

**CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2017 / 18**



President.	Grahame Hart	6B Middlepark Road. Upper Riccarton. (grahamehart@me.com )	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	<b>moffatga@outlook.com</b>	021 2258805
R/C Glider.	Paul Chisholm	66 Cairnbrae Drive, Prebbleton. (plchisholm@snap.net.nz)	2600928
Free Flight.	<b>Stewart Morse</b>	<b>19 Enticott Place, Huntsbury. ( morse@orcon.net.nz )</b>	<b>980 9676</b> <b>027 428 3333</b>
Vintage	<b>Bruce Weatherall</b>	<b>223B Main North Road, Redwood.</b> <b>(bpweatherall@xtra.co.nz )</b>	<b>354 2220</b> <b>02102688112</b>
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)

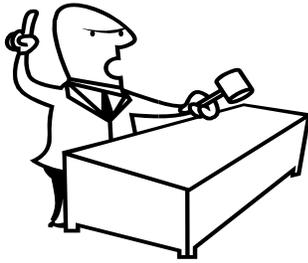
**Torque**



**SEPTEMBER 2018**

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**

Spring is here and there have been some very good days at the flying field and a few windy ones, that is what we can expect for a while with the spring equinox.

There has been discussion at the last committee meeting concerning our club rules for visitors and prospective new members, you will find an amendment to these rules elsewhere in the Torque, this should make us a little more user friendly.

I still have the Radian glider if there is someone that would like to fly it, preferably to a younger member perhaps just starting out

I hope to see you all at the field as we head into the warmer season.

Happy Flying Grahame Hart

### NOTICES

- **Graham Henderson, our kind farmer, has brought to our attention that he has found the road gate unlatched at times, it may have been us or some other person, so please let it not be us that leaves the gate unlatched.**
- **Do you get the Model Fliers World by email ??? All of you who get Torque via email should also get the MFW via email too. You must advise Paul Clegg our administrator at [members@modelflyingnz.org](mailto:members@modelflyingnz.org) that you will take it via email (you can change it back to hard copy any time) The reason for this is that our fees will be going up next year by \$10 and the MFW is a big consumer of the finances so do your bit!!!**
- **October Club Night. Tuesday 2nd October 7 for 7:30 PM**  
Big T has kindly offered to come along and regale us with stories from his recent trip overseas and anything else he can come up with.  
Please come along to our meeting and enjoy a natter and a cuppa along with the rest of us.  
Mark

## **Minutes of CMAC committee meeting, Thursday 13<sup>th</sup> September 2018 at 6B Middlepark Road, Upper Riccarton, 7.30pm**

**Present:** Grahame Hart, Gary Burrows, Trevor Henderson, Ian Harvey, Bruce Weatherall, Graham Moffatt and Stewart Morse. **Apologies:** Mark Venter,

**Minutes previous meeting.** Approved after a spelling mistake highlighted.

**Matters arising:** Nil

**Correspondence In and Out:** Email from Paul Chisholm wishing to tender his resignation from the CMAC committee and concentrating on organising just aero tow soaring activities. Letter from prospective new member – Alex Drysdale. Although wishing to become a family member with his son Tim, who lives in the UK and visits NZ once a year, his application was rejected from Tim but being a UK registered flier, he could have reciprocal rights in NZ for activities and insurance once he has informed MFNZ that he is flying here. Extra \$10 paid by Alex for family membership was left as a donation to the club. Letter from John Shaw wishing to have the CMAC flying field booked on Friday, Saturday and Sunday 7<sup>th</sup> to 9<sup>th</sup> December 2018 for a F5J invitational open meeting. Correspondence followed that led John to ensure Sunday fliers that the soaring activities would not compromise normal Sunday flying activities. An email from Suetonia Palmer (MFNZ Northern SI Rep) wishing to know if there were any subjects for a 29<sup>th</sup> Sept council meeting that CMAC may wish to raise. See later in minutes.

**Treasurer's report:** Everything looking good, with Cheque book balance at \$8,270.36 and Savings at \$4570.66. Henderson (farmer) paid for rent for the year - \$1200.00. Insurance paid of \$237.21.

**Section officers' reports:**

**R/C Power:** There have been some good Sundays with good attendance at the field. Strip is in good condition following fertiliser application. A replacement / spare drive belt required for the mower.

**Free Flight:** The usual people out in some good settled weather.

**Tomboy:** Recent competition with 4 competitors and Stu Grant winning with an electric model.

**Soaring:** With the resignation of the soaring rep., a new person to be suggested from the soaring ranks. Several members flew gliders and aerotow tugs at Lake Forsyth fly-in (Ian Harvey, Rob and Michael Ward and Peter France). Paul Chisholm has organised an aerotow meeting for Sunday afternoon 23<sup>rd</sup> of September. F5J open competition planned for early December.

**Pylon:** Activates in abeyance at the moment as members are unavailable for flying, calling and timing.

**Torque and website:** Contributions required and photos. Lisa Ward (Rob's partner) to be contacted for some suitable photos of CMAC members flying at the CRF Lake Forsyth fly-in.

**AOB:** CMAC committee to ask Suetonia Palmer to gain information of who is on the MFNZ payroll, how much are they paid, who decided who would and would not be paid and who set how much they were to be paid.

There was discussion on whether the present CMAC visiting rules for members of other clubs and new members were negatively impacting on the perception of the club as a welcoming organisation. Graham Moffatt to look at drafting a new section of the rules to make it more open yet being cognizant of all safety and farming operation requirements.

Meeting closed at 8:47pm with next meeting scheduled for 2<sup>nd</sup> Thursday in October.

## **FREE FLIGHT REPORTING**

26th August

CLG

Stew Morse                    32, 31, 47, 29, 19, 17, = 175

2 September

It was a good day Sunday contrary to the weather forecast.

It was overcast but mild enough with very little wind. We set up in the RC paddock.

Vic Smeed Precision, a few models had a nice left hand power pattern but straight glide. Stew's model landed on the roof of the house on the right as you come in the access road. The owner occupier only too happy to assist in the retrieval. That was his first flight.

Lynn Mini Madcap	84	81	72	=	237
John Tomboy	58	6	25	=	89
Stew Mamselle	50	52	0	=	102
Stu G Courtesan	82	62	45	=	189
Roy Cherub	54	68	76	=	198

Four of us fronted for 1/2A Texaco, unfortunately two were having engine problems.

Lynn Atomizer 1941 480 +9, 480 +9, 413 +9 +20 = 1420

Stu G Skipper 1948 316 + 2 +20, 480+20, 321 +2 + 20 = 1181

The air was good !!!!

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### **Indoor report for the 9<sup>th</sup> September.**

Very brief report this month, I just left hospital after having a cesarean, hang on; it wasn't that, it was a hernia. I do know one thing I bet you feel the same afterwards.

The event again was F.1.D as I had destroyed my model the month before. I took the opportunity to take one of the F.1.D wing frames left over from the World Championship contest and reduced the wing cord in an effort to see if the larger wing area would give better performance. It really didn't look right but one does need to try and find these things out. The C of G was right but with an extremely low powered test flight it was just not going to fly so that was me out. I will put a longer tail boom on it another time and see how it goes.

Now for Kay, well her model is now about eighteen years old and making trim adjustments are no longer straight forward so although the back of the wing needed to come down a bit she had to make do with other settings that were not so good which reflected in her time.

Nev was busy trying to get his model turning, all our indoor duration models are controlled by tail tilt for turning but a with a lighter tail boom it was not stiff enough to control the models turning circle. He persisted and did get enough turn to get a flight in.

After a rather difficult day time was up and that was that.

Our next meeting is going to be on the 14<sup>th</sup> of October and the N.D.C. class will be Hanger Rat. This would be a good chance for those flying at the Nats to get some testing in but if it is just for points I can think of much easier classes to gain points, but in saying that the more the better and you will be really welcome.

Results. Kay 12 min 36 sec. Nev, 4 min 25 sec. (one flight in his case.)

## **THE MODEL DIESEL ENGINE thru the eyes of BigT**

You can always tell an aero modeller who runs diesel engines as there is always a particular smell to his equipment and at times their flying clothes.....how do I know; I've been in that situation.

Yes, many years of control line team racing taught me a lot about the diesel engine- they can be both cantankerous and also a joy. Treated badly then they will also react either cutting your finger or backfiring which tends to also produce blood.

Basically the diesel engine is a compression ignition engine, and physically the same as the glow two stroke except for the cylinder head. The diesel having an additional component that we call the contra- piston....adjusted by the tommy bar that you will see protruding from and above the cylinder head.

Whilst the glow engine is ignited by battery and glow plug the diesel is reliant on the 'joys of science' in that as a gas is compressed- generally quickly- the temperature then rises, and if the compression ratio is correct then ignition will occur especially with an air/ether mixture.

What are the main ingredients of model diesel fuel?

The main power ingredient is kerosene, the igniter being the ether, and of course the lubricant will be oil and it doesn't matter whether its synthetic or castor.

Kerosene has higher energy per volume than the ether so any 'good' mix of fuel will have a higher percentage of kerosene...nothing magic here and the local supermarket or similar will be able to supply you with that. A typical kero content for a sport engine will be say 30%, whereas a racing engine will be somewhere around the 50%

The ether percentage will be based on how good you are at starting the engine and what purpose is the engine- sport engines will have a typical ether content of 33% whereas racing diesels may get down to 30%. Ether is very hard to get and I suspect that is now because the medical needs for it have diminished- of course it has also been used ( not by personal experience) in the processing of some drugs.

Again the type of engine will determine the oil content.....the older engines will have a Meehanite piston and a hardened steel liner, and generally one ran with an oil content of up to 30% for a sport type engine and say 20% for a racing engine. It all depends as to how 'hard' you run the engine whether you need the oil for both big-end lubricant and in some cases cooling of the engine. Big-end lubrication is valid because the diesel engine runs at a higher compression than the glow.

***Be aware that some racing diesel engines are built with an ABC, or AAC piston/liner assembly and should be treated quite differently...perhaps I should write about them at some later stage!***

For those of us that have raced diesels then we used an additional ingredient called AMYL NITRATE, or as some would know it as DII- 2-ethyl-hexyl nitrate and also known as iso-octyl- nitrate in a percentage not exceeding 2%. Yes, a small figure but from what I understand it causes the ether to ignite at a lower compression ratio, and also smoothes the combustion process. What happens if you don't use the DII- well, the engine runs slightly higher in compression and at times won't run smoothly.

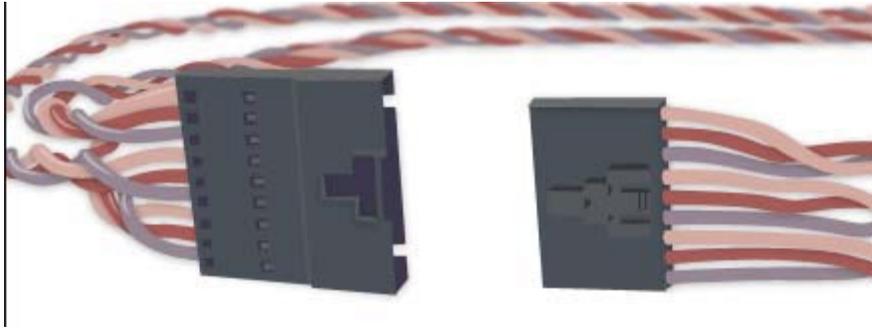
to be continued.

## DOWN AT THE POWER PATCH

It must be Spring we have a very pleasant week and then the Nor'wester kicks in on Sunday. We have had some good Sundays with good attendance at the strip we even managed to have four planes in the air over the strip at one time. Unfortunately one had a wing failure and went straight in.

If you can make it out on Sunday mornings please bring out anything that flies it's good to see the strip being used. The club does have a number of aircraft that can be flown by club members. They have been donated or purchased and it would be good to see them getting some time in the air so please advise if you want fly any of them.

I have fitted the TBOTL Servo connecter that John Dunstan introduced me to in the Sea fury and am very happy with it. Makes connecting the Wing to the Fuselage very quick and you can be comfortable everything is connected and secure.



Reminder that we attempt to have the BBQ on the last Sunday of the month weather permitting. It's a bit scary only had three BBQ's and we are at Christmas.

See you at the Strip **GRAHAM MOFFAT**

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A decorative border consisting of a row of black and white gingerbread men figures, arranged in a rectangular frame around the text.

**PROPOSED AMENDMENT TO OUR CLUB RULES**

“The CMAC welcomes members of other MFNZ-affiliated clubs to visit our field to fly as visitors in accordance with our safety rules. However, if they wish to fly on a regular basis, defined as monthly or more frequently, they will be expected to join the club.

We especially welcome newcomers to the hobby who wish to learn to fly with our club. If they wish to continue after three training sessions, club membership will be required.”

## TOMBOY 26TH AUGUST

Oh dearie me. One day you are up and the next day you are on the bottom of the heap (not that the heap was large on Sunday) but as they say “that is competition aero modeling” see the results and see if you can figure out who!!!

There were a lot missing,

JD was strutting his stuff down a Auckland cat walk supporting his son and his clothing collection (waiting for the photos!!!). in fashion week. (apparently noise levels were very high to his electric ear)

OBGGGGG was still missing in the action due a reluctant to start Mills (still working on the contra piston)

Of the others I would be guessing

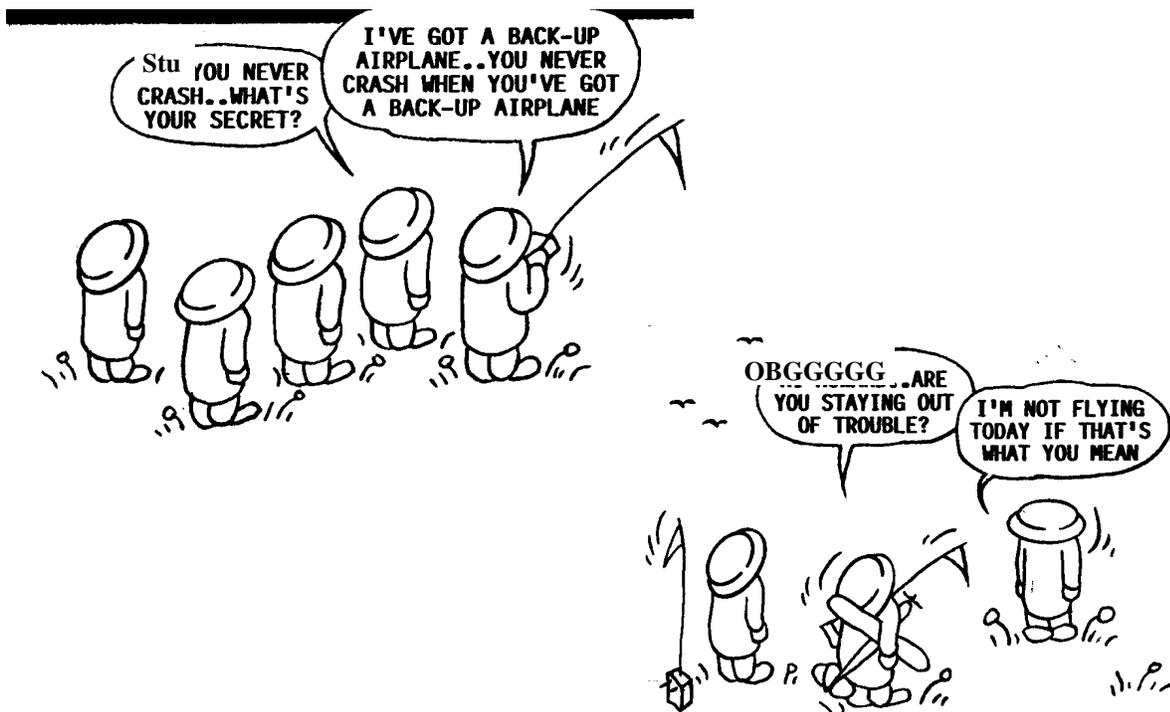
Top dog this week was Stu Grant with a very impressive performance of two(2) landings within 5 meters of the spot to double his flight score plus one within 15meters for a 120 plus flight score. Considering that the maximum possible score is 2160 he was only 256 points off.

Lynn Rodway had a lot better day than last time with his scores improving as the day went but no landings within the 5 meters

Stew Morse had a mixed day but unfortunately his second flight, while being his best landed out side the 60meter diameter landing zone so earned him 50% of his flight time but he redeemed himself by making his last flight land within the doubling of his very good flight score.

John Beresford — not one of his better days, flight times not up to his usual standard and the middle flight, landing outside for a halving of flight score for a MUST do better next time!!!

OBGGGGG was a non starter AGAIN due engine problems (suspect leaking contra piston) so MUST DO BETTER!!!!!!! (did better 9th September with his Cox Babe Bee in 1/2A Texaco)



<b>TOMBOY 26 August</b>					
					<b>GRAND</b>
<b>NAME</b>		<b>FLIGHT 1(360)</b>	<b>FLIGHT 2 (360)</b>	<b>FLIGHT 3 (360)</b>	<b>TOTAL</b>
<b>GRANT</b>	TIME M/S	5min 54 secs	6min 04secs	6min 0secs	
48" E	CORRECTED SECONDS	356	352	360	
	LANDED OUT FLIGHT SCORE				
	<b>WITHIN 5 METERS ADD flight score</b>	<b>356</b>		<b>360</b>	
	WITHIN 15METERS ADD 120 TO		120		
	WITHIN 25 METERS ADD 90 TO				
	WITHIN 30 METERS ADD 60 TO				
	<b>FLIGHT TOTAL</b>	<b>712</b>	<b>472</b>	<b>720</b>	<b>1904</b>
<b>RODWAY</b>	TIME M/S	4min 13secs	5min 38secs	5min 48secs	
1.3 Mills	CORRECTED SECONDS	253	338	348	
	LANDED OUT FLIGHT SCORE				
	WITHIN 5 METERS ADD flight score				
	WITHIN 15METERS ADD 120 TO	120			
	WITHIN 25 METERS ADD 90 TO		90	90	
	WITHIN 30 METERS ADD 60 TO				
	<b>FLIGHT TOTAL</b>	<b>373</b>	<b>428</b>	<b>438</b>	<b>1239</b>
<b>MORSE</b>	TIME M/S	1min 49secs	5min 55secs	5min 25secs	
1.3Mills	CORRECTED SECONDS	109	355	325	
	<b>LANDED OUT FLIGHT SCORE</b>		<b>177.5</b>		
	<b>WITHIN 5 METERS ADD flight</b>			<b>325</b>	
	WITHIN 15METERS ADD 120 TO	120			
	WITHIN 25 METERS <b>ADD 90</b> TO				
	WITHIN 30 METERS ADD 60 TO				
	<b>FLIGHT TOTAL</b>	<b>229</b>	<b>177.5</b>	<b>650</b>	<b>1057</b>
<b>BERES-</b>	TIME M/S	5min 34 secs	5min 4secs	5min 36secs	
.06 MpJet	CORRECTED SECONDS	334	304	336	
	<b>LANDED OUT FLIGHT SCORE</b>		<b>152</b>		
	WITHIN 5 METERS ADD flight score				
	WITHIN 15METERS ADD 120 TO				
	WITHIN 25 METERS ADD 90 TO	90		90	
	WITHIN 30 METERS ADD 60 TO				
	<b>FLIGHT TOTAL</b>	<b>424</b>	<b>152</b>	<b>426</b>	<b>1002</b>

## POWER PATCH PHOTOS



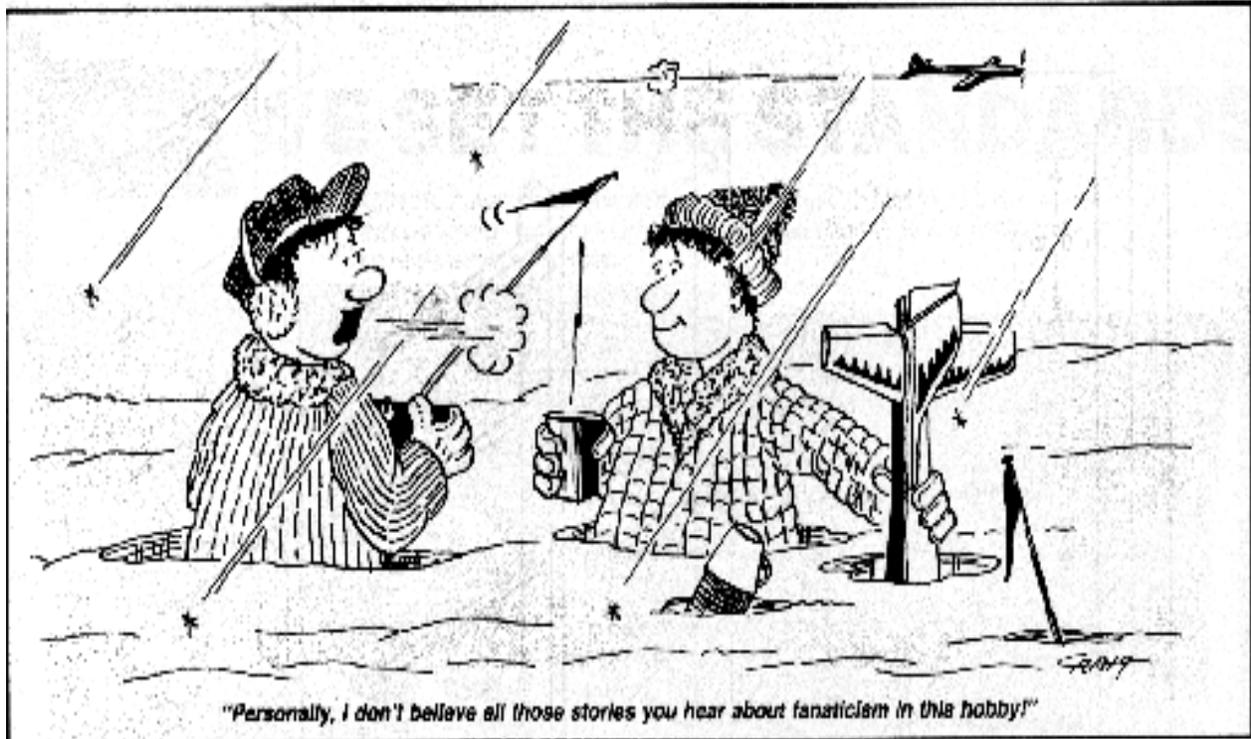
What this, 4 helicopters out numbering the sensible fixed wing craft!! Must have been cold with El Presidnto and the power patch moderator with hands in pockets



One of the sensible fixed wing craft "U CAN't DO 3D" at least it held itself together while doing aerobatics which couldn't be said for a Sig Seniorita which clapped its wings while trying to emulate the properly stressed "U CAN't DO 3D" looping maneuver. SAD but I understand there will be a NEW model replacement soon.

## POOPY PUPPY POOPER SCOOPER REPORTS

- It has been drawn to my attention that OBGGGGG now has a Bar to his prop cut medal causing him to purchase some expensive gloves to eliminate reoccurrence — we shall see.
- Another report of “forgetting to switch on the radio in his model” prior to launch has been confirmed by said contributor to the growing throng of like minded modelers (does old age cause this phenomena as most of the throng are over 65 ??)
- Did you see the TV clip on Charles Kingsford Smith’s first flight across the Tasman in a Fokker F.VIIIb/3m trimotor monoplane “Southern Cross” landing at Wigram. Commenting on the flight was our Peter Hewson (aviation historian) who showed a takeoff of his scale model of the “Old Buss”, my impression of the models takeoff was that “The Old Bus” would certainly have enjoyed that excess energy put out by Peter’s electric motors, it fair leapt into the air.
- I have read the indoor report by our expert Bill Long and find it hard to understand how he developed a Hernia, lifting indoor models off the floor must have caused it!!!! Now I know why there are so few people flying indoor as the models are SO SO Heavy!!!! That makes Kay a person not to be messed with as she is so strong!!!



## SUNDAY 9TH SEPTEMBER ACTION

Not a bad days flying yesterday. (actually bloody good) It had that 1941 vintage look about it ( were the yanks in the war at this stage???)

### 1/2A Texaco

Gary 8:47 + 9 + 20 = 500 (1941 Atomizer)  
 5:36 + 9 = 345  
 8:09 + 9 = 489           TOTAL 1334

John 2:18 +9 + 20 = 167 (1941 Simplex)  
 5:43 +9 + 20 = 372  
 5:51 +9 + 20 = 380           TOTAL 919



### Nos 1/2A Min Replica

Lynn 51+9 91+9 53+9 = 222 ( Playboy replica 1941)



These small models are so very strong that it needs strong hands to hold it!!!!!!



Eyes down and looking

### A Texaco

Stu 12:44 +9+20 = 620 ( 1941 Simplex)  
 12:11+9+20 = 620  
 12:22+9+20 = 620   TOTAL **1860**

Stu Grant creamed A Texaco and would have gone on flying but he broke his only wooden prop

1/2a Texaco saw the resurgence of OBGGGGG and his Atomizer but due to the lack of flying the result was not as good as it should have been because the weather was so good. First flight was a easy max, second flight the wheels fell off, flew into cloud and lost sight of it, when sight was resumed it was too late to recover sufficiently, third flight easy max but due lack of recent landing practice no bonus 20.

John Beresford flew his small Simplex very well but due to its size, was limited in performance. John actually built it for FF vintage precision.

**MORE SUNDAY 9TH SEPTEMBER ACTION**

Stew Morse with his "Thermal Thumber" battling a Cox TD



Below a man with too many helicopters, this one is number 2 as number 1 was in the repair shop!!!!

Stu Grant and his 1948 Skipper getting ready to launch in 1/2A Texaco



Richard Matheson's Horizon Pulse XT RTF electric with battery out getting re-charged for another great flight



## CMAC TEXACO SCALE UPDATE

There has been actual flying activity this month with some of those models which are complete (some good, some bad)

BAD is Stew Morse's Klemm L33 which on its first test flight spiraled to the right after letting go with a ground arrival. Problem was a out of line fin and rudder which gave a severe right turn beyond the pilots reaction rate to correct.

GOOD 1 Bruce Bonners Alexandars Flyabout being thrown about the sky like aerobatic machine ( it's a duration contest Bruce !!!!)



Still to make a showing are OBGGGGG and his unflown Dewoitine D7 and Stu Grant and his Fournier RF4

Nev Robinson's is nearly ready



GOOD 2 Lynn Rodway's ANEC 11 over to Lynn "I got some more trimming flights in with my Anec 11. Two of them model did not want to come down. It was soaring with the Hawks although it got a bit of a fright not from the Hawks but that Tiger Moth which came straight over at about 300 feet!!! No worries, I was well above it." (our danger zone is 1200 feet AGL so he should have been going round us)



Lynn's pilot who had a ball thermaling with the Eagles (good cockpit instrumentation )

Weather Station Phone Number

021 02943562

Operating times Monday to Friday 0600—1300hrs and 1400—1700hrs

Saturday and Sunday 0600—1600hrs

**CLUB WEBSITE**

<http://cmac.net.nz>

**please note change**

**EDITORIAL MANURE. # 164, (36 TO GO = 200 THEN I'M FINISHED)**

- My editorial last time generated a response from the secretary of the NZMAA with a promise to enlighten the membership on changes and explanations that have happened to the finances over the last 12 or so months in the next MFW
- I have been inundated with emails from the vintage membership group relating to proposed rule changes for vintage E classes. The reason for this was a request from one of the keen competitors at vintage events that due to the considerable time being used up by the various events to get a result, some competitors are not able to compete in all those other events in which they entered. Of course this is the result of mostly technology (lipo batteries, out runner motors) and of course the very good weather in the North island where thermals are more often and better than what happens in the South Is. The contributors seem to forget that they are flying models that weren't designed for what they are now being used for Free Flight versus Radio control and the associated differences in motive power and rules. Yes I know that the performance of these newer models is over the top and is out of line with what happened years ago. Most contests in those days were decided by the longest flight, not what we have today. I believe to speed up the various events 2 unlimited flights be allowed (if required) the best one scores and is compared with other fliers, top dog wins. In the unlikely event of a tie which can not be sorted by model age then both are declared winners, this should speed up resolving each event. But at the end of the day it is up to the competitors to make up their minds on what they want to do.
- Apparently there are people in NZ aero modeling scene think that our club rules re visitors are unfriendly so there has been a rule change which should alleviate this perceived unfriendliness, maybe they were jealous of our great field (well mown strip), 7 days a week access for flying, barbeques once a month, indoor flying, free flight flying, R/C flying, weather station, pylon concrete take off pads, Soaring and club hut. I have been a member for a very long time and find that all I associate with are very friendly

**OBSERVED**

Benjamin Franklin once said

“Three people can keep a secret only if two of them are dead”

Marilyn Monroe said

“When you get what you want you don't want it”

Tax Reform — taking taxes off things that have been taxed in the past, then putting tax on things that weren't taxed before

## NDC EVENTS FOR OCTOBER

October 2018	57	FF	P30
October 2018	58	FF	Hangar Rat
October 2018	59	FF	Indoor Hand Launch Glider
October 2018	60	FF	Tip Launch Glider
October 2018	61	FF	E36
October 2018	146	VINT	Vintage FF Hand Launch Glider
October 2018	147	VINT	Vintage FF Catapult Glider
October 2018	148	VINT	Vintage RC Open Texaco
October 2018	149	VINT	Classical RC 1/2E Texaco
October 2018	150	VINT	Classical RC E Texaco
October 2018	94	SOAR	ALES 123 Class N
October 2018	95	SOAR	ALES Radian Class P
October 2018	96	SOAR	F3K Tasks B,D,G,H only (total raw scores)
October 2018	97	SOAR	FAI F3F

2-Oct-18	Tuesday		Club Night BIG T ON JAPAN PYLON	1900-2100hrs	Condell Ave
6-Oct-18	Saturday	Pylon	NDC Events	0900 -1600hrs	Willows
7-Oct-18	Sunday	FF / Vint	NDC Events	0900 - 1200hrs	Willows
7-Oct-18	Sunday		CMAC RC Texaco Scale	0900 - 1200hrs	Willows
13-Oct-18	Saturday	Soaring	NDC Events	0900 - 1300hrs	Willows
14-Oct-18	Sunday	FF / Vint	NDC Events	0900 - 1200hrs	Willows
14-Oct-18	Sunday		AVON TROPHY	0900 - 1200hrs	Willows
14-Oct-18	Sunday	Indoor	NDC Events	1300 - 1500hrs	Templeton
20-Oct-18	Saturday	Pylon	NDC Events	0900 -1600hrs	Willows
21-Oct-18	Sunday	FF / Vint	NDC Events	0900 - 1200hrs	Willows
27-Oct-18	Saturday				
28-Oct-18	Sunday		TOMBOY	0900 - 1200hrs	Willows
28-Oct-18	Sunday	FF / Vint	NDC Events	0900 - 1200hrs	Willows
28-Oct-18	Sunday		BBQ Day	1130hrs	Willows
28-Oct-18	Sunday	Soaring	NDC Events	1300 - 1600hrs	Willows

## NDC EVENTS FOR NOVEMBER

November 2018	62	FF	A1 Glider
November 2018	63	FF	Coupe d'Hiver
November 2018	64	FF	1/2 A Power
November 2018	65	FF	Catapult Launched Glider
November 2018	66	FF	Hand Launch Glider
November 2018	151	VINT	Vintage FF Glider Duration
November 2018	152	VINT	Classic FF Glider Duration
November 2018	153	VINT	RC Vintage E Rubber Texaco
November 2018	154	VINT	RC Vintage 1/2E Texaco
November 2018	155	VINT	RC Classical IC Duration
November 2018	98	SOAR	F3K Tasks B,D,G,H only (total raw scores)
November 2018	99	SOAR	ALES 200 Class M (Scoring per 3.13.7)
November 2018	100	SOAR	Thermal H (2 Metre Glider)

3-Nov-18	Saturday					
4-Nov-18	Sunday		FF / Vint	NDC Events	0900 - 1200hrs	Willows
4-Nov-18	Sunday			Vic Smeed	0900 - 1200hrs	Willows
6-Nov-18	Tuesday			Club Night	1900-2100hrs	Condell Ave
10-Nov-18	Saturday		Soaring	NDC Events	0900 - 1300hrs	Willows
11-Nov-18	Sunday		FF / Vint	NDC Events	0900 - 1200hrs	Willows
17-Nov-18	Saturday					
18-Nov-18	Sunday		FF / Vint	NDC Events	0900 - 1200hrs	Willows
24-Nov-18	Saturday					
25-Nov-18	Sunday		FF / Vint	NDC Events	0900 - 1200hrs	Willows
25-Nov-18	Sunday			TOMBOY	0900 - 1200hrs	Willows
25-Nov-18	Sunday			BBQ Day	1130hrs	Willows
25-Nov-18	Sunday		Soaring	NDC Events	1300 - 1600hrs	Willows

