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September – October issue

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Beware

A 'Male only' section is included in this issue

News Flash. Major Air Space Incident

Sunday October 26th A glider flying in the Drury GFA was with in a reported 50ft of having a mid air collision with a 'Beach craft' flying into Mangere International. The GFA was opened to 4500FT ASL only and this incident seemed to have been at about 5500ft ASL. The glider was not on transponder did not have any clearance and so should not have been there. This is a major incident and a major blow to Gliding New Zealand's reputation with CAA. They are investigating and CAA charges may well be laid against the glider pilot involved.

Know your responsibilities and requirements when entering controlled air space. If you do not have a serviceable transponder DO NOT ENTER. If you do not have Mode C DO NOT ENTER. KNOW THE AIRSPACE REQUIREMENTS, BOUNDARYS AND LIMITS. Our future ability to fly and transit this type of airspace has possibly been put into jeopardy by some very selfish individual. We must ALL make sure there is NO repeat of this anywhere at any time

**Ralph Gore. Northern Regional Representative Airspace Committee
GNZ**

From The Presidents Cockpit.

Hi,

Lots of things happened during the past 2 months, not all of them were positive.

The most notable one was the theft of our winch motor. As you all know by now, the winch motor was stolen from within the hanger one night; the gliders were spray painted with symbols, as well as the doors of the club hanger and one other hanger. The symbols were that of a local gang, swastikas, NAZI slogans (not even spelled correctly), as well as thank-you writing. Not many people believe that the thieves were the specific gang identified in the writing, and many stories are around.

Naturally, the club now has to look at a variety of options, how do we want to deal with security issues going forward, what do we want to do about a replacement, what are the timeframes we want to be working to and what (if anything) do we want to do in the meantime. Also, there are a few external contacts to be worked with like Council, Police, Insurance, ... So, people are working hard to get the best results for the club. Some groups have come together, for example to look at the technical aspects etc. Thanks everybody for helping the club - we'll get through this, it just takes a lot of time and energy.

But not everything that has happened is negative, there was a lot of flying done early in the season: hopefully we have the first 300K of the season (better not ask why there was not at least one more badge claimable that day), some people really are getting into the swing of things by practicing out landings, quite a few are trying to get current, others are staying current, and some are waiting eagerly to be able to get into the air again.

Over the next few months we'll have a lot of flying to do, for example

- 2 comps - all you new people, go and check it out what is happening, even if you are not taking part in the competition. You might be able to get around the task in a two-seater, or get a lot of practice on retrieves, or just have fun around the field. The same of course goes for the ones who have been around for a while but are not flying in this comp. We naturally wish all the luck they can get for our competition pilots, and hope they'll have some fun to.
- Christmas camp and Raglan – an opportunity to get a lot of flying in.
- The team working on Waihi is trying to raise as many funds as possible for the club – remember that this really is a fundraiser more than club-flying
- Some glorious weekends are coming our way as well (hopefully), with lots of booming thermals and some ridge, ready to stretch the skills of us all.

Have Fun. **Anna**

Notes From The C F I

CFI's Bits n Pieces

OXYGEN COURSE

Adrian Cable ran a very worthwhile course for those that turned up. The main theme of his talk was the insidious nature of hypoxia and the very deadly consequences.

It's important for you to know, that to fly high, you need to have attendance at an oxygen course signed off in your logbook. The good news is that Adrian has given me enough info to run a course and I am happy to do so if there is some demand.

Another issue Adrian highlighted was equipment. Plastic masks and cannula's are dodgy if you are using a constant flow system. You are limited 17,000 ft for cannulas and the quality of a plastic mask may limit you to a similar height.

KATIKATI

I had the privilege yesterday of going over the back of the ridge in a Technam, thanks to Gareth. A 'well' worthwhile exercise. There are only 2 suitable airstrips and no paddocks that I would be game to land on in SW wave conditions. The strips can be very hard to find, if you don't know 'exactly' where they are. You still then have the problem of trying to land on them in very difficult rotor conditions.

PREPARATION

Remember the old boy scout motto 'be prepared'.

This applies very much to cross country and badge flying. We had a good ridge day not long ago and two pilots who declared 300 km gold. Neither had prepared their course or had anything set up in advance.

Things to do for a badge flight: -

Prepared several tasks in advance

Make sure a barograph (or secure GPS) and OO are available

Make sure camera is on hand and mounted in glider (or secure GPS)

Have a task board ready

Make sure you have completed all the necessary training for the flight

Be physically and psychologically prepared for the flight

Read the FAI sporting code in the back of the Soaring Directory

Both the pilots completed 300 km, but one has missed out due to his camera failing and we are awaiting the outcome of the other application.

PASSENGER RATINGS

It is a good time to check if your passenger rating is still valid. You need to renew it every 2 years, need up to date medical, BFR, QGP etc. It can be very embarrassing for everybody if you turn up on the field with a passenger, only to be told “**NO**”

PW6 ELEVATOR LINKAGE

There has been quite a bit of discussion about the PW6 elevator and port aileron linkage. When doing DI's, make sure the pin is up on the top part of the linkage. Please also do not push the pin down when you are checking it. It can end up disconnecting it. Please ask and instructor if you are not sure. You need to look inside the fuse inspection panel every DI.

LOGBOOKS

Make sure you have your logbook with you on the field every flying day and have with it, your medical and BFR.

SAFETY

Remember that safety is a thinking process and attitude to your sport. The sky can be very unforgiving to those who are not constantly vigilant and prepared.

SAFE FLYING **STEVE**

And from The Treasurer

Dept of treasury report

Hi, here are a few housekeeping matters

Subs

Most of you have paid, thankyou. For those that haven't please save you & me the embarrassment of having to ask.

Duty pilots

With the busy season now here please remember to do your duty which includes filling out the time sheets \$\$\$ & also the club glider times in the air

No \$\$\$ = no flying..... **Just like the supermarket, no \$\$ = no food...**

Ok, maybe we'll let you fly, but at least try & pay your tow / glider time on the day of your flight, it makes reconciling time sheets much easier for me & the duty pilot of the day.

PW5 (SN)

Has just had a new Becker transponder & mode C fitted in the panel. (The original Terra 250 wouldn't fit)

PC & NI will get their transponders panel mounted in the near future, but as SN took Bob & I approx 10 hours to do it may have to wait a while...

Raglan camp

(4th to 11th Jan 2004)

If you are planning to come & camp, you will have to book early. Last time I talked to the campground people. Nearly all the power sites had gone & the tent sites were getting scarce. It might pay to ring them to see what is available to avoid disappointment. **Raglan Kopua campground Ph (07) 8258283.**

This has got to be a club record! (*Or maybe the better weather is here!*)

Wednesday 15th October saw Harold do 32 Launches from 12.45 til nearly 5. That equates to 96 aircraft movements. Trevor was seen to be blowing out the cobwebs on JO with a lot of circuit practice & the rest of us were happy to be flying on such a nice spring day. Thanks Harold

Happy & safe flying

\$\$\$ Murray \$\$\$

The Personal Confession Column

Be our guest and get it off your chest

The 'Going Away Box.'

Earlier this year I was charged with putting together a box full of club –glider- essentials .I put together a box, worth \$150.00 and considerable time to make things up for this box up. This box has now either been misplaced, taken into custody or has been stolen. Please let me know if you know where it is and perhaps when you last saw it. . If it has gone, I'll have to put together a new one for this summer. We need good gear for securing and protecting our gliders when we are away on camp. I hope some one finds it.

Gerald Van Vliet.

1994 What a vintage year that was

Tom Shanks converts into Pawnee 235 tow plane ZKBZA

Geoff Taylor converts to the 'Club Astir'

Tony Davies completes his 5 hrs and height gain.

Lance Wyatt completes his Silver C with his 50km flight to Thames.

James Turney takes delivery of his Standard Astir MC.

Robin Britton successfully completes her 50km flight to Thames.

For Sale

Bill Mace has a stock of 25mm Energy Absorbent Foam for those private owners that have not yet had it installed in their gliders.

The price is \$60.00 per square metre



The Russia.

A lot of club members have admired **Nigel Howcroft's** beautiful little self-launcher for a while now but know very little about this design as this is the only one in NZ. As **Nigel** is a man of very few words, 'Sailplane' set one of their field agents to work to find all about this remarkable 12.6 metre. Glider.

Avia Stroitel. This Russian enterprise has been building sailplanes for over 30 years and is coincided to be a major sailplane designer in their own country, though their accomplishments have never been appreciated out side of the former Soviet Union There are eight designers in the 'Mechta' Group.

Group Mechta was the organization that entered two sailplanes the Russia 1 and Russia 2 in the World Class glider design competition in 1993. They had extensive experience in prototype design and development, but were never tooled for volume production. This was one of the reasons the Russia lost at the design competition in Oerlinghausen Germany. Although it came in second to the Polish PW-5, the judges unanimously coincided the Russia to be a well engineered sailplane with remarkable performance for its size and weight, and noted several innovative construction ideas that would keep costs low if the ship ever went into production. The small size, the light weight, the quality of the structure, the surface finish, the automatic control hook up, the ease of assembly and the low cost were true to the World Class objectives.

The controls are all connected automatically, including the elevator. An outstanding design feature is the use of tapered fibreglass wing spar root stubs that did not require a metal fitting on their ends. The spar ends simply fit into matching pockets in the wing root rib of the opposite wing panel. Even more to their credit, each wing root spar stub

fits neatly into matching fibreglass tunnels that spanned the full width of the fuselage, there by allowing easy and accurate installation of the wings with out the usual frustrating search for correct positioning. A really clever idea. The glider is constructed from reinforced fibreglass materials, has a 'T' tail and forward swept wing. This is to eliminate any ballast requirements .A later development refinement was **Nigel's** self-launching model the AC4M Russia.

Comments from people around the world who own one.

'I was able to out climb my buddy in a LS1 easily, and I was almost able to keep up in the run. The best part of our flight was that I finished rigging my Russia while he was still putting on his tail'

'Glides at 70.80.90knots are not a problem. There is nothing more satisfying as keeping up with a glider more expensive than yours'.

'Even my spouse can help me rig. Dunno too many LS6 owners who can say that. Actually, I don't know too many LS6 owners who are still married'.

'Almost equal to a PW5 in the climb but defiantly better in the glide'.

Performance and Specs.

Empty weight 120kg. Plus engine and accessories [not known. Ed]

Gross Weigh 236kg.

Stall 36knots

Power plant. 28HP single cylinder. 2 stroke.

VNE smooth air 130knots.

Max rough air speed 90knots

Max. L/D 1.33- 1.35approx.

What a great Pocket Rocket Ed.

. Please!!!! Slow down when driving about the airfield complex areas. Cars are not meant to exceed walking pace. Lets keep the speed down

Recent Happenings

Welcome new members -----

Oxygen Course Adrian Cable recently gave a very good and informative lecture on the correct use of oxygen, how to operate the various systems and the dangers of going high unprepared and Understanding the dangers of such a venture. Good one **Adrian**.

Resident KA6 LX apparently looks even more fantastic since a new tinted canopy was fitted, to replace the standard clear one that was unfortunately broken in a 'hanger rash' misadventure recently.

Nigel How croft had a very successful first ever-**powered** take off and flight in his Russia.

As most of us are now aware. Thieves broke into the club hanger and cleanly removed the V8 engine from the winch. Not satisfied with that a couple of the a/c had graffiti slogans sprayed over them and part of the hanger. Not very good at all. Security is now the new hot topic on the airfield it seems.

'**The Westerlies** are here. The Westerlies are here' 'The rain is here the rain is here' Makes you want to take up tidily winks doesn't it

Well done, Nelson Badger, Allan Scot, David Qualtrough, Ian Falconer, Cameron Wine, and Bill Mace having successfully completed their FRTTO course and exam.

With the bit now firmly between his teeth **Nigel How croft** had another very good flight in his self-launcher Russia.

Those quiet achievers Murray Pinkerton and Bill Mace completed their 300km. flights as a 'ridge 'task recently. Unfortunately **Murray's** camera failed it seems.

I don't believe it. **Harold Oates** decided to go fishing one recent Wednesday instead of flying BZA. What **is** the world coming to I ask.

Rumour has it that two senior club members decided to share a flight in PC. During the flight while actively discussing who should be flying, PC apparently flew herself into a thermal and self climbed herself to cloud base. ' And I thought you were flying it 'they said to each other. No names are mentioned, however it may have been the two indifferent kiwi based foreign accents that may have been the confusing culprit.

Great to see **James Turney** back in the cockpit of 'MC' one October Wednesday

Due to the spell of very bad weather, the land out course did not happen this year. Hopefully it may be able to be re scheduled to some other time.

Spring actually arrived at Matamata officially Wednesday 15 October. 32 Launches. 96 movements. 3hr 10 mins 'BZA towing time all between 13.15 hrs- 16.45hrs. Wow.

Dave Reid apparently went to France for a gliding holiday it was reported. Sailplane will attempt to get an article out of him for the next edition if he is willing to confess all.

Two members who really consider themselves pretty handy engineering types persisted for hours in trying to locate a screw in to its place. It wasn't until a homebuilder type rolled up and pointed out it was an Eastern European thread and you had to turn it the **other way**. Keep that Wooden C handy team. It's going to be a cracker year for it, it seems

Labour weekend weather was reported to have been fabulous for two of the days. Auckland Aviation Sports Club arrived down with all their a/c plus a good number of their private owners. Apparently most of the Piako private owners took advantage of the brilliant weather flying as far a field as 'Hotel De Vin ' in the north to Taupo in the south. Cloud base was apparently to have been 6500ft AGL over head the airfield. Fantastic

Club Captain Phil Smith Jnr organised a great BBQ on the Sunday of the weekend. It was well supported and was well appreciated by all the visitors. **Thanks Phil.**

It is with great sadness we report that long time member **Dave Boyd** died recently. **Dave** was an enthusiastic member of the club being both a private owner and Instructor. . Most of us will remember **Dave's** generosity in loaning the club a four-wheel drive farm quad. for the Raglan camp over a period of years He will be sadly missed.

Up Coming Events.

November 23rd. X/C training Course. With or without your own a/c

29th November – 6th December Auckland Provincial Champs Matamata

26thDec –4th Jan 2004. Piako Christmas Camp at the airfield. Come, join the fun. Heaps of flying available

5 -11 January 2004 Raglan Camp Now the main away camp. Raglan is now world famous in NZ.Book now Kopua Camp Grounds ph 07 825 8283

5TH Jan-21st Jan. Walsh memorial power flying camp Matamata airfield

12th Jan- 18th Jan Waihi Trials flight week with BZA

12th Jan- 21st Jan DSM will be towing at Matamata

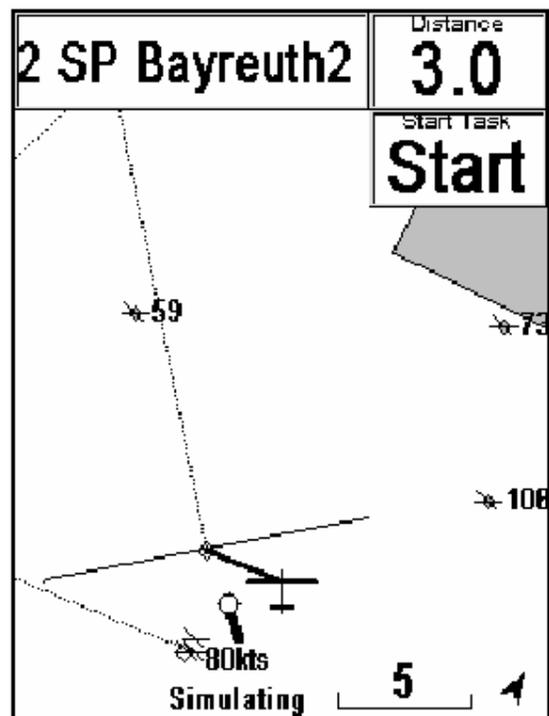
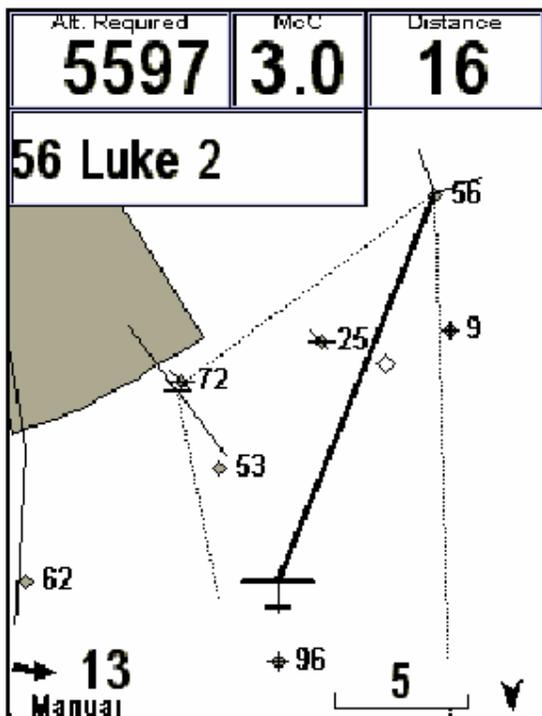
Pocket Computers

They have lots of names; pocket PCs, Palms, PDAs or hand held computers but I prefer pocket PC. I bought one about a year ago, used it twice then decided to put it away until I learnt how to fly. I'm glad I did but I'm just as glad that I've now started using one again.

In case you haven't noticed I'm a bit of a techno-freak and love these electronic technology gadgets but I firmly believe that any pilot who wants to compete, go for records and badges or just wants to do better at cross country flying will benefit hugely from using a pocket PC.

What are they?

They are computer software (a collection of programs) running on small handheld computers. They receive information from at least a GPS receiver (latitude, longitude, altitude and time) but can also get altitude and airspeed information from other instruments such as a Cambridge L-NAV or GPS-NAV. With all this information the software can calculate your speed over the ground, your drift, the wind speed and direction, your sink or climb rate, distance to goal, height required to get home and much more. But unlike a handheld GPS or a glide computer like an L-NAV they are much easier to operate and much easier to read. They give loads of information at a glance and are operated by touching the screen with a finger. The examples below are the main screen of the Glide Navigator II (GNII) and the only screen that is needed while flying.



The first screen shows you as the glider symbol, the next turn point at **56** is 16 miles away, a land able airstrip (**25**) is along the way and the finish line is about 10 miles further at **72**. It also shows a 13 knot cross wind, some controlled airspace near the finish line and tells you that you need to be at 5,567 feet to reach the next turn point at a pre-determined height. I set mine to read differential height so it tells me how much above or below the required height that I am at and I've told it I want to arrive at 800 feet. You can also touch the **5** at the bottom of the screen and change the scale to whatever you like or you can pre-set it so that when you get close to the turn point or the finish line it automatically zooms in.

The second screen shows you 3 miles away from the start line and similar views show the turn point areas or FAI sectors. No more invalid tasks or records missed.

Another thing I like is that as you get near a turn point the screen automatically zooms in and (if you have a 302 or GPS-NAV) it beeps once. When you have made the turn point or flown through the FAI sector it zooms back out, changes the screen to show the next turn point data and beeps three times. No flying miles past and mucking about with cameras while trying to look down at a rail bridge or road junction. Just wait for the beeps then head off to the next thermal.

Apart from competition or badge tasks they are also good for indicating controlled airspace. When you are approaching controlled airspace, either vertically – say 200 feet below, or horizontally – say 500 meters away you get another beep and the screen changes to show you details on the airspace. I have set up the airspace files to indicate the area number, altitude range and the frequency to use to call ATC. It's then simple to call ATC and request clearance. For example the screen would show “**G279 Notify CH125.3 3,500 to 4,500**” as you approached the area East of Cambridge. You then call ATC on 125.30 and advise or notify them that you are opening the airspace G279 East of Cambridge. I've done this twice without a problem. Likewise as you are climbing through 6,300 feet in wave you might get a screen that shows “**CTA Approval CH119.5 6,500 to 9,500**”. This indicates that you need approval so have to request clearance to climb above 6,500 feet”. Most people avoid talking to ATC and find it a little daunting, this just makes it that little bit easier. If nothing else it lets you know when to turn your transponder on, or off for that matter.

There are heaps of other features on the GNII software such as logging flights, setting tasks, controlling all of the features of most flight computer/varios such as Cambridge, LX or Borgelt, marking thermal locations and so on. The WinPilot software does even more and it does it colour, only trouble is it costs about four times as much. GNII set up on a second hand Pocket PC and Garmin GPS can cost as little as \$600.

If you are interested then give me a call, I can give advice on the different Pocket PCs, provide airspace files, help you to set up the software and give you a really good deal on Glide Navigator II (I'm the NZ Agent).

Dennis Cook
07-823 6677

SPY 002

The last two months have gone from great to crap and back to great. There was one period when I never flew for 4 weeks, a record for me. Still things have all of a sudden improved immensely.

Last week saw 32 launches on Wednesday, 31 on Saturday and about 20 on Sunday. All those mid-week pilots must have been mowing the lawns on Sunday.

One of our top pilots who shall remain anonymous has been pushing the limits lately, maybe a little bit too hard. **GNT** now means ‘**G**lider **N**eeds **T**railer’.

Another pilot, who shall also remain un-named, recently decided to do a 300k flight on the ridge with apparently little or no planning. He was unsure of where to start or finish, ending up flying 326k’s then found that the film wasn’t winding on, bad luck. **GNV** now means ‘**G**ot **N**o **e**Vidence.

Recently heard from a newly solo pilot, “Glider Base – Sierra November, I don’t know where the airfield is. No seriously I have lost sight of the airfield”. Different runway, no familiar landmarks, trees to weave around, it must have been scary. Still he did the right thing and with help from observers found the runway was right in front of him and a perfect landing followed.

It’s good to see Mike Charlie (and James for that matter) back in the air and looking very smart after Hugh took it up to Sailplane Service for a spruce up and annual by his old hang-gliding buddy Ross Gaddes.

I Spy 001 – from our secret field agent.

Fare Well to Ian Haigh Piako’s long serving engineer.

Ian was fondly farewelled by a good group of members at a dinner in Hamilton prior to him setting sail to Blenheim to live. It was great, as the table had to keep expanding to include more and more people as they arrived. Ian was the last of the traditional apprentices doing his time at Air New Zealand Auckland and going home most weekends to help his Dad repair and service the Thames Aerial Top Dressing fleet at Thames. Bill was in fact their chief engineer. Ian as time rolled on replaced his Dad in that roll, as well as flying and instructing for the Thames Gliding

Club. The Piako Gliding club even in those days always had the aircraft serviced at Thames by Bill and then later Ian. Ian knows the club, and its aircraft, both club and private, intimately .His son Alistair who is also an aircraft engineer now takes over from his dad. All in all Piako has had a three-generation relationship with the same engineering family. While we will miss him and his helpful advice the Haigh connection will continue with Alistair. Many stories were told that evening of past happenings true or otherwise. It was great to hear the history and acknowledge his long association with gliding and our club. To Ian we wish you all the best and hope to see you back up here from time to time.

Best wishes from the Piako Gliding Club.

001

The ‘Male only’ Section

Fourteen reasons why aircraft are easier to live with than women.

- 1 Airplanes usually kill you quickly, but a woman takes their time.
- 2 Airplanes can be turned on by a flick of a switch.
- 3 Airplanes don't get mad if you do a 'touch and go'.
- 4 Airplanes don't object to a pre-flight inspection.
- 5 Airplanes come with manuals to explain their operation.
- 6 Airplanes have a strict weight and balance limitations.
- 7 Airplanes don't care how many other aeroplanes you have flown before.

- 8 Airplanes and pilots both arrive at the same time.
- 9 Airplanes don't mind if you look at other aeroplanes
- 10 Airplanes don't mind if you buy airplane magazines.
- 11 Airplanes expect to be tied down.
- 12 Airplanes don't comment on your piloting skills.



- 13 Airplanes don't whine unless something is really wrong.
- 14 However, when airplanes go quiet, just like women, it's usually not good at all

Piako Gliding Club: Flying Roster 2003

Don't forget: If ya canna do yer duty... ya need to find yer replacement

Winter start time: Ready for 1st launch at 11am unless notified as earlier by booking desk

Date	Tow pilot	Event	Instructor	Instructor	Duty Pilot
8-Oct	Oates		Reisterer		
11-Oct	Petch		Care	Kunnemeyer	Cook
12-Oct	McGregor		Gore	Pryce	Smith
15-Oct	Oates		Reisterer		
18-Oct	Bowling		Mason	Milligan	White
19-Oct	Rowe		Milligan	Mace	Wine
22-Oct	Oates		Reisterer		
25-Oct	Carter		Jeffrey	Shanks	Steidle
26-Oct	Davies		Brown	Gray	Thomas
27-Oct	Davies	Labour Day	Care	Kunnemeyer	
29-Oct	Oates		Reisterer		Eccles
1-Nov	Scholes		Gore	Pryce	O'Brien
2-Nov	Harding		Scholes	Mace	Doerr
5-Nov	Oates		Reisterer		
8-Nov	Shanks		Davies	Gray	Radford
9-Nov	Petch		Care	Kunnemeyer	Hector
12-Nov	Oates		Reisterer		
15-Nov	Nicholson		Mason	Milligan	Reed
16-Nov	Hawes		Milligan	Mace	Herrmann
19-Nov	Oates		Reisterer		
22-Nov	McGregor		Brown	Shanks	Emmertson
23-Nov	Rowe	Cross-country course	Jeffrey		Larson
24-Nov	Scholes	Cross-country course			
25-Nov	Shanks	Cross-country course			
26-Nov	Oates	Cross-country course	Reisterer		
27-Nov	Davies	Cross-country course			
28-Nov	Anderson	Cross-country course			
29-Nov	Carter	Regionals	Gore		Temple-Cox
30-Nov	Bowling	Regionals	Pryce		Detti
1-Dec	Scholes	Regionals			
2-Dec	Shanks	Regionals			
3-Dec	Oates	Regionals	Reisterer		
4-Dec	Oates	Regionals			
5-Dec	Davies	Regionals			
6-Dec	Harding	Regionals	Kunnemeyer		Annabel
7-Dec	Hawes	ATC course	Care		Rodgerson
8-Dec		ATC course			
9-Dec		ATC course			
10-Dec	Oates	ATC course	Reisterer		
11-Dec		ATC course			
12-Dec	Nicholson	ATC course + Council			

13-Dec	Petch		Brown	White	Atkins
14-Dec	McGregor		Jeffrey	Pinkerton	Turney
17-Dec	Oates		Reisterer		
20-Dec	Rowe		Mason	Milligan	Drayson
21-Dec	Carter		Milligan	Smith	Beale
24-Dec	Oates		Reisterer		
26-Dec	Bowling	Christmas camp	Brown	Kunnemeyer	
27-Dec	Harding	Christmas camp	Gore	Mace	Sherrard
28-Dec	Anderson	Christmas camp	Milligan	Brown	McRae
29-Dec	Shanks	Christmas camp	Scholes	Davies	
30-Dec	Davies	Christmas camp	Gore	Shanks	
31-Dec	Oates	Christmas camp	Mason	Kunnemeyer	
1-Jan	Scholes	Christmas camp	Brown	Mace	
2-Jan	Hawes	Christmas camp	Shanks	Pryce	
3-Jan	Nicholson	Christmas camp	Gore	Gray	Pinkerton
4-Jan	Davies	Christmas camp	Mason	Pryce	Randrup
5-Jan	Davies	(Walsh) Raglan	Care	Kunnemeyer	
6-Jan	Shanks	(Walsh) Raglan	Scholes	Mace	
7-Jan	Oates	(Walsh) Raglan	Shanks		
8-Jan	McGregor	(Walsh) Raglan	Milligan	Van Vliet	
9-Jan	Nicholson	(Walsh) Raglan	Van Vliet		
10-Jan	Carter	(Walsh) Raglan	Jeffrey	Brown	Thomas
11-Jan	Bowling	(Walsh) Raglan	Jeffrey	Gray	Wyatt
12-Jan		(Walsh, Waihi)			
13-Jan		(Walsh, Waihi)	Scholes		
14-Jan	Scholes	DSM (Walsh, Waihi)	Milligan		
15-Jan		(Walsh, Waihi)	Milligan		
16-Jan		(Walsh, Waihi)			
17-Jan	Harding	DSM (Walsh, Waihi)	Mason	Brown	Robinson
18-Jan	Anderson	DSM (Walsh, Waihi)	Gore	Gray	Chapman
19-Jan		(Walsh)			
20-Jan		(Walsh)			
21-Jan	Oates	(Walsh)	Reisterer		
24-Jan	Petch		Mason	Kunnemeyer	
25-Jan	McGregor		Shanks	Jeffrey	
26-Jan	Scholes	Nationals			
27-Jan	Shanks	Nationals			
28-Jan	Oates	Nationals	Reisterer		
29-Jan	Davies	Nationals			
30-Jan	Rowe	Nationals			
31-Jan	Bowling	Nationals	Scholes	Jeffrey	
1-Feb	Harding	Nationals	Shanks	Davies	
2-Feb	Anderson	Nationals			
3-Feb	Oates	Nationals			
4-Feb	Oates	Nationals	Reisterer		
5-Feb	Scholes	Nationals			
6-Feb	Shanks	Nationals			
7-Feb	Carter		Care	Kunnemeyer	
8-Feb	Nicholson		Brown	Mace	
11-Feb	Oates		Reisterer		
14-Feb	Hawes		Gore	Pryce	

15-Feb	Harding		Jeffrey	Gray	
18-Feb	Oates		Reisterer		
21-Feb	Shanks		Mason	Milligan	
22-Feb	Petch		Milligan	Gray	
25-Feb	Oates		Reisterer		
28-Feb	Rowe		Scholes	Mace	

Please!!!!Slow down when driving about the airfield complex. Cars are not meant to exceed walking pace. Lets keep the speed down

