

## Model Flying Hawkes Bay Field Regulations and Guidelines

### Purpose

The primary purpose of these **Regulations and Guidelines**, along with links to Civil Aviation Authority (CAA) and Model Flying New Zealand (MFNZ), is to signal the priority Model Flying Hawkes Bay (MFHB) places on safety and the importance for Members to have read and follow any such rules and documentation. Accordingly, MFHB promotes the MFNZ Wings Badge scheme and encourages all members to actively participate in the policing of all such regulations and guidelines.

### Introduction

MFHB is fortunate to have two flying fields. The Awatoto field is primarily utilized by powered aircraft, and the Black Bridge Field is restricted to either electric or unpowered flying. A strong benefit of having two fields is to separate circuit style flying or aerobatic flying that uses a runway, and the soaring style flying to minimize airspace conflicts. Due to field closures from scheduled activities or unforeseen events, the rules do provide for soaring activities to occur at Awatoto, as well as for circuit flying at Black Bridge if the most appropriate field for these activities has been closed.

### General

- It is the flier's responsibility to ensure appropriate aircraft and transmitter functionality prior to flying. Some rules necessarily apply to all members, as they fall under current CAA regulations (Refer Addendum).
- No aircraft shall be flown higher than the CAA approved 120 metres (400 feet) unless approval has been given to the Club on application, and the requirement to land or avoid full size aircraft in close proximity to the field shall be followed.
- ANY ACTION or ACTIVITY that compromises another person's safety is strictly prohibited.
- The main gates shall always be left locked after entry and exit.
- Unaided line of sight shall be maintained, with an observer for FPV flights. Flying shall only occur during daylight hours.
- Aircraft shall never be launched towards other people.
- Situational awareness needs to be maintained and assisted by observers where required.
- Any pilot who does not hold a wings badge must have a current wings badge holder as an observer while flying and that person must be able to fly that particular aircraft.
- If flying a certified aircraft, that certificate must be current and should be on hand to present if requested. (Keep a copy in your transmitter case)
- Pilots flying in the Western and Eastern flight areas should not cross the main flight line when the flight line is in use.
- Any dogs at the field must be tethered and under control at all times.
- MFNZ Wings proficiency no longer covers any commercial use activity with any type of model.

## General – Awatoto Field

- The last person to leave the field needs to ensure the shed, car park and field gate are padlocked.
- Aircraft shall be started in the starting gates and never in the Deans Shelter.
- Do not arm your electric plane until you are at the flight line in your appropriate flying zone.
- Electric motors shall only be run in the Deans Shelter with the propeller removed.
- It is recommended that all electric planes have a on board power cut switch.
- Generally, no aircraft should not be flown over the centre field / taxi way, as appropriate for safety considerations.

## Main Flight Line

- Circuit flying on the main strip is required when there is more than one model in the air at one time. Circuit direction is determined by take-off direction creating either a clockwise or anti clockwise circuit. Circuits shall be flown with aircraft making the upwind pass over the runway turning out and making the downwind leg pass out over the river.
- Aircraft using the main flight line should never venture behind the pilot box.
- When 2 or more aircraft are intending to use or are using the main flight line, the taxi strip shall be set up by a circuit flier to facilitate entry to and from the flight line (Cones, fire extinguisher, etc.)
- Fliers using the field for circuit flying shall indicate their presence on the flight line and announce their intention to land and take off.
- All pilots using the main flight line must fly from the provided pilot box.

## Park Flying Area, (Eastern and Western)

- On the rare occasion that non powered gliders are flown from the Awatoto site on a club day, winches and bungees shall be anchored towards the upwind end fence line, so the aircraft is released from centre field. Consideration should be given to the launch position so as not to cause concern to any other active pilots who are flying from the pilot box. Landing approaches shall be conducted upwind with consideration for maximum safety. Take offs and landings, including low level flights, shall be a safe distance from the Deans Shelter and car parking areas.
- If flying from the Western or Eastern areas, Pilots should congregate together so communication between said pilots is possible.
- With the stop bank being a public access way, pilots must keep their aircraft at a safe distance at all times. Overflight of the public at low levels is prohibited.
- Only suitable aircraft should be flown in these areas. EG Slow, light, fixed wing powered aircraft, Gliders, Vintage and Helicopters.
- Quad racing is to be set up near the fence line in the Eastern area.

## Quad Copter and FPV Area

- Racing Quads and all FPV aircraft shall only be flown within the immediate environs of the flagged area if there are any other flying groups on the field
- No person shall enter the FPV flight area while any FPV flight is occurring

- Pilots shall announce their intention to commence flight
- An observer for each flier shall be maintained
- Spectators shall not enter the flying area at any time

## General – Black Bridge Field

- The Black Bridge field is restricted to soaring and electric powered aircraft only for noise abatement reasons.
- All gates are required to be left in the same condition as found on entry.
- Soaring flying is normally conducted from the location shown on the map below. When soaring flying is occurring, the circuit flying shall avoid flight towards the soaring area. If there are circuit flyers operating at the Black Bridge circuit flying location, the soaring flying shall consider that location a no-fly zone.
- Awareness of whether there are people on the stop bank is necessary at all time. Overflight of the public at low levels is prohibited.

## Conclusion

The adoption of these **Rules and Recommendations**, along with high operational situational awareness, will ensure safety is a priority for both members and others in the environs, and follow CAA and air traffic obligations. Education and co-operation is paramount.

## Addendum

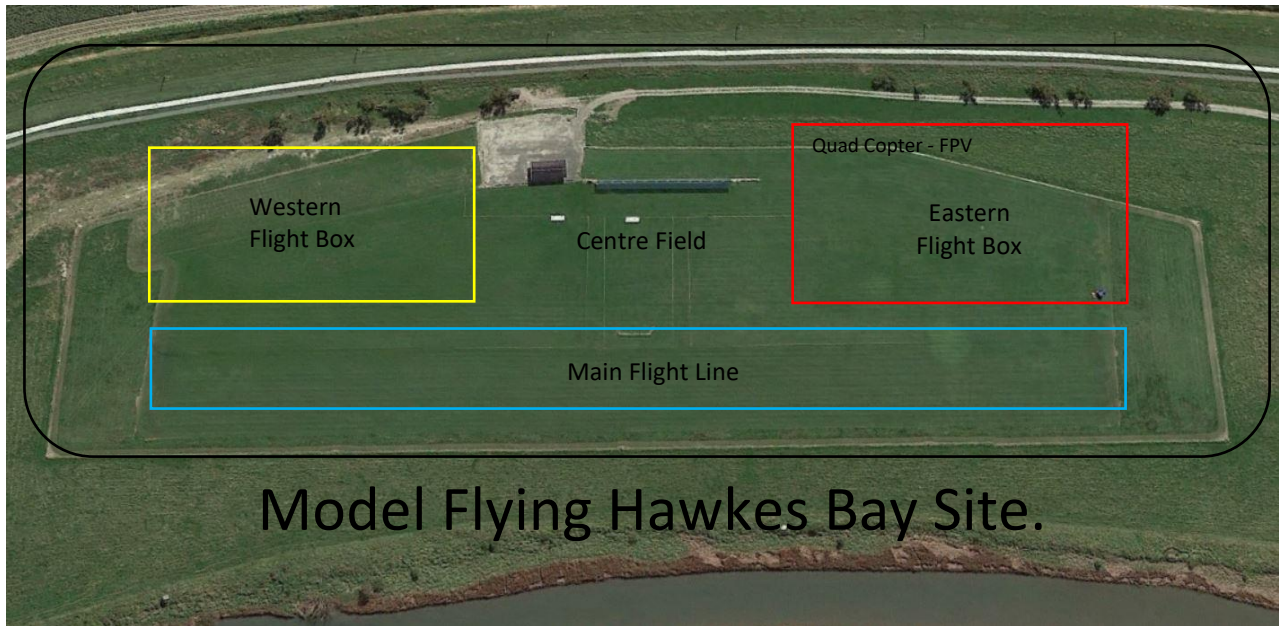
The following are links to CAA and MFNZ, much of which applies to MFHB Members:  
<https://www.aviation.govt.nz/drones/rules-and-regulations-for-drones-in-new-zealand/part-101-rules-for-drones/> provides a good general introduction.

[https://www.aviation.govt.nz/assets/rules/consolidations/Part\\_101\\_Consolidation.pdf](https://www.aviation.govt.nz/assets/rules/consolidations/Part_101_Consolidation.pdf) - Sub-part E is applicable to MFHB Members, particularly pages 21 through 26.

[https://www.modelflyingnz.org/docs/general/MFNZ\\_Members\\_Manual\\_2018\\_Rev\\_0.pdf](https://www.modelflyingnz.org/docs/general/MFNZ_Members_Manual_2018_Rev_0.pdf) - pages 7 and 11 through 19 are important.

<https://www.modelflyingnz.org/largemodel/LMCodeofPractice.pdf>

## Awatoto Field Layout



Model Flying Hawkes Bay Site.

## Black Bridge Field Layout



