

# TORQUE

Official bulletin of the  
Christchurch Model  
Aero Club Inc.

February 2025





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*Frontispiece: Geoff Lilley gets his recently acquired 4m NAN Explorer Q4 airborne at a recent ALES 200m contest at The Willows.*

*NOTE: The opinions expressed in this bulletin are not necessarily those of the CMAC committee.*

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## CMAC AGM

**WHEN:** Wednesday 5th March 2025—7:30pm

# G

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**WHERE:** The Merivale Papanui Club rooms 205 Condell Ave

# M

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**WHY:** Please come to the AGM, we need members support to complete the AGM and set the objectives for the coming year.

The AGM includes the prize giving and awards.

Please note any Notice of Motion or nominations for the committee must be advise to the secretary 7 days before the AGM.

There will be time for socialising after the AGM and Tea/Coffee and savouries.

**Graham Moffat**—CMAC Secretary

# NDC 2024

Final results tabulated by Allan Knox.

CMAC fared well as a club and as individual fliers.

Club Championship 2024		
	Club	Points
1	9 Christchurch M A C (INC)	1180.5
2	22 Marlborough Associated Modellers	641.5
3	18 Model Flying Hawkes Bay Inc	466
4	25 New Plymouth M A C (INC)	416
5	38 Feilding Model Flying Circle	410.5
6	26 North Shore M A C	151
7	15 Hamilton Model Aero Club (INC)	145.5
8	29 NOCLASS M A C	91
9	16 Far North R/C Fliers	61.5
10	64 Airsail Model Aviation Club	40
11	48 Auckland Free Flight Club	29.5
12	56 Wellington M A C (INC)	29.5
13	36 Highbrook Aero Modellers (INC)	29
14	23 Matamata-Piako M A C (Inc)	26
15	60 Whangarei Model Aircraft Club	25
16	88 Tuakau Model Aero Club	22
17	21 Levin Model Aeroplane Club (INC)	19
18	44 Tauranga M A C (INC)	19
19	50 Thames Blackfeet Flyers	19
20	37 Rotorua M A C (INC)	16
21	55 Wanganui Aero Modellers Club	16
22	61 Wigram Model Aero Club	12
23	78 Kapiti Aeromodellers Club (INC)	11.5
24	30 Palmerston North Aeroners (INC)	8
25	70 Western Bay Model Flyers Inc	3
26	65 Mercury Bay Aero Club (INC)	2

Individual Championship 2024 (Top 10 (T=115) + CMAC)			
	Name	Club	Total
1	Allan Knox	9 Christchurch M A C	345
2	Rex Ashwell	22 Marlborough Ass. Modellers	200.5
3	Phil Elvy	22 Marlborough Ass. Modellers	139
4	Paul Squires	38 Feilding M F Circle	138.5
5	David Griffin	9 Christchurch M A C	126
6	Graham Lovejoy	38 Feilding M F Circle	111.5
7	Lynn Rodway	9 Christchurch M A C	111.5
8	Barrie Russell	18 Mod Fly Hawkes Bay	104.5
9	Ian Harvey	9 Christchurch M A C	90.5
10	John Shaw	9 Christchurch M A C	90.5
11	Keith Elliott	9 Christchurch M A C	89.5
16	Peter France	9 Christchurch MAC	74
17	Ken McMillan	9 Christchurch M A C	73
24	Anton Nikoloff	9 Christchurch M A C	58
31	John Beresford	9 Christchurch M A C	44.5
51	Stew Morse	9 Christchurch M A C	20
66	Geoff Pullen	9 Christchurch M A C	13
73	Stew Morse	9 Christchurch M A C	11
76	Tony Reddish	9 Christchurch M A C	10
79	Craig King	9 Christchurch M A C	9
91	Bill Long	9 Christchurch M A C	6
115	Roy Gunner	9 Christchurch M A C	2



Soaring Club Championship 2024		
	Club	Points
1	9 Christchurch M A C (INC)	781.5
2	22 Marlborough Associated Modellers	641.5
3	18 Model Flying Hawkes Bay	208
4	26 North Shore M A C	60.5
5	16 Far North R/C Fliers	38.5
6	48 Auckland Free Flight Club	19
7	30 Palmerston North	8

Soaring Individual Championship (top 10 (T=32) + CMAC)			
	Name	Club	Points
1	Rex Ashwell	22 Marlborough Ass. Modellers	200.5
2	Allan Knox	9 Christchurch M A C	159
3	Phil Elvy	22 Marlborough Ass	139
4	Dave Griffin	9 Christchurch M A C	126
5	Ian Harvey	9 Christchurch M A C	90.5
6	John Shaw	9 Christchurch M A C	90.5
7	Keith Elliott	9 Christchurch M A C	89.5
8	Joe Wurts	18 M F Hawkes Bay	76
9	Peter France	9 Christchurch M A C	74
10	Ken McMillan	9 Christchurch M A C	73
15	Anton Nikoloff	9 Christchurch M A C	58
27	Tony Reddish	9 Christchurch M A C	10

## 2024 NDC roundup– continued

Vintage Club Championship 2024		
	Club	Points
1	Christchurch M A C (INC)	251.5
2	Model Flying Hawkes Bay Inc	239
3	Hamilton Model Aero Club	109.5
4	Feilding Model Flying Circle	97
5	North Shore M A C	54.5
6	Rotorua M A C (INC)	16
7	Wanganui Aero Modellers Club	16
8	Far North R/C Fliers	15
9	Levin Model Aeroplane Club	15
10	Wigram Model Aero Club	12
11	Kapiti Aeromodellers Club	11.5
12	Tauranga M A C (INC)	9
13	Wellington M A C (INC)	9

Vintage Individual Championship 2024 (Top 10 (T= 43 ) +CMAC			
	Name	Club	Points
1	Allan Knox	Christchurch M A C	146
2	Barrie Russell	Model Flying Hawkes Bay	104.5
3	Bernard Scott	Hamilton Model Aero Club	81.5
4	Stanley Nicholas	Model Flying Hawkes Bay	76.5
5	Lynn Rodway	Christchurch M A C	67
6	Graham Lovejoy	Feilding Model Flying Circle	32
7	Brett Robinson	Model Flying Hawkes Bay	30
8	Paul Squires	Feilding Model Flying Circle	25
9	Wayne Cartwright	Hamilton Model Aero Club	22
10	Wayne Lightfoot	Feilding Model Flying Circle	19
16	Stew Morse	Christchurch M A C	11
18	Geoff Pullen	Christchurch M A C	9.5
20	John Beresford	Christchurch M A C	9
42	Roy Gunner	Christchurch M A C	2



Free Flight Individual Champ'ship 2024 (top 10 (T=36) +CMAC)			
	Name	Club	Points
1	Paul Squires	Feilding Model Flying Circle	113.5
2	Graham Lovejoy	Feilding Model Flying Circle	79.5
3	Wayne Lightfoot	Feilding Model Flying Circle	47.5
4	Antony Koerbin	Feilding Model Flying Circle	46
5	Lynn Rodway	Christchurch M A C (INC)	44.5
6	Alan Reed	New Plymouth M A C (INC)	38
7	Allan Knox	Christchurch M A C (INC)	38
8	John Beresford	Christchurch M A C (INC)	35.5
9	Alec Fuller	New Plymouth M A C (INC)	33
10	Allen Lawrence	New Plymouth M A C (INC)	23
12	Stew Morse	Christchurch M A C (INC)	20
27	Craig King	Christchurch M A C (INC)	4
28	Geoff Pullen	Christchurch M A C (INC)	3.5
34	Bill Long	Christchurch M A C (INC)	2

Free Flight Club Championship 2024		
	Club	Points
1	Feilding Model Flying Circle	313.5
2	New Plymouth M A C (INC)	168
3	Christchurch M A C (INC)	147.5
4	Wellington M A C (INC)	20.5
5	Hamilton Model Aero Club	16
6	Auckland Free Flight Club	10.5
7	Model Flying Hawkes Bay Inc	3
8	Whangarei Model Aircraft Club	3
9	Levin Model Aeroplane Club	2

Control Line Club Championship 2024	
Club	Points
25 New Plymouth M A C (INC)	209
29 NOCLASS M A C	91
26 North Shore M A C	48
60 Whangarei Model Aircraft Club	22
18 Model Flying Hawkes Bay Inc	15
9 Christchurch M A C (INC)	4
65 Mercury Bay Aero Club (INC)	2

## Control line

15	Bill Long	9 Christchurch M A C	4
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## At the Club Strip. John Dew corrects your dyslexia!

### BERT

Tim Spindler (*right*) is a fine constructor with a track record of nicely built planes, so when he brought out a new model christened “Bert” for his inaugural flight, I was not surprised at the build quality. What was unexpected was how very simple the design was. In contrast to some of the large and impressive models that have graced The Willows recently, little Bert (*below right*) is a study in understatement. Tim did not build to a plan, but instead was guided by the maxim, “If it looks right it will fly right”. With a span of only 27 old-fashioned inches, the wing is a single piece of ¼ inch balsa, and the fuselage is slab-sided and quite narrow.

The plane is covered in whatever film was handy at the time. Given how small the craft is, the 400-size electric motor gives it a huge power-to-weight ratio, while a 3s 2200mAh battery provides more than adequate duration. Tim is an advocate of the “build it right” school, with an emphasis on getting the mechanics as true as possible at the building stage. This manifested itself in a textbook maiden flight a few days ago. Bert flew as straight as a die off the building board, and needed almost no trimming - an exercise in elegant simplicity.



### *Schlimmbesserung!*

I have recently been investigating automated takeoff, and I posted a query about the Auto-Launch feature to the iNav Facebook group. I am critical of social media in general, and of Facebook in particular, but I was a little taken aback by a reply by one of the mavens, who posted rather brusquely, “iNav is not intended for this type of use. Please take off normally.” Now this was a red rag to a bull, so I have now developed three different ways of getting iNav to launch a plane. “But why?” I hear you ask. “Because you can” is my best reply. I don’t intend to hand over all my piloting to a software program, but there is something strangely satisfying about sitting in the passenger’s seat, as it were, and watching through FPV goggles as the plane follows my pre-set instructions.

The Bixler with its original u/c



The Schlimmbesserung



An important part of a takeoff is a straight, reliable taxi run, and I regularly swear at the Bixler, whose ground run resembles that of a demented bee. Stuff this, I thought some while ago, and decided that the answer was the world's first Bixler with a tricycle undercarriage. I cobbled together a 3-wheeled wire frame to replace the plug-in main wheels. It added about 80g to the all-up weight, which I thought was a reasonable tradeoff for a sure-fire problem fix. I was full of confidence on the first trial run, but that quickly turned to disappointment – the Bixler simply veered off course a bit more slowly than usual, and the speed was barely adequate to get off the ground. In flight, the extra drag and weight made it obvious that this particular solution was not going to fly. I was cheered up by the fact that, although there was no suitable English word to sum up the situation, there is an ideal word in German:

*Schlimmbesserung*. Schlimm = bad, and Besserung = improvement. So, a bad improvement. I felt better thinking that the world obviously needed that word. Most of us have experienced a plan that, with the benefit of hindsight, was always going to be a *Schlimmbesserung*.

### The Greening of the Willows:

Looking down on The Willows the other day from 113m (*right*), I was surprised to see that the areas that were burnt in the fire are now bright green, whereas the remaining grassland is a dull brown. It's an ill wind...



# Soaring News ..from Allan Knox

Soaring events were flown on Jan 18th and 25th. It looks like ALES 200 conditions were very tough on the 18th judging by the scores. Even Dave and John, our top fliers, missed the 10 minutes a number of times. It looks like Ian is coming to terms with his super performing new NAN Q4 glider, as he split the two of them. It was good to see Geoff Lilley having a go with his new Q4 (*see cover*). I think this may be Geoff's first contest with this big boy's toy? Keith of course kept every one honest with his trusty Radian.

Allan flew his Maxa on the 25th in pretty good conditions. Overcast with very little wind and just a smidge of light lift. Anton was intending to fly but had a battery melt down in his PlusX and was very lucky that it happened during ground testing. He ripped the smouldering battery out as Allan grabbed an extinguisher.



Fortunately there were no flames but the battery and speed controller were toast. Probably a total short circuit occurred dragging way too much current from the battery.

Ian, Anton and Allan went on to fly Radian with little success really but at least scores are in.

More flying was done on the 31st to finish a few more NDC events. Results are reported over the page and in ALES200 below (Anton and Ken).

## ALES 200 Jan 25

Date : 18 Jan 25		Round 1				Round 2				Round 3				Round 4			
Pilot	Total	Min	Sec	Lndg	t1	Min	Sec	Lndg	t2	Min	Sec	Lndg	t3	Min	Sec	Lndg	t4
Allan Knox	2400	10	0	45	645	10	1	40	639	7	42	45	507	9	34	35	609
Dave Griffin	1992	10	0	45	645	6	22	40	422	7	31	0	451	7	14	40	474
Anton Nikoloff	1887	7	15	0	435	10	01	45	644	5	25	50	375	6	43	30	433
Ian Harvey	1780	5	42	5	347	6	34	50	444	9	23	10	573	6	6	50	416
John Shaw	1774	4	18	30	288	5	52	50	402	9	59	50	649	6	30	45	435
Ken McMillan	1691	4	51	0	291	4	53	40	333	9	57	25	622	6	35	50	455
Geoff Lilly	1308	6	17	0	377	8	2	0	482	3	0	10	190	4	19	0	259
Keith Elliott	1177	3	46	40	266	4	44	0	284	2	51	15	186	6	41	40	441

*Radian competitors at the soaring tree. Note the scorched pine trees in the background. (Results—next page)*

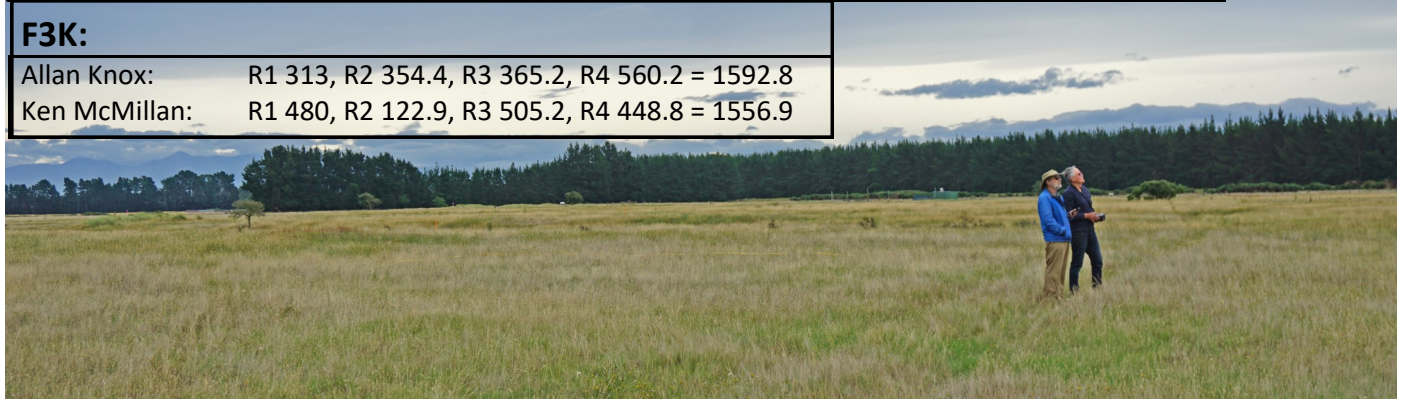


## ALES Radian Class P

Date	Round 1					Round 2				Round 3			
Pilot	Total	Min	Sec	Lndg	t1	Min	Sec	Lndg	t2	Min	Sec	Lndg	t3
Allan Knox	1215	4	52	50	342	7	0	50	470	6	43	0	403
Ian Harvey	1094	6	59	0	419	4	46	50	336	4	49	50	339
Anton Nikoloff	1063	4	19	50	309	4	23	25	288	6	56	50	466

### F3K:

Allan Knox: R1 313, R2 354.4, R3 365.2, R4 560.2 = 1592.8  
 Ken McMillan: R1 480, R2 122.9, R3 505.2, R4 448.8 = 1556.9



*Ian launches his NAN Explorer Q4 in ALES200 from the strip*



*Dave takes a break from soaring to fly his P51D Mustang*

**Fire-induced ecological modification of part of The Willows flying site, early December 2024.**

*Photo—Dave Griffin*





# My Nationals 2025

Allan Knox explains how to get the job done

Once Xmas is done my thoughts and efforts turn to the Nats. When I moved to Wellington in 2015 the Nats were just up the road at Carterton in the Wairarapa, just an hour from our home in Porirua. After years of not attending I then had no excuse. Since then attendance has been something I do most years with Wendy's indulgence. It now involves a road trip and ferry crossing of course but is easily done in a day.

While in Wellington I got to know Stew and Helena Cox. They are great company and Stew and I share interests in Free Flight, Soaring and Vintage RC flying so we can fly together and it has made sense to share Nats accommodation too. Lately we have enjoyed a lovely old '70s farm house complete with all the comforts of home **(right)** and even surrounding paddocks for trimming.



My focus recently has been on flying all the above disciplines and trying for The Champion Modeller and/or Champ of Champs trophies. These involve a hell of a lot of flying over 4 days and doing well in at least some of it. Andrew Palmer calls these the running man's trophies as you have to run from one event to the next to get them all done!

And so to this year's Nats. I arrived on a beautiful day; bright, sunny and warm. The next day was a preparation and registration day at the Clarkesville A and P show grounds. It was a chance to catch up with north island mates and check out preparations in my areas of responsibility, particularly CDing the RC Vintage. The day was a cracker, hot 30 shimmering degrees and blue skies with little wind out at the perfectly prepared field. Wide open spaces, dead flat and a manicured circle to golf fairway standards **(BELOW)**



Awesome, but wait, the weather forecast for coming days was rubbish. Wind rain and even some thunder and lightning was predicted. ( Did you know inside your car is the safest place if Thor starts throwing thunderbolts?) On top of that the entries were way down across the board and in Vintage in particular. We offered 14 RC events but only 7 had 2 or more entries and only 5 of these had the required three or more to be official. I was aware of the issue anyway and resolved to do all I could to communicate with those good souls who had entered to be sure they had every support and opportunity to fly. They are all fine lads and I really appreciated them making the effort, particularly given the coming weather disrupted days.

Day 1 went OK till midday when we were blown out. We flew hard though and got a lot done, particularly as Precision, A Texaco and Duration suited everyone present.



***The keen Lads who turned up day 1. I'm grateful to them. L to R Trev Glogau, Terry Beaumont, Me, Ian Munro and Kevin Daly***

Day 2 was a day off. Wind and rain meant we lay about and played cards all afternoon. Stew was cheeky enough to say he enjoyed the relaxation.

Day 3 was RC Vintage in the morning but in the afternoon I did get to fly F5K using the 1.5 meter Blaster with E motor up front over at soaring, This was followed by Radian. It was good to see CMAC club mates there too in the persons of Dave Griffin, Peter France and Anton Nikolof. I didn't go very well with a best place of 6<sup>th</sup> in Radian which I got to fly with Stew who came over from Vintage to join me. We were off home finally about 1800 for a quick tea then back to Aggy which is always a great highlight of any Nats. I had some good and some bad flights and came very close to being hit by wayward models twice in as many minute. Bloody scary. Flack jacket next year and a hard hat. I was very close to a motor and prop in the face, I threw my hands up and ducked and it missed somehow. Then I finished with a long retrieve over a water race returning to find most folks leaving. Great fun though. So the day ended about 2130 with me needing my bed. It was tough.



***Left: Terry Beaumont and Kevin Daly. Above: Stew with his very successful New Ruler. We restored it from a wreck 7 years ago. Saito 65 4S up front.***

Day 4 was better and busy for me. Up at 0500 and off to free flight where I flew Cat gliders and FF HLG. FFers are a great bunch and I even got to time for the Australian Hand Launch legend, Len Surtees. I caught up with Bernard Scott and partner Margaret too as well as Alec Fuller and wife Jo who were taking care of Vintage Free Flight on behalf of the SIG. Weather was still damp and the trim suffered a lot but still I got some flights in then it was off to soaring for eRES. I flew my new Allegro badly but it showed potential against a gaggle of Medinas. I was back at Vintage about 1330

Day 5 we used as a rain day. We started early so Stew could get off to F3K about 8.30. We had time to fly Vintage 1/2A though. Stew purchased my Cub to fly as his Playboy would not run. I flew my Skipper. It was fun seeing a model I built being flown by another and being beaten by it! Stew had also purchased my Fokker D8 **(right)** to fly in A Tex. He went well again although one flight was off tune and cut short. He shouldn't listen to me! It wasn't deliberate, honest.

Two fine fellows, Martin Evans and his Dad Paul also flew 1/2A so we had enough, just. That was the story of my Nats. Oh... and Stew sold my models back to me after the Nats; just as well as I'm not sure he actually paid me for them!.

That evening was the buffet and prize giving, or should have been. Phil, the main man on our Nats computer systems was really sick at home throughout so results and certs didn't happen. I was able to do the NDC certificates though.

Day 6 is usually a rest and recreation day with a long lunch at a favourite venue, the Gladstone Pub in this case. Very pleasant and I felt Stew, Helena and I had earned it. I headed back to the HQ to help with the tidy up and storage of gear. As I was leaving someone told me I had won both the Champion Modeller and Champ of Champs and thrust the Trophies into my hands while I was standing in the rain in the car park **(right)**. I have never won both at the same time so I guess I must have had a successful Nats rather than just a stressful one.

Day 7 was following my journey backwards. Onto the ferry very early. It was the only one to sail that day as the sea was very rough. I was up on the 7<sup>th</sup> deck and white water was breaking past my window **(below right)** as the bow dived into another trough in the rough southerly swell. Great fun.

We were soon in the shelter of the Sounds and back to sunny Marlborough with all its fond memories of my time with the MAMs club and working at SafeAir. I swung past Rex Ashwell's lovely home and dropped off some NDC certificates for him. Rex was the top NDC Soaring pilot last year and the MAMs club was second to us in soaring and overall.

They do very well in NDC flying just soaring events.

I was soon on the road again arriving back in Lincoln tired but happy in the early evening.



# Vintage Report

From Allan Knox

You may remember Mark Venter came up with 3 magnificent old models ideal for conversion to RC Vintage machines. All three have new homes and are currently in work.

Ken McMillan has the New Ruler and has been figuring out a large and powerful electric setup for that and the effects on its CG. At this stage it's getting a Dualsky 4255 with ideally a 6S pack. This will give about 3000 feet per min climb straight up which is great for E Duration. The same model will work well for Precision and E Texaco with a prop and battery change. Ken is maintaining a tissue finish in keeping with this golden oldie's age.

New Ruler seems a strange name but it comes from a change of AMA rules for 1940 when they moved to limited motor run rather than Texaco style fuel allotment events. This design was Henry Struck's answer to the new requirements.



Ken's C of G mock-up on the New Ruler



For my part I'm working on the wing of the ex Ian Henry Comet Clipper (**left**). So far I have cut the wing in two, bored the ribs and inserted carbon tubes. These greatly beef up the wing and provide joiner receiving tube which will be moulded on solid carbon to the require dihedral angle. I have also cut out an old wing repair and built a new root rib and sheeting arrangement. I'm looking to use doped Koverite covering in the original white colour. The clipper is light and will go OK for E Duration I think on a 3550 and 4S Lipo.

The third model is with Geoff Pullen. It's another Ian Henry masterpiece. This one will have a 4 stroke up front I think. Geoff tells me that he found an interesting decal on it recording a marathon flight from our Miners Rd field to Aylesbury. That looks like 5 KMs on Google maps. What's amazing though is that it flew for 1 hour 50 minutes to get there. That must have been some chase and it must have been a very gentle NE drift!



## Vintage Results:

### Classical 1/2E Texaco

Lynn Rodway (flying EZYBoy) Flt 1 42 mi, 54 secs, 6 mins 55 secs = 2909 (Impressive!)

Allan Knox (flying EZYBoy) Flt 1 25 mins 22 secs, Flt 2 17 mins 59 = 2601

### Classical Precision

Allan Knox ( Pulteri) Flt1: 2 min Landing 0 = 120; Flt2: 2 min 53 secs Landing 0 = 173; Flt 3: 3 min 6 secs Land 0 = 186

TOTAL = 479 (not good but it was a windy day)

## FREE FLIGHT REPORT from Lynn Rodway

One of the best Sunday mornings weather-wise for months but sadly very few turned up at the Willows for FF. End even fliers at the power patch were a bit thin on the ground. Perhaps people were put off by the weather forecast.

Geoff Pullen and Lynn Rodway flew FF Vintage precision with the following results that have been adjusted for the age bonus.

Lynn 90 85 89 = 264 ( Loutrel Sportster 1936 )

Geoff 85 59 69 = 213 ( KK Bandit 1948 )

Lynn **FF Catapult glider**— 40, 32, 22, 51, 14, 25 = 184

Feb-25	106	VINT	FF Vintage Power Duration
Feb-25	107	VINT	FF Nostalgia Power Duration
Feb-25	108	VINT	FF Nostalgia Rubber Duration
Feb-25	109	VINT	FF Classic Rubber Duration
Feb-25	110	VINT	RC Vintage 1/2A Texaco
Feb-25	111	VINT	RC Vintage E Rubber Texaco
Feb-25	112	VINT	RC Classical E Duration
Feb-25	207	FF	P30
Feb-25	208	FF	Open Power
Feb-25	209	FF	FAI F1A Glider
Feb-25	210	FF	1/2 A Power
Feb-25	211	FF	Open Tissue
Feb-25	212	FF	FAI F1L Indoor Rubber
Feb-25	213	FF	FAI F1B Rubber
Feb-25	300	CL	Classic 'A' Team Race
Feb-25	301	CL	Classic 'B' Team Race
Feb-25	302	CL	F2C Team Race
Feb-25	303	CL	FAI Team Race (Classic FAI & F2F combined)
Feb-25	304	CL	Open Goodyear Team Race
Feb-25	305	CL	Slow Goodyear Team Race
Feb-25	307	CL	Percentage Speed
Feb-25	308	CL	Class B Team Race
Feb-25	404	SOAR	Class R, eRES 2M
Feb-25	405	SOAR	ALES 123 Class N
Feb-25	406	SOAR	X5J Unlimited Class O
Feb-25	407	SOAR	NZ F5K CLASS Q, 4 Rounds (Total Raw Scores )
Feb-25	500	PYLON	Q500 sport
Feb-25	501	PYLON	FAI F3D
Feb-25	502	PYLON	FAI F3T
Feb-25	503	PYLON	FAI F3R
Feb-25	504	PYLON	FAI F3E

**National  
Decentralised  
Competition events  
for February 2025**