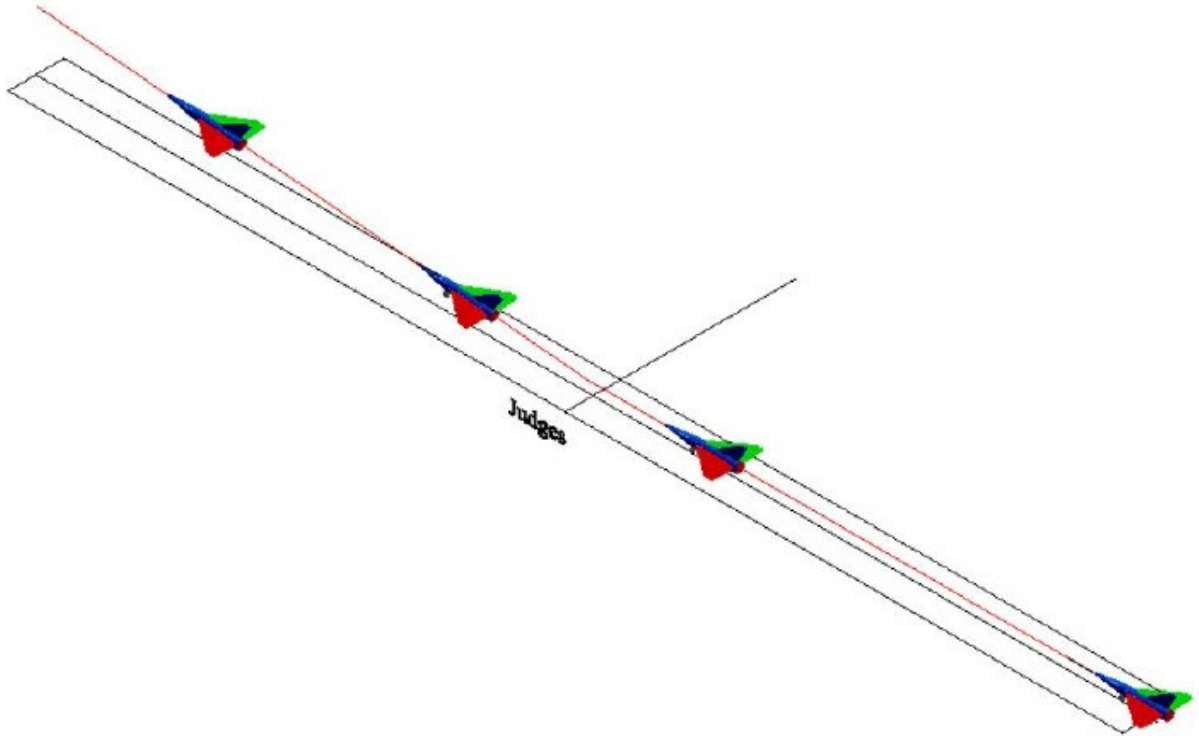
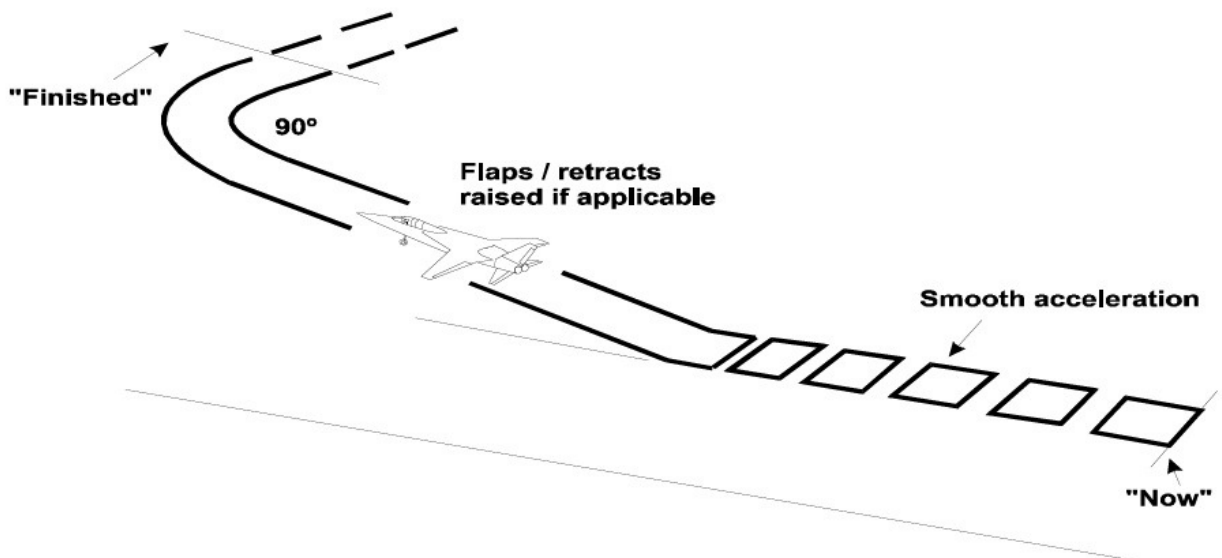


Annex 1A; Verschil in uitvoering start en landing

Start JWM IJMC; rechtuit aan einde figuur af roepen "Einde":

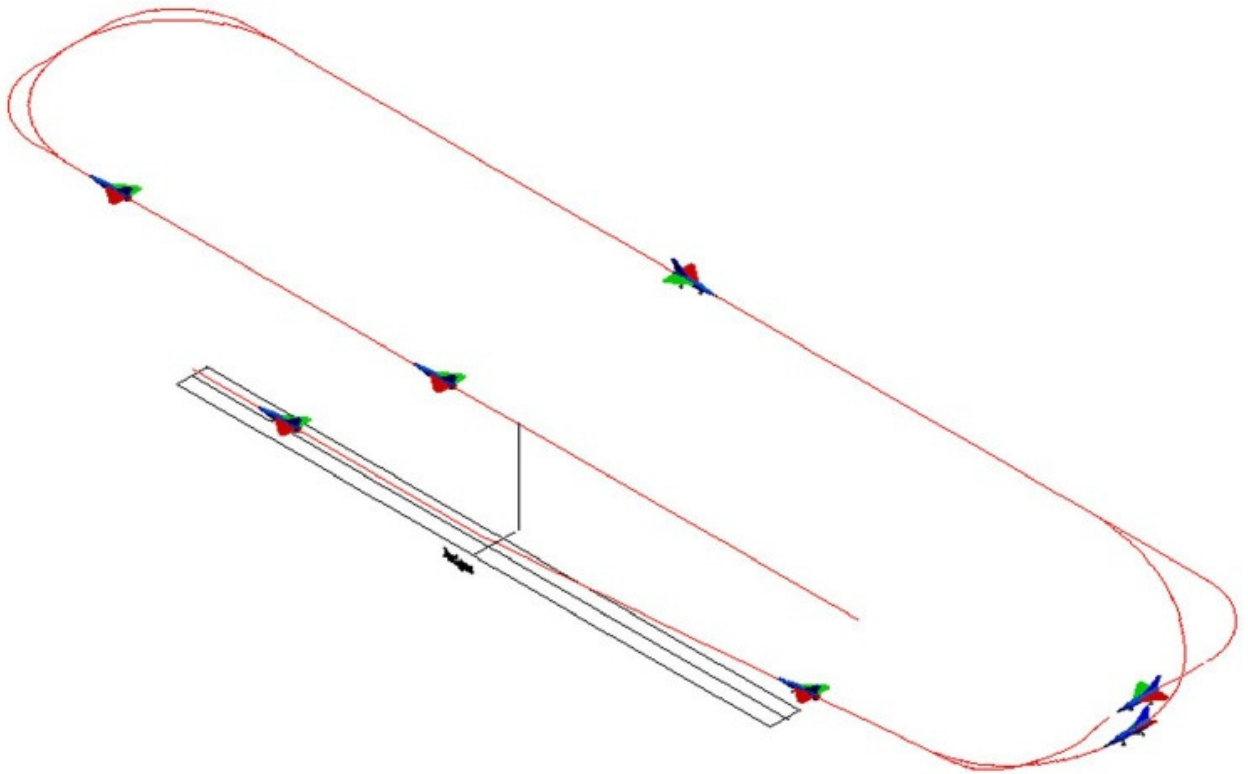


Start F4G FAI: Aan einde 90 graden bocht, daarna af roepen "Einde":

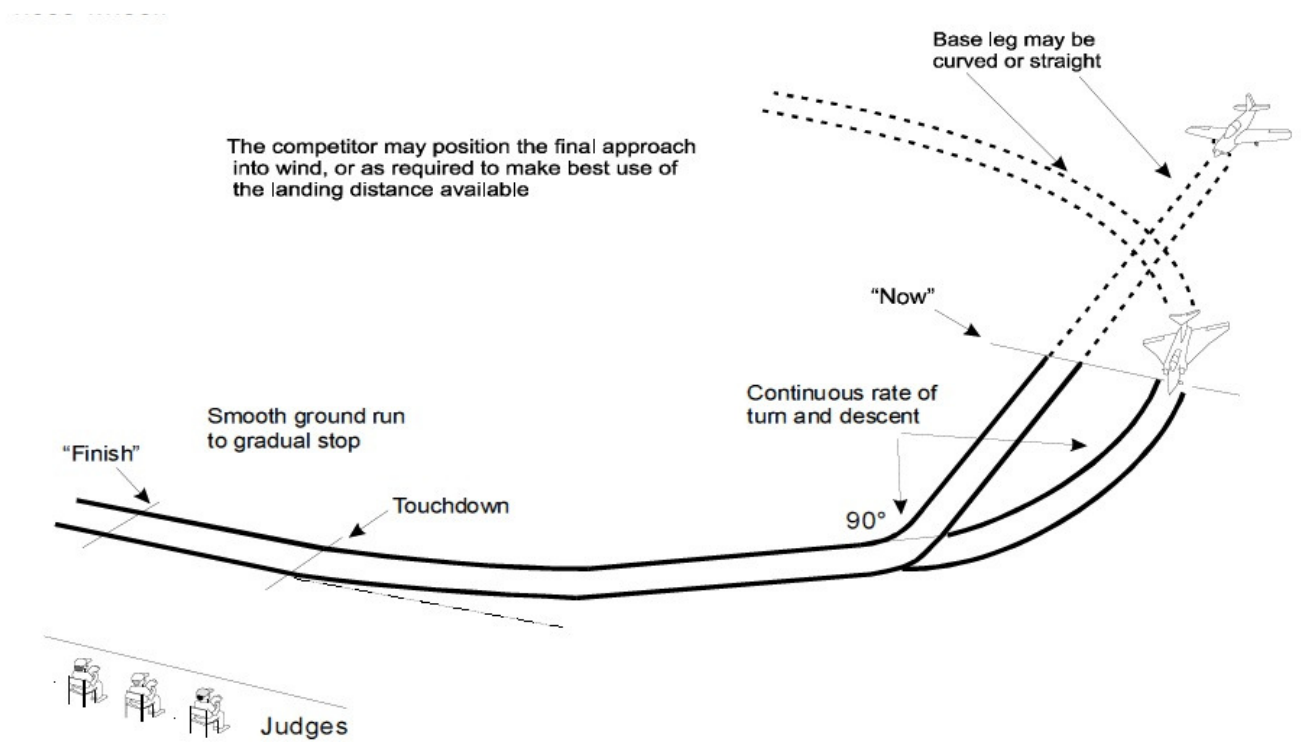


Annex 1A

Landing JWM IJMC: Volledig circuit:



Landing F4G FAI: Enkel laatste bocht telt mee:



Annex 1B; keuze figuren F4G

Hieronder de lijst zoals de figuren gekozen en gevlogen moeten worden. De vlieger mag de volgorde zelf bepalen maar dient wel vooraf aangegeven te worden op het inschrijf formulier.

Hieronder een kopie uit het F4 reglement:

6.3.6. Flight

6.3.6.1. Take-off	K = 11
6.3.6.2. Option 1	K = 7
6.3.6.3. Option 2	K = 7
6.3.6.4. Option 3	K = 7
6.3.6.5. Option 4	K = 7
6.3.6.6. Option 5	K = 7
6.3.6.7. Option 6	K = 7
6.3.6.8. Option 7	K = 7
6.3.6.9. Option 8	K = 7
6.3.6.10. Approach and Landing	K = 11
6.3.6.11. Realism in flight	
a) Engine sound (realistic tone & tuning) .	K = 4
b) Speed of the model aircraft.....	K = 9
c) Smoothness of flight.....	K = 9
Total K Factor	K = 100

Notes: The flight schedule must include the two manoeuvres "Figure Eight" and "Descending 360° Circle" to be accepted as complete.

The scale of the model aircraft and the cruising or maximum speed of the prototype must be stated on the example Flight Score Sheet (Annex 6E.2.)

Only one attempt is permitted for each manoeuvre, the only exception is the procedure of getting a model aircraft airborne, as defined in 6.3.5.b.

Annex 1B; keuze figuren F4G

Let op, er is een onderscheid tussen aerobic/non-aerobic figuren, de meeste jets mogen alleen de eerste kiezen, dat zijn de figuren: B C D E F G H I J K L M O P Q U W X Y

De andere figuren zijn voor bijvoorbeeld airliners en andere vliegtuigen waarmee geen aerobic gevlogen kan worden.

Voor volledige beschrijving van figuren zie <http://www.fai.org/fai-documents> onder sporting code 4, vol F4.

The order in which all manoeuvres are to be flown must be marked on the score sheet and any manoeuvre flown out of order will be marked zero.

A Chandelle	K = 7
B Retract and extend landing gear	K = 7
C Retract and extend flaps.....	K = 7
D Dropping of bombs or fuel tanks.....	K = 7
E Stall turn.....	K = 7
F Immelmann turn	K = 7
G One loop	K = 7
H Split S (Reversal).....	K = 7
I Cuban eight	K = 7
J Normal spin (three turns)	K = 7
K Roll	K = 7
L Parachute	K = 7
M Touch and go.....	K = 7
N Overshoot	K = 7
O Side slip to left or right.....	K = 7
P 1 st Flight function by subject aircraft	K = 7
Q 2 nd Flight function by subject aircraft	K = 7

Competitors may demonstrate up to two different flight functions of their own choice, but must be prepared to supply evidence that each function was performed by the prototype modelled. Competitors must indicate to the Flight Judges the nature of the demonstration(s) before going to the flight line).

R Flight in triangular circuit.....	K = 7
S Flight in rectangular circuit	K = 7
T Flight in a straight line at constant height (maximum height 6 metres)	K = 7
U Flight in a straight line with one engine throttled (for multi-engined model aircraft only)	K = 7
V Lazy Eight	K = 7
W Wingover.....	K = 7
X Inverted flight.....	K = 7
Y Derry Turn.....	K = 7
Z Procedure Turn.....	K = 7

Annex 1C: IJMC JWM Vlieg figuren zoals beschreven in het rulebook and judges guidelines 2010 edition.

Verplichte figuren:

- 1 Take-off
- 2 Straight flight
- 3 Circuit, approach and landing

Verder moet uit elke groep één figuur gekozen worden:

Groep 1:

- | | | |
|----|----------------------------------|--------------------|
| 11 | Touch and go | all types |
| 12 | Horizontal figure of eight | non aerobatic only |
| 13 | Cuban eight | aerobatic only |
| 14 | Combination Immelmann / Split-S | aerobatic only |
| 15 | Horizontal derry eight | aerobatic only |
| 16 | Immelmann-variable geometry wing | aerobatic only |

Groep 2:

- | | | |
|----|---|--------------------|
| 21 | Slow roll | aerobatic only |
| 22 | 4-Point roll | aerobatic only |
| 23 | Positive "G" roll | aerobatic only |
| 24 | Cobra roll | aerobatic only |
| 25 | Two axial horizontal rolls, one in each direction | aerobatic only |
| 26 | 360 degree wing – extending turn variable geometry wing | aerobatic only |
| 27 | Chandelle | non aerobatic only |
| 28 | 360 degree descending circle | all types |

Groep 3:

- | | | |
|----|--|----------------|
| 31 | Extend and retract landing gear | all types |
| 32 | Overshoot | all types |
| 33 | Slow flight in "dirty" configuration | all types |
| 34 | Positive "G" roll with landing gear extended | aerobatic only |

Groep 4:

- | | | |
|----|------------------------------|--------------------|
| 41 | Immelmann turn | |
| 42 | Half cuban eight | aerobatic only |
| 43 | Half reverse cuban eight | aerobatic only |
| 44 | One inside loop | aerobatic only |
| 45 | Split "S" | aerobatic only |
| 46 | Flight in triangular circuit | non aerobatic only |
| 47 | Procedure turn | non aerobatic only |

Groep 5:

- | | | |
|----|--|--------------------|
| 51 | Victory roll (rolling exit) | aerobatic only |
| 52 | Inverted normal axial horizontal roll | aerobatic only |
| 53 | Normal vertical roll | aerobatic only |
| 54 | Two axial horizontal rolls in the same direction | aerobatic only |
| 55 | Derry procedure turn | aerobatic only |
| 56 | Flight in rectangular circuit | non aerobatic only |
| 57 | 360 degree horizontal circle | non aerobatic only |

Het figurenprogramma ziet er dan als volgt uit:

Take-off	(mandatory)	K=10
Straight flight	(mandatory)	K=5
Option 1		K=10
Option 2		K=10
Option 3		K=10
Option 4		K=10
Option 5		K=10
Circuit, approach and landing	(mandatory)	K=15
Overall flight realism		K=20