

CHRISTCHURCH MODEL AERO CLUB EXECUTIVE 2013 / 14

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

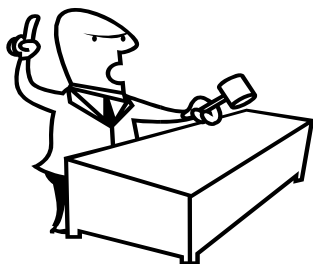
May 2013

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

Over the last few weeks we have had a mixture of weather conditions with perfect Sunday flying and this last weekend drizzle and low cloud kept all away from the field. This has created a bit of time for some modelling as it is certainly a lot dryer in the shed, now I am no great shakes when it comes to various techniques' of modelling such as applying glass cloth to models and finishing with epoxy etc, but with the tutorage and expert assistance from one of our more experienced modellers (Big T), I now have a glassed Viper Pylon plane which was finished off with a coat of epoxy last week and is now ready for polishing to a mirror finish and taking its maiden flight.

Second on my list was a bit of metal work on my Tiger moth (an ongoing project it seems) as the landing gear had collapsed, once again after some advice I got to work filing and shaping some aluminium bar and managed to produce a very creditable result which is a lot stronger and looks as good as the original parts.

So if I can do it anyone can, with the advent of ARFs it is just as easy to buy a new part but give it a go. There is a lot of satisfaction from doing something yourself and the finished result can help you to enjoy and own our hobby a lot more.

As you all know last year we completed the container area project and we are looking for a project for the current year, we would like your thoughts on this so please get your thinking caps on and let us know your ideas.

Happy Flying
Grahame Hart



Latest Life members of the club

L Gary Burrows (BGGG and Torque editor for 12 years)
R Trevor Henderson (Big T and club treasurer for 26 years)
With John Ensoll president (Granddad also a life member)

CLUB NOTICES

- You will have noticed by now that we have company at the field in the form of some hungry bovines. Our landlord has extended a helping hand to one of his fellow farmer friends who has run out of ready feed **GOOD ON YOU GRAHAM.** With this generosity comes a electric fence to protect our strip from you know what!!! Please respect the fence and please ensure that it is intact and doing its job by ensuring that all the stakes are upright and the wire in place when you leave. Access to the parking for R/C power is via the FF/soaring field gate which must be securely fastened on leaving the flying site.
- The committee would like to hear of any ideas you may have to make our club more successful than it already is. EG special events like what the CRFC annual fly in, ideas to attract more members, Two day vintage meeting, Club night ideas like Bring /buy/ swap meet.
- With the advent of some moister!!!! air with the subsequent reduction in the fire risk the last Sunday of month BARBEQUE is back on. Graham Moffat is head chef "chief charcoal maker" this month 26th May
- **CUT OFF DAY FOR TORQUE CONTRIBUTIONS IS 2100HRS ON 20TH OF THE MONTH**

POOPY PUPPY POOPER SCOOPER REPORTS

- What's this!!!!!! The gliding boys are taking a lead from the TOMBOY CLAN by promoting this model called the "Radian" which, to all intense in purposes, is a one off design / ARTF electric glider. Like the Tomboy, it has developed a large following by the virtue of it being a good reliable fun machine that everyone can fly. It seems to be that the younger generation (right Dave Griffin???) have taken to it.

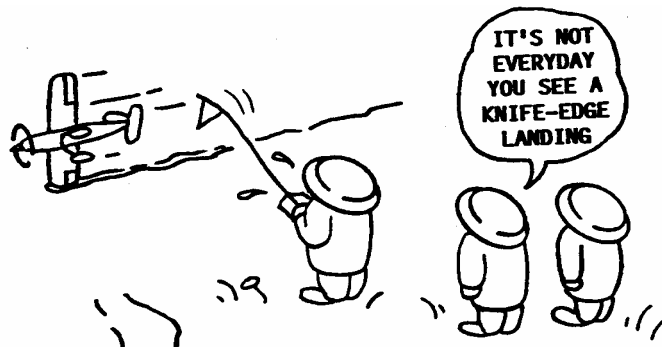
INDOOR REPORT FOR MOTHERS DAY. **REPORTED BY INDOOR MOTHER BILL LONG**

F.1.D was the event of the day and what a relaxing meeting it was (the best 2 hours of the whole day) Missed Dave who flew so well at the Nats so Nev Kay and I had plenty of time to get in all the flights we needed. We did in fact manage three flights each. Some that don't fly indoor may think that we have prefect flying conditions but that is not the case, as at this meet, where with a cold hall one side and sun streaming in the other side you get drift and turbulence. A real bitch to contend with so the times we all did were really good.

Results. (Best two times).

Bill. 8.30 min - 8.36 min. Kay .7.46 min -7.29 min. Nev. 7.03 min. - 6.46 min.

Next meeting 10th June. Event Hanger Rat.



A SOARING STORY by John Dunstan

When I decided a few years ago to resume my hobby of aeromodelling, Ashley Glubb volunteered to be my mentor and coach. I decided to try the world of radio control with all the modern technology and he suggested I start with a slope soarer – no motor, no undercarriage – just man versus nature. And so I bought a Foamworks Fusion (the red model on the left of the photo) a foam model covered in packing tape and virtually indestructable, this attribute proving to be invaluable.

Initial flights were off the sand dunes at South Brighton which given a moderate on shore breeze providing ideal conditions to learn the vagaries of radio control and in particular orientation. I soon learnt that I had to quickly master aileron control or spend much time searching the sand dunes.

Landing consisted of either a smooth approach along the beach or a controlled crash into the broom. Soon I was ready for bigger adventures so Ashley suggested we fly off the top of Taylors Mistake valley by the small quarry. Here there was more opportunity for longer and exhilarating flights using the steady lift produced by the steep hillside. Landings were relatively simple on a long flatish slope behind our launch site. Aerobatics were now possible and my skills improved rapidly to the point where I



purchased and built the other plane shown in the photo – a SIG Ninja which has balsa covered foam wings and a lightweight ply fuselage. Unfortunately this plane has had little air time as the road to Godley Head was closed following the earthquakes.

Meantime my learned tutor insisted that the best soaring was to be had off the cliff at the end of our property. We live next to Smugglers Cove on Taylors Mistake Road and overlook a 100 metre cliff off which seagulls and hawks soar gracefully during easterlies. Why not a R.C. slope soarer? Flights by Ashley confirmed the steady strong uplift, however yet again landing was the problem. As well as many ungraceful plunges into the garden he also managed to land inside the swimming pool pumphouse and on the pool cover. Enough to convince me not to attempt a flight.

His next suggestion (this boy is full of bright ideas) was to launch from the empty section behind us which offered good landing space. Unfortunately the uplift from this site to the cliff face is a little flukey and special skills were required. I did however manage a few successful sorties. On one particular day when the wind was barely sufficient, Ashley experienced difficulty reading the uplift and his flying wing disappeared into the neighbour's property which has extensive landscaping. A couple of hours searching revealed nothing so we returned the next day to continue the search. We considered that the plane may have flown over a large macrocarpa hedge and into the sea, so Ashley held onto my legs while I peered over the cliff edge (what trust). We finally gave up assuming the treasured wing was “lost at sea.”

In spite of this disaster when I asked him if he would perform an exhibition flight for the guests at a sunday afternoon party late last year he obliged and turned on an outstanding display of soaring using one of his hand launch gliders. Yet again however the landing left a lot to be desired although the plane was recovered undamaged.

About a month ago our new neighbour rang the front door bell and on opening it I saw her with a funny grin on her face and a weather-beaten and dirty flying wing tucked under her arm. She had found it while gardening.

She assumed it was mine but I soon corrected her. The flying wing was returned to its rightful owner and as the photo shows he was delighted to have recovered it.

The section behind has now been built on and the road to Godley Head is open so soaring will revert to the valley site. Meantime my collection of planes include electric and i.c. motors for more conventional flying at the Willows. The birds are now free to enjoy the wind off the cliff unencumbered by pieces of foam and packing tape.

Note a “Happie Chappie” or is it that wine bottle in the bottom right hand side of the picture that is making him happy in anticipation!!!!



DOWN AT THE POWER PATCH BY GRAHAM MOFFAT

We have had some very pleasant Sundays out at the strip with good flying conditions. Grahame has had his yellow Tiger Moth after some major repairs it was seen to do a fast taxi before there was a slight problem with the undercarriage. I understand repairs are underway.

I also have major repairs underway to get my Tucano back into the air. Had a problem with low air speed and low altitude. When things go wrong they happen very fast. So I will be spending a number of nights out in the garage doing the repairs.

We now have cattle grazing in the paddock but the strip is protected by an electric fence this should prevent any damage to the strip. The pickets supporting the electric fence have also been springing up and catching unwary planes coming in to land. I was positive I had a 2 meter clearance but the picket still got me.

We have a new member that has just joined the club (Graeme) yes another Grahame or is it Graham in the club.



Effects of too low and too slow

See you at the Strip
Graham

If you had to identify, in one word, the reason why the human race has not achieved, and ever will achieve, its full potential, that word would be "meetings".

CLUB NIGHT TUESDAY 4TH JUNE 7.30 P.M.

IRON-ON COVERINGS

Mark Venter has asked me to give a presentation on iron-on coverings and while I have used this method on a number of models, I don't profess to be an expert. However I am happy to pass on what I have learnt so if you have yet to try this method of covering, come along and find out the secrets to success.

Bill Ferguson who has also covered a number of models will be there to help, and I will try to cover a wing. If anyone has an old fuselage that we could cover, please bring that along and we'll go through the methodology.

I want this to be a workshop type evening so for those who have tried iron-on come and share your knowledge so we can all improve our skills.

John Dunstan

MAY CLUB NIGHT was a great success with a good turnout, better than hoped for, of 18 members attending the very interesting talk and discussion on the X-Wing UAV that Trimble are playing with. James and Marco do most of their test flying from our club field at this stage and have said that they will give us a demonstration on one of our rally days although you can contact them to find out when they will be flying next if you just want to watch and see more about the operation etc.

Our June meeting will be the first Tuesday as is usual and a talk & demonstration by John Dunstan on iron on film covering. I have a Tomboy wing ready for covering for him to demo on so I hope he does a good job of !

Now that Winter is here it is pretty dark around the venue and I am hoping to get the dead outside lights replaced so that you will be able to see where you are going but do take care, especially if it has been raining or a bit muddy.

Mark



SOUND, BY BIG T

Sound, according to my dictionary is, the sensation produced through the ear, what is or may be heard: vibrations causing this sensation.

Noise, on the other hand is described as: loud outcry, clamour, shouting, din of voices and movements, any sound especially loud or harsh, or undesirable.

Human perception of sound seems to vary with the individual and what may be noise to one person may not be experienced negatively by another.....and don't forget a deaf person more than likely will hear the noise.

Prolonged exposure to high-decibel sound levels is well known leading to potentially permanent hearing loss. The sound produced by our model aircraft engines can be damaging to the modellers hearing and to that of others who may be closely involved in operating engines. It can also be annoying to those individuals living a considerable distance from the source.

We tend to think that the sound generated by model engines is only produced by the engines exhaust but that is a fallacy- the exhaust is usually masking other noises that do exist and are very difficult to minimise. Sources of noise relating to our aircraft are as follows:

- exhaust noise
- engine mechanical noises
- intake
- Propeller
- radiation of sound from the walls of the engine, muffler, and pipe, etc.
- airframe

To explain the exhaust is very simple as combustion processes are generally known by engine operators but the propeller noise can be difficult to understand.....yes reduce the propeller tip speed and you will then reduce the noise, however to maintain similar performance you will need to increase the propeller pitch. Propeller tip speed is determined by a very simple formula, eg $3.14 \times \text{diameter} \times \text{rpm}$ divided by 60. Do a quick calculation and you will find some interesting results....never forget that you don't need noise to attain performance. Remember that we isolating prop noise here, and the actual dB level generated is the aggregate of all sources of sound of the model. Simply employing a larger diameter prop without reducing the rpm accomplishes nothing. In fact, if you maintain the same revs the sound/ noise will actually increase.

Airspeed is generated by $\text{rpm} \times \text{pitch}$, so when you reduce the rpm then you must increase the pitch but be aware that if you are racing then you must consider the required acceleration! Most modellers under-pitch their models and when faced with the problem of too much load on the engine simply take the easy option and reduce the pitch, then find that this is the wrong approach.....the better option is to reduce the propeller diameter AND increasing the pitch- it works but generally the sport flier doesn't have a great variety of props in his toolbox.

By my experience the quietest props seem to be the most efficient ones- whether that is by circumstance or good luck I have yet to find out but blade stiffness seems to also be an important factor, and the use of carbon fibre tends to give the props a great rigidity.

Airframe noise is very interesting as some of our high-speed F3d pylon models produce a fuselage noise when the model is flying at over 300 kph, and interestingly that is more pronounced if the fuselage is produced using polyester resin...epoxy fuselages at that speed make a different noise!

Minutes of CMAC committee meeting, Thursday 16th May 2013
Held at – 6B Middlepark Road, Upper Riccarton

Present: Grahame Hart, Gary Burrows, Ian Harvey; Trevor Henderson, Dave Jackson, Graham Moffat, Alex Hewson

Apologies: Mark Venter

Minutes of last meeting: moved and carried (Trevor/Gary)

Business arising from last meeting: - nil

Business arising from AGM:- see AOB

Correspondence in: - From NZMAA Model Flying NZ – Update to clubs from Secretary – Dave Wright; Topics: Late arrival of MFW to some members due to old members list being used. Display / PA equipment is available for events at cost of flat \$20.00 (fraction of commercial daily rate). Dave outlined guidelines for submissions. These are outlined elsewhere in this bulletin.

Correspondence out: to Dept. of Internal Affairs – Fwd 2012/13 balance sheet

Treasurer's report: Cheque book balance at \$2343.57 and saving account at \$2,552.47. Payments this month – Christchurch City Council for hall hire. Thirty subscriptions received so far.

Section officers' reports:-

R/C glider: Club winch and new battery now with Alex. Recent F3K event saw 1-2 new faces /potential members. Weekend 18 – 19th May – there will be an aero tow rally at Burnham (CRFC) to which many CMAC fliers will be attending. Saturday previous saw the running of 3 concurrent events at the field – F3J, ALES (altitude limiting electric soaring) and Radian free-form competitions. This was most successful, with competitors being called up for the start of each event and all flying man (and one woman) on man, finishing with a mass (8 model) Radian fly pass (including gentle mid-airs)

Free Flight/Vintage: Recent Sunday mornings have seen A2 glider and Vintage Rubber events. There is a situation arising with NDC competitions with numbers of entrance and posted results dropping off. The day the club is going to fly this competition needs to set in the competition schedule and flown as a club and NDC event with the following weekend as the rain date (and then up to the last weekend of the month if required). The problem is that fliers are putting off flying the NDC events until the best weekend for weather and this results in the weather getting worse so the competition is not flown. ACTION: Torque editor to set dates in the competition schedule in the bulletin.

Vintage: Tomboy event coming up for Sunday 19th. (postponed till 26 May due weather BGGG)

Pylon: Not much activity over the last month due to bad luck with the weather. Problem with scarcity of models rather than no pilots or helpers.

R/C Power: Good weather on recent Sundays has seen good attendance and 4 new members and one re-joined. Cattle have been grazing the area because of lack of feed in the area but electric fence has been erected around the runway and container. There was communication between owner and club (through Trev) and all resolved (hopefully on going).

Other business:

Last Sunday in the month (26th May) will be rally day with BBQ lunch. Graham M will organise.

There were a few changes required in the web site, especially the new subscription rates, new contacts with new committee and maybe some new photos and profiles. Mark V to action where appropriate.

Monograms and decals are now out of stock and Dave Jackson will digitize the graphics and come up with some options for next meeting.

Monthly club nights were to be discussed re- topics but deferred as Mark V was not able to be present at the meeting.

There was a request from the AGM that a budget for the club be drawn up. This was discussed and decided to be deferred until all the membership subscriptions were in as this was the major income for the club. It was noted that budgets were only estimations and a guideline at best.

The container mags were AGAIN discussed with Graham M to see about putting sets of editions onto Trade-me to see what would sell. Otherwise, bundles could be brought to the club nights for perusal then either disposal or re-cycling back to members.

Dave J suggested that the committee members come up with ideas for projects for the coming year – such as a membership drive or fund-raising ideas. Proposed all present (and absent and other club members) bring or provide suggestions to the next meeting.

Meeting ended at 8:45pm; date of next meeting – Thursday 13 June 2013 at same venue

SOARING BY ALEX HEWSON

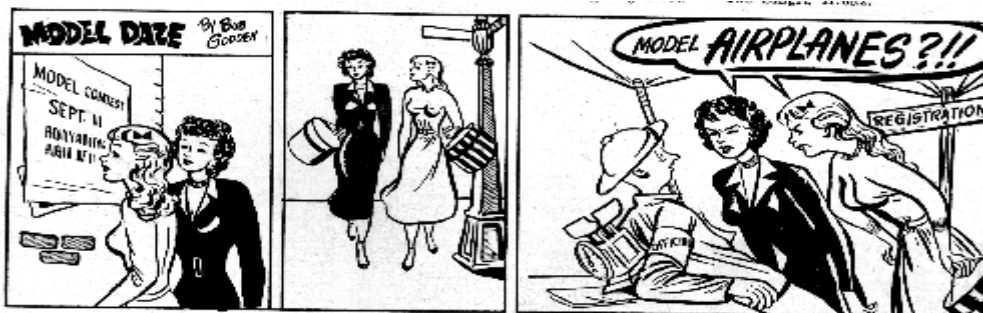
NDC F3K 4th May at the Willows, results in raw scores:

1st Alex Hewson - 1828
2nd Andrew Palmer – 1459
3rd Peter France – 1445
4th Corrie Hoult – 943

Some good flying in the weird and tricky conditions. Warm, Sunny, light wind, lots of shifting breeze, but no-body got away in a thermal all morning! Was a game of avoid the sink.

Results of NDC Formula 500 25 April

Scott Chisholm 1499
Alex Hewson 1495
Dave Griffin 1490
Ian Harvey 1434



FREE FLIGHTERS UNITE REPORT BY DAVE JACKSON

The first two Sundays of May provided ideal conditions for Free Flight. The 5th had the wind from the South West so the southern field location was used. Lynn and Stew Morse flew Gollywock IIs to good effect with some excellent flights by both. Stew's model developed a bit of a stall in the glide resulting in shorter flights. Lynn's last flight landed some distance away due to stiffening breeze.

Sunday the 12th saw Lynn and Dave flying F1A. With 7 flights required this is always a bit of an effort to get all the flights in if the wind is blowing. The morning started with the wind taking the models to the boundary of the field in around 90 seconds. As the morning went on the wind got lighter, eventually dying out completely. This is not ideal for gliders as a little wind makes towing them easier, but I managed to perform some circle towing practice in the calm until I was tuckered out.

Bruce Weatherall flew his Earl Stahl Gypsy for times in Vintage Rubber and it was good to see a few other models on the field as well – John Beresford with a Golden Wings glider and Roy Gunner with an Ami A1 and other Vic Smeed models from his stable. Bruce Bonner flew his Austerish and Stew and Lynn flew their Gollywocks and other models. Stu Grant was seen with his Simplex – and although RC it was flying in the style of free flight – he was enjoying some very nice flights of more than 10 minutes with the low revving PAW 2.5.

Next month we will be reverting back to club competitions for a given class on specific dates, with the following Sunday the rain date so please check the Calendar for June. NDC times can be flown at any time of the month

Results

Vintage Rubber

| | | | | |
|----------------------------------|--------|-------|-------|-----------|
| Lynn Rodway (Gollywock II 1941) | 127+9, | 86+9, | 146+9 | Total 386 |
| Stew Morse (Gollywock II 1941) | 88+9, | 75+9, | 107+9 | Total 297 |
| Bruce Weatherall (ES Gypsy 1942) | 120+8, | 91+8, | 84+8 | Total 319 |

F1A

| | | | | | | | | |
|--------------|-----|-----|-----|------|------|-----|-----|-----------|
| Lynn Rodway | 84, | 90, | 91, | 83, | 180, | 91, | 156 | Total 775 |
| Dave Jackson | 67, | 77, | 35, | 134, | 92, | 64, | 145 | Total 614 |



**“Poke out your tongue”
Says Doc Weatherall and I’ll
see if you have indigestion**

FREE FLIGHT REPORT FOR 28TH APRIL

Four of us turned up today. Stew Morse, Bruce Weatherall and Stu Grant. A northerly was blowing for a start but not too bad. Myself and Bruce were the only ones to manage to get a bit of flying done. Bruce had a couple of test flights with his Kiwi power model then decided to flag it as the wind got up.

I put in some times for A1/ Open glider and here are the results.

| | | |
|-------------|-----------------|-------|
| A1 Glider | 91,99,53,37,120 | = 400 |
| Open Glider | 91,99,37 | = 227 |

The wind picked up as the morning progressed and I was lucky to get my model back on the last flight.

Over on the radio strip someone, I think with a new looking powered glider had a spectacular crash when the wing broke in half in midair.

Regards Lynn



By Golly here is Lynn and his Gollywock (isn't rubber FF just the best BGGG)

A jewel in the crown of John Beresford holding his "Golden Wings" A1 glider



Note all Free Flight photos are by Mr FF Dave Jackson (Thanks Dave BGGG)

**"Now I ask you, is my Ami A1 better than Beresford's Golden Wings" a plea from Roy Gunner.
(No contest, all FF models are just the best BGGG)**



Weather Station Phone Number

021 02943562

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

Saturday and Sunday 0700—1600hrs

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

EDITORIAL MANURE. # 105, MANY MORE TO COME

- Don't you hate it when you find that due to circumstances that you have a lot of models waiting to be covered, repaired and flown (sh_t!!!! I hate the earthquake, EQC, insurance companies, the lack of professionalism, competence, those who are ripping the system off by excessive profits, and above all truthful communication!!!) My problem is ME in that I start projects which interest me only to lose enthusiasm for what ever reason, be it things don't fit , power plant (electric or combustion??) but mainly the covering which I find tedious to say the least (come to the next club night, Mark Venter and others will show us all how!!!) Models I have waiting to be covered are, in order of last built to those who are waiting for my enthusiasm.
- Timers Nightmare 1/2a Texaco (elect or glow)
- Tomboy Senior (elect or glow)
- Flipper 27 Vic Smeed precision
- Hanger 13 R/C Vintage maybe converted from glow 4s to 2s or electric (recover due crash)
- Stoll Mk 2 Recover required due condition when purchased 2nd hand
- Falcon R/C Vintage maybe glow 4s to 2s or electric

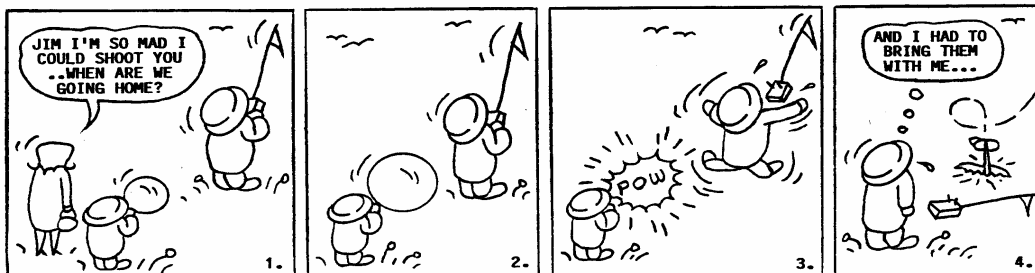
But having built in delays certainly helps improve the final result, be it slight re engineering, or using the model in a different competition class for which it is better suited.

BGGG

PARA RUBBER COMPANY BLENHEIM ROAD

With the demise of Pay Less Plastics I have been trying to find somewhere that has plastic squeeze bottles that they used to have, to no avail. On the oft chance I went into PARA and to my surprise found that they have just started stocking some of the items that Payless used to have, plastic squeeze bottles of various sizes just to name one of the items that they are now stocking.

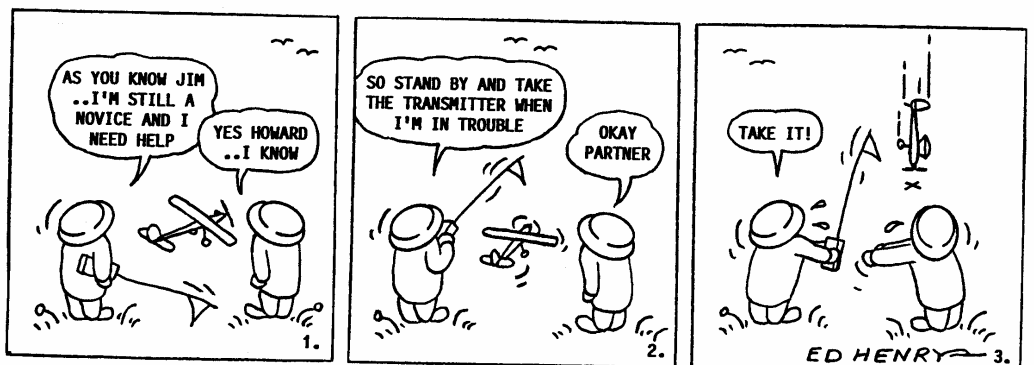
GOOD ON YOU PARA



PROGRAM CHANGES

Note — as requested we have revamped the program to giving specific dates for events with any cancellations to be flown on the next Sunday or rally/barbeque date at the end of the month

| | | | | | | | |
|-----------|--------------------------|----------|-----|-----|------|--|-------------|
| 01-Jun-13 | Saturday AM 0900-1200hrs | SOARING | 115 | NDC | CLUB | 6 minute Duration (class A) | Willows |
| 01-Jun-13 | Saturday PM 1300-1600hrs | | | | | SPARE | Willows |
| | Saturday PM 1300-1600hrs | SOARING | 116 | NDC | CLUB | FAI (F3F) Timed 10 lap Slope | PMH |
| 02-Jun-13 | Sunday AM 0900-1200hrs | F/F | 113 | NDC | CLUB | A/1 Glider (FAI Class F1H) | Willows |
| 02-Jun-13 | Sunday AM 0900-1200hrs | VINTAGE | 120 | NDC | CLUB | Vintage R/C (O/T)IC Precision | Willows |
| 04-Jun-13 | Tuesday PM 1900-2100hrs | | | | | CLUB MEETING | CONDELL AVE |
| 08-Jun-13 | Saturday AM 0900-1200hrs | | | | | SPARE | Willows |
| 08-Jun-13 | Saturday PM 1300-1600hrs | | | | | SPARE | Willows |
| 09-Jun-13 | Sunday AM 0900-1200hrs | F/F | 114 | NDC | CLUB | P.30 Rubber | Willows |
| 09-Jun-13 | Sunday PM 1300-1600hrs | | | | | SPARE | Willows |
| 09-Jun-13 | Sunday PM 1300-1500hrs | INDOOR | 111 | NDC | CLUB | Hanger Rat | Templeton |
| 09-Jun-13 | Sunday PM 1300-1500hrs | INDOOR | 112 | NDC | CLUB | Experimental | Templeton |
| 15-Jun-13 | Saturday AM 0900-1200hrs | SOARING | | | | CIRRUS TROPHY - Formula 500 (class D) | Willows |
| 15-Jun-13 | Saturday PM 1300-1600hrs | | | | | SPARE | Willows |
| 16-Jun-13 | Sunday AM 0900-1200hrs | VINTAGE | 117 | NDC | CLUB | Old Time Chuck Glider | Willows |
| 16-Jun-13 | Sunday AM 0900-1200hrs | VINTAGE | 118 | NDC | CLUB | Old Time Catapult Glider | Willows |
| 16-Jun-13 | Sunday PM 1300-1600hrs | | | | | SPARE | Willows |
| 22-Jun-13 | Saturday AM 0900-1200hrs | | | | | SPARE | Willows |
| 22-Jun-13 | Saturday PM 1300-1600hrs | PYLON | | | CLUB | Pylon Race Day | Willows |
| 23-Jun-13 | Sunday AM 0900-1200hrs | F/F | | | CLUB | Avon Trophy | Willows |
| 23-Jun-13 | Sunday AM 0900-1200hrs | VINTAGE | 119 | NDC | CLUB | Nostalgia FF Glider Duration | Willows |
| 23-Jun-13 | Sunday PM 1300-1600hrs | | | | | SPARE | Willows |
| 29-Jun-13 | Saturday AM 0900-1200hrs | | | | | SPARE | Willows |
| 29-Jun-13 | Saturday PM 1300-1600hrs | | | | | SPARE | Willows |
| 30-Jun-13 | Sunday AM 0900-1200hrs | | | NDC | CLUB | Club Rally day, cancelled events and NDC final day for month | Willows |
| 30-Jun-13 | Sunday AM 0900-1200hrs | ELECTRIC | | | CLUB | Club Electric X5J Extreme | Willows |
| 30-Jun-13 | Sunday PM 1300-1600hrs | | | | | SPARE | Willows |



| | | | | | | | |
|-----------|--------------------------|----------|-----|-----|------|--|-------------|
| 02-Jul-13 | TUES 1900hrs | | | | CLUB | CLUB MEETING | Condell Ave |
| 06-Jul-13 | Saturday AM 0900-1200hrs | SOARING | 127 | NDC | CLUB | Altitude Limited Electric Soaring | Willows |
| 06-Jul-13 | Saturday AM 0900-1200hrs | SOARING | 129 | NDC | CLUB | 10 minute Duration (class B) | Willows |
| 06-Jul-13 | Saturday PM 1300-1600hrs | | | | | SPARE | Willows |
| 06-Jul-13 | Saturday PM 1300-1600hrs | SOARING | 128 | NDC | CLUB | FAI (F3F) Timed 10 lap Slope | PMH |
| 07-Jul-13 | Sunday AM 0900-1200hrs | F/F | 121 | NDC | CLUB | Coupe D'Hiver (FAI Rubber Class F1G) | Willows |
| 07-Jul-13 | Sunday AM 0900-1200hrs | F/F | 122 | NDC | CLUB | Payload (Class C) | Willows |
| 07-Jul-13 | Sunday AM 0900-1200hrs | F/F | 123 | NDC | CLUB | 1/2A Power | Willows |
| 07-Jul-13 | Sunday AM 0900-1200hrs | VINTAGE | 132 | NDC | CLUB | Vintage R/C 1/2A Texaco Scale | Willows |
| 07-Jul-13 | Sunday AM 0900-1200hrs | VINTAGE | 133 | NDC | CLUB | Classical R/C IC Precision | Willows |
| 07-Jul-13 | Sunday PM 1300-1600hrs | | | | | SPARE | Willows |
| 13-Jul-13 | Saturday AM 0900-1200hrs | | | | | SPARE | Willows |
| 13-Jul-13 | Saturday PM 1300-1600hrs | | | | | SPARE | Willows |
| 14-Jul-13 | Sunday AM 0900-1200hrs | VINTAGE | 130 | NDC | CLUB | Old Time FF Precision | Willows |
| 14-Jul-13 | Sunday AM 0900-1200hrs | VINTAGE | 131 | NDC | CLUB | Old Time FF 020 Miniature Rep- | Willows |
| 14-Jul-13 | Sunday PM 1300-1600hrs | | | | | SPARE | Willows |
| 14-Jul-13 | Sunday PM 1300-1500hrs | INDOOR | | NDC | CLUB | FAI Class F1L | Templeto |
| 14-Jul-13 | Sunday PM 1300-1500hrs | INDOOR | 125 | NDC | CLUB | Fuselage | Templeto |
| 20-Jul-13 | Saturday AM 0900-1200hrs | | | | | SPARE | Willows |
| 20-Jul-13 | Saturday PM 1300-1600hrs | PYLON | | | CLUB | Pylon Race Day | Willows |
| 21-Jul-13 | Sunday AM 0900-1200hrs | F/F | | | CLUB | VIC SMEED PRECISION | Willows |
| 21-Jul-13 | Sunday AM 0900-1200hrs | F/F | 126 | NDC | CLUB | Open Glider | Willows |
| 21-Jul-13 | Sunday PM 1300-1600hrs | | | | | SPARE | Willows |
| 27-Jul-13 | Saturday AM 0900-1200hrs | | | | | SPARE | Willows |
| 27-Jul-13 | Saturday PM 1300-1600hrs | | | | | SPARE | Willows |
| 28-Jul-13 | Sunday AM 0900-1200hrs | | | NDC | CLUB | Club Rally day, cancelled events and NDC final day for month | Willows |
| 28-Jul-13 | Sunday AM 0900-1200hrs | ELECTRIC | | | CLUB | Club Electric X5J Extreme | Willows |
| 28-Jul-13 | Sunday PM 1300-1600hrs | | | | | SPARE | Willows |



Another Gollywock getting its breakfast delivered by Stew Morse with his adversary Lynn watching on making sure that every thing is above board