
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 form 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 Maneuvers":

... except for Clubman. All Clubman maneuvers called shall be judged provided they are flown in the correct sequence. Maneuvers may be omitted but should be replaced by a blank pass to maintain the sequence. This pass must be called as "Maneuver 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.

For all classes (and in F3A if only 'P' schedule is flown): If only one round is flown, this determines the winner. If two to 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.

If 'F' schedule is also flown: The 'P' schedule ranking (normalised to 1000) will follow the above guidelines. The top 50% of 'P' pilots will then fly one or two F schedules (rounded down – so if 7 pilots, 3 would fly F). If one F schedule is flown, the competition result comes from the normalised P total and the normalised F total. If two F schedules are flown, then one of the three normalised scores is dropped.

- 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 off 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. Note that the team selection and ranking list is determined by the 'P' schedule ranking, before 'F' is flown.

- 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!

2.6 Selection of Judges:

A) At all National competitions (The Nationals and any other team selection competition) family members will not judge other family members or relatives. Every effort will also be made to avoid using judges where other obvious conflicts of interest exist – the competition organisers are solely in charge of this decision.

B) At all other competitions every practical effort must be made to not have family members judging other family members or relatives, and likewise every effort made to avoid using judges where other obvious conflicts of interest exist. Note: Often we will only use two judges. If two judges cannot be found without using a family member or relative – in this case of local competitions – a family member or relative could be considered. The competition organisers are solely in charge of this decision.