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The Christmas Edition

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From The Presidents Cockpit.

What's new or what's about to happen?

Christmas is coming, and with that hopefully a good break and some awesome gliding weather for all of us (not that it has exactly been bad for gliding so far this season).

The X-country courses as well as the regionals have been quite good I believe, people have met their challenges, some achieved some of their goals, and people had fun.

Ralph had two local primary schools to visit the airfield to find out more about gliding, Alan has given them a display they'll probably remember for a long time, on one occasion he's timed their arrival with the parachutes coming down from the sky exactly on their arrival, and the exercise has resulted in some real good publicity for the club.

The other publicity event was our presence at the Hamilton Sport and Recreation show, and, even though the weather was not good at all, quite a few people were interested and will probably come out for a flight or will buy a voucher as a present.

Still another publicity event is coming up: GNZ has created a "National Gliding Day on Saturday February 14th (Sunday 15th a rain Day). The day will be promoted nationally through the media, encouraging the public to visit their local gliding club and to find out more about the sport." (GNZ) GNZ is leaving it up to each club to either make it into a big event or rather keep it low key – I guess we'll need to make up our mind what we want to do on that day to make it our gliding day.

The stay in Raglan will be a club event (see Gerald's article on Raglan), and there will be no gliding club activity during that period at the Waharoa airfield. The Waihi outing will be more a money making exercise and club activities will continue in Matamata. Why not get in touch with the Waihi crew to make sure they have all the help they need (and have some fun in the process).

Has everybody seen our new shiny trailer for PK? This sure is a new way of building a gliding trailer, and it even had its first field experience. With a little more work it should also be able to carry PC. Congratulation team!!!

Some new signs will be going up around the airfield, making the first impression around the field more informative regarding organizations operating, and making it safer as well.

Hope you'll all have a good Christmas, whatever you are expecting from that time – might be a good break, might be a religious reason, might be an opportunity to go spend some time with friends or family, ... - whatever you do, have a good time, drive carefully, and hopefully I'll see you at the airfield

Anna

Notes From The C F I

CFI BITS N PIECES

CONFERENCE

I had the privilege of attending a CFI conference at Taupo early November. Ralph also attended as a GNZ exec.

A great portion of the conference was devoted to accident causes and prevention, human factors, safety culture, and airmanship.

AIRSPACE

At the conference there was also quite a bit of time devoted to a very serious airspace incident at Drury. A glider flew somewhere around 800 ft in excess of the upper limit, and had a near miss with an aircraft. The glider pilot didn't own up.

To prevent the future possibility of a mid air, CAA has the power to restrict glider airspace or even close a gliding club down. The later has never happened in NZ, but it has happened overseas. It is important that we first make sure we don't infringe airspace and second that we be very open about it if we do.

Our ceiling is 6,500 ft and it is as low as 3,500 ft half way to the Cambridge hills. All gliders should have a VNC and you need to know exactly where you are in relation to airspace at all times.

PARACHUTE DROP ZONE

Please read the article from Robin titled Safety, Safety, Safety. We recently had a glider, a couple to Wednesday's ago, flying around in the drop zone, as a parachute drop was about to commence and then not respond to a radio call. The club has a Memorandum of Understanding with other airfield users and our ability to fly from the airfield depends upon us following it. A collision between a glider and a parachutist is likely to be fatal for both, so it is in our interest to stay out of the drop zone, other than joining the circuit. **You must maintain a listening watch on 120.00 at all times you are in the MBZ.** Respond if a call is made and there is any possibility you are anywhere near the zone.

ACCIDENTS

If you have an accident, there some things you need to do. The first is to notify the CFI and CAA, by phone as soon as practicable. This usually means the same day. The CAA phone number **0508 222 433** and is manned 24 hrs 7 days a week. It is a good idea to take photos if you can. You should not move the glider if there is an injury. You then need to

complete a CAA form CA005 within 10 days. It is available from the CAA web site www.caa.govt.nz or the CFI.

Generally an accident is if you damage the aircraft enough that you cannot safely fly it as it is. If you are not sure, ask a senior instructor. The definition is in the CAA web site under an Advisory Circular.

INCIDENTS

All incidents need to be reported to the CFI. We deal with them internally. I am not looking for blame and it is quite human to make mistakes. So long as we can learn from them and do every thing we can to avoid them.

REGIONALS

Congratulations to those who competed in the recent Regional. A special thanks to Dave Reid, for flying the PW6 with so many of our up and coming pilots.

Safe Flying

Steve

Tuggers Corner

It has been a while since there has been a contribution to the 'Fly Paper' from the Tuggers of the club.

I would like to welcome two new tow pilots, Nick Rowe and Ross Nicholson on to the roster. We now have 13 tow pilots on the roster with Harold Oates doing a sterling job towing every Wednesday. And he wants to tow at Waihi for the whole week as well!

Please note that tow pilots have been rostered every day from 26th December, the start of the Christmas camp, through to the 11th January, the end of our week at Waihi this year. It was decided not to have tow pilots rostered every day through the end of January.

For the Waihi week starting 12th January, I have arranged for a tow plane, either DSM or a Cessna 172 from the Waikato Aero club, to be at Matamata from Wednesday 14th to Sunday 18th January. Tow pilots have been rostered for the Wednesday, Saturday and Sunday.

At a meeting of the tow pilots in September, we discussed how sometimes it is difficult to know if the glider you are towing has released. Many glider pilots do advice with a 'thanks John' [or who ever], which is fine. Otherwise a simple radio call ' glider released ' will be a great help- Have a great and safe summer gliding season

Tony Davies

Chief Tow Pilot

And from The Treasurer

Dept of treasury report

Christmas Greetings

What a busy time of the year, we made the mistake of trying to go shopping while the Santa parade was on!

The club was very well presented at the Regionals, which have just finished. We were certainly blessed with the wether, flying six days in a row with very flyable conditions. The usual land outs .I got a standing ovation from a Kaihere family as I landed next to their house. Rainer joined us a few minutes later!

Not a lot to report on the club\$\$\$ matters except too many bills. [The BIG ones] seem to fall just before Christmas] Hopefully the camps and Waihi will offset this short fall.

Wednesday pilots please pay Mavis your tow fee before take off. She does an awesome job, but it is unfair on her or any other duty pilot to have to wait around until 6 or 7 pm for your return

Grid procedure. It is the difference between 5 tows an hour to 15 an hour. [It, can also be the difference between a good profit and a good loss and if the fees need to go up to cover this endless mucking about **Ed**] It is very frustrating to be at the back in line whilst someone in front is still not ready! The summer season will be very busy so please be organised on the grid. I.e. strapped in ready to go **before the tow plane arrives.** . It should be no different to a contest launch. Were as if you are not ready you would be pulled off to the side so as not to hold up the launch grid. The more organised we are the less time for a tow plane idling and hopefully a little less stress all round.

Historically the camps are a nightmare for trying to reconcile non-existent duty pilot sheets \$\$\$ so heres how you can be of help. If flying casually, you must pay on the day .If one is staying over for a couple of days or the week, write a cheque out at the end of the stay with a note detailing the dates tows and glider times etc. Even the back of the cheque would be ok. For this. For x country flights you must pre pay your tow before you fly as by the time you get back from Timbuctoo the duty pilot would have long gone.

Here is a reminder of the tow charges.

1000ft = \$17.00

1500ft = \$25.00

2000ft = \$30.00

2500ft = \$38.00

3000ft = \$45.00

4000ft = \$60.00

5000ft = \$75.00

Aero tow retrieves Spud patch = \$75.00 Elstow = \$80.00 Tokoroa = \$155.00
If more than one retrieve they get divided accordingly

From my family to yours have a safe and happy Christmas and New Year
We are looking forward to our week at the Raglan camp.

Thank you to every one for your help over the last year that makes our great club tick.

Murray.

The Personal Confession Column

Be our guest and get it off your chest

Please include this in the 'Fly Paper'

In the 'Get it off your chest' column, can you write something about gridline waiting? Talk about browns cows!!!! While 5-knot thermals form above you and sea breeze convergences await your arrival, I am still stuck on the ground still waiting for my tow. The reason being the launch grid is held up still waiting for pilots to actually be ready in the aircraft even though the tow plane is lined up all ready to go. All I ask is that lets have less talk and more action down there. Remember the tow plane can have a turn around of less than five minutes, so you must be ready when it arrives back for you. AAAAAAAAAAAAAAAAAAAAAA. And this sport is meant to relieve stress.

Thanks

Murray.

Club Flying at Raglan

Raglan is all firming up to be a fantastic week. This week is an opportunity to fly away from our trusted airfield. BZA will be based in Raglan for the full week. The main object is to create a base for club members to explore new territory, do more training or simply go for a fly over some real breath taking landscape. For some members, the Raglan week has become THE holiday of the year, where flying does not necessary have to be number one as there are plenty of other activities for the members and their families.

If you have not booked your patch at the camping ground be very quick or otherwise you will have left it too late. However if still want to go and stay, we will try and find an 'alternative' accommodation. [We still have limited 'overnight' places on our comfortable open glider trailer].

The club two seaters will be there. If you want to fly a club single seater, communicate with Gerald. Gerald@resco.co.nz to make that happen. We also need members for taking the caravan and other gear across and back from Raglan. Only if you help can these jobs become easy and actually will happen! [Remember, some one else has to do the job and is probably hard to track down, so why not make it you and help make this camp the success it always has been.

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

PW6 PK entry in the Regions at Matamata 30th Nov. – 6th December 03

Must be the first time in living memory that the Piako Gliding Club seriously enters a two-seater glider in a contest? Veteran pilot David Reid jnr. had made himself available to spear head this cunning initiative, opening the opportunity for club members to experience from 'close hand' what competition flying in PK is all about. Lucky one on day one was Cameron. Our youngest new student thrown into the deep end. The next day the scales were tipped from the youngest to one of the older member of the club, Dave Reed Snr. He not only got to enjoy the thrill of competition flying but also did the land out. Gerald Van Vliet started a trend the next day, in that he took a borrowed GPS along, allowing him to participate in the proceedings and actively queried all pilots decision making. [And they are still on speaking terms-what a team]. Wednesday's highlight for Mark, had to be the land out at the KFC farm, where the separation between the glider and the pine trees was narrowly maintained. Thursday was another good day, where the navigator, who's name shall not be mentioned in this context, but English is believed to be the second language of choice, managed to guide the glider across the finish, just 2 minutes over the minimum time of 2 hours. I believe PK would have won the day, except the GPS didn't show a trace. It was not until after a beer or so in the club house that some body tweaked on the fact that the second [navigators] GPS should have a trace and it did so, confirming the day's win. Small surprise to see Gareth, navigating the next day, getting very, very serious with loading not one but three GPS 's on board.

Overall PK finished 2nd in the sports class. This is a remarkable result and proves that this two seater is more than just a basic trainer. Obviously it does not climb as quickly as a PW5 or KA6, but consistently out runs them. This means PK is certainly competitive on the stronger days. I found both days very enjoyable and could be persuaded to start competition flying in my next life.

The challenge now, is for the club to foster this initiative and keep the PW6 flying in competitions. I sincerely thank Dave Reid for giving up his seat in the discus in favour of flying for the club, spending all those precious hours with us he could well have spent at work

G

Recent Happenings

Welcome new member **Dominic Stevens, Ross Nicholson, David Dennison**

Congratulations, to young **Cameron Wine** our junior member having now achieved his 1st solo

Phil Cox recently had the pleasure of his first ever solo soaring flight of some 30 minutes.

If you have to satisfy that urge else where, try this web site. www.soarsundance.com Soar New Mexico at Sundance Aviation which is a 7-day a week operation.

It's a beauty. Reports just in of the first sighting of the clubs new multi a/c trailer are indeed very favourable. The real test for it will be at the gliding championships where it will be used for both the PW6 and the Putschaz. Very well done to **Gerald Van Vliet** and his team. Excellent efforts all round.

The recent Regional Champs that were held at Matamata were a great success it seems. Great weather, super conditions, and a great fleet of competitors. **Fin** came 3rd in the big boys class. **Phil Smith Snr** took out 1st place in the sports class heading off the clubs own PW6 PK that took 2nd place with **Dave Reid** in command. **Bryan O Brian, Kevin White** and **Trevor Atkins** also had a very good contest it was reported

An intruder alarm system is to be fitted to the club hanger is has been reported. The committee has already approved it.

Rainer Kunnemeyer experienced his first ever win in the recently completed Regional Gliding Champs. He not only won the day but also blitzed the field by being the only competitor to complete the task it was reported. He also took out the 'Most motorius flight' trophy of the contest. Fantastic.

The ATC Annual Wings Course successfully concluded another week of flying at the airfield. Piako was represented with **Alex Milligan** instructing and also having the use of PC and PK as required.

Rumour has it the **Browns** of Auckland may become the **Browns** of Matamata at some stage in the future with the recent purchase of a property at Matamata.

And finally the Fly Paper's Secret Committee would like to thank all of the members who have contributed an article this year to the Fly Paper and all of those members who were brave enough to actually read it. Have a great Christmas and a safe new year to everyone TSC.

Up Coming Events.

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

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

14th Jan- 18th Jan Waihi Trials flight week with BZA Wednesday – Saturday - Sunday

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

26th Jan – 06th Feb. New Zealand Nationals Matamata

Northern Regionals 2003

I've just spent a glider-less week at the Northern Regionals. I had planned the week off for months, booked the dogs into the kennels just down road, arranged the time off work and was looking forward to a week of full on flying. Well it didn't turn out the way I wanted, two weeks before the competition I wrapped Kilo Oscar around a strainer post, cut it in two and took it out of the air for months at least. Bummer!

Well I'm not one to let anything get me down and I always try to make the most of any situation so I continued with the holiday. I decided to learn what I could from the other pilots, learn about how a competition is run and help out wherever I could. I really enjoyed the week off, probably more so than some of the competitors. This is how it went.

Practice Day – Great weather, Alan Eccles sets a task to give the pilots a challenge and get them out of the way so the organizing team could get on with the many tasks that needed to be completed. Lots of preparation had already been carried out, things like stocking the bar, organizing catering, computers, weather information systems, paper and printer cartridges, entry forms, NOTAMS and so on. The technology stuff is always a bit of a challenge, especially the computer network which includes one of everything; XP, NT4, Windows 95 and Windows 98. The call goes out to Gareth who arrives the next day to sort it all out.

Day One – The weather is not too bad although a bit windy for the real stuff so a mostly ridge task is set. No one seems to mind but I get the idea that they don't want a week of ridge tasks. All the tasks are assigned area speed tasks, the club class is 253 to 356 km, the sports class is 169 to 195 km and the rest are 297 to 360 km.

Lindsey Stevens of Auckland flying the World Championship winning ASW27 ZM wins the Open/15m class with a speed of 64 knots and Ralph Gore has the longest flight of the day at 329 km. At the other end of the scale the slowest speed was 26 knots and the shortest flight was 60

km. All the land outs were retrieved and at the end of the day everyone seemed to be in good spirits.

I learnt how the launching was organized

Day Two – The weather was even better and the wind has died down, now we can do the real stuff out in the valley. Alan sets more AAT speed tasks, up to 390 km for the fast classes, 373 km for the club class and 318 for the sports class. Lindsey wins the open/15m again, Bryan O'Brien wins the club class again and Phil Smith is now leading the sports class.

I learnt how the radio operation worked and had a fantastic 3-hour flight in Lindsey's Ventus A, an awesome machine and far and away the best performance glider for the money in the country.

Day Three - The weather is now great, four days in a row. The organizers are running things like a well-oiled machine and the competitors are all smiling. Allan sets the tasks around 200 to 300 km. Kevin White sneaks into second place in the club class, one of only two finishers. Phil Smith continues to lead the Sports class with all but one finishing. Lindsey continues his winning way with a speed of 99.4 kph. Some results are in knots and some are in kph, don't ask me why. I spend most of the day learning how to pick up gliders from distant locations and how the retrieval mapping system works, very impressive it is too.

Day Four - The great weather continues so tasks from 250 to 390 km are set. Almost no one finishes so lots of land outs; unfortunately I am too busy enjoying myself in VW, Shane and Ross' ASW20. Another three hours in another fantastic machine. Lindsey is finally bettered; he flies 300.1 km and Steve Wallace of the Aviation Sports Club in a Mosquito flies 301km.

I spend the day flying.

Day Five – Boring, more fantastic weather. Alan sets shorter tasks with the aim of getting everyone back early, as it's a big day tomorrow. Rainer wins the club class with his first completed task. Phil Smith now has a lead of 1100 points and looks impossible to beat. Allan Eccles scores an equal first with Tony Timmermans of Auckland who is flying an 18m-class glider.

I spend the day running the radio operation. This is pretty interesting, listening and talking on two radios at once, keeping a log, recording operations normal calls and keeping a track of start and finish times.

Day Six – Great weather yet again. Allan sets more AAT speed tasks around the 300+ km range. Tony Timmermans wins the Open/15m and Lindsey lands out dropping 400 points and slips to second place. In the club class Bryan O'Brien wins and Kevin White gets second.

I learn how the various scoring systems work and get some more practice in the retrieval process.

The Final Day - The weather has finally deteriorated, actually it's not that bad and if it was the first day we probably would have launched. Being the final day it was agreed to call it off, it would have been a bit of a lottery and could have spoilt an otherwise near perfect competition. No one complained.

In the combined Open and 15m class Tony Zimmerman's wins, Lindsey is second and Ian Finlayson places third, Mr. Consistency.

In the Standard class Tony Van Dyk wins, the sixth year in a row that a pilot from the Wellington region has won. This was a very closely fought class but there were no Piako entrants. There aren't many standard class gliders at Piako and I think that Dave Reid's share in the Discus NM is the only one so that's why I haven't mentioned them above.

In the Club class Ross Biggar of Auckland wins, Kevin White gets second (a fantastic effort for a new pilot in a Libelle up against an ASW 20) and Bryan O'Brien gets third.

In the Sports class Phil Smith wins, Dave Reid is second and Paul Schofield of Auckland is third.

This was a fantastic Regionals, six of the seven competition days were flown which is probably a record as no one can recall any regionals where all seven days were flown. I certainly had a lot of fun, some great flying and learnt heaps.

Dennis Cook 07-823 6677

Cross-country Course 2003

The course for 2003 was run along the same concept as the cross-country courses down South (bring your own glider).

Eight students 3 two seaters to cater for participants without aircraft of their own. Course facilitator Roy Edwards for the Soaring Center, Instructors (lead) Ian Finlayson, John Bayliss, Brian Chesterman, Ralf Gore, Lindsey Stephens, Allan Eccles. The Course ran from the 23rd to 28th Nov just a week before the Regionals to allow some on the course to go straight into the contest the next week.

Well the weather was challenging but around 40 flight's were done with Friday the best day giving conditions to demonstrate most of the conditions talked about in the morning lectures, the other day's gave us window's in the weather to use (the ability to track weather using the internet is priceless).

Subjects included putting it in a Paddock, themaling, convergence, weather, wave, speedflying and the gear to make it all work.

Successful? Yes, given the weather we had we made full use of it. Next year? You bet.

Alan

SPY 002 from our secret field agent.

Well I've given you the **GNT** now means 'Glider Needs Trailer' and **GNV** now means 'Got No evidence', so for this month we have **GGD** means 'Glider Gone Down', **GUN** means 'Gone Underneath' and **GKO** means 'Glider Knocked Out'. I hear it's only a TKO though and Kilo Oscar will fly again.

I'm now expecting Trevor to land the PW5 in the surf at Raglan and **Jump Overboard**; I hear it's been done before!

Allan Eccles revealed a new competition tactic dubbed the 'Eccles Maneuver' during the regionals. This involves lowering the under carriage while thermal ling at very low levels to make other pilots think you are about to land.

Rainer had a very up and down competition, up one day and down the rest, hero to zero was mentioned. He won one day, a fantastic effort for which he won the award for the most meritorious flight but landed out on every other day. The one day he wasn't being retrieved he took the opportunity to return the favour and went to pick up an Auckland pilot only to have the pilot's car blow up on the way there. So yet again even though he landed back at the airfield Rainer still needed to be retrieved.

SAFETY SAFETY SAFETY

With summer coming along and gliding activity increasing it's timely to remember that we do have a Safety Plan for the airfield. This Safety Plan was developed by Robin Britton & David Reid, and adopted by the Airfield Users Committee (AUC) and a copy was provided to the Club. A copy will go on the noticeboard again – PLEASE read it and let Anna know if there are other things that need to be added, amended, changed etc You can also talk directly to Ralph and David who are the Soaring Centre and Piako reps on the AUC.

The AUC was established to enable all the different users to come together and discuss matters that affect the joint operations on the airfield. Bruce Lang lands of the Council and reps from all user groups are invited chairs this Committee.

The Safety Plan is aimed at identifying and monitoring operational hazards.

Firstly: The Plan identifies a number of hazard/ safety issues. The AUC has been working their way through these matters and many have now been resolved.

Secondly: The Plan sets out procedure to be followed in the event of an airfield incident/flying accident arising. There is a safety committee that is set up to deal with safety issues that arise and for implementing the MOU. This committee comprises Bruce Lang lands (MPDC) and CFI s from Aero and Gliding Clubs and CSO Parachute ops.

NB: **Flying Accidents** involving personal injury or substantial damage to an aircraft – you MUST contact CAA – see procedures in the Safety Plan

Airfield Incidents of a generally minor nature are reported to respective CFI/CSO.

Where incidents involve more than one operator they are to be referred to the AUC - Safety Committee. In Piako's case this means you must advise Steve Care or Julian Mason of all details and make a written statement - they will then forward this officially to Bruce Lang lands as the Chairman of the Safety Committee.

Thirdly: The Plan also includes a copy of the Airfield MOU, which was signed between all users to provide procedures for operating safely on the airfield. **Please take time to read it.** Briefly it says:

- Talk to other operators before you commence gliding operations for the day – find out what the drop zone is going to be
- When you hear a 7,5, or 3-minute call, immediately vacate the drop zone. If you for some reason are unable to comply, communicate directly with the drop aircraft. If you have entered the zone on a circuit for landing, call your intentions immediately, do not loiter in the area, i.e. don't turn in that promising thermal!
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- Remember to do radio checks when in MBZ – particularly to ascertain parachute activity – keep a continuous listening watch – 7,5, & 3 min calls to drop will be broadcast
- Vehicles to use flashing lights
- Vehicles to spend as brief a time as poss on runway – move gliders ASAP after landing on the field

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
7-Dec	Hawes	ATC course	Care		Rodgersen
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	Kunнемeyer	
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	Kunнемeyer	
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	Kunнемeyer	
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	

Happy a safe and happy Christmas everyone



