

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



|                       |                  |   |                         |
|-----------------------|------------------|---|-------------------------|
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CHRISTCHURCH MODEL AERO CLUB (INC)

**Torque**

**AUGUST 2019**



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

August is nearly finished and the winter hopefully is drawing to an end ( or is it ??)

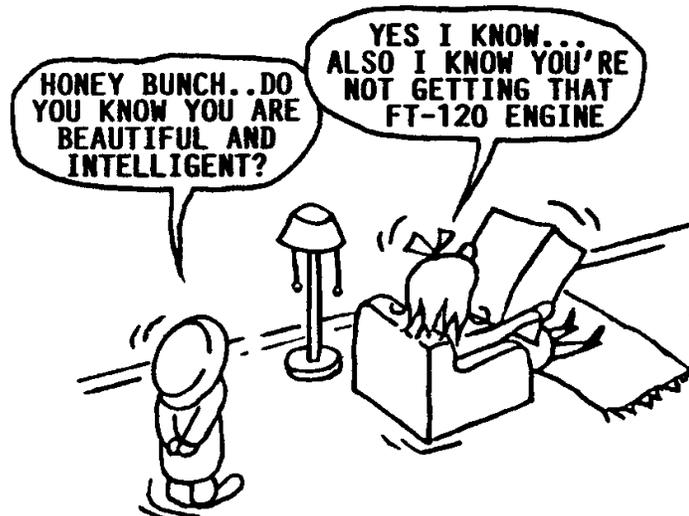
Flying has been consistent on the days that are not to wet or windy, oh to be a member of the fair weather flyer team, just a few years to go.

The CMAC grounds are in good shape for this time of year with the power strip being nicely mown when required and the other paddocks are in good shape, of note is the previous work done at the gate which has stopped a lot of mud( and dirty shoes)

I would like to hold a working bee perhaps in September with a theme of - bring a paint brush - the BBQ area could do with a spruce up and also the seats etc, watch this space.

I am starting a new job with Crown Relocations at the start of September so I will no longer be driving my Holden Trax, but you will not miss me in a branded racing red Prius.

Happy Flying Grahame Hart



### NOTICES

- Note new experimental operating times of the weather station have been changed due the battery going flat now 0645—1300hrs Monday to Friday and 0645—1600hrs Saturday and Sunday and may change again after trial.



## THE "PHL" FILE

In amongst the paper work was this little gem on his planning for the next "Nats" year ??

"Possible build list (Nats)

1. "Family Cruiser" outdoor kit Scale
2. "Luton" indoor kit Scale
3. 1/2E/ E Texaco ( Red Ripper)
4. E Duration / Precision (Red Ripper)

Below is a collection of circle tow hooks Paul has in his modeling array, the middle one in the bottom row was one made for him by Gary Burrows right at the beginning of circle tow being the preferred method of launching a A2, and probably the first one in NZ at the time.



### The TOMBOY Competitors Creed

IF YOU THINK YOU ARE BEATEN, YOU ARE,  
 IF YOU THINK YOU DARE NOT, YOU DON'T,  
 IF YOU LIKE TO WIN, BUT YOU THINK YOU  
 CAN'T,  
 IT IS ALMOST CERTAIN YOU WON'T.

IF YOU THINK YOU'LL LOSE, YOU'RE LOST,  
 FOR OUT IN THE WORLD WE FIND,  
 SUCCESS BEGINS WITH A FELLOW'S WILL,  
 IT'S ALL IN THE STATE OF MIND.

IF YOU THINK YOU ARE OUTCLASSED, YOU ARE,  
 YOU'VE GOT TO THINK HIGH TO RISE,  
 YOU'VE GOT TO BESURE OF YOURSELF BEFORE  
 YOU CAN EVER WIN A PRIZE.

LIFE'S BATTLES DON'T ALWAYS GO  
 TO THE STRONGER OR FASTER MAN,  
 BUT SOON OR LATER THE MAN WHO WINS,  
 IS THE MAN WHO THINKS HE CAN.

### Soaring F5J: Willows 28 July 2019

This NDC contest was to be a test for Dave Griffin's new Vladimir F5J Plus X model he is to use at the World Champs in a couple of weeks' time. What with it only arriving from Europe on Thursday, flying big planes and attending the MFNZ council meeting on Saturday, getting the model ready by Sunday afternoon was always going to be a stretch – and it was. However, he did arrive just as Alex Taylor, Phil Pohio and Ian Harvey were finishing up, but not being contest ready. These three flew in variable conditions under leaden high cloud with intermittent good lift. Phil flew his Radian, and just couldn't get the elusive 10 min maxes. Ian had some motor run problems (that need to be sorted) and scratched some average flight times with his Maxa. Alec flew his Valenta Sharon 37 very smoothly to get some decent flight times, but his launch heights were a little generous, which pulled his scored down, but still managed to beat Ian.

28 July 2019

#### NDC #87 - F5j - 4 rounds, raw scores

| Pilot       | MFNZ # | Club   | Rnd 1 | Rn 2 | Rnd 3 | Rnd 4 | Total  |
|-------------|--------|--------|-------|------|-------|-------|--------|
| Alec Taylor | 2462   | CMAC   | 539   | 4539 | 476   | 359   | 1813.0 |
| Ian Harvey  | 3194   | CMAC   | 557   | 340  | 410   | 471   | 1778.5 |
| Phil Pohio  | 11625  | Waimak | 203   | 333  | 221   | 228   | 985.0  |

Dave's new Plus X is a beautifully engineered piece of kit with unusual placement of servos and receiver. We wish him well for next month when he joins Joe Wurts and Kev Botherway in Slovakia.



**Left:** Phil Pohio's Radian mixes it with the Maxa and the Sharon.  
**Right:** Thought for a moment that we might get a twister out of that threatening cloud.





The Vladimir Plus X is admired by Phil and Alec. Dave poses to show off the elegance of the almost 4m wing.

**So, what happened?  
Read press release  
over page**

**NEXT soaring meetings:**

**Saturday, 7<sup>th</sup> September- 10am till finished**

NDC #92 – ALES 200 Class M

**PLUS** NDC #94 - Thermal J (2468 10)(for those with winch or hand-tow capabilities)

**Sunday 29<sup>th</sup> September; 11.30 till finished**

NDC #93 – ALES Radian

**Apologies for no August scheduled soaring – too many people away or busy.**

### **STOP PRESS: (17<sup>th</sup> August)**

Team NZ wins the inaugural F5J World Championships in Slovakia. Dave (CMAC), Joe Wurts and Kevin Botherway (both Hawkes Bay MAC) took out the title against 38 other countries. Interestingly, none of them won any rounds (15 flown) but through consistently flying at the top of their groups they amassed an unbeatable score.

Here is the communication from the Soaring SIG

Hi all,

### **Aug 7th<>18th International WC F5J, Trnava, Slovakia - TEAM GOLD.**

The F5J Soaring team attending World Championship of Pilots David Griffin, Joe Wurts and Kevin Botherway with Rob Johnston as Team Manager have won GOLD as a team placing. Dave Pratley of Australia assisted the team too. Congratulations team on a fantastic result.

Go to <http://www.mcttrnava.sk/cms/news.php?extend.113.3> for the results

This 2019 FAI F5J World champs was the first for this class of competition.

F5J is a new class of electric thermal soaring and gaining in popularity. The SIG has a F5J event at the Soarchamps and the Nationals.

In brief the F5J class is: A group of pilots in a 10 min working time window, 10min flight max, points deducted for launch height and a spot landing (electric measurements max 50 pts). Scores are normalised with 1000 points for first place. If you look at the scores in the World champs you will note the NZ team won the championship with no max scores.

Well done team!!

Regards David James For the Soaring SIG

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### **The Indoor Report for August. 2019**

**Open Tissue** was the event we flew for N.D.C. this month and only Nev and I were flying. We were using our F.1.L's and it turned out to be a difficult day, but in saying that, I felt that we both made significant progress in understanding the different areas the we need to fix to get performance back. One thing that now has become very obvious to me, is that these models need to be approached in a far different way for high ceiling as against low ceiling flying. I had to revert to Kay's model to get some flights in and Nev has come to the conclusion that his model needs a new fuselage.

Nev didn't get any times in this month and I only managed six minutes forty two seconds for my flight.

**Next month we will be flying F.1.D** the question is, will we use our F.1.L's or try and fly our F.1.D's which are over sized for our site.

- *.Ham and eggs. A day's work for a chicken, a lifetime commitment for a pig.*
- *I Have a Degree in Liberal Arts; Do You Want Fries With That?*
- *Some people are alive only because it's illegal to kill them.*
- *Out of my mind. Back in five minutes.*

## **FREE FLIGHT REPORT 28TH JULY**

I managed to get some Open Glider times in but as before made the mistake of flying from our usual spot with a Northerly wind blowing (The Dunstan Draught), terrible turbulence off the trees along the stop bank just dumping the model. Shifted out to the middle of the Power pylon paddock for the last flight, a lot better.

Open Glider

Lynn 49 67 105 = 221

## **FREE FLIGHT REPORT 4TH AUGUST**

The weather turned out a lot better than expected, sunny for a start then became overcast and cool with light variable wind from around the compass. Three turned up, Stew M, John B and Lynn with the intention of flying CLG and Kennedy Precision. Two of the contenders did quite well in the Precision event. The CLG results not the best as a result of out of trim models and no warm air to provide some lift.

### **Kennedy Precision**

John 114 104 112 = 330

Stew 117 115 89 = 321

Lynn 59 46 111 = 216

### **CLG**

John 22 15 13 21 29 14 = 114

Stew 19 18 17 18 25 18 = 115

Lynn 21 31 28 15 22 30 = 147

## **A QUIZ FOR YOU R/C FLIERS**

**YOUR MODEL HAS A STALL SPEED OF 20MPH**

**THE WIND DOWN THE LANDING STRIP IS 25MPH**

**YOU ARE GOING TO LAND AND AM ON THE DOWN WIND LEG**

**1. WHAT SHOULD BE YOUR MODELS AIRSPEED IN MPH TO COMPLETE A SAFE LANDING WITH OUT STALLING???**

**ALL ANSWERS WILL BE PUBLISHED IN NEXT TORQUE!! NO NAMES WILL BE PUBLISHED**

This is what can happen if you get it wrong



# *JB—you've done it again*

Tomboy 28th July "Precision"

Once again Beresford has shown all, that 36" Tomboys are every bit as good as those 48" pretenders and this is with a motor that only goes for about 90 seconds, but boy does it the model get up there, certainly as high as anyone and looking at his results he only had to use his 30 point landing bonus on the 500 flight.

Dunstan came in second with only his 500 flight requiring the use of his landing bonus ( the others were perfect ) and considering that his arm was in a sling and he didn't have the "Dunstan Draught" to blame for his results it was a meritorious effort.

Rodway third with his 1.3 Mills powered 48" TB and had to use his landing bonus on his 200 and 300 flights he was within 2 points of JD

Fourth was Stu Grant with his 500 flight causing the problem as he didn't have a landing to use, if he had, then he would have been second!!!!

Guess who came up the rear?? OBGGGGGHOF!!! as he only managed one flight due engine problems after having to replace his fuel tank, which got broken in its last flyaway, but like "The Phoenix" he will return to a more respectable position after having not been last due JD helping him out lately by being last in the last 2 contests THANKS John.

OBGGGGGHOF was trialing his LED flasher fitted to his TB to help with seeing where the model is when his eyesight is not operating up to standard. The trial showed that there is merit in the experiment but needs tweaking with a bigger magnifying lens over the LED wait and see!!

The conditions on the day were perfect with a overcast sky and the models stood out against the cloud and very little wind drift (the Dunstan Draught was not in evidence!!)

| <b>TOMBOY PRECISION FLIGHT TIMES 28 JULY</b> |                    |               |               |     |       |
|--|--------------------|---------------|---------------|-----|-------|
| COMPETITOR                                   | FLIGHT TARGET      | 200           | 300           | 500 | TOTAL |
| <b>John Beresford</b>                        | ACTUAL FLIGHT SECS | 200           | 311           | 471 |       |
| 36" diesel                                   | LANDING            | <del>30</del> | <del>30</del> | 30  |       |
|  | DELTA              | 200           | 311           | 501 |       |
|  | SCORE              | 0             | -11           | -1  | -12   |
| COMPETITOR                                   | FLIGHT TARGET      | 200           | 300           | 500 | TOTAL |
| John Dunstan                                 | ACTUAL FLIGHT SECS | 200           | 300           | 444 |       |
| 48" Electric                                 | LANDING            | <del>30</del> | <del>30</del> | 30  |       |
|  | DELTA              | 200           | 300           | 474 |       |
|  | SCORE              | 0             | 0             | -26 | -26   |
| COMPETITOR                                   | FLIGHT TARGET      | 200           | 300           | 500 | TOTAL |
| Lynn Rodway                                  | ACTUAL FLIGHT SECS | 179           | 320           | 509 |       |
| 48" 1.3Mills Diesel                          | LANDING            | 30            | 30            | 0   |       |
|  | DELTA              | 209           | 290           | 509 |       |
|  | SCORE              | -9            | -10           | -9  | -28   |

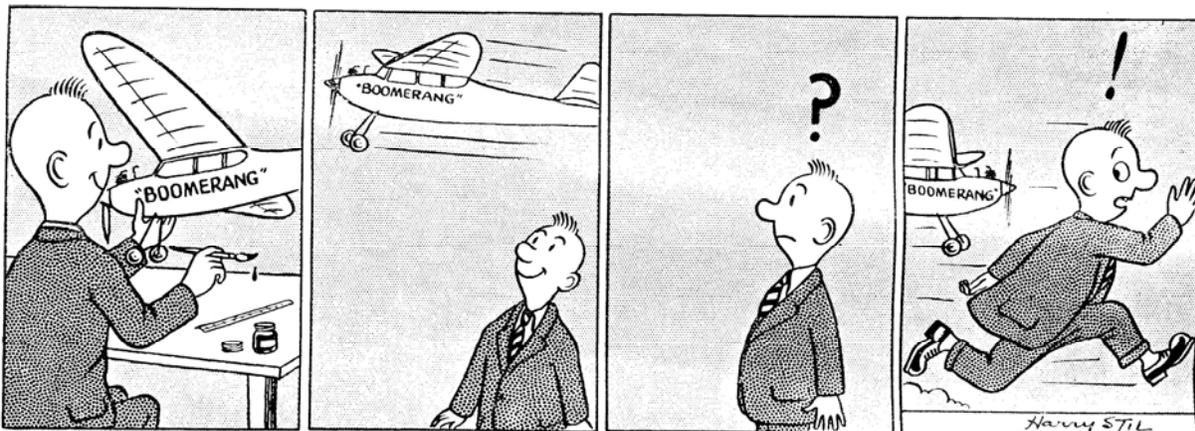
| COMPETITOR           | FLIGHT TARGET      | 200           | 300           | 500  | TOTAL       |
|----------------------|--------------------|---------------|---------------|------|-------------|
| Stu Grant            | ACTUAL FLIGHT SECS | 202           | 303           | 456  |             |
| 48" Electric         | LANDING            | <del>30</del> | <del>30</del> | 0    |             |
|                      | DELTA              | 202           | 303           | 456  |             |
|                      | SCORE              | -2            | -3            | -44  | <b>-49</b>  |
| COMPETITOR           | FLIGHT TARGET      | 200           | 300           | 500  | TOTAL       |
| OBGGGGGHOF           | ACTUAL FLIGHT SECS | 0             | 257           | 0    |             |
| 36" .75 Mills diesel | LANDING            | 0             | 0             | 0    |             |
|                      | DELTA              | 0             | 257           | 0    |             |
|                      | SCORE              | -200          | -43           | -500 | <b>-743</b> |



**“Let there be light” and GOD obliged (pity about the carrier of said light but like they say, watch and learn !!!)**

**WHAT'S IN A NAME !**

**By Harry Stil**

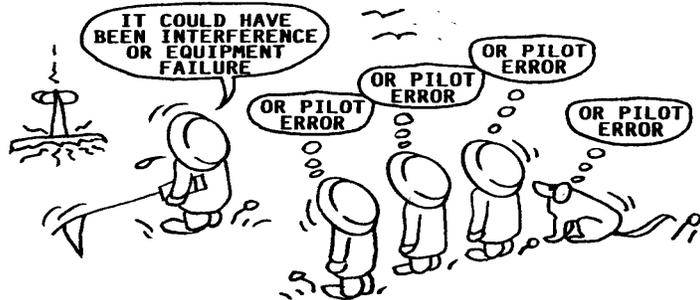


An alternative method considered by OBGGGGGHOF to prevent fly a way

## **DOWN AT THE POWER PATCH.** By Graham Moffat

The weather has not been too good for this month was only occasional Sundays good enough to fly. We are fortunate that the strip and surrounding area dries out very quickly.

Unfortunately, when I did have the opportunity to fly I ended up crashing two models. All crashes were caused by pilot error so no one to blame but my self. Both models are repairable so hopefully should have repaired and back in the air soon.



I must have looked pretty miserable after the city crash because my wife suggested that I needed a replacement model so I took the opportunity purchased a secondhand Eindecker from Trade me. It's a nice little model fitted with a ASP .61RFS 4 Stroke engine.

I have had it running and completed a fast taxi but resisted the temptation to take to the air as it was a bit windy and the throttle action did not feel correct and one thing I have learned is if it doesn't feel OK then don't take off.

When I got home checked and found the throttle servo was binding some times. Fixed that so now ready for the next fine day for a Maiden flight.

If there is any issues at the strip please feel free to contact me on 021 2254347

See you at the Strip



## MODEL AIRCRAFT TOURING UK 2019 BY PAUL CHISHOLM

Over the last two months My wife Julie and I have been visiting our Daughter and family in the Wirral, and took the opportunity to visit several model aircraft shows around the UK catching up with modeling friends we had made on previous trips. Over the next few Torque issues I will run the risk of boring you with reports on the events attended. The first was the Weston Park Model Air show and trade show in Shropshire about 2 hours drive south from the Wirral. It is a yearly event held in June of each year. Set in the gorgeous Shropshire countryside in the grounds of the 15th Century stately home covering over 1,000 acres, the Weston Park International Model Air show is now in its 26th year and has established itself as one the foremost model shows in the country and holds it's own on the world stage. The show attracts visitors and pilots from all over the world and continues to grow year on year.

"You will find Weston beautiful. I marvel whether I shall ever see the like of it again! It is a place that always pleased me" Benjamin Disraeli, Prime Minister - 8th June 1878.

What makes the Weston Park show special is the combination of an exceptional trade line-up, the best pilots and models around, a unique, friendly and welcoming atmosphere created by the organisers to ensure there's something special for families and modelers alike.

The show is the brainchild of Steven Bishop, a man of worldwide modeling acclaim. Steve and his son Matthew are most well known for their scale Red arrows duo display, which has taken them around the world and brings many visitors to Weston Park each year to marvel at the two time world champion formation display. Steve is supported by his wife Jan who keeps the administration side of the air show running and keeps Steve relatively sane all year round.

With the professionalism of the team headed by Steve and Jan, attendees of the show enjoy world class entertainment every fathers day weekend, every year! One of the things that stand out from my perspective is these large fast ( Jets) in some cases fly in what is a tree infested site with no problems at all.

While at the trade show I looked around for a pilot for my soon to be completed Hangar 9 ASH 31 and came across an out fit ( Scalededown) that produces replicas of the customer by electronic scanning them then producing a 3 D printed model in the required scale with clothes etc posted to your address in 10 days. The quality of the product for the 74 UK pounds is unreal! The following are some Pics of the event:





## **BIG T HAS BEEN AWAY AGAIN ON THE JURY FOR PYLON W/C.**

Yes, just back in the early hours of this morning from Brisbane where, I again, had been invited to be on the FAI pylon jury for both electric pylon ( F5D) and two stroke powered pylon ( F3D).....they were held at a pleasant country town called Maryborough- a 3 hour drive North of Brisbane.

Some will recall me being in Japan last year for F5D where I then witnessed for the very first time high speed electric pylon racing.....very, very fast and noisy. Yes, electric motors don't have an exhaust but have a propeller, some single bladders with a counterbalance on the opposite side of the blade, others twin bladders, and in the extreme case very large propellers running through an inline gearbox.

Lets talk about the noise....the single bladders from my point of view are as noisy as a two stroke high speed pylon model so propeller noise does exist, the two bladders are of slightly less noise, and the large propellers gearbox driven are very quiet- of course running less revs. Perhaps not quite as fast but if your club had a noise problem the this would be a very good solution.

Yes, I wear glasses but how the hell the pilots can see these little models is beyond me.....they are like spears flying through the air and I doubt whether my eyesight would be good enough.

### Two stroke pylon racing- known as gas powered.

These are powered by high revving 6.6cc two stroke engines complete with a muffled tuned exhaust power inducing system.....what does high revving mean you might ask? Well, imagine a carbon fibre propeller of say170mm diameter spinning at 34,000 revs per minute- to the uneducated they scream! The tuned exhaust system is muffled to reduce the db by 20, so the top end decibel rating maybe known, but as long as the noise level is reduced by 20db then that is compliant with the FAI rules. They reach top speeds of 340-350 kph.

### How big is the course?

Both the electric and the two stroke pylon classes use the same course layout which is of triangular shape with the long sides being 180metres and the base being 40 metres- so in theory a 400 metre long course- and the race is 10 laps so that equates to 4 kilometres. No one can fly that close to the pylons so potentially the course flown by the competitor could well be 500 metres per lap.

### Race times at this world champs.

Well the quickest electric model was doing times of 57.28 seconds for the above distance, now surprisingly the quickest two stroke powered model is 56.54.....so you can make the electric models perform just as well as the two stroke powered models.

### World records

I'm not certain of the world record for the electric powered, but the two stroke powered record was broken at this meeting and that was of 55.27- an American by the name of Randy Bridge, although another American went quicker after the official event but could not claim the record. In accordance with the rules the record can only be broken at a world champs and the start/ finish dates must be previously advertised.

Sign on the back of another Septic Tank Truck:

**Caution - This Truck is full of Political talk**

Weather Station Phone Number

021 02943562

Operating times Monday to Friday 0645—1300hrs

Plus Weekend 0645 — 1600hrs

**CLUB WEBSITE**

<http://cmac.net.nz>

**please note change**

**EDITORIAL MANURE. # 174, (26 TO GO = 200 THEN I'M FINISHED)**

- **THERE HAS BEEN DISCUSSION !!!!** About the vintage rules pertaining to the competitions for vintage events and classical events IC and E. It is my belief and others, that now there doesn't need to be separate events for IC and E they should all be combined and have more NDC events. After all, the reasoning behind separating vintage and classical models was that the classical models would always beat a vintage model in head to head competition, I dispute that, I'm quite sure that a vintage (with age bonus) Lanzo Bomber is every bit as good a Classical model (with no bonus), after all the wing loading of 8 ounces per square foot levels the flying field. So the following events should be combined, RC Vintage and Classical Precision I.C &E, RC Vintage and Classical Duration, I.C &E,
- Isn't it great how we as a nation are punching above our weight E.G. World champions at F5J, Women's netball, Rugby, Cricket (should have been W/C in 50 over's ),yachting, and on it goes, great to behold!!!!
- It has been noticeable in the NDC results that Free Flight is slowly dropping off with fewer competitors entering , is it because of old age, or the weather, or field size, or is RC much more appealing with more ready builds ( eg Radians)

OBGGGGGHOF ( my IQ came back negative, that is why I have been the Torque editor for so long )

Old, Bloody, Good, Generous, Gabby, Grumpy, Guy, Hansom, Old, Fart, (Hall Of Famer)

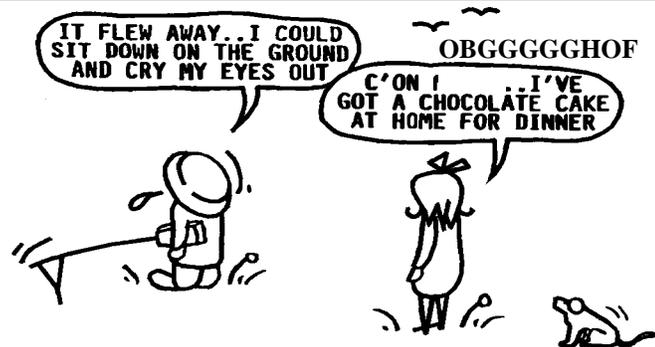


Considering his condition !!! JD did wonderfully well in coming second in Tomboy. Nothing will stop him from his flying.

## NDC EVENTS FOR SEPTEMBER 2019

|                |     |      |                                       |
|----------------|-----|------|---------------------------------------|
| September 2019 | 53  | FF   | FAI FIB Rubber                        |
| September 2019 | 54  | FF   | FAI F1A Glider                        |
| September 2019 | 55  | FF   | FAI F1D Indoor Rubber                 |
| September 2019 | 56  | FF   | Indoor Hand Launch Glider             |
| September 2019 | 145 | VINT | FF Nostalgia 1/2A Min Replica         |
| September 2019 | 146 | VINT | FF Classic Power Duration             |
| September 2019 | 147 | VINT | RC Vintage 1/2A Texaco                |
| September 2019 | 148 | VINT | RC Vintage A Texaco                   |
| September 2019 | 149 | VINT | RC Sport Cabin IC Texaco              |
| September 2019 | 150 | VINT | RC Sport Cabin E Texaco               |
| September 2019 | 91  | SOAR | Thermal D (F500)                      |
| September 2019 | 92  | SOAR | ALES 200 Class M (Scoring per 3.13.7) |
| September 2019 | 93  | SOAR | ALES Radian Class P                   |
| September 2019 | 94  | SOAR | Thermal J (2,4,6,8,10)                |

|           |          |           |                                  |                |             |
|-----------|----------|-----------|----------------------------------|----------------|-------------|
| 1-Sep-19  | SUNDAY   | FF / Vint | NDC Events                       | 0900 - 1130hrs | Willows     |
| 1-Sep-19  | SUNDAY   | FF / Vint | Vic Smeed precision round 2 of 3 | 0900 - 1130hrs | Willows     |
| 3-Sep-19  | TUESDAY  |           | CLUB NIGHT                       | 1900 - 2100hrs | Condell ave |
| 7-Sep-19  | SATURDAY | Soaring   | NDC Events                       | 0900 - 1300hrs | Willows     |
| 8-Sep-19  | SUNDAY   | FF / Vint | NDC Events                       | 0900 - 1130hrs | Willows     |
| 8-Sep-19  | SUNDAY   | Indoor    | NDC Events                       | 1300 -1500hrs  | Templeton   |
| 14-Sep-19 | SATURDAY |           |                                  |                |             |
| 15-Sep-19 | SUNDAY   | FF / Vint | NDC Events                       | 0900 - 1130hrs | Willows     |
| 21-Sep-19 | SATURDAY |           |                                  |                |             |
| 22-Sep-19 | SUNDAY   | FF / Vint | NDC Events                       | 0900 - 1130hrs | Willows     |
| 28-Sep-19 | SATURDAY |           |                                  |                |             |
| 29-Sep-19 | SUNDAY   | FF / Vint | NDC Events                       | 0900 - 1130hrs | Willows     |
| 29-Sep-19 | SUNDAY   | TOMBOY    | TOMBOY                           | 0900 - 1130hrs | Willows     |
| 29-Sep-19 | SUNDAY   |           | BBQ Day                          | 1130 - 1230hrs | Willows     |
| 29-Sep-19 | SUNDAY   | Soaring   | NDC Events                       | 1300 - 1600hrs | Willows     |



## NDC EVENTS FOR OCTOBER 2019

|              |     |      |   |
|--------------|-----|------|---|
| October 2019 | 57  | FF   | P30                                       |
| October 2019 | 58  | FF   | Hangar Rat                                |
| October 2019 | 59  | FF   | Indoor Hand Launch Glider                 |
| October 2019 | 60  | FF   | Tip Launch Glider                         |
| October 2019 | 61  | FF   | E36                                       |
| October 2019 | 151 | VINT | Vintage FF Hand Launch Glider             |
| October 2019 | 152 | VINT | Vintage FF Catapult Glider                |
| October 2019 | 153 | VINT | Vintage RC Open Texaco                    |
| October 2019 | 154 | VINT | Classical RC 1/2E Texaco                  |
| October 2019 | 155 | VINT | Classical RC E Texaco                     |
| October 2019 | 95  | SOAR | ALES 123 Class N                          |
| October 2019 | 96  | SOAR | ALES Radian Class P                       |
| October 2019 | 97  | SOAR | F3K Tasks B,D,G,H only (total raw scores) |
| October 2019 | 98  | SOAR | FAI F5J, 4 Rounds (Total Raw Scores )     |

|           |          |           |            |                |             |
|-----------|----------|-----------|------------|----------------|-------------|
| 1-Oct-19  | TUESDAY  |           | CLUB NIGHT | 1900 - 2100hrs | Condell ave |
| 5-Oct-19  | SATURDAY | Soaring   | NDC Events | 0900 - 1300hrs | Willows     |
| 6-Oct-19  | SUNDAY   | FF / Vint | NDC Events | 0900 - 1130hrs | Willows     |
| 12-Oct-19 | SATURDAY |           |            |                |             |
| 13-Oct-19 | SUNDAY   | Indoor    | NDC Events | 1300 -1500hrs  | Templeton   |
| 13-Oct-19 | SUNDAY   | FF / Vint | NDC Events | 0900 - 1130hrs | Willows     |
| 19-Oct-19 | SATURDAY |           |            |                |             |
| 20-Oct-19 | SUNDAY   | FF / Vint | NDC Events | 0900 - 1130hrs | Willows     |
| 26-Oct-19 | SATURDAY |           |            |                |             |
| 27-Oct-19 | SUNDAY   | FF / Vint | NDC Events | 0900 - 1130hrs | Willows     |
| 27-Oct-19 | SUNDAY   | TOMBOY    | TOMBOY     | 0900 - 1130hrs | Willows     |
| 27-Oct-19 | SUNDAY   |           | BBQ Day    | 1130 - 1230hrs | Willows     |
| 27-Oct-19 | SUNDAY   | Soaring   | NDC Events | 1300 - 1600hrs | Willows     |



This is what it's been like lately!!!