

CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2016 / 17



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CHRISTCHURCH MODEL AERO CLUB (INC)

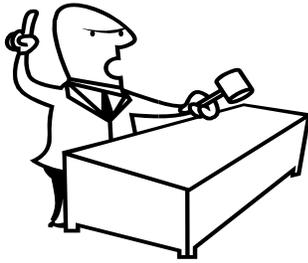
September 2016

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

The year is progressing with Spring already here and the Summer is on its way.

Sunday club days have been a little quiet with the last 2 Sundays being a bit cold, but still the die hard fliers are turning up and enjoying their flying, the free flight boys have been out in force with 1 glider heading for and landing in the trees but good to see its resting spot has been noted for future recovery.

Once more please ensure that that if you are flying in the glider / free flight / Tomboy field that you follow and make a track close to the fence , please do not use the existing track further out in the field.

The farmer has spread liquid fertilizer on the glider / free flight field although this will not affect any flying but the gateway became very muddy and cut up with the machinery going in and out, this has now mostly dried out and the committee has organized for this area to be flattened and the appropriate shingle mix to be applied as soon as possible and then another mix later on in the summer. This should solve the problem of the gateway being muddied up from time to time.

Team Palmer have been practicing very hard at the power patch over the past months for their competition in Malaysia, good luck to them and we look forward to hearing of good results.

Sunday the 25th will be BBQ day so please all come along for a bite to eat and a chat.

That's it from me Happy Flying Grahame Hart



Our president figuring how to program his transmitter so the battery will fly (let's know how that went Grahame, helicopters are much easier!!!)

Minutes of CMAC committee meeting, Thursday 15th September 2016, 6B Middlepark Road, Upper Riccarton, 7.30pm

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

Apologies: Lynn Rodway, Mark Venter,

Minutes and notes of last meeting: Approved

Correspondence Out / In – Letter sent to NZMAA Secretary outlining the last of the membership affiliations. All now finished with 59 current members affiliated; only a few down on the last couple of years. One member is unknown to us and details need to be obtained from the NZMAA Secretary. Also, one new member has not signed a NZMAA affiliation form and one needs to be sent to him for signing and returning for our (and NZMAA) records.

Treasurer's report: Cheque a/c is at \$5,292.07 and saving at \$3841.05. Cheque for \$560.00 to MFNZ for last affiliations. No large expenses on the horizon at this stage. Noted that the NZMAA subscriptions for next year will rise by \$5.00 and a concomitant raise in CMAC fees will be required.

Section officers' reports:

R/C Power: Some nice Sunday morning flying recently. We now have 3 club trainers. "Big Bird Too" flies well when elevator trim is set correctly and the powered glider is now flying as well. Some issues with the container keys still require attention.

Free flight: Enthusiastic participation continues with several classes being flown including catapult glider, sport and P30. Issue with the reporting and recording of NDC results discussed and letter to Recording Officer and copy to NSI rep to be written with suggestion of how this could be streamlined using a web-based system.

Tomboy: Great contest recently on Sunday morning of the Forsyth Fly-in. Jackson took first honours from 7 contestants while Dunstan put in a single flight then exited at velocity for bigger things at Little River.

Soaring: Paul away recently but back in time for aerotow at Lake Forsyth. It was a good day for flying on Saturday but with two concerning crashes. More aerotow models are on the way for several CMAC club members so Saturday meeting to be contemplated to test these out and get more airtime. May look at flying off the glider paddock if a suitable area for take-offs and landings can be found and rolled flat.

Pylon: Regular flying by an enthusiastic group of 4-5 fliers is taking place on alternate Saturdays. There was a short discussion on the appearance of an article in the Fliers World on the Quicky basic pylon racer and various clubs response to competitions and involvement.

AOB: The entrance way to the flying field requires attention and AP65 base gravel is planned for being laid with an overlay of AP40 topping. Fertiliser trunks have made a bit of a mess of the paddock and entry way in places.

Dave Jackson is working on a web-based intra-club communications system using a dedicated Facebook platform with membership by invitation only (ie accessible only by full and associate club members).

Meeting closed at 8:45pm with next meeting to be on Thursday on the second week of October; same time, same place.

DOWN AT THE POWER PATCH

We have been lucky enough to have another plane donated to the club. This time it's a Parkfun Glider. After my last test flight with the Big Bird Too I was a bit more careful with the glider. It launched without any problems and it flies nicely.

After a minor repair to Big Bird Too and a much more careful take off managed to have two flights without mishap. Must admit it's a bit different flying with only rudder, elevator and throttle.

So we now have three Club aircraft in the container that can be available to anyone who would like to fly.

1 Glow Trainer

2 Big Bird Too (designed dihedral required OBGGGG)

3 Parkfun Glider

I Have been working on repairing the Tempest that I crashed on its maiden flight. The Wing is repairable with the main damage around the landing gear mount. Striped the covering to be able to check for broken and cracked sections. Considering the impact a small amount of damage and will reinforce the retract mounts while I have the covering removed.

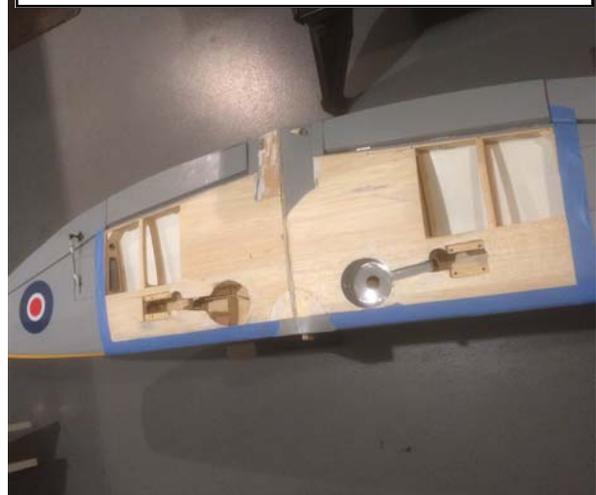
I amputated the tail section from the damaged fuselage and removed the Fin and tail plane from the fuselage material and fitted then into the new fuselage. I found the multi tool renovator very good for removing the old glue and material. Still work in progress.

See you at the Strip

By Graham Moffat



What a clean floor!!!!!!!!!!!!!!



TOMBOY 28 AUGUST "BEST FLIGHT WINS"

Welcome to the team (me and ME) who pick the weather that suits our dedicated flying squadron (knowing that the sausages will follow).

While starting off slightly cold the weather kept improving to the extent that the best flights were had by those who waited. Dave Jackson only required 2 flights to top out the list (not needing a 3rd) as everyone had conceded (see results blow).

The mighty Dunstan (I have my voice back, yea right!) only put in one flight as he wanted to go to Lake Forsythe and had the house and dinner to cook due the boss was coming home. So he didn't have the best air . Granddad Ensoll conceded with only 2 flights on the books due the strain of eyesight at altitude the model was flying.

You will note from the first flights that everyone was very consistent with Jackson, Dunstan and Grant being within 1 second of each other.

Lynn Rodway didn't have auspicious start to the contest with being caught out at altitude when he got into a Norwest jet stream requiring a long walk to retrieve his model (at least he finished the contest)

Again only one 36"r who is looking likely to get his name on the trophy alongside the 48" (hotly contested) winner (keep up the good work John)

Stew Morse is on the improve as seen by his scores (won't be long now Stew) (Regretfully I will be in Auckland for the next weekend with she who must be obeyed and unable to participate.

A bit of a bugger really as I think I was due to win one of these contests!!!) Yeah Right Stew.

Name	Model / engine	Flight 1	Flight 2	Flight 3	BEST flight	PLACING	
Jackson	48D	498	616	0	616	1	10
Grant	48E	497	547	0	547	2	9
Rodway	48D	0	414	522	522	3	8
Ensoll	48D	518	500	0	518	4	7
Dunstan	48E	498	0	0	498	5	6
Morse	48D	292	385	449	449	6	5
Beresford	36D	297	301	281	301	1	5

FLYING UK STYLE

Hi Guys over the month of August Julie and I were visiting family in the Wirral in England. Before I left I did some searches on the BMFA and the BARCS for aero modelling events that would be on during my stay in the UK. I put together a plan to visit possible events the first being White Sheet slope soaring for RC scale gliders this sadly did not happen due family going to Isle of White to watch sailing.

The first event I made was a local Power scale event at Arrow park this was a smaller club but present were some nice models flown in difficult windy conditions very well.

The next was an area Slope scale event in the peak district of the UK about 100 miles south of Manchester. This was very well attended and operated on a very nice hill top and a good selection of very well built scale model gliders pictures attached show the site and some of the field.

The last event a made was at Flint in northern Wales RC scale power again some very nice models flown very well in trying windy conditions. The reception I got at all the clubs was great with a lot of interest in how we operate the sport down here. The following pictures show some of the models present

Paul Chisholm





“I’ll be out mowing the lawns dear it may take some time” What the crafty English modeler will tell his wife!!!

Look at the clouds and what the modelers are wearing. Oh to have such slope soaring sites



FREE FLIGHT BY RRRR (Rolls Royce Reporter Rodway)

11 September

It was not a bad morning for FF with a good turnout, a sunny day and a NE breeze that was not too strong. Stu G, Stew M, Lynn, Dave, Bruce W, Roy G and John B there to do some sport and competition flying.

We congregated in the power pylon paddock near the entrance gate due to the wind direction. Dave, Lynn and Stew put in some times for Small Vint./Nos power duration, Stu Grant looking after the timing before retiring to the radio strip. Bruce spent some time helping with the timing and also trimming out his Viking. Roy did some sport flying with a KK Bandit and a Simplex which disappeared in the direction of the Old West Coast road and was fortunately recovered. John did some trimming flights with his Mike Woodhouse P30 and then went on to fly a Radian for a bit. Generally it turned out an enjoyable morning.

Vin./ Nos Min. Replica

Dave Jackson 97 74 29 = 200 (Kerswap)
Lynn Rodway 49 33 44 = 126 (Playboy S)
Stew Morse 34 57 32 = 123 (Thermal Thumber)

FREE FLIGHT BY RRRRR (Reliable Rolls Royce Reporter Rodway)

18th September

Well despite the weather forecast sounding a bit grim it turned out to be a good day with some low cloud and a light SW initially and as the day progressed weather conditions improved to virtually no wind and some good light thermals. Stu G, John E, Stew M, Dave, Lynn, Bruce W and Bruce B turned up and located in the power pylon paddock due to the SW breeze which gradually shifted around to the NE.

Dave, Lynn and Stew had a go at F1A glider, Stew managing the first max of the day but unfortunately the model landed in a tree in the plantation at the stop bank. It was located after some searching but at the time of writing is still lodged there. Stew pulled out a second model but after a good flight the wing tip was broken off as the result of a hard landing. Lynn got off to a bad start but his times improved as the day progressed, sadly though loosing some valuable points due to early DT's. At the end of the contest Dave had a couple of flights with his Wakefield which looks in good stead for next weekend.

Stu G flew Texaco A and 1/2A Texaco under the strict supervision of Granddad E with some good results recorded.

Bruce B did some sport flying and Bruce W some trimming flights with his Viking although a hard landing after one flight put paid to any further progress.

F1A Glider

Dave 173 93 68 113 110 77 125 = 759
Lynn 39 78 83 76 156 143 180 = 755
Stew 140 86 180 175 - - - = 581

A Texaco

Stu G 620 620 609 = 1849 (Simplex 1941)

1/2A Texaco

Stu G 352 500 500 = 1352 (Skipper 1949)

OUR ERRANT NORTH ISLAND EXPAT (ALLAN KNOX) REPORTS ON HIS LATEST VINTAGE 1/2A TEXACO SCALE SHIP



I was really expecting to fly the Cub yesterday but I had flattened the Rx battery overnight when I plugged up the switch harness in-

correctly. (Off was on).

I'm delighted with the weight. 2 sq feet and it came out exactly on the minimum 16 ozs. A real coincidence.

I wasn't going to close in the landing gear between the front and rear wires but did in the end. I'm glad as it looks good this way.

I'm hoping it will be competitive in ordinary 1/2 A too as well as scale. At this weight it should climb pretty high in the 5 minute engine run so 3 minutes could well be OK for the glide time.

Either way, this will be a much better prospect for 1/2A Scale than my Chilton which is both draggy and over weight.

I chose it because it had many of the properties of a classic 30s Vintage free Flight design. The narrow fuselage (Tandem layout on the J3) means the cross section is not too fat. The gear is robust too and the forward set is very vintage as you say. They were keen to look after those wooden props.

I was amazed at how many J2 and J3 plans there were back then. Obviously very popular and practical design for semi scale free flight with a touch of dihedral added for stability.

This one has wing struts on the plan but says to remove them for flight so I have left them off. The covering is Solite. I use it on all my small models. It really is light (perhaps 1/2 that of solar film) and goes on well except when it folds and sticks to itself! Then it is a real pain. Looks really nice though and is of course fuel proof. It doesn't over pull light stringers either so they stay pretty straight.



FUEL SYSTEMS, AS SEEN THRU THE EYES OF BIG T

Many an aero modeller has told me of their bad engine tuning and I always politely listen - work out in my mind what they are trying to tell me, then ask a very simple question 'have you considered that the tank may well be the problem'. Yes, engine tuning can be influenced by a badly functioning tank, and could be a faulty design, kinked tubing, and also vibration if the tank has not been properly installed. Lets assume the latter is the problem - unless the tank is isolated from any hard surface in the tank bay area then a vibration is likely to occur, causing foaming and that will certainly affect the engine run. This is one of the major problems that I have seen!

If you have properly tuned your engine and don't get a consistent engine run from start to finish of the tank while flying your model then it is safe to say that you have a tank problem....first off then remove the tank and wrap properly around all edges with 6mm sponge rubber available from PARA RUBBER. Wrap the sponge rubber using insulation tape to hold it in place and then before putting the tank back into position ensure that the centreline of the tank lines up with the centreline of the carburettor when viewed from the side....this location is also very important as you always try and minimise the change in fuel head, and if the tank is too low then potentially the engine will run lean- conversely too high then the engine will run rich- neither will give a good engine run.

Once everything has been checked out properly then position the tank into the tank bay ensuring that no kinking of the fuel tube occurs, and then make certain that the tank will not move forward or aft.

Bill Long and I will tell you that if you were flying a control line team racer then the lateral position of the tank will determine also a rich run, or lean run as the fuel head is also influenced by centrifugal force.....isn't radio control model flying very easy- but only if you get it right!

Lets look at the conventional style of R/c tank (I'll explain others in a separate article) - most people don't fully understand how they work....yes, very simply put is a fuel feed with an internal clunk, and a pressure line. First lets look at what's going on inside the tankthe pressure line is normally fixed to a nipple on the casting of the muffler and takes engine exhaust pressure via a pressure line into an air pocket inside, and at the top of the tank. A pressure differential between that applied to the pressure line versus the feed leading to the carburettor varies as the amount of fuel decreases and as the aircraft changes altitude.

The use of the weighted fuel line inside the tank by use of a weight called a clunk assures that this pick-up is always submerged in the fuel which then will ensure a consistent engine run- as an exercise run your engine on the ground and get it on tune- then remove the pressure line from the muffler and see what happens.

Of course the tank will now be open vented and the engine will run lean....yes, you have guessed why- insufficient pressure into the tank to enable a consistent feed.

Never forget that the fuel mass also affects the pressure in the fuel line, what happens as the fuel level in the tank gets lower during the flight? Obviously this affects the pressure seen at the carburettor- it decreases as the mass of fuel decreases.

You may ask as to why the engine seems to lean out as the tank is running out- just have another read of what I have written above and you will find the answer.

Ever wondered why it is good practice to set the engine slightly on the rich side?

September Club Night - Indoor Micro Fliers. By Mark (follow my instructions) Venter

Winner Bill (with Marks micro flier) managed to get it to fly the length of the clubroom. The rest could have done the same if they had followed the folding instructions and sequence as instructed instead of not paying full attention and racing along and folding these tiny planes as they "thought" they should be done.... oh well, as Bill said, it was "different" and everyone at least tried to not look too bored.

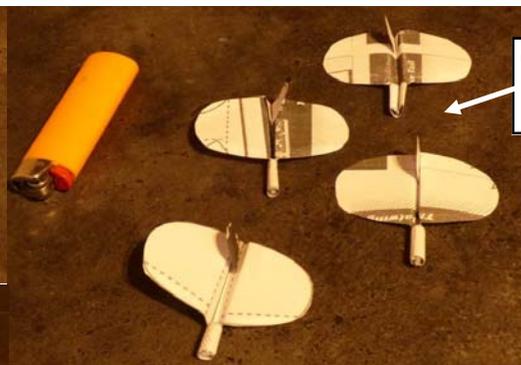
A couple of "flappers" were also tried out and they look quite strange floating along flapping the wings as they go.

Still trying to come up with a theme for October club night and if anyone has anything interesting to chat about please let me know but at this stage it looks like another "Show & tell" night so bring your latest creation or anything else of interest along to show off to the rest of the guys.

Club Night Frolics by Bill Fergusson

Miniature flying machines or Mark's Revenge on me for apparently winning the longest flight contest

6 September 2016 Paper Micro Planes that might actually fly



This was the chosen model for the contest



MV instructions

Rule 1: Listen to the instructions

Rule 2: Carefully cut out the round wing plane from your printed sheet

Rule 3: Listen to the instructions

Rule 4: Carefully fold along the dotted lines so as to make a fuselage and wings

Rule 5: Listen to the instructions listen to the instructions

listen to the instructions

Rule 6: Fold the tail fin bits into the slot of the fuselage and remove one side

Rule 7: Listen to the instructions – really - then

Carefully fold down the leading edges of the wings so as to make an airfoil shape. And other useful stuff...

You have not been listening to the instructions! You've been too keen to start flying!

Now Bill's words of wisdom My own effort was going well until the instructor roundly abused me and said the fin must be folded inside the fuselage, not behind it. I

therefore managed to follow at least that instruction, which resulted in disaster flight-wise. So I called upon my vast design experience and modified it; such that flight was now actually achievable, and persevere further I did.

Anyway, so now to the contest. With the wealth of aeronautical experience in the room, we should see some brilliant flights.

Ashley came up with a good idea to achieve some decent distance and screwed up his effort into a little ball after becoming frustrated with his inability to achieve satisfactory flights other than aerobatics, spins, rolls, no problem, but real flight? So he gave the little ball a good heave and it went about one metre.... Oh well.

But good fun was had by all, a different night to be sure.

Here are the final results:

- | | |
|---------------------|-------------------|
| 1. Bill Fergusson | 7. John Westland |
| 2. Dave Jackson | 8. George Turner |
| 3. Ashley Glubb | 9. John Dew |
| 4. Bruce Weatherall | 10. Graham Moffat |
| 5. Rachael Jackson | 11. Stu Grant |
| 6. Bruce Bonner | 12. Gary Burrows |

INDOOR REPORT FOR THE MONTH OF SEPTEMBER.

Due to no report last month I will give a quick up date for last month. The event was flown on August the 28th Nev could not attend due to another commitment but otherwise we were all there.

The event we flew was Open tissue, only one flight is required I noted that I had to do three to get 11 min 6 sec. Kay was next with one flight of 8 min 40 sec. Followed by Dave and Rachael with 7 min 38 sec and 7 min 35 sec.

We then followed up with the September meet flying F.1.D. Sometimes the drift at our hall is just a bitch; this was one of those days. We fly two rounds and combine the times Dave couldn't make it. Once again the drift was not good. Kay did her best but the model with a new tail and boom needs a little more trimming to decrease drag. Nev's model is going really well and his ability to get the best out of it is really encouraging.

I flew my best under the new rules which increased the model weight by .2 gram as they took away .2 gram of rubber. The times were. Bill - 15 min 16 sec. Kay 12 min 31 sec. Nev. 10 min 14 sec.

It is Kay's and my intention to fly at the World Indoor champs which are to be flown at West Baden Springs U.S.A. in 2018. I am at this time learning to saw balsa which can be used for our models the most difficult sizes are those below 16 thousand of an inch. One problem is finding block balsa in the four to five pound range. Normally this is not a weight that most modellers what so if you have some I would love to relieve you of it for payment of course.

The next meeting is on the 9th October. We will be flying Hanger Rat.

Weather Station Phone Number

021 02943562

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

Saturday and Sunday 0700—1600hrs

EDITORIAL MANURE. # 142, MANY MORE TO COME

- I have been reading (yes I do!!!) in the latest “Flying Scale Models” magazine about the trials and tribulations on getting the VA Walrus scale free flight model to fly. The model was built according to the plan (which was drawn by the Aero modeler staff of which I have a copy as it interested me) the center of gravity was set exactly per plan. The model refused to fly and so was relegated to display only mode. Much later it was offered to an old club mate to see what he could do about it getting it to fly, now this chap who started his modeling career in 1943 decided the R/C and electric motor was the way to go (after all radio can get most things to fly regardless. RIGHT!!!!) So the model was modified, with every thing the same as original per plan including the C of G. First flight was nearly a disaster and while it was under high power (flying at about 10X scale speed) it was sort of controllable but as soon as the power was reduced all manor of gyrations took place none of which were controllable with the radio. Fortunately he managed to get it on to the ground in mostly one piece. Back home to figure out what was wrong, after all Aero modeler staff should know what they doing with the design!!!! Well the outcome of the investigation was that they had made the stabilizer exactly scale size which gave a very low coefficient of volume compared with the wings of .3 which in turn put the neutral point well in front of the C of G shown on the plan (a definite NO, NO if you want the model to fly) he made the changes to the C of G and low and behold the next flight was while not perfect (small Dutch roll when very slow which indicates insufficient fin area) BUT it flew as it should have done. Now how many of you do those checks on your model you have just built to ensure that it will at least fly!!!!

Lessons learnt are

- 1.** Never trust the CG position shown on plans particularly on models with scale tail planes or the motor thrust line
 - 2.** Even strange old aeroplanes can be made to fly with a bit of readjusting of the rigging
 - 3.** Don't be afraid to use a bit of theory ([Aerodynamic Super Calculator 7.5](#))
 - 4.** Radio Control can't work miracles
- Recently I saw a comment that aero modeling is dying (the reason given I don't agree with) I would agree that aero modeling, which entails building and flying your own model, has declined in NZ as witnessed by the NDC results (which is mainly free flight orientated) as our club, whom still have a reasonably strong following in this area has been the winner of the NDC trophy continuously for at least 13 years. It is the lack of young people being interested / challenged to build and fly models that is the problem. It seems to me that the younger brigade have everything done for them by way of RTF models which, while expensive, are within the reach of their parents

income, and in this age of instant gratification does leave the challenges out of constructing, trimming and flying your own. As the “Builder of the Model” rule disappeared designing, construction of models seems to have been limited to people making money (you have to have deep pockets to keep up these days with what is becoming available)

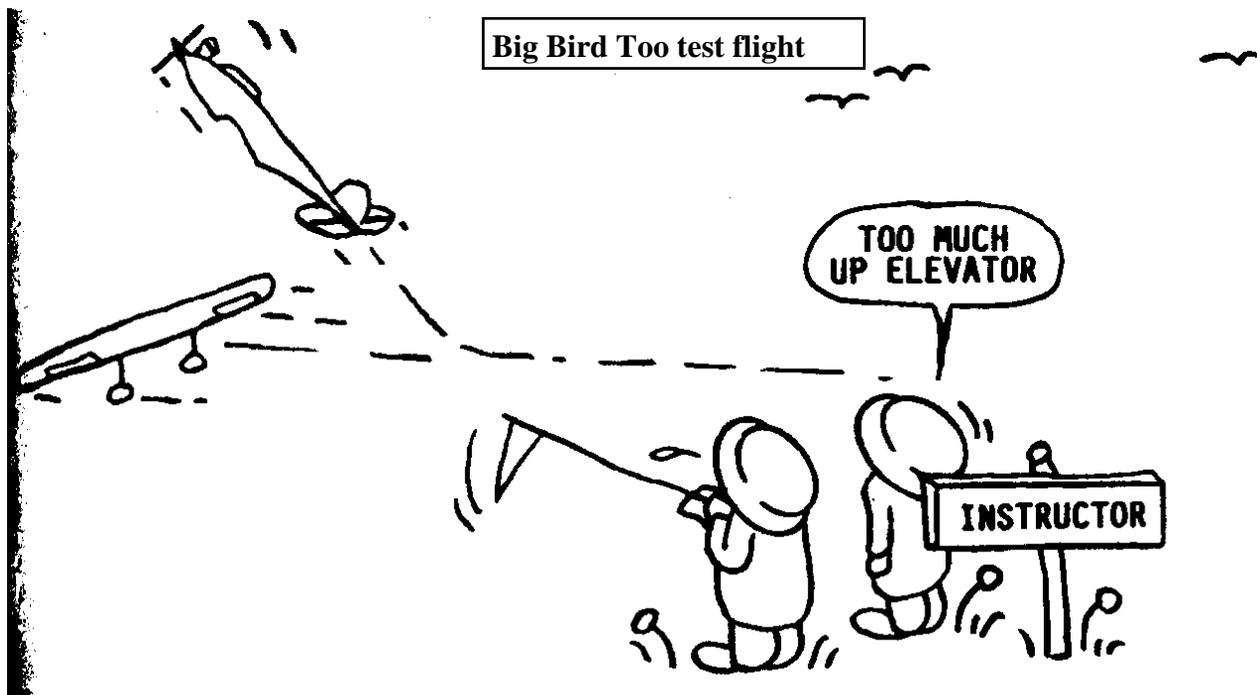
- Pilots versus Engineers, Aero dynamics versus Laws of Gravity what is this all about you may well ask?? Pilots fly what engineers give them (and 99.9 times out of 100 both do a bloody good job) it is when one or the other, either miss some thing, or their egos override what is possible, for example starting a loop very close to the ground is fraught with the possibility that the finish of the loop, due laws of gravity overriding the aerodynamics, and ends up 3 feet below the ground with sad results (look up accident investigations of this happening particularly at air shows!!!! What this means for aero modelers build correctly and fly safely. (see “youtube” below)

OBGGGG (the old boy / dog is lying sleeping!!!)

INCOMING MESSAGES

BTW. “Wyatt Earp” Rodway and myself (to quote Monty Python. I'm a lumberjack and I'm okay) succeeded in retrieving the A2 from the treetops in the plantation. A few well aimed bullets, a ladder and John Ensoll's (now Stu Grant's) telescopic rods was all it took. Model uninjured.

Have a look at this plus the next “youtube” as well https://www.youtube.com/watch?v=8yf_QTbDeWM very educational !!!!!



60	1/2 A Power	OCTOBER NDC	116	Vintage FF Hand Launch Glider	
63	Open Glider		117	Vintage FF Catapult Glider	
64	Open Power		118	Vintage RC Open Texaco	
65	Open Rubber		119	Classical RC 1/2E Texaco	
			120	Classical RC E Texaco	
1-Oct-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
1-Oct-16	Saturday AM 0900-1600hrs	PYLON		Pylon Race Practice Day	Willows
2-Oct-16	Sunday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
4-Oct-16	Tuesday PM 1900 - 2130hrs			Club Meeting	Condell ave
8-Oct-16	Saturday AM 0900-1200hrs	SOARING	196	Altitude Limited Electric Soaring 123 RADIANT (class P)	Willows
8-Oct-16	Saturday AM 0900-1200hrs	SOARING	195	Altitude Limited Electric Soaring 123 (class N)	Willows
8-Oct-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
9-Oct-16	Sunday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
9-Oct-16	Sunday PM 1300-1500hrs	INDOOR	61	Hanger Rat	Templeton
9-Oct-16	Sunday PM 1300-1500hrs	INDOOR	62	Indoor Hand Launched Glider	Templeton
15-Oct-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
15-Oct-16	Saturday AM 0900-1600hrs	PYLON	139	Quickie 500 Expert Pylon	Willows
16-Oct-16	Sunday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
22-Oct-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
23-Oct-16	Sunday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
23-Oct-16	Sunday PM 1300-1600hrs	SOARING	197	FAI (F3K) Discus Launch Glider Tasks b,d,g,h.only (Total raw scores)	Willows
29-Oct-16	Saturday AM 0900-1200hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
30-Oct-16	Sunday AM 0900-1200hrs			TOMBOY 36 and 48 R/C EVENT	Willows
30-Oct-16	Sunday AM 0900-1600hrs	ALL CLASSES		Club Rally day, cancelled events and NDC final day for month	Willows

- **I don't need anger management. I need people to stop ticking me off.**
- **Old age is coming at a really bad time.**
- **When I was a child I thought Nap Time was a punishment ... Now, as a Grown up, it just feels like a small vacation.**

66	A1 Glider
67	Coupe d'Hiver
68	P30
70	Kiwi Power

121	Vintage FF Glider Duration
122	Classic FF Glider Duration
123	Vintage RC Precision
124	Vintage RC 1/2E Texaco
125	Vintage RC E Texaco
126	Vintage RC E Rubber Texaco

**NOVEMBER
NDC EVENTS**

1-Nov-16	Tuesday PM 1900 - 2130hrs			Club Meeting	Condell ave
5-Nov-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
5-Nov-16	Saturday AM 0900-1600hrs	PYLON		Pylon Race Practice Day	Willows
6-Nov-16	Sunday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Condell ave
12-Nov-16	Saturday AM 0900-1200hrs	SOARING	199	FAI (F3K) Discus Launch Glider Tasks b,d,g,h.only (Total raw scores)	Willows
12-Nov-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
13-Nov-16	Sunday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
13-Nov-16	Sunday PM 1300-1500hrs	INDOOR	69	FAI Class F1L	Templeton
13-Nov-16	Sunday PM 1300-1500hrs	INDOOR	71	Fuselage	Templeton
13-Nov-16	Sunday PM 1300-1500hrs	INDOOR	72	Open Tissue	Templeton
19-Nov-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
19-Nov-16	Saturday AM 0900-1600hrs	PYLON	140	E Sport pylon	Willows
20-Nov-16	Sunday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
26-Nov-16	Saturday AM 0900-1600hrs	FREE FLIGHT/ VINTAGE		Any of events listed above	Willows
27-Nov-16	Sunday AM 0900-1200hrs			TOMBOY 36 and 48 R/C EVENT	Willows
27-Nov-16	Sunday AM 0900-1600hrs	ALL CLASSES		Club Rally day, cancelled events and NDC final day for month	Willows
27-Nov-16	Sunday PM 1300-1600hrs	SOARING	201	2 Metre (class H)	Willows
27-Nov-16	Sunday PM 1300-1600hrs	SOARING	200	Altitude Limited Electric Soaring 200 (class M) scoring per 3.13.7	Willows