuvre and entry into the landing approach - After the manoeuvre “Touch and GO” (28) - After the manoeuvre “Overshoot” (38) - After the manoeuvre “Extended and Retract Landing gear” (68)

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.