

**CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2014 / 15**



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**CHRISTCHURCH MODEL AERO CLUB (INC)**

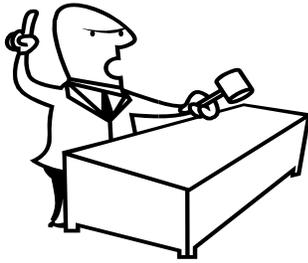
March2015

**Torque**



If undelivered please return to P.O. Box 14115 Christchurch Airport





## THE PREZ SEZ



Junior / Junior = under 18
Junior = 18 to 60
Senior = 60 to 80
Senior / Senior = 80+
Club perceived age / knowledge

Once again the Annual General Meeting of the Christchurch Model Aero Club will be with us in early April as advertised in this Torque.  
 Please put this date in your calendar as this is the only chance for us all to get together at the same time to meet and greet and for you to have your say.  
 It appears that we are now well into Autumn with the damper weather starting to arrive. lets hope that we still have some nice calm flying days through this period.  
 See you all at the AGM - don't be late!!

Happy Flying  
 Grahame Hart

### NOTICES

- **ANNUAL GENERAL MEETING TUESDAY 7 APRIL  
 CONDELL AVE 1930HRS**
- *Please return all trophies to Gary Burrows "Polished and engraved"*



Roy Gunner's Mamselle on club night

**Q. What do you call a good looking, intelligent, sensitive man.**

**A. A Rumor!!!!**

**Wrong —- the Correct answer is a Christchurch club aero modeler**

**Minutes of 2014 Annual General Meeting of Christchurch Model Aero Club, held  
at Papanui / Merivale Cricket Club, 205 Condell Avenue, Christchurch, 7.30pm,  
Tuesday 1 April 14**

**Present:** members present: 21

**Apologies:** Marco Wuethrich, Lizie Henderson, Les King

**Minutes of Previous AGM:** Approved (Trev. H; Bruce W )

**Business arising:**

Venter name wrong for vintage.

The matter of club transfers is still to be re-revisited; incoming committee to review to ensure supply

**President's report:** presented his report (as published in the last Torque) which was moved to be accepted by Ian H. and seconded by Trev H. to acclamation.

**Treasurer's report:** Trevor presented his 27<sup>th</sup> treasurers report. Interesting year. Loss of \$1200: Vandals and electric fence purchased (prompted by cattle being grazed) increased expenditure. Total income \$3823; Expenditure – \$5075.97. Insurance for the mower was an extra expense as well at \$236.65. As of 31<sup>st</sup> Dec – Current a/c 1447.94: Saving 2810.39. Ride on mower to be depreciated over 10 years.

Budget presented by treasurer – (including BBQ sausages). Total of \$3603.18 for this coming year. Profit for year estimated to be \$562.62. It was suggested that we may require a fund raiser for the club. Auditor asked – what does the club require lots of money for? (Contingencies?). Report moved by Trev that this be accepted; seconded by Graham Hart.

**Election of Officers:**

President: Graham Hart

Secretary: Ian Harvey

Treasurer: Trevor Henderson

Recording Officer: Gary Burrows

Bulletin Editor: Gary Burrow (*ex officio*)

Webmaster: Mark Venter (*ex officio*)

Liaison officers:-

Free Flight: Dave Jackson

R/C Soaring: (Scott Chisholm) *in absentia*

R/C Power: Graham Moffatt

Vintage: Lynn Rodway

Indoor (*ex officio*): Bill Long (who will also attend to any control line matters as well)

Auditor – G.J Smith - B. Comm.

**General Business:**

Cost of the willows flying site. This is at the same amount as over the last few years. The leaser, Graham Henderson is happy with the amount and looks upon the CMAC as security agents. It was suggested that a letter of appreciation be sent by the incoming committee for the ongoing arrangement.

Appreciation was also noted from the floor (John Dunstan) of the foresight of the committee to both purchase a quality mower for the site and to erect an electric fence around the power patch.

It was noted (Mark Venter) that the cost of the cricket club venue (at \$25.00 per month) meant that the rooms could be used at any time that they were free by the club (not just for the club evenings). Suggested uses were as a venue for workshops on building techniques and other specialist meetings. A gold coin donation by everyone attending meeting both assisted in defraying costs and helped pay for coffee and biscuits.

The advanced age profile of members present was noted and there was a suggestion that there be an effort to recruit more young members into the club. The meeting closed at 8:30pm, followed by Recording Officer's report (see elsewhere), prize giving and supper

# **Minutes of CMAC committee meeting, Thursday February 26<sup>th</sup>, 6B Middlepark Road, Upper Riccarton, 7.30pm.**

**Present:** Grahame Hart, Trevor Henderson, Gary Burrows, Graeme Moffatt, Ian Harvey, Lyn Rodway

**Apologies:** Dave Jackson, Mark Venter

**Minutes of last meeting:** approved (Trevor/Grahame)

**Business arising:** A final decision of the long drop toilet has been made and it is now a short drop and non-functional and requires cleaning up (volunteers please)

**Correspondence in and out:-** in – From NZMAA re submissions required on remote piloted aircraft systems regulations. With many UAV's being utilised for commercial operations, rules as they relate to MFNZ members are being formulated. Club membership and obtaining wings badge certification is seen as a simple and essential pre-requisite to operations. A new membership request was received but is encouragement to hang out till the new year's sub is due and fly as a guest with other members until then.

**Treasurer's report:** As of 30 January; current a/c 2315.59, savings a/c. \$3232.93.

**Section officers' reports:-**

**R/C glider:** Glider fliers have located a suitable field at Tai Tapu to hold the National Soaring Champs. NOTAM to be arranged by Dave Griffin but foresees no problems. This frees up the club field since the champs will be from Thursday 26<sup>th</sup> through until Sunday morning of 29<sup>th</sup> March. Many members attended slope and aerotow weekend in Blenheim, which was very successful.

**Free Flight and Vintage:** Nos Power and Old Time Vintage power had a good day's flying . Usual Tomboy activities are reported in Torque and ½ A Texaco was flown in a tricky NE wind making it hard to land for the 4 contestants.

**Pylon:** Fire risk has deterred fliers. When this diminishes, flying will re-commence.

**R/C Power:** Few regular fliers at the moment. But some helicopter fliers are active. Dry weather is removing the necessity to mow the strip. Sunday BBQ is planned.

**AOB:** A company (Geodesy and Laser Scanning) has applied to test fly a commercial UAV at the field. The club has no loyalty to any commercial business and they cannot claim any exclusive rights to fly at the field at any time. All members have the same rights at the field unless there is a specific event booked or scheduled on the field that will have precedence over other activities. If testing a commercial craft at the CMAC field, they must do so on their own insurance.

The AGM was discussed and all current office holders are prepared to continue (unless there is a challenge from the floor wherein a vote may have to be held).

Since MFNZ affiliations have increased to \$70.00, the club subs must also rise. Full member is now \$150; Family \$160; junior \$70 and associate members \$68. Active Life members are expected to pay at least \$130.00.

A trailer is required to take away the rubbish that was the old toilet. To be arranged.

The next Tuesday night meeting will be on aerotow gliders (again). Harvey and Griffin to demonstrate two ends of a spectrum of this aspect of the sport.

The weather station read-out is x2 for windspeed. A new replacement anemometer to read x1 would cost \$500.00.

Meeting closed at 8:40pm with next meeting to be at the normal time in March.

## Minutes of CMAC committee meeting, Thursday March 12<sup>th</sup> 2015, 6B Middlepark Road, Upper Riccarton, 7.30pm.

**Present:** Grahame Hart, Trevor Henderson, Gary Burrows, Graeme Moffatt, Ian Harvey, Dave Jackson.

**Apologies:** Mark Venter Lyn Rodway

**Minutes of last meeting:** not approved – changes required as discussed.

**Business arising:** nil

**Correspondence in and out:** - nil

**Treasurer's report:** As of 30 January; current a/c \$2,315.59, savings a/c. \$3,233.55.

Audit carried out and tentative financial report for the AGM tabled for discussion. An excess income over expenditure was recorded though modest.

The club subs are to be set as per the discussion from last month's meeting (Prop. Grahame Hart; seconded Graeme Moffatt). – see minutes for details.

**Section officers' reports:** - not presented

**AOB:**

Trophies to be returned;

AGM time and date in Torque for Tues 7<sup>th</sup> of April 0930h at the Merivale – Papanui cricket club pavilion, Edgar MacIntosh Park, Condell Ave.

Meeting closed at 8:25pm with next meeting to be AGM at the normal time in March.

### SOARING RESULTS FOR FEBRUARY

ALES 123 27th Feb 2015

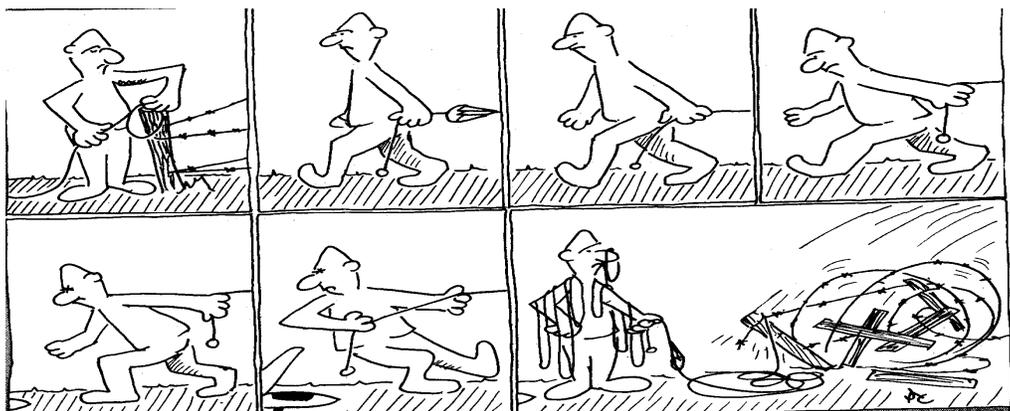
	Overall
Alex Hewson	1229
Scott Chisholm	1226
Paul Chisholm	597
Rob Sherlock	548

The ALES results were great for Alex and Scott both beating the NZ Record.

It was also good to see Rob Sherlock back in the soaring scene

Class A 27th Feb 2015

	Overall
Scott Chisholm	1372



## **HOW TO LOOK AFTER YOUR INTERNAL COMBUSTION ENGINE thru the eyes of big T.**

Yes, a very important subject as most aero modellers jump into their car, drive to the flying field, have a few flights and then head home for the next meal. Generally speaking it is as easy as that however the average aero modeller will put his model away, and forget the engine until it fails on his next flying session.

One quick way to ruin your engines performance is to store it in the garage after a flying session with fuel still in the tank.

Leaving fuel in the tank can quickly hasten the formation of rust and corrosion and as a result cause pitting in the many metal surfaces. Model aircraft fuel generally contains nitromethane which on memory is derived from nitric acid, and also contains methanol and is known as anhydrous which means that it will absorb moisture. Of course moisture on any metal surface will result in rusting and that will occur in the bearings and that becomes very evident when pulling an engine apart. On that subject I have replaced many bearings for people that the change was only required because of bad engine housekeeping between flying sessions.

### **How to solve the problem?**

Get into the habit of when you have finished your flying session of ensuring the tank is empty, and when you get home injecting after-run oil into the engine via the exhaust stack and/or carburettor...only a few drops and remove the glow plug and spin the engine over a few times with your starter motor- that will distribute a fine mist to all internal nooks and crannies of the engine. You will certainly hear the engine get smoother once the oil has been distributed internally.

### **What to use for after-run oil?**

I use automatic gearbox fluid, three in one oil, or kerosene...do not consider CRC as an ideal product as it will certainly induce rusting. Kerosene has a few tricks that need to be considered in that kerosene and silicon are certainly not good friends and the kero will swell the silicon fuel tubing ensuring instant failure; and also does affect start-up next time as the kero seems to affect starting of the engine although if you take the glow plug out prior to injecting the kero then you shouldn't have a problem. Kero seems to very quickly dissolve any castor oil and if you are using a castor oil based fuel then the kero certainly stops any solidifying of the oil- yes castor will give you a gummy engine. A synthetic/castor based oil won't pose you any problems as long as the engine is lubricated as detailed above.

### **What next?**

You'll understand that when an engine is operated, holes, known as ports, in the liner are being using at different times of the stroke to distribute fuel to the combustion area of the engine- and you can use this to advantage after the after-run oil has been injected.

If you turn the engine backwards until you feel compression you will notice that the exhaust port is closed and also the port in the crankshaft. Use this to advantage and that will stop any dust or other detrimental material getting inside your engine.

### **What else can I do?**

If you have soft pliable ear bungs/ plugs you could install one **temporarily** into the venturi.

# CLUB NIGHT 3 MARCH



Looks very relaxed doesn't he



Out of the box and assembly taking place

What a wheeled wing tip!!!!



Dave remembering about all the enjoyment he has had with "BMT"



**Putting on one wing, room not wide enough.**

Dave Griffin and our secretary Ian Harvey gave us the benefit of their passion for aerial towing by showing off their respective models (one BIG MOTHER TRUCKER and one more normal size).

Both were certainly enthusiastic about their respective charges with Ian's 4.2 meter model only costing about \$600 from a model shop up north, Dave's 7 meter one cost an undisclosed sum and if I told you Dave would have to kill me. (that's if he was still alive after the wife \*\*\*\*\*)

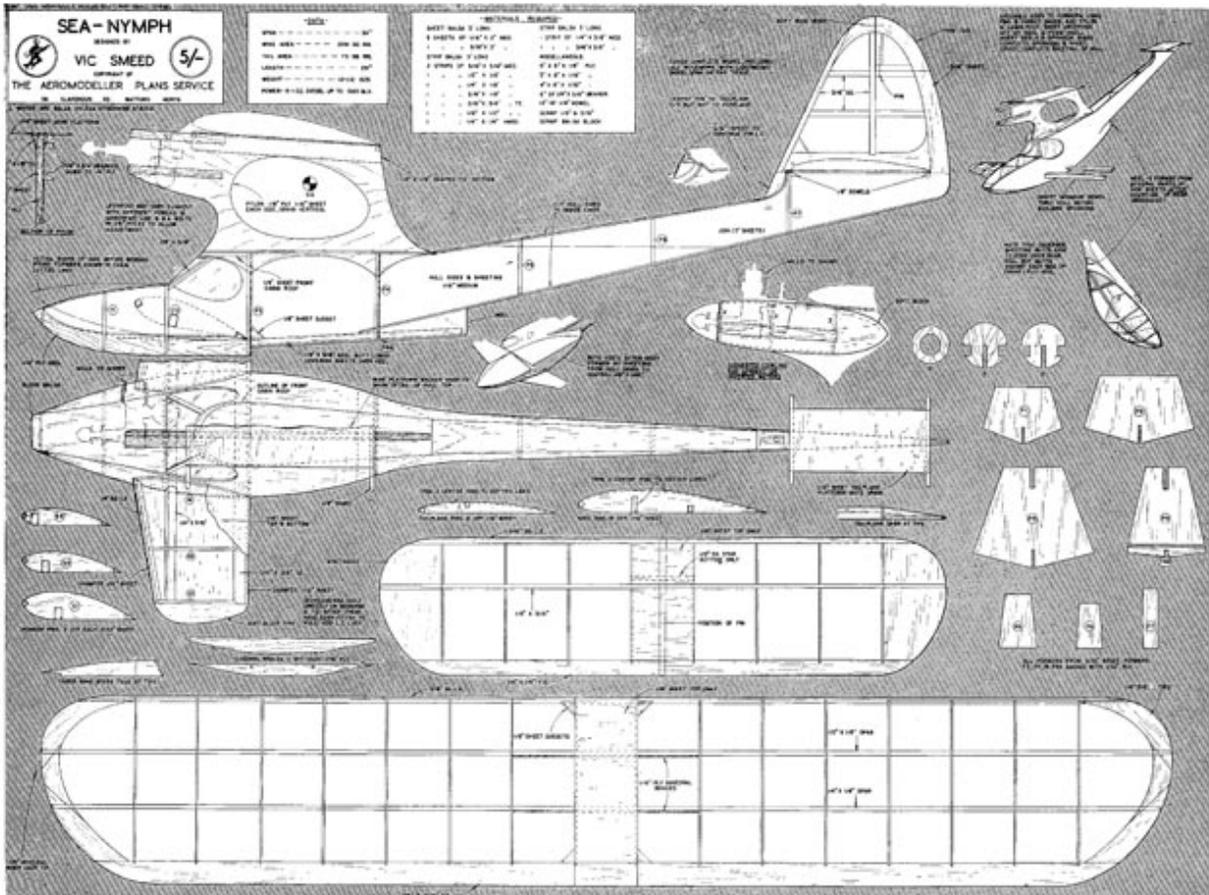
Dave's has put in some impressive performances off a single tow, like 1hour 20 minutes. By the time you read this Dave will have test flown the model with a 4 HP electric motor getting it airborne.

Dave gave us an insight into what they are doing overseas with these models to get competition going. The first one is racing around a triangular course using GPS data transmitted from the model to show that they have gone round each mark correctly. They do 3 laps as fast as they can. Technology EH. It may or may not take off in NZ due cost, but who knows, with the rapid advances and cost reduction it may be closer than we think.

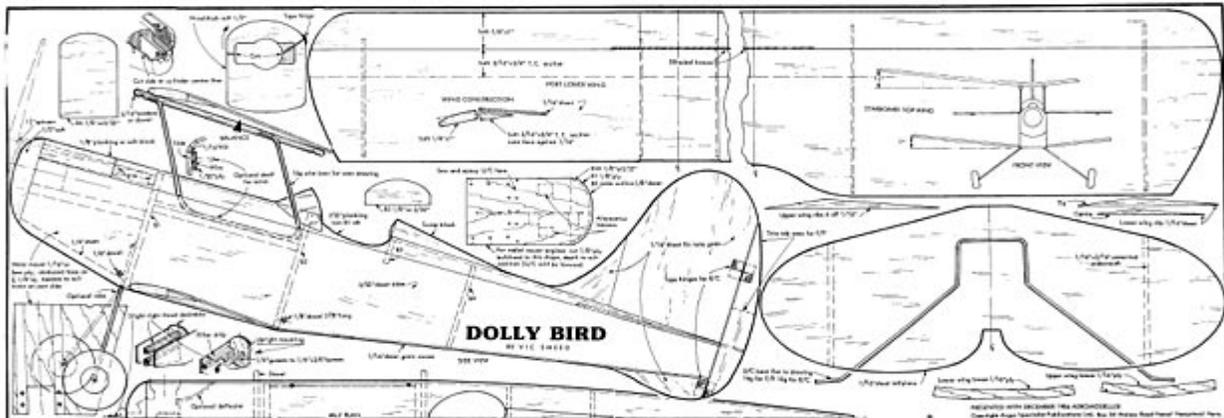
**Ian on bended knees plugging his model together**



**Looks good Ian**



My first Vic Smeed plan that I built. OBGGG



Dolly Bird - Free flight sports biplane model, with all-sheet Jedelsky wings. Quote: "Dolly Bird is a lively all-sheet biplane that can be flown either free flight or radio control and it has that unmistakable Vic Smeed 'look' to it. A 5cc to .8cc diesel or .020 glow engine will have it happily puttering around over head. The very detailed build and trimming article has all the information you need." Obviously Bruce Weatherall hadn't read all the instructions before consigning his Dolly Bird to the rubbish bin. (See FF report)

**FABULOUS FREE FLIGHT REPORT BY  
LYNN "NEVER SAY THE WEATHER IS TO WINDY" YEAH RIGHT RODWAY**

There were a number of events that one could have taken part in this month however sadly it was not to be due to strong wind.

**Sunday 1 March 1/2A and Open power.**

Stew M and Lynn turned up initially and later Bruce B, unfortunately Bruce left the tailplane of his model at home however he did some time keeping which helped because some long retrievals in the blustery NE wind were required, short DT's were the order of the day, Stew's last open power flight of just over 2 min's took the model from the entrance gate to the farmers house to the SW past the pylons. John Beresford pitched and helped locate it. We used the same model for the open power event

**1/2 A Power**

Stew M    102 120 65 = 287 ( 75% Harvey Fly 400 )  
Lynn        51    75 81 = 207 ( Slow Worm )

**Open Power**

Stew M    122 84 147 = 353  
Lynn        120 83 71 = 274

**Sunday 8 March**

Stew M and Lynn turned up hoping to get some times in for P 30 , CLG, and Open Rubber but too windy again this time from the SW.

**Sunday 15 March**

A good turnout of bods on this day all hoping to have a crack at Vic Smeed precision. Bruce W , Lynn , Stew M , Roy G and John B. Granddad turned up later to offer some sound advice.

Kiwi Power was also scheduled however due to the strong NE prospective participants flagged it away.

We parked near the big pines adjacent to the entrance road and the turbulence unfortunately put paid to some good flying resulting in early withdrawals by some competitors in the Vic Smeed event.

Lynn 80, 67, 51 = 198 ( Mini Madcap )  
Stew 30, 48, 0 = 78 ( Tom Boy )  
John 52, 22 - = 74 ( Poppet )

The Mini Madcap seemed to handle the blustery conditions quite well for a small light weight model.

Bruce W had a Dolly Bird ( as Stew said, you can't trust them (Dolly Birds? what does Stew know that I don't!!! OBGGG) when it hit the deck during trimming. Bruce has advised that not only that it hit the deck but it also hit the bottom of the waste bin as well when he got home!! R.I.P. )

Roy was having some bother with his Miss 38 so flagged it before any damage was done.

Cheers  
Lynn

## **DOWN AT THE POWER PATCH**

Just moved back into our house after Earth-quake repairs. Just getting my garage and workshop sorted out. Fortunately had most things sorted when my new project arrived. My next project is a Seagull Model a Seafury supplied by Shane at Flight RC. Looking forward to getting some time available and starting the assembly. As you can see from the photo all the hard work has been completed and it's now a matter of fitting at the bits that make this move up and down.



### **Trainer**

We now have the ability to link to transmitters for training flights. We can bind two Spectrum transmitters and it acts as a wireless link. If you would like to fly the club trainer it is now easier and we do not have to keep handing the transmitter back and forward. So if you know of anyone that's interested please bring them out to the field.

There has not been a lot of flying recently because of the weather. It's been too windy, wet or both. Noted that there has been an increase in the number of pilots flying helicopters at the field. As next Sunday will be the last Sunday in the month and BBQ day please bring out anything that flies and make use of the strip.

See you at the Patch

By Graham Moffat

## **TOMBOY 22 MARCH "DUNSTAN TRIPLE CHALLENGE" EVENT**

No it didn't happen, while the wind was very OK at about 4 knots, liquid called drizzle made things a little unpleasant and while a couple of the younger brigade (Mark Venter who put in one flight just to show that South Africans are a tougher breed than locals, checked the ceiling out at about 250 feet, John Dunstan was the other who, while he said he was prepared to fly didn't get his model out, like Mark, just to show his SA heritage!!! His wife was baking scones so he was happy to depart.

When OBGGG arrived at about 0845hrs there was only one other there, Stew Morse trimming out his catapult glider, next to arrive was Mr. Dunstan 0900hrs followed by Granddad E 0905hrs, Mr. Venter arrived at 0915+hrs asking if he had missed the briefing only to be told that the briefing had cancelled the flying for the day QED.

**Rescheduled to Sunday 12 April. 0900 hrs**

## **INDOOR REPORT FOR THE 8<sup>TH</sup> MARCH.**

No N.D.C. events for March meant that we had a chance to do some testing. Kay and I were working on our Hanger Rats. While F.1.L.s' were the models that Nev and Dave decided to work with. Watching both of these guys' the standard and satisfaction that they are getting with these models must be encouraging.

Next Meeting is on the 12<sup>th</sup> April events to be flown are F 1 L. Open Tissue and H.L.G. I am trying to arrange an extra hour to get all these events in.

**Weather Station Phone Number**

**021 02943562**

**Operating times Monday to Friday 0700—1300hrs and 1400—1700hrs**

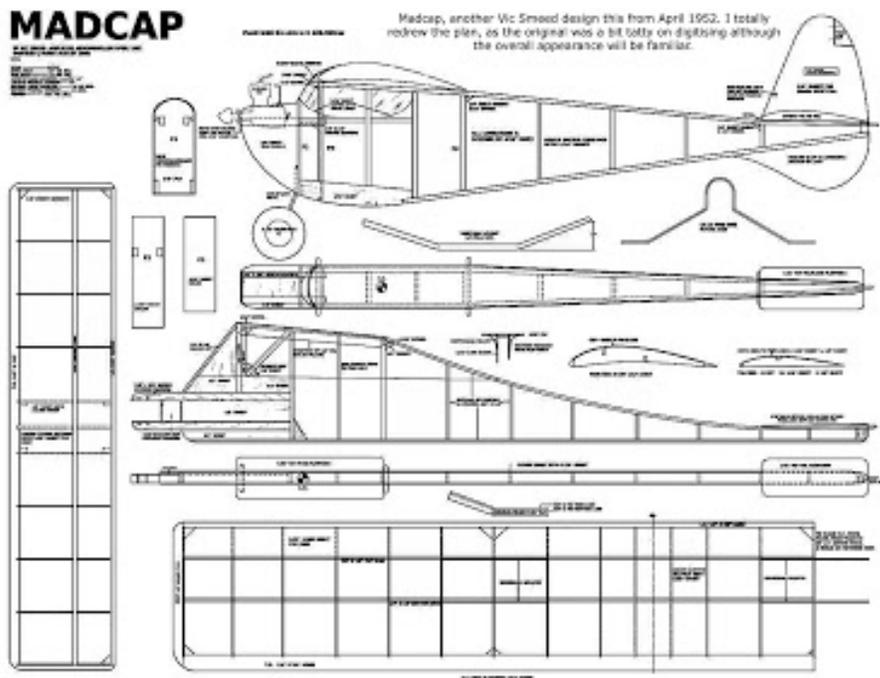
**Saturday and Sunday 0700—1600hrs**

**CMAC WEB SITE <http://www.cmac.net.nz/>**

**EDITORIAL MANURE. # 125, MANY MORE TO COME**

- Don't you have to be carefully these days to read (and understand) the small print on any document that you have to sign or work to. It's the understanding bit that is the problem, because what you believe is the understanding is not necessarily what those who wrote the small print meant, particularly if it is going to cost them money or reputation, so it is with rules governing model flying as I, who (is as honest as the day is long, Yeah Right I hear you say) try to be as up front with my rules that I create, some times to have them criticized — I do my best chaps. This rant has its origins in dealing with Insurance companies with whom it is all take and reluctantly pay out If you doubt it, carefully read your contract with them, nowhere does it say that they will settle your claim within a prescribed timeframe (to date our time frame looks like 4 1/2 years and I know that some are taking considerably longer)
- **AGM.** come and give your stamp of approval to the way the club is being run, or at least give concrete opinions on how we, who are prepared to take up office, could do better. If you are not there then you must be happy (I know that I am, but then I have the pen which is greater than the sword) **BE THERE AS WE NEED A QUORAM**

**OBGGG**



**The plan of the mini Madcap that Lynn flew in the Vic Smeed Precision event. Paul Lagan used to use the profile version for Aggregate and OBGG has one which he can recommend as a model which can handle turbulence very well.**

3-Apr-15						EASTER	
4-Apr-15						EASTER	
5-Apr-15						EASTER	
6-Apr-15						EASTER	
7-APR-15	TUESDAY PM 1930 HRS					ANNUAL GENERAL MEETING	CONDELL
11-Apr-15	Saturday AM 0900-1200hrs	SOARING	63	NDC	CLUB	Altitude Limited Electric Soaring 123 (class N)	Willows
11-Apr-15	Saturday PM 1300-1600hrs	SOARING	64	NDC	CLUB	Altitude Limited Electric Soaring 123 RADIANT (class P)	Willows
11-Apr-15	Saturday AM 0900-1200hrs	SOARING	94	NDC	CLUB	Formula 500 (class D)	Willows
11-Apr-15	Saturday PM 1300-1600hrs	SOARING	93	NDC	CLUB	Closed Circuit Distance (class F)	PM Hospital
12-Apr-15	Sunday AM 0900-1200hrs	FF	87	NDC	CLUB	Aggregate (Class B)	Willows
12-Apr-15	Sunday AM 0900-1200hrs	FF	81	NDC	CLUB	Cranfield Classic	Willows
12-Apr-15	Sunday AM 0900-1200hrs	FF	80	NDC	CLUB	Payload (Class C)	Willows
12-Apr-15	Sunday AM 0900-1200hrs	SPECIAL EVENTS			CLUB	TOMBOY 36 and 48 R/C EVENT	Willows
12-Apr-15	Sunday PM 1300-1600hrs					SPARE	Willows
12-Apr-15	Sunday PM 1300-1500hrs	INDOOR	82	NDC	CLUB	FAI Class FIL	Templeton
12-Apr-15	Sunday PM 1300-1500hrs	INDOOR	83	NDC	CLUB	Indoor Hand Launched Glider	Templeton
12-Apr-15	Sunday PM 1300-1500hrs	INDOOR	86	NDC	CLUB	Open Tissue	Templeton
18-Apr-15	Saturday AM 0900-1200hrs					SPARE	Willows
18-Apr-15	Saturday PM 1300-1600hrs	PYLON	88	NDC	CLUB	Quickie 500 Sport Pylon	Willows
18-Apr-15	Saturday PM 1300-1600hrs	PYLON	89	NDC	CLUB	Quickie 500 Expert Pylon	Willows
18-Apr-15	Saturday PM 1300-1600hrs	PYLON	90	NDC	CLUB	FAI Pylon (F3D)	Willows
18-Apr-15	Saturday PM 1300-1600hrs	PYLON	91	NDC	CLUB	Intermediate Pylon	Willows
18-Apr-15	Saturday PM 1300-1600hrs	PYLON	92	NDC	CLUB	Sportsman Pylon	Willows
19-Apr-15	Sunday AM 0900-1200hrs	FF	84	NDC	CLUB	Kiwi Power	Willows
19-Apr-15	Sunday AM 0900-1200hrs	FF	85	NDC	CLUB	Open Glider	Willows
19-Apr-15	Sunday AM 0900-1200hrs	VINTAGE	65	NDC	CLUB	Vintage FF Glider Duration	Willows
19-Apr-15	Sunday AM 0900-1200hrs	VINTAGE / NOSTALGIA	67	NDC	CLUB	Nostalgia FF Glider Duration	Willows
19-Apr-15	Sunday AM 0900-1200hrs	VINTAGE / CLASSIC	68	NDC	CLUB	Classic F/F Glider Duration	Willows
19-Apr-15	Sunday PM 1300-1600hrs					SPARE	Willows
25-Apr-15	Saturday AM 0900-1200hrs					ANZAC	Willows
25-Apr-15	Saturday PM 1300-1600hrs					ANZAC	Willows
26-Apr-15	Sunday AM 0900-1200hrs	VINTAGE	66	NDC	CLUB	Vintage FF 020 Miniature Replica	Willows
26-Apr-15	Sunday AM 0900-1200hrs	VINTAGE	69	NDC	CLUB	Vintage RC IC Duration	Willows
26-Apr-15	Sunday AM 0900-1200hrs	VINTAGE	70	NDC	CLUB	Vintage R/C Electric Duration	Willows
26-Apr-15	Sunday AM 0900-1200hrs	SPECIAL EVENTS		NDC	CLUB	Club Rally day, cancelled events and NDC final day for month	Willows
26-Apr-15	Sunday PM 1300-1600hrs					SPARE	Willows
27-Apr-15	Monday					ANZAC	Willows

2-May-15	Saturday AM 0900-1200hrs	SOARING	95	NDC	CLUB	10 minute Duration (class B)	Willows
2-May-15	Saturday PM 1300-1600hrs					SPARE	Willows
3-May-15	Sunday AM 0900-1200hrs	FF	106	NDC	CLUB	FAI Power F1C (Class D)	Willows
3-May-15	Sunday AM 0900-1200hrs	FF	107	NDC	CLUB	Open Power (Class A)	Willows
3-May-15	Sunday AM 0900-1200hrs	VINTAGE / CLASSIC	108	NDC	CLUB	Classic A/2 Glider	Willows
3-May-15	Sunday AM 0900-1200hrs	FF	109	NDC	CLUB	A/2 Glider (FAI Class F1A)	Willows
3-May-15	Sunday PM 1300-1600hrs					SPARE	Willows
5-May-15	Tuesday PM 1900 - 2130hrs	SPECIAL EVENTS			CLUB	Club Meeting	Condell ave
10-May-15	Sunday AM 0900-1200hrs	FF	103	NDC	CLUB	Wakefield (FAI Rubber Class F1B)	Willows
10-May-15	Sunday AM 0900-1200hrs	FF	105	NDC	CLUB	Open Rubber	Willows
10-May-15	Sunday AM 0900-1200hrs	VINTAGE	96	NDC	CLUB	Nostalgia FF 1/2A/ Min Replica	Willows
10-May-15	Sunday AM 0900-1200hrs	VINTAGE / CLASSIC	97	NDC	CLUB	Classic F/F Power Duration	Willows
10-May-15	Sunday PM 1300-1600hrs					SPARE	Willows
10-May-15	Sunday PM 1300-1500hrs	INDOOR	102	NDC	CLUB	FAI Class F1D	Templeton
10-May-15	Sunday PM 1300-1500hrs	INDOOR	104	NDC	CLUB	Experimental	Templeton
16-May-15	Saturday AM 0900-1200hrs					SPARE	Willows
16-May-15	Saturday PM 1300-1600hrs					SPARE	Willows
17-May-15	Sunday AM 0900-1200hrs	SPECIAL EVENTS			CLUB	TOMBOY 36 and 48 R/C EVENT	Willows
17-May-15	Sunday PM 1300-1600hrs					SPARE	Willows
23-May-15	Saturday AM 0900-1200hrs					SPARE	Willows
23-May-15	Saturday PM 1300-1600hrs	PYLON			CLUB	Pylon Race Day	Willows
24-May-15	Sunday AM 0900-1200hrs	VINTAGE	98	NDC	CLUB	Vintage RC 1/2A Texaco Scale	Willows
24-May-15	Sunday AM 0900-1200hrs	VINTAGE	99	NDC	CLUB	Vintage R/C 1/2 E Texaco	Willows
24-May-15	Sunday AM 0900-1200hrs	VINTAGE	100	NDC	CLUB	Vintage RC A Texaco	Willows
24-May-15	Sunday AM 0900-1200hrs	VINTAGE / CLASSIC	98	NDC	CLUB	Classical RC Precision	Willows
24-May-15	Sunday PM 1300-1600hrs					SPARE	Willows
31-May-15	Sunday AM 0900-1200hrs	SPECIAL EVENTS		NDC	CLUB	Club Rally day, cancelled events and NDC final day for month	Willows
31-May-15	Sunday PM 1300-1600hrs					QUEENS BIRTHDAY	Willows

