

# THE FLYPAPER - JULY '07

Newsletter for Members of the Piako Gliding Club

Editor (temporary) Jan Mace

<b>President:</b>	Bill Mace	<b>Vice-President:</b>	Dennis Cook
<b>Chief Flying Instructor:</b>	Bob Gray	<b>Club Captain:</b>	Trevor Atkins
<b>Chief Tow Pilot:</b>	Richard Small	<b>Secretary:</b>	Phil Smith
<b>Maintenance Officer:</b>	Phil Smith	<b>Treasurer:</b>	Trevor Atkins
<b>Committee:</b>	Hadley Bognuda, Dom Stevens, Steve Care, Bill Hewitt		

## NEWSFLASH - Exclusive Interview and first-hand account of NZ Speed Record.

Mr Steve Care has just received confirmation that his New Zealand Speed Record of 163.4 km/hr over 100 km has been accepted. In an exclusive telephone interview, Steve said he was "quite sure it would be accepted" and he was delighted with the result. He also mentioned that he had watched for the conditions to come right that day, and although the wind was from the SW and it cleared up for the attempt, he thought better days would give a faster result. Steve, who was a hang-glider pilot before joining the Gliding Club, said "it was armchair racing". Well Done, Steve. (See pg 8 for report.)

**You are all invited to the**

## **Annual General Meeting of the Piako Gliding Club**

**Club Rooms, Matamata Airfield, Waharoa**  
**Saturday August the 11<sup>th</sup> at 1600 hours**

1500 hrs. Afternoon tea/coffee

1600 hrs (promptly) Election of officers, Reports, General Business

1700 hrs Presentation of Trophies, Certificates and any special prizes

1800 hrs Bar open, savouries and nibbles served. Social Time.

Bring with you: any nomination forms, cheque book to pay membership fees.  
 Pocket money for a drink. Some more gliding stories.

## BLOWIN' In The WIND

Starting with the weather – the club's weather guru couldn't shed much light on the current, past, or imminent future weather pattern other than the general consensus has it that this year we'll have a 'normal' weather pattern. Therefore, expect the 'normal' winter gliding conditions. He did point out that the equinox is due in September and the change to predominantly westerly winds this should bring might get you excited about some ridge soaring or it might bring some light wave patterns to practice the art of wave flying. Something to look forward to there.

While on the subject of weather, the latest storms caused damage to at least one glider trailer up Thames way. It now sports a fancy pinched dip before the tail area. It was reported that the glider was well strapped in and had only minimum damage. Phew!

On a personal level; Julian Mason has reported in: he's home and doing well after his kidney op. Looking forward to seeing you at the airfield soon, Julian.

Several members from the club paid their respects at Frank Gatland's funeral a couple of weeks ago. Although Frank started flying in the 60's in Auckland, he was a long time active member of Piako along with his wife and daughter. He was a keen competition pilot and fostered cross-country flying and the MSC competitions. Farewell, Frank.

Ralph Gore has stepped down as President of the Matamata Soaring Centre after 21 years. His long-term commitment and knowledge has been invaluable. In another exclusive interview, Ralph's only farewell comments are "I thought I was long overdue for retirement". Thanks for the effort you put in Ralph, and hope you enjoy some thrilling soaring this next season.

The Matamata Soaring Centre has elected Bill Mace as the new President.

I've heard one of the club's pilot's may be approached for an advisory position to the newer Dash 8 pilots on local runs??! B.B.Bill has been seen in the jump seat several times this last month on business trips round the country and had a big smile on his face.

Trevor might need some advice too – I understand he landed out in Switzerland earlier this month. He said he noticed there wasn't a lot of flat land around but they do have several airfields. There must be another gliding story here.

Other people with big smiles: Allan Millar gaining his QGP having gone through one of the new courses last year. Congratulations Allan. And Sefton Crandall also past his QGP last week after converting from microlights. Congratulations, Sefton, you'll be set in your new glider now, NT. Phil Smith was seen to try out his new glider VW in the wave last weekend and looked pleased with the result. Bill Mace came down with a smile from 4 hours flying in IW in the wave on Sunday attaining 11000 ft. Unfortunately not enough for his gold height gain – better luck another day, Bill. Then there's those who've gone solo recently: Bob Salsbury, Jamie Perrit, Keith Irvine, and Mathew Noonan. That's an exciting day – everyone sure remembers their first solo! Well done. It would be in order to mention here the new Speed Record Holder for NZ over 100 km's, Piako Club Member Steve Care, clocking 163.4 km/hr. The ex-CFI can still cut the mustard it seems! Way to go Steve.

Flying Challenges coming up.....

Cross Country Course 19-23 Nov. Check out notice elsewhere.

Northern Regional Championships will be held, Matamata, 25 Nov – 1 Dec practise day on 24th Taupo (the friendly) Competition 28 October – 3 Nov These are great for a warm-up exercise Have you thought of flying in these? Mark your diary now and get your holiday/crew/glider organised.

Before all those – Labour Weekend 50 year get-together - check out details elsewhere.

That old nasty bug “work-load” has claimed 2 committee members this year. Treasurer Hadleigh called in an assistant, Trevor, who will finish the year on his behalf. Dennis, the editor, suffered the same bug (he also shifted residence twice) so Jan has offered to fill the role until a substitute is found.

Another sad tale....Glider JD sustained damage to the two canopies, well they were busted actually, by kids. The incident was reported to the police and it's understood that visiting children in the neighbourhood decided to visit the airfield and an open hanger door enticed them to do mischief. Lesson to be learned!

The club glider PC has had its annual done. The wheel brake position for the rear seat was changed to a squeeze brake on the control column and is providing better braking performance.

The ANNUAL DINNER took place last weekend and 50 members and partners enjoyed a scrumptious 4 course dinner, mulled wine, and friendly social atmosphere. Quite a few apologies were sent from members having winter holidays overseas (and other such excuses!). Thanks to those who helped make this a great occasion. The club house had had it's winter do-over and sported new squabs and covers, a partition in front of the toilet doors with heaps of room for members notices to be pinned. The committee room had a notice board dado added to display pictures, posters, photos, and charts etc etc. Check it all out when you come to the AGM.

NB For Sale....a few gliders and shares in gliders, hanger space etc. Check the notice board at Club Rooms (or for a small mention in the newsletter – email the editor...)

Science students (Dr Paul Lowe's advanced students) from around the Thames Valley did winch launches for their project. About 15 students, along with some parents and teachers, did 2 winch launches each, and some aerobatics, to study the physics involved and calculate wind loads, acceleration, rates of climb, forces etc involved in the process. Of course they had a fabulous day even if it did start with lectures. Bob, Les, Ian, Bill and Sefton were the team to instruct, winch, and tow when the rope broke. Thanks very much.

Please keep in mind, conditional on the weather and a suitable gang of workers, the club is happy to foster similar days for corporate or casual groups. Min 10, max 25 with lunch an optional extra. This promotes flying amongst different people and a good advertisement for the club.

To Finish. A Special Welcome to new members: There's Neil Stanford and glider IW joined our club from Auckland. Neil is a qualified instructor. Rhonda Hewitt, (Neil's partner) is also a glider pilot and joined our club for some country cooking and flying, they say. Nice to have you here. Now a question – Do you feel like you could help sometimes? Or would like to be involved occasionally or with a particular activity? Please feel free to talk to a committee member about your specific requirements.

And a Reminder: Nominations are called for Officers to run your club. Ring, email, or see the Secretary for forms. Trophies need to be polished, engraved (ie your name for last year!) and returned for re-assignment. Come to the AGM, show your support, congratulate the trophy winners or even meet and socialize with other members.

11 August 1600hrs See you there.

## Jan

## From The President's

## Cockpit.

It seems a long time back to March when the last Flypaper was issued - communication has been kept up through the web site and emails. I wonder at the effectiveness of this and I would like some feedback please.

Apparently I missed some good flying when I went to Australia in April. It was amazing to me how out of touch I felt when I returned after just 5 weeks away from the club. Consequently I was looking forward to seeing you all at the Annual Dinner last weekend. I also look forward to seeing many of you at the AGM in August. This is your chance to show support for the committee and to bring any matters forward for discussion. Then Labour weekend in October there will be the 50<sup>th</sup> Birthday Bash.....

A lot of things have been happening since March. "Learn to Fly" courses have been completed and we have a number of new faces on the field. It is good to see you taking opportunities to further your flying experience. For the second year we have had a group of advanced 14 year old science students study winch launching as a physics project. I wish I had been able to study physics like that when I was at school! They had a great time.

The club had a chance to help our Council entertain some of the drought-affected farmers from Hepburn Shire in Victoria by taking them for a glider flight. They said it was the highlight of their trip. As a result of this there was an excellent article in *The Matamata Chronicle* promoting our sport and local tourist operators have approached me.

Trevor Atkins had the opportunity to introduce our sport to others when he spoke to a computer group on gliding and our use of computers.

Ralph and I have attended a couple of Waikato Air-space Users Committee meetings to protect our interests. There is a suggestion coming from Air NZ that air-space should be lowered to 4500' where it is presently 6500' in our area. We will be fighting this most strongly. To help us all, please be professional in you radio calls to Christchurch Control. Keep to what you say and if you are changing your intentions please seek clearance and keep them informed. One bad experience with a glider pilot and that controller won't give clearance to any of us. This is an important issue and was discussed at the AGM.

Trevor, Ralph and I (as your delegate) attended the Gliding New Zealand AGM in Wellington last month. (Report later.) This was my third attendance. It is a good chance to network and promote Piako's interests. While Piako is not quite the biggest club, we had the highest number of glider movements of all clubs in 2006.

It humbled me when I saw the amount of effort the unpaid volunteers put in to ensure the wellbeing of our sport, largely without the knowledge of us all at club level. Here at club level I would like to acknowledge the work put in by Trevor, Phil, Ralph, Robin, Dennis, Les, members of the committee, Bob and the instructors, Richard and the tow pilots, and those that just step in when required to do important jobs like transporting gliders to Drury and/or back. It all helps and I am sure we all appreciate it. Thank you.

The new time sheets have been in operation for a while now and Phil has noticed a slight improvement in their accuracy. Good, keep it up because he has had a few headaches. I understand a number of Hangar Leases are being renewed. You may like to phone Anna regarding any changes to the wording.

Keep current so  
when the westerlies blow  
you are ready to go.

I look forward to seeing you out at the field.

Bill Mace

## President's Diary

Presidents' Forum - last held prior to the GNZ AGM. Next one September, Stratford.

Matamata Airfield Users Committee - every 3 months. MSC rep. Robin is club rep. Next one, 6 August. Users include the 2 parachute clubs, Walsh Flying School, Aero Club, Model Club, Top Dressers, Microlights, Councillor (Gary Stanley), Council Manager (Bruce Langlands), Camping Ground Caretaker. Management Plan for the Aerodrome Reserve has been commissioned. (Yet to be advertised for public submissions.) Other general airfield activities.

Waikato Airspace Users Committee - every month. Next one end of August. MSC rep. Robin is club rep. Ralph GNZ rep. Considering proposal by Airways to lower mandatory radio down to 4000 ft. (check details in Cockpit views)

Matamata Soaring Centre - AGM held 7 July, next meeting Sept. Newly-elected President. Dennis is Vice President, Reps: Nelson, Maurice, Ralph. Projects currently underway: lights for bunkrooms, cross-country course, championship competition, pricing simulator components.

Committee Meetings - 3<sup>rd</sup> Wednesday of the month, next one 11 August. Then 15<sup>th</sup> ?

Sub-committee Meetings - when necessary and as suits. Currently being held to prepare an update of the clubs 5 yr Strategic Plan. Misc. committee members etc.

Guest Speaker - Hamilton Branch Aero Nautical Soc. 26 August showing SeeYou programme and glider technical details

Annual General Meeting - 1600 hrs 11 August Club Rooms. Nominations needed.

## **Report on the Presidents' Forum held in Wellington in June**

The forum is an opportunity for club leaders to focus on club matters and discuss areas of concern in a casual format. Discussion this time focused on retention of members.

- It was recognised that it is essential to show potential members the challenge and exhilaration of cross country flying. To fly solo was only the beginning. It was also recognised that a lot of instructors nationally do not get involved in cross country flying and that they could be encouraged to up-skill.
- It is apparent that the course approach to training is now more widely used, with all the benefits we have experienced, and there is a need for these to be extended for advanced cross country training.
- There was comment that all clubs need to be vigilant in defending their air space and to ensure airfield protection within their council's district schemes. Fortunately this was done on a local level here years ago.

## **Gliding New Zealand Annual General Meeting Report.**

You all will have a copy of the Notice to the GNZ AGM which included all the reports. In general there was little discussion on any reports; the only issue was in Airways lowering airspace from 6500' to 5500' in the lower north island and the lessons to be learned. Officers were re-elected and fees remain at the same level as last year.

The South Canterbury Gliding Clubs remit to stop funding of attendance at FAI gliding meetings lapsed for want of a seconder (similar to last year). Piako's remit regarding training aids was passed. Executive's remit for compulsory subscription to the magazine to stand for 5 years was also passed.

A special presentation was made to John Roake in recognition of his work. Then the Angus Rose Bowl was awarded to Tom Anderson of Taupo, and the Friendship Cup awarded to Trevor Terry of Taupo. Murray Wardell, of Auckland, collected 5 trophies based around his record flight.

**Piako 50th Birthday Labour Weekend**  
**20 ,21, 22. October 2007 –**  
**Rain or Shine**

The club house will be set up as a complete hall of memories with lots of Piako memorabilia displays. Well worth viewing .A number of past members will be attending including several coming in from Australia . There will be light refreshments available in the club house plus an early morning breakfast.

The ' Vintage and Classic Gliding Club of New Zealand' [ Vintage Kiwi] will also be attending with a number of their beautifully restored gliders on display as well as flying .

This will also include NZ's oldest flying Vintage glider. 'ZKGB0' Piako's very first glider [ two seater Rhon Lerche ] will be in residence and available for anyone who wishes to have a fly and relive the past.

There will be several Tiger Moth tow planes coming, including one of Piako's original aircraft, and hopefully doing aero towing as well. In fact, there will be plenty of flying available over the three days

The main event will be the Dinner, held at the 'Matamata Club ' Waharoa East Rd Matamata [ not the airfield] on the Sunday night .Tickets available shortly . [limited numbers ] Aviation News and the local + general press will be there to report on the weekend

Honorary Guest will be Lew Hale ( the founder of the club ) The weather has been ordered. It really is going to be a great *great* weekend. Invites to club members to be sent out very shortly.

Roger Brown: Organiser

**From the CFI's**  
**Office**

**CLUB TROPHY SHORT COURSE**  
**TASKS**

A reminder that there are annual Club Trophies up for grabs each year, awarded at the AGM, which will be on the 11th of August. This year the claims made on these tasks have been very few and limited to some old timers.

What about making use of the ridge weather and logging a time for both the Care 200 and the Catlin? The tasks are not difficult and easily achievable for our newer cross country rated pilots. The Riesterer Short Course is particularly suited to new pilots who are not ready to leave the "local" airspace and any claim on this course between now and August would be in serious contention for the trophy.

All you need to do is send the CFI a copy of your .igc trace to be in to win. If you're not sure how to plan the flight, give me a ring or speak to me on the field some time. Give it a go, you don't want to let the well known names get the trophies again this year, do you?

*Bob Gray. ph 8243088*

There have been a number of minor problems with our gliders lately (*as well as one major problem covered elsewhere*) and it is timely to remind all pilots that all incidents involving things on the gliders that break, get damaged or need fixing must be reported, as an incident, to the CFI. The rules on reporting incidents and accidents are well explained on the CAA website [www.caa.govt.nz](http://www.caa.govt.nz) and it would be good for everyone to update themselves as such reporting is the responsibility of every pilot.

What I'm saying is that you may not think to report what appears to be a very minor problem which was easily fixed or dealt with, but these things are important for us to know about. Minor problems may be a symptom of some much larger issue and a number of small problems can add up to a big one in the air someday. So please let the CFI know if you see an incident or cause some damage, no matter how small it was.

## **PUCHAZC RUDDER FAILURE**

### **An account of the incident and lessons learned**

**By Bob Gray**

The thought of having a main control failure while flying is one of the major worries to all pilots and having now experienced one, it is something which I hope not to repeat and I would not wish on any other pilot. Needless to say, the incident ended without injury or damage, and I am able to pass my observation of the event and my thoughts of how to be prepared and to best deal with such emergencies.

**The Incident.** It was during a specially organised mid-week flying event in May this year, by Piako Gliding Club. We were carrying out winch launch air experience flights, at Matamata airfield, with a group of secondary school physics students. I was piloting our Puchazc GPC from the rear seat with a teenage girl school student in the front seat. My student had no previous gliding experience and was a bit nervous about flying. To make matters worse, we had just had a weak link break on the previous launch with her on board and she was getting some verbal stick from her friends about being a jinx. Nevertheless we talked through what had happened on the previous flight and she had now at least experienced the ground roll and initial climb, which is the scary bit for those new to winching, and she was happy to have another go.

So off we went. The ground roll, lift off, rotation into climb and the full climb all went normally – good speed, good attitude. As we reached the upper section of the full climb airspeed began to increase, not too seriously, but kept creeping up. So I started the “too fast” signal of wagging the rudder side to side. At that time a sudden loss of rudder control occurred. Both pedals fell fully forward and it was obvious that I no longer had use of the rudder.

Immediate reaction was to lower the nose and release the wire, make sure the nose attitude is right, check airspeed OK. Altitude at this point was around 1,200ft (1,000ft AGL). The glider adopted a pronounced yaw to the left and was constantly trying to turn left. With the wings level we were in a constant yaw/sideslip. Without rudder control to correct this yaw, I started trying out the effect of gently rolling one way and then the other. Left turns could be achieved in a reasonable fashion but turning right was not an option. Right bank just resulted in a major sideslip.

I got on the radio and blurted out something along the lines of “I have a problem” and then got down to planning a circuit towards a suitable landing site. My student became distressed when I informed her that we may have to make an emergency landing away from the airfield and she took a bit of calming down with some quiet reassurance. After a little practice the left turns were not looking too bad and with the height available I turned downwind and positioned far enough out from Matamata main vector 10 to set up a gentle left base and final turn. The landing was a little untidy but accomplished without damage to the aircraft.

After we stopped, I just sat for moment gathering my thoughts and unwinding when the student asked if it would be alright if she got out? She didn't need to be told twice!

**What Went Wrong.** The rudder cables inside the rear cockpit were inspected after landing and found that the right side crimped eye, which connects the end of the rudder cable onto a turnbuckle, had pulled out. There is some spring tension on the pedals which was sufficient to hold the rudder towards the left although a ground observer saw the rudder flapping as we touched down. Thinking back, as the speed increased the yaw was less of a problem, so higher airflow may have had a centring effect.

Our Aircraft Engineers were called to investigate what is a most unusual and serious failure and have found that the crimp failed due to a combination of incorrect cable and incorrect crimping on that side of the control loop. These faults were not apparent even though the crimp joint was visible and is checked as part of a normal DI. All the cables should have been replaced some years ago by a directive and during recent work on the rudder cables the engineers had not picked up that this particular cable was incorrect.

**What I Learnt** The most important lesson that I gained was that there was no need to panic when the problem first occurred, there was plenty of time. I tried to keep calm and applied basic glider piloting – get the attitude right, check airspeed, sort out what does work and what doesn't, make sure that the glider is flying OK before trying any manoeuvres and then plan where and how to land.

Any problem on a winch launch must be dealt with by getting the glider into proper flying attitude without delay. A bad situation would have quickly become a disaster if I hadn't taken that immediate action.

I experienced what others in dire circumstances have reported – that time seemed to run slowly. I was able to sort myself out without rushing anything and I could try out things in methodical order. Once I knew what was possible with the glider, then the circuit and landing was not that abnormal.

I was lucky in a number of ways, firstly that the glider was in an ideal position to plan an emergency landing – overhead the main runway at 1,000 ft AGL – which gave me options and time to sort things out and the weather conditions were perfect, clear with minimal wind.

I had a distressed passenger which required me to stay cool in order to reassure her that things would turn out fine, and finally I had been teaching side-slipping exercises with an advanced student about a week earlier in the same glider and I was very current and comfortable flying it in a continuous sideslip.

Experience of unusual flight conditions certainly helped me stay in control when it happened for real. I'm not suggesting that students should try a "loss of rudder" exercise (there should never be another such incident) but it is a good idea for all pilots to practice side-slipping and other manoeuvres and be confident that they can use them when needed.

My advice for anyone caught with a major problem is: *Don't panic* - You will have time to sort things out provided you apply the correct immediate actions needed to stabilise the glider. *Evaluate the situation* – explore the problem, what works, what doesn't and go through your options for the best safe landing.

## *NZ National Record Times 2*

While browsing through the GNZ web site, I noticed that the NZ Record Register had changed. Twin and single seat records were joined as one and some extra record categories had been added.

Two that seemed to stick out were the 100km speed record for Open and 15 meter. It seemed an easy task for our ridge, considering quite a few of us have been tearing up and down it for our club trophies.

I was very aware that the key to any task is planning, so it was a matter of re-reading the sporting code, to try and understand all the rules and requirements for a speed task. I then set a task using remote turn-points to take advantage of the best ridge lift possible. The



task and turn-points had to be in place in the 2 FAI approved GPS units I used and the PDA software. I also had a paper declaration printed out ready to go and what I thought was the correct application forms. It was then a matter of waiting for the right day.

On the 27<sup>th</sup> May, I was instructing and it was a murky ridge day with light winds, but by mid afternoon the cloud lifted and the wind strengthened. I had been thinking about the possibility of a ridge day the day before and had everything ready, except that I was on duty. There were quite a number of instructors around the caravan and I very fortunate that Bill agreed to take over for me and Trevor agreed to be my OO. The next step was to get the glider prepared, electronic declarations and forms given to the tow pilot to sign for the tow. I got Trevor to inspect the GPS's and declaration and off I went.

The ridge lift was OK but it would have helped if it was a little stronger and a little more straight-on. It was slightly off to the south.

I didn't know how to make a speedy turn at the Northern turn-point and suspect that I wasted a bit of time trying to make sure I was within the quadrant. The return trip was slower and the wind was very definitely dying away in the last 5 km.

I flew the 101 km in 37 mins exactly, giving an average speed of 163.4 kph. Not too bad, but I am sure that on a better day could be improved on. I always keep below VNE and I feel it is very important that anyone doing these tasks needs to respect the structural integrity of their equipment. The trick to getting a high average speed is more about not having to slow down.

On returning home that evening I phoned Nick Wisnewski (awards officer) and found that I had to fill in the same forms as if it was a world record. This has a lot more detail, including having to measure the wingspan of the glider for the 15 meter class.

The records were ratified very recently.

All in all a very rewarding exercise and even though these records are likely to be broken, I can say that in 2007 I held 2 NZ National records.

Some National Records are World Records and would be very difficult to break, but there are quite a few that are still very achievable at Matamata. Steve Care.

## Cross-Country Course 19 – 23 November 2007 Applications invited

Preference will be given to Silver C holders that have not yet entered a competition but desire to progress to gold badge, 500k diploma, or competition flying. Participants will be able to fly efficiently and centre in thermals quickly. QGP's interested in furthering their gliding skills could also apply.

Briefings on the following subjects: weather plotting, thermal soaring, ridge soaring, navigation and instruments and out-landing.

Evening briefing on: controlled air space, radio work and cloud flying.

Cross-country flying is planned for every day as weather dictates. Tasks will be set within your capabilities and instructors will lend support and give you the skills necessary for you to attain your goals. The 2-seater gliders will provide one-to-one training. In your own glider you will be in direct radio contact with your instructor and some 'lead-and-follow' type training will be provided depending on experience, numbers etc.

*Held at: Matamata Aerodrome. Monday to Friday 19-23 Nov (prior to competitions).*

*You will need: Your glider, GPS, and a car capable of towing.*

*(Retrieves are by mutual arrangement between course members.)*

*Accommodation available in the Bunk House.*

*Costs: Aero tows + glider hire + \$100 course fee.*

*Closing Date for applications: 31 August.*

*Run by: Matamata Soaring Centre*

*For more info email the Co-ordinator : Bill Mace ([wajvmace@ihug.co.nz](mailto:wajvmace@ihug.co.nz))*

# Roster

 Please check and arrange a replacement if needed

Day	Date	Event	Tow Pilot	Instructor 1	Instructor 2	Duty Pilot
Saturday	28-Jul-07	Learn to Fly 5-5	Richard Small	Phil Smith	Bill Mace	Murray Pinkerton
Wednesday	1-Aug-07		Harold Oates	James Turney		Mavis Oates
Saturday	4-Aug-07	Learn to Fly 5-6	Dave Harding	Phil Smith	Bill Mace	Course Students
Sunday	5-Aug-07		Nick Bowling	Tony Davies	(Bob Gray)	Bill Hewitt
Wednesday	8-Aug-07		Harold Oates	Bill Mace		Mavis Oates
Saturday	11-Aug-07		Ian Hector	Gareth Pryce	(Nelson Badger)	Geoff Taylor
Sunday	12-Aug-07		Tony Davies	Steve Care	(Robin Britton)	Keith Irvine
Wednesday	15-Aug-07		Harold Oates	Bill Mace		Mavis Oates
Saturday	18-Aug-07	B-Cert 3-1	John Shuttleworth	Bob Gray	Rainer Kunнемeyer	Rhonda Hewitt
Sunday	19-Aug-07		Richard Small	Roger Brown	(Bob Gray)	Neil Standford
Wednesday	22-Aug-07		Harold Oates	Ralph Gore		Mavis Oates
Saturday	25-Aug-07	B-Cert 3-2	Ross Nicholson	Bob Gray	Rainer Kunнемeyer	Bruce Rudge
Sunday	26-Aug-07		Andrew McGregor	Malcolm Jeffrey	(Trevor Atkins)	Ron Courtenay
Wednesday	29-Aug-07		Harold Oates	James Turney		Mavis Oates
Saturday	1-Sep-07	B-Cert 3-3	Tony Petch	Bob Gray	Rainer Kunнемeyer	
Sunday	2-Sep-07		Dave Harding	Gareth Pryce	(Bob Gray)	Miguel Medero
Wednesday	5-Sep-07		Harold Oates	Ralph Gore		Mavis Oates
Saturday	8-Sep-07	B-Cert 3-4	Nick Bowling	Rainer Kunнемeyer	Bill Mace	Phil Cox
Sunday	9-Sep-07		Ian Hector	Gordon Scholes		Jacapo Detti
Wednesday	12-Sep-07		Harold Oates	Bill Mace		Mavis Oates
Saturday	15-Sep-07	Learn to Fly 6-1	John Shuttleworth	Tony Davies	Steve Care	
Sunday	16-Sep-07		Tony Davies	Roger Brown	(Bob Gray)	Paul Castle
Wednesday	19-Sep-07		Harold Oates	Ralph Gore		Mavis Oates
Saturday	22-Sep-07	Learn to Fly 6-2	Ross Nicholson	Tony Davies	Steve Care	
Sunday	23-Sep-07		Andrew McGregor	Malcolm Jeffrey	(Bill Mace)	
Wednesday	26-Sep-07		Harold Oates	James Turney		Mavis Oates
Saturday	29-Sep-07	Learn to Fly 6-3	Richard Small	Tony Davies	Steve Care	
Sunday	30-Sep-07		Tony Petch	Roger Brown	(Nelson Badger)	
Wednesday	3-Oct-07		Harold Oates	Ralph Gore		Mavis Oates
Saturday	6-Oct-07	Learn to Fly 6-4	Dave Harding	Bill Mace	Trevor Atkins	
Sunday	7-Oct-07		Nick Bowling	Bob Gray	(Robin Britton)	
Wednesday	10-Oct-07		Harold Oates	Bill Mace		Mavis Oates
Saturday	13-Oct-07	Learn to Fly 6-5	Ian Hector	Bill Mace	Trevor Atkins	Course Students
Sunday	14-Oct-07		Tony Davies	Roger Brown	(Bob Gray)	Godfrey Larsen
Wednesday	17-Oct-07		Harold Oates	Ralph Gore		Mavis Oates
Saturday	20-Oct-07	Clubs 50th	John Shuttleworth	Trevor Atkins	Steve Care	Lionel Brackley
Sunday	21-Oct-07	Clubs 50th	Ross Nicholson	Bill Mace	Bob Gray	Lionel Brackley
Monday	22-Oct-07	Clubs 50th	Andrew McGregor	Tony Davies	Rainer Kunнемeyer	
Wednesday	24-Oct-07		Harold Oates	Ralph Gore		Mavis Oates
Saturday	27-Oct-07	Learn to Fly 6-6	Richard Small	Bill Mace	Malcolm Jeffery	
Sunday	28-Oct-07		Tony Petch	Malcolm Jeffrey	Nelson Badger	
Wednesday	31-Oct-07		Harold Oates	Ralph Gore		Mavis Oates
Saturday	3-Nov-07		Dave Harding	Steve Care	Phil Smith	