

CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2015 / 16



President.	Grahame Hart	6B Middlepark Road. Upper Riccarton. (grahamehart1@clear.net.nz)	021 726367
Secretary.	Ian Harvey	55A Lockheed Rd, Upper Riccarton. (harveyi@plantwise.co.nz)	348 8206
Treasurer.	Trevor Henderson	82 Rose St., Spreydon. (bigtrev@xtra.co.nz)	337 1091
Recording Officer	Gary Burrows	42 Santa Maria Ave, Mt Pleasant. (garyburrows@xtra.co.nz)	384 0994
R/C Power.	Graham Moffat	gmoffat@xtra.co.nz	341 5455
R/C Glider.	Ian Harvey	55A Lochee Rd, Upper Riccarton. (harveyi@plantwise.co.nz)	348 8206
Free Flight.	Dave Jackson	2 St Pauls Place, Burwood. (dave.jackson@paradise.net.nz)	960 2290 021 526187
Vintage	Lynn Rodway	29 Maple Place, Rangiora (lnrodway@hotmail.com)	(03)3134063 027 3134069
Indoor./ control line		Contact Bill Long for info	322 7202
Web Master	Mark Venter	30 Manor Place, Bryndwr (mventer@xtra.co.nz)	351 6193
"Torque" Editor	Gary Burrows	42 Santa Maria Ave, Mt Pleasant. (garyburrows@xtra.co.nz)	384 0994

CHRISTCHURCH MODEL AERO CLUB (INC)

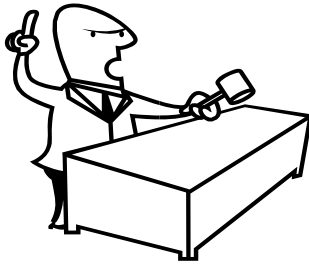
February 2016

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

Newsflash!! The loo has landed.

Thanks to the good work of Gary Burrows and Lyn Rodway the toilet is now in position ready for the long drop to be dug and tied down, this will be completed in a couple of weeks as one of our club members can obtain a small digger which will do the job.

Also thanks to Graham Moffat and Dave Jackson who turned up to help but the team of Burrows and Rodway had the job completed before we got there. The weather gods opened up and we all got a bit wet, I am sure there will be a comment from the Pooper Scooper somewhere in this publication.

The strip is looking great with the continued mowing by Graham Moffat and also the assistance as required of the weekday fliers.

There is a Glider Tow meeting which is going to be held on the weekend of 12th and 13th of March, this will not stop normal Sunday club day as we are all going to work in together for the Sunday morning so come along and watch even if you are not flying as it is a great spectacle.

It is interesting to see that we now have 2 new perspective members who are flying Multicopters, just another change in our hobby and it is great that CMAC can cater for these fliers.

That's about it from me, the AGM will soon be with us so start planning to attend this meeting as it is your chance to have your say.

Happy Landings Grahame Hart

NOTICES

- **CLUB AGM AND PRIZE GIVING IS 5TH APRIL 1930HRS AT CONDELL AVE CRICKET CLUB ROOMS**
- All nominations for committee and remits to the secretary no later than March 15th
- All trophies to be engraved / polished and returned to the recording officer ASAP

Minutes of CMAC committee meeting, Thursday February 11th 2016, 6b Middlepark Road, Upper Riccarton, 7.30pm.

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

Apology: Mark Venter,

Minutes and notes of last meeting: approved

Business arising from last meeting: Nil

Correspondence out and in: Emails from aerotow group requesting use of the Willows for weekend of 12-13 March – see under AOB.

Treasurer's report: As at 1st February, \$4018 in cheque account and \$3621 in saving. Annual audit being arranged for AGM presentation in April. \$122.00 cheque for various club expenses (approved). Only immediate up-coming expense is modification and maintenance of the weather station.

Section officers' reports:

Soaring: No formal report – mostly quiet on this front. Many club members participated in a successful aerotow event in Blenheim. A very good video of the event was produced by Peter Hewson with impressive air-to-air shots of gliders from a FPV drone flown by son Alex. Some worrying aspects regarding large-size gliders and inexperienced pilots.

Free Flight: Not much activity until recent weekend when several classes were flown successfully. One young daughter beat her father at CHL glider!

Tomboy: Not much activity yet this year but Gary to devise new tasks for event at the BBQ day at the end of the month.

Vintage has also been quiet due to weather, but then on 31st Jan saw good weather and some enthusiastic activity..

Pylon: Quite a lot of activity with flying on 4 weekends and successful racing. One long-time member on hand to assist and racing again later in February is scheduled.

R/C Power: Good turnout at BBQ day on last Sunday in January, and on the Waitangi weekend. Not a lot of other activity but some trainers to be seen on the strip getting useful air-time.

AOB:

Two new members about to join but will not be required to be financial until after the AGM. BBQ will now be only bread and sausages provided. All other refreshments etc. to be provided by participants.

Discussion of article on the Star Frid. Jan 29 regarding Christchurch CC policy proposal on drones and RPAS (= remote piloted aircraft systems). These appear reasonable and in line with recent CAA guidelines and rules. The proposals will be reviewed by the CCC strategy and finance committee on 17th February.

A discussion was held re-use of the Willows for aerotow over the weekend 12-13 March. This was approved with the proviso that any power fliers who wished to fly on Sunday morning would be give a 15 -20 minute slot every hour when the strip would be cleared of gliders and tugs.

The new toilet is to be delivered to the field on Wednesday (weather permitting) and a hole dug and tied down as soon as can be arranged. Anchoring systems were discussed as well as practical ways to dig the hole.

Date of the AGM was discussed and agreed to be on Tues 5th April in place of the usual club evening monthly meeting.

Although the weather station requires up-grading, the use of the Dunfermline Halket station on www.weatherHQ.co.nz gives useful 3hr predictions of weather and wind strength and direction for the Willows flying field up to 5 days out.

Meeting closed at 8:40pm with next meeting to be on the 10th March 2016

DOWN AT THE POWER PATCH

We have had some good Sundays where it was pleasant flying. We even managed to have the BBQ last month. Next Sunday is the last in the month so will be the BBQ will be on subject to the vagaries of the weather. If you can, come on out and bring anything that will fly.

I have been progressing with the Hawker Tempest V build and will be able to have her ready for a first run next Sunday.

With the unfortunate crash of my Tucano I had been storing the broken wing and fuselage considering if she could be rebuilt. Today made the decision and striped all usable parts and consigned the rest to the bin. Think with all the bits I have I can justify a new model at some time in the future.

noted in the last issue of Model Flying World that the questions for the Wings Badge have been reviewed and updated.

For example

Q 8 What should I do if a person walked into the flying area?

Q 15 How would you respond to a manned aircraft entering the airspace you are operating in?

Q 33 Why do we check the control surface integrity and direction before flying?

Come prepared to provide answers at the BBQ.

See you at the Strip

By Graham Moffat

Definition of "OLD"

I very quietly confided to my best friend that I was having an affair. She turned to me and asked, "Are you having it catered?" And that, my friend, is the sad definition of "OLD"!

My memory's not as sharp as it used to be. Also, my memory's not as sharp as it used to be.

POOPY PUPPY POOPER SCOOPER REPORTS

- After surviving landing in the Waimak and numerous other events my tomboy could not withstand my piloting and turbulent light breeze today. Perhaps I tempted fate by recovering it recently. Now the age old question all modelers ask themselves.. will it go better once I have repaired it! (Stew Morse Dobbing myself in.)



- “Timed by Stew Morse and Bruce Bonner, who were there to fly T#*b&%ys. Gordon Kearnton also on FF paddock to fly his Radian.” this is a copy of the reply sent to the recording officer by Bruce (I hate Tomboys) Weatherall after a request to identify his time keepers (as per the new requirements of NDC reporting) I don’t know what his problem is because if it wasn’t the TB fliers there he would not have got his NDC times in.
- The above person was also seen attempting to return to his child hood with an old (OLD) control line stunter. I have it on good authority that this is how it went—place model in its remote release mechanism, start motor, go to the center of the circle, pick up control handle and release model, model doesn’t move, place handle on ground and walk to model to find out what was wrong, WRONG MOVE as model, seeing it was not being restrained, tried to take off, fortunately the prop hit some grass and motor stopped. Second try had a successful release with the model leaping into the air and strait into several inside loops (SHOWOFF) followed by several outside loops and a sudden stop by engaging Terra Firma. MY interpretation of what happened was, up elevator was engaged to get it off ground and either slack lines or stiff bell crank allowed the inside loops followed by an overcorrection into outside loops AND!!!!
- “THE EAGLE HAS LANDED” no not quite but “121 DUNNY” has arrived on site waiting installation . The process has taken some time and co operation by many and it is a case of who you know to get to where we are now. Henderson procurement via Jaffa country relations followed by their referral to CHCH local ex modeler (lucky eh!!) we have a Plastic appropriately designed “LaLa”. Stored by Allied Picford until our president was pressured into removing it so he engaged “ THE OLD AGED PENSIONER REMOVAL AND DELIVERY” Company (Burrows , Rodway)) for removing old said Dunny and delivering “121 DUNNY” to site and disposing of remains. The installation team of HART, MOFFAT and JACKSON arrived on site to view the process of installation BUT, like sometimes happens in cricket, Rain delayed play so we wait — **RELIEF** is coming chaps!!!!

STAR REPORTER RODWAY WITH ACTIVITY FOR 14TH FEBRUARY

Looked like it was going to be calm for a change so headed out to the willows early and found Stew M had the jump on me. Was misty so had to wait a while for the fog to clear. John B turned up next and put his Radian up and was going well. Dave and Rachael, Bruce B and Roy also fronted slightly later and carried on with some sport flying.

Bruce had a Tornado with a OK Cub up front and managed a couple of good flights. Stew was trimming his recently repaired A2 and now has it ready for some competition flying. Lynn was the only one to get some competitive flying done in NOS Power using the old reliable Stomper however the motor tuning was lacking resulting in some mediocre scores. The idea was to fly Vintage power as well however the easterly got up so that was left for another day.

NOS Power (NDC # 80)

Lynn Rodway 79 37 43 = 159

INDOOR REPORT FOR THE 14TH FEBRUARY. BY DEVIOUS BILL

The N.D.C event this time was Hanger Rat, our first event of the year. There were three of us flying and in general times were down, that being said, it was great to be flying again. I started off using a batch of rubber that I have not used before, it is still tan 2 and it looks like it may be okay I guess time will tell. Turns before backing off were 2100 plus (a bit different from when we first flew Hanger Rat when 1700 was considered normal!). I could have done three minutes without any trouble but the ceiling kept getting in the way, Dave also has this problem.

Using all my six flights I managed to get a couple of moderate times in. Nev was flying with his original model which he recovered and trimming now has to start all over again (they call this a beginners class yea right!)

Kay flew twice to get her times in. She had to rely on me to set up and wind for her so I had little trouble in beating her with her one arm. (was she beating you to often Bill!!!!
OBGGG)

Results. Bill 2.46 and 2.37. Kay. 2.46 and 1.18. Nev. 1.33 and 1.18.

The next meeting is on the 13th March with the event being practice, practice and practice.

CLUB NIGHT The first club night for this year was well attended with 12 members and various models on display for the show & tell.

A quick work around the attendees and a number of ideas were put forward for future club nights and topics of interest.

Fortunately also a number of members names were put forward by your fellow members as future guest speakers on said topics so a number of you will be contacted to be roped in during the year.

Members present: Gary Burrows, Dave Jackson, Graham Moffat, Stu Grant, Roy Gunner, Bruce Bonner, John Westland, Bruce Weatherall, Nigel Grant, Ian Harvey, Paul Chisholm, Mark Venter.

Our next meeting in March will be a simple quiz night on modelling activities, no prizes (your editor will bring some!!!) but please come along and help make it a fun evening.

MARK V

CMAC STOPBANK PYLON RACING, 20 FEBRUARY AS SEEN THRU THE EYES OF BIG T,

Six of us arrived at the Willows flying site at 10.30 am where we picked up the pylon equipment and then drove over the stop bank to the pylon strip and then proceeded to erect the pylon course.

Yes, we had the pylons all erected and we were ready to commence racing; and you guessed it then the NorWester struck....that then meant moving the course 180°- not really major but certainly time consuming and delayed racing by about an hour. Of course the wind kept on rising and we were racing against time to get the course work completed.

Resetting the course involved moving everything 180 metres and setting the course into the Norwest. which is the reverse direction to our normal course, layout and involved remarking the start line, repositioning the 3 pylons and reposition the start clock and the lights- yes we use lights to indicate when we have just flown past the number 1 pylon, and it is extremely important to get them in the correct. position.

The least important item was the ground surface as generally speaking we can expect our strip to be very smooth- but with the 180° change then we weren't going so be so lucky., Two of us had damage to our landing equipment and Big T pulled out after his first race (his first race for 18 months) and Les had similar problems breaking the carbon fibre undercarriage on his first model and then with his second had the muffler come loose so decided he would call it a day.

Results

Quickee Sports

James Blacklaws	1.52.65	2.01.94	1.53.00	1.53.06	460.65
Trevor Henderson	1.50.44 ,	DNS,DNS,	DNS,		721.44
Les King	2.08.56,	2.19.0,	DNF, DNF		726.00

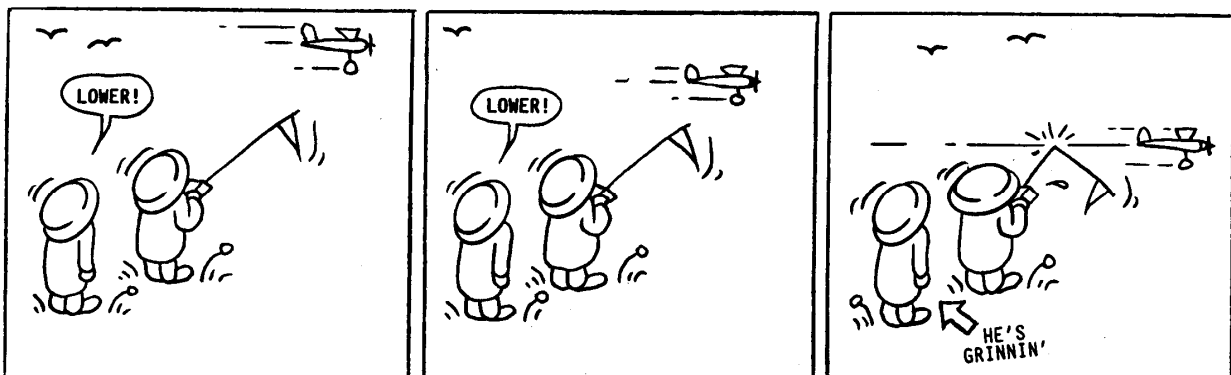
1.50.44 by Big T set the quickest time of the day and he had set the engine rich so his time can be substantially reduced for his next time out.

Considering the wind the performances were not too bad, but look at the consistency of James Blacklaws times. If you exclude the second score then the variation over three flights was no more than 1 second.

We had intended flying Quickee Expert but the wind was getting very strong and although the two models could have been repaired we chose to call it a day and head home early.....the Norwest is never nice to fly in.....invariably you only get model damage when you are flying in the NorWest!

You might well ask 'why did we fly'? **The Temperature was 35C!!!!!!!!!!**

We were all there and the wind initially wasn't that bad- we all live in hope and it was the general belief that the wind may have gone down.



BLenheim 2016 AERO TOW 29-31 JANUARY

Friday morning early saw the CMAC aero tow group headed for the first South Island tow event of the 2016 season at Blenheim after a dismal 2015 season that saw only the two events happen, Blenheim and Omarama, all the rest cancelled due bad weather. The program has now been changed hopefully to avoid the worst of the cold and bad weather.

Friday afternoon in Blenheim starts with a warm up meet and greet at one of the best slope sites in NZ over looking the city and the Omaka airfield. There were a good turn out of locals, Christchurch and Wellington guys in light to moderate conditions, flying a mixture of models from foamy wings, Radians, Scott Chisholm tried my F3b Sting but struggled in the light conditions.

Dave Griffin elected to fly his new 4 Metre span elect ducted fan assisted Fox that held up well in the light conditions considering, but came to grief during his first landing approach cross the axis of the top dressing strip we were flying off, hitting the inevitable pine trees down wind. Luckily damage was light only a small wing L/E repair and the cockpit Perspex, all of which is now repaired ready for the next programmed event at CMAC 12/13 March.

Saturday saw every one arrive bright an early at the Blenheim clubs field, another top dressing strip, at the head of the Waihopi valley. Unfortunately things got off to a slow start due low cloud and drizzle. The organiser Peter Deacon had the venue in great shape with a good long mown glider launch strip parallel to the big landing area, a toilet and all the required areas marked with cones. The weather lifted about 10.00am to a cloud ceiling of 1900ft max and a rather gusty 8-12 knot wind slightly off the axis of the strip.

CMAC was represented by Andrew Palmer, Dave Griffin, Paul & Scott Chisholm, Neal Blackie, as well as Peter and Alex Hewson from CRF, others from Nelson, Gore, Blenheim, Wellington and Bill from Tauranga. Models present ranged from a 1/2 Scale ASW28 of Ricky from Gore, the Wellington guys with their 6 mtr wing span KA 8's, Allan Knox with his lovely home built SHK, Dave Griffins ASH 31mi, several 4mtr fly/fly models, 2 Horizon models Blaniks, one from Andrew Palmer and the other from Dave Falconer from Geraldine, my ASW28 and Ventus and Peter Hewsons Discus.

The tow planes, which are the back bone of any event, were Andrew Palmer with his DA120 Piper Pawnee, Alex/Peter Hewson's DLE 110 Piper Pawnee, Peter Deacon's DA100 Extra and Scott Chisholm Cessna Agg DLE 60, all of which provided great service to the glider field over the weekend! Unfortunately Alex Hewson had an under carriage problem mid way through the second day that saw a very well controlled crash landing on one serviceable leg, damaging only the prop and the rest of the under carriage.

At the end of the first day everyone descended on a local German restaurant for what was a great social evening.

The second day started slightly better weather wise, but still height restricted by cloud to about 1900 ft, The wind though was much lighter and more down the axis of the strip. First up I elected to maiden my brand new KA6 E completed the week before with my test pilot Scott on the controls ably towed up by Alex Hewson. I am pleased to report she performed perfectly, many thanks to the model designer my mate Jilles Smit from Brisbane, the C of G and flight control's were spot on only requiring min changes to aileron throws, and a bit more expo in the elevator.

There were four bad arrivals during the weekend, that saw three models totalled and one badly damaged, two through some sort of bad tow behaviour on take off, one the wings separated at tow disconnect and one the pilot was flying the wrong model he shall remain nameless!

Over all an excellent event, right up to the Blenheim standard! Very well lead by Peter Deacon and his team of helpers. We now look forward to the next event in Christchurch March 12/13 at our club field, I encourage members to come out and have a look at what is a very relaxed and social non competition version of aero modelling.

Paul Chisholm



Two models from Ricky from Gore, the top one a half size ASW 28 it is either the 15mtr version at 25ft or the 18 mtr version at nearly 30ft span



**Left photo Allan Knox's SHK at rear, and Paul's new KA6E
Right Photo shows Scott on wing tip, Dave Griffin (red coat) and tug pilot and organizer Peter Deacon launching Dave's ASH31mi**

THE DAVE JACKSON END OF JANUARY FF REPORT

A good morning at the field and a flurry of activity to finish the month. Also a good BBQ and a great turnout for the last day of the month.

Note Rachael was flying her 6" CLG and achieved her highest score ever beating both myself and Stew !

HLG

Dave 56,51,54,55,40,33 Total 289 seconds

CLG

Lynn 31,42,57,33,44,26 total 233 seconds

Rachael 49,19,27,58,32,24 total 209 seconds

Dave 27,38,32,58,12,35 total 202 seconds

Stew M 22,22,35,20,29,26 total 154 seconds

P30

Dave 120,120,120 total 360 seconds

John B 76,86,120 total 282 seconds

A1

Roy 50,30,78,40,120 total 318 seconds

Dave 75,120,97,0,0 total 292 seconds

Open Glider

Stew M 60,134,0 total 194 seconds

Lynn 46,55,69 total 170 seconds

Open Power

Lynn 110 total 110 seconds

STAR REPORTER RODWAY WITH ACTIVITY FOR 21ST FEBRUARY

Well I beat Stew Morse out to the Willows this morning however he was only 15 min. behind me. Was dead calm and I was thinking we were in for a good day wind wise but it sadly was not the case as the NE soon picked up and even the radio boys had to call it quits.

At the FF field was Stew M, Stu G, Lynn, Roy and Bruce B. Stew managed to get in some trimming flights with his recently repowered Stomper (ex Bruce B Webra 1.5 diesel) and was heading in the right direction.

Stu and Lynn where prepared to have a crack at 1/2A Texaco but decided to flag it due to the ever increasing intensity of the wind. Roy Managed to get a couple of flights in with his Simplex and Lynn flew Vintage FF power using his Playboy Junior. Bruce had brought out a motor which he built a new piston for and gave it a few runs on a bench.

Vintage Free Flight Power

Lynn 61 45 91 + 3x9 = 224 (Playboy Jnr 1941)

Weather Station Phone Number

021 02943562

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

Saturday and Sunday 0700—1600hrs

EDITORIAL MANURE. # 135, MANY MORE TO COME

- Large, Medium or Small (do you want Fries with that??) there will always be a discussion about the size of model aircraft, is 10 meter or 1 meter the right size to be flown at the flying field. Like all things controversial it depends on the circumstances does it need special requirements such as a long runway, tow plane to get it airborne, safety barriers, are there lots of other models being flown, how heavy is it, what speed does it fly at, does it meet all the regulations both CAA, NZMAA, is the pilot competent to fly the model. Just some of the questions that need to be answered by the model owner, the club safety officer, event organizer. The reason for this editorial was a story related to me about a recent event held which seemed to hold the potential for disaster by the apparent failure of maybe some of the above but hopefully that it was not due to over enthusiastic egos. Thanks must go to the competent pilot who saved the day.
- DIDN'T WE DO WELL just look at the last Fliers World NDC RESULTS for 2015 just brilliant .

OBSGGG



Name this aeroplane

Please note changes to program and keep an eye on each bulletin as there will be additions and changes

You do read the Torque DON'T YOU!!!!!!?????

MARCH NDC EVENTS

FREE FLIGHT	16	Aggregate
FREE FLIGHT	17	FAI FIB Rubber

VINTAGE	85	Vintage RC IC Duration
VINTAGE	86	Vintage RC E Duration
VINTAGE	87	Vintage RC Open Texaco
VINTAGE	88	Classical RC IC Duration
VINTAGE	Club	Vintage FF Rubber Duration

5-Mar-16	Saturday AM 0900-1600hrs	FREE FLIGHT/		Any of NDC listed above	Willows
5-Mar-16	Saturday AM 0900-1200hrs	SOARING	174	FAI (F3K) Discus Launch Glider Tasks b,d,g,h.only (Total raw scores)	Willows
5-Mar-16	Saturday PM 0900-1600hrs	PYLON		Pylon Race Practice Day	Willows
6-Mar-16	Sunday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of NDC listed above	Willows
8-Mar-16	Tuesday PM 1900 - 2130hrs			Club Meeting	Condell ave
12-Mar-16	Saturday AM 0900-1600hrs	SOARING		AEROTOW INVITATIONAL	Willows
12-Mar-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of NDC listed above	Willows
13-Mar-16	Sunday AM 0900-1600hrs	SOARING		AEROTOW INVITATIONAL	Willows
13-Mar-16	Sunday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of NDC listed above	Willows
13-Mar-16	Sunday PM 1300-1500hrs	INDOOR		TBA	Templeton
19-Mar-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of NDC listed above	Willows
19-Mar-16	Saturday AM 0900-1600hrs	PYLON	133	Intermediate Pylon	Willows
19-Mar-16	Saturday AM 0900-1600hrs	PYLON	131	FAI Pylon (F3D)	Willows
19-Mar-16	Saturday AM 0900-1600hrs	PYLON	132	Sportsman Pylon	Willows
19-Mar-16	Saturday AM 0900-1600hrs	PYLON	129	Quickie 500 Sport Pylon	Willows
19-Mar-16	Saturday AM 0900-1600hrs	PYLON	130	Quickie 500 Expert Pylon	Willows
19-Mar-16	Saturday AM 0900-1600hrs	PYLON	134	E Sport pylon	Willows
20-Mar-16	Sunday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of NDC listed above	Willows
20-Mar-16	Sunday PM 1300-1600hrs	SOARING	175	Altitude Limited Electric Soaring 200	Willows
20-Mar-16	Sunday PM 1300-1600hrs	SOARING	176	Altitude Limited Electric Soaring 123	Willows
26-Mar-16	Saturday AM 0900-1600hrs	FREE FLIGHT/		Any of NDC listed above	Willows
27-Mar-16	Sunday AM 0900-1200hrs			TOMBOY 36 and 48 R/C EVENT	Willows
27-Mar-16	Sunday AM 0900-1600hrs	ALL CLASSES		Club Rally day, cancelled events and	Willows

18	Open Rubber
19	Kennedy Precision
22	Kiwi Power
23	Open Glider
25	Aggregate
26	1/2 A Power
27	Catapult Launched Glider
28	Hand Launched Glider
29	Open Power

90	Classic FF Power Duration
91	Vintage RC 1/2A Texaco Scale
92	Vintage RC 1/2E Texaco
93	Vintage RC A Texaco
94	Classical RC Precision

APRIL NDC EVENTS

2-Apr-16	Saturday AM 0900-1600hrs		Any of events listed above	Willows
2-Apr-16	Saturday AM 0900-1600hrs		Pylon Race Practice Day	Willows
2-Apr-16	Saturday AM 0900-1200hrs	177	2,4,6,8,10, (class J)	Willows
3-Apr-16	Sunday AM 0900-1600hrs		Any of events listed above	Willows
5-Apr-16	Tuesday PM 1930 hrs		ANNUAL GENERAL MEETING	Condell ave
9-Apr-16	Saturday AM 0900-1600hrs		Any of events listed above	Willows
10-Apr-16	Sunday PM 1300-1500hrs	20	FAI Class F1L	Templeton
10-Apr-16	Sunday PM 1300-1500hrs	21	Indoor Hand Launched Glider	Templeton
10-Apr-16	Sunday PM 1300-1500hrs	24	Open Tissue	Templeton
10-Apr-16	Sunday AM 0900-1600hrs		Any of events listed above	Willows
16-Apr-16	Saturday AM 0900-1600hrs		Any of events listed above	Willows
16-Apr-16	Saturday AM 0900-1600hrs	135	Quickie 500 Sport Pylon	Willows
17-Apr-16	Sunday AM 0900-1600hrs		Any of events listed above	Willows
17-Apr-16	Sunday PM 1300-1600hrs	178	Altitude Limited Electric Soaring 123 RADIANT (class P)	Willows
23-Apr-16	Saturday AM 0900-1600hrs		Any of events listed above	Willows
24-Apr-16	Sunday AM 0900-1200hrs		TOMBOY 36 and 48 R/C EVENT	Willows
24-Apr-16	Sunday AM 0900-1600hrs		Club Rally day, cancelled events and NDC final day for month	Willows
30-Apr-16	Saturday AM 0900-1200hrs		Any of events listed above	Willows
30-Apr-16	Saturday PM 1300-1600hrs		Any of events listed above	Willows