

Model Flying NZ Flying Rules
Section 10: Radio Control Aerobatics

1. APPLICABILITY

1.1 We fly two types of Pattern Aerobatics in New Zealand. ‘Precision Pattern’, which has four classes. F3A and Masters (masters uses the exact FAI Advanced sequence) are flown to the latest FAI Sporting Code, which is published and available to download from the FAI website <http://www.fai.org/fai-documents>. The Clubman and Expert classes are flown to our own domestic rules, but the FAI sporting code also forms a basis for these classes as well. The Clubman and Expert Rules and Schedules can be found in separate documents ‘Section 10a: Radio Control Aerobatics Clubman Schedule’ and ‘Section 10b: Radio Control Aerobatics Expert Schedule’.

‘Classic Pattern’ currently has one class – Classic – and is flown using the current FAI rules as a basis, but with a very 1971 feel. See ‘Section 10c: Radio Control Classic Aerobatics Classic Schedule’

Please see the individual rule documents for each class.

Precision Pattern	Who should enter?	Type of model allowed
Clubman	Beginners to pattern flying	Any MFNZ legal model. Model sharing allowed.
Expert	Progression from Clubman to Masters, and ‘part timers’.	Models meeting FAI F3A rules. Model sharing not allowed.
Masters	Pilots serious about one day competing in F3A.	Models meeting FAI F3A rules. Model sharing not allowed.
F3A	Those who like hard work.	Models meeting FAI F3A rules. Model sharing not allowed.

Classic Pattern	Who should enter	Type of model allowed
Classic	Anyone – all levels and abilities flying together.	Any model less than or equally to 50cc (glow, gas, or electric equivalent), or bigger at the CD’s discretion. Recommended: Pattern models from 1970 – 1985. Must be MFNZ legal. Model sharing allowed.

1.2 A contestant may enter only one class in each event at a given contest. So you can fly one ‘Precision Pattern’ class, and one ‘Classic Pattern’ class.

1.3 The winner of Clubman at the MFNZ Nationals can no longer fly Clubman and must progress to the next class for future competitions. Exemptions to this rule may be obtained by agreement with the R/C Aerobatics Special Interest Group.

- 1.4** A newcomer will normally start at the Clubman level and advance by self-promotion. Provided rule 1.3 is complied with, a flier may revert from Expert or Masters to Clubman. Any pilot who consistently wins Expert or Masters at multiple competitions should consider moving to the next class up. Pilots flying F3A can self-demote to Masters provided rule 1.5 is adhered to.
- 1.5** No member (or past member) of a New Zealand F3A representative team may fly in a lower class. Exemptions to this may be obtained by agreement with the R/C Aerobatics Special Interest Group.

2. FLYING RULES

- 2.1 FAI Rules.** The FAI sporting code, section 4, F3 aerobatics forms the basis of our rules, including for the Clubman and Expert classes in 'Precision Pattern', and the 'Classic Pattern' class - Classic.

2.1.1 The following additions/changes to the FAI rules apply to clubman:
Add to FAI rule 5.1.12 "Execution of Manoeuvres":

... except for Clubman. All Clubman manoeuvres called shall be judged provided they are flown in the correct sequence. Manoeuvres may be omitted but should be replaced by a blank pass to maintain the sequence. This pass must be called as "Manoeuvre Omitted". In the event of incomplete sequence the landing will still be judged.

2.1.2 In F3A, at all Nationals competitions, only the 'P' schedule will be flown.

2.1.3 The F3A and masters schedules will change on the 1st of September each year a World Championships is scheduled to be held. For example, in 2019 (a WC year), the F3A schedules will change from P/F19 to P/F21, and masters from A18 to A20, on the 1st September 2019.

2.2 Normalising and TBL. The result of all contests in New Zealand will be determined by a normalised total. If one to three rounds are flown, they will be added together to determine the winner. If four or five rounds are flown, the one lowest round will be dropped. If six or more rounds are flown, the two lowest rounds will be dropped. Note TBL will be used if there at least 5 judges and 5 pilots.

All scores for each round are normalised as follows: The score of the top competitor in front of a particular group of judges (ie a round) shall be awarded 1000 points. The remaining scores for that group of judges are normalised to a

percentage of the 1000 points in the ratio of actual score over this score.

$$\text{PointsX} = \text{Sx} / \text{Sw} \times 1000$$

PointsX = points awarded to competitor X

Sx = score of competitor X

Sw = top score in the round

2.3 Safety. Flying over or at spectator areas or the pits is deemed hazardous and may be grounds for disqualification. All pilots must stand in the assigned area; which is not to be in the pits or in the approach, landing or take off paths. The contest director may suspend any contestant from flying if he considers the flying by the pilot hazardous or the model or radio apparatus unsafe. All Model Flying NZ and local club rules for the site must be obeyed.

2.4 NZ Team Selection. The MFNZ Nationals (if held in the North Island) will be used to select New Zealand teams for the following 12-month period (or until the following Nationals). Separate entry fees, advertisements or cut of times will not be required as part of the selection process. If there happens to be a South Island Nationals, the SIG will determine a suitable North Island event to be used as the team selection trial. The trial result provides a ranking list from which to select the team. Contestants must confirm their commitment to attend a particular international competition in a timely manner, as determined and communicated by the SIG, to ensure sufficient preparation times for all contestants.

2.5 Calculation of Aerobatics Champion at the Nationals. The champion points are your best single percentage (of maximum possible points) for IMAC, pattern or classic. OR if you flew multiple events, calculate the average percentage and add 2% if you flew two events OR 4% if you flew three events!