

WARM AIR 10 May 14

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433 www.ascgliding.org	
Saturday	Instructing: Lionel Page Towing: Peter Thorpe Duty Pilot: Karl Bridges	Bank Acct 38-9014-0625483-000
Sunday.	Instructing: Ray Burns Towing: Rex Carswell Duty Pilot: Steve Foreman	

MEMBERS NEWS

SATURDAY

The day got off to a good looking start and it seemed likely that some good flying would be possible. The wind indicated in base ops when I collected the radio looked very light and favouring 26. After a friendly chat with the man on duty, and being told that there would be no military movements all day, I headed across to the field, and was only just unlocking when Kishan Bhashyam [duty pilot] arrived, and we started to open up the hanger. Before too long we had a small group of regulars assembled, as well as two junior members who were keen to fly, so while the towie for the day, Craig Rook went off to fill the fuel containers we inspected the fleet and assembled everything on 26 ready to



start.

The sky was initially very blue, although as we set up small clouds were starting to form, and by the time we were ready for the first flight around 11.45 things were starting to look like they might work. First up was a recent youth member, Matt Carline, who had just done a couple of flights previously, and had not flown for a while, so we spent a pleasant 50 mins working through basic flying, which he handled well. While we were up, first Kishan in MP and then Rudolf Struyck in VF took to the air, both recording flights of over an hour. Around 12.30 Steve Foreman took off in GKP 'to see what he could do'. Before too long he was transferring to North Shore's frequency so we knew he was off on another journey.

Next up was Graham Lake in IV, who first did a short circuit to check things out ...*you are too kind, went the wrong way into much sink and scuttled back to stop on the grid 12 minutes later.* and then went back up for a flight

of nearly two hours, during which time I took up the second of our youth flyers for his first flight and again we managed a good basic introduction to local soaring, with Joe getting some good hands on experience of glider flying. Also in the air during the afternoon were Tony Prentice, Roy Whitby and Ian O'Keefe, who all recorded good flights in reasonable conditions. It was while this was happening that we heard from Steve that he was at Matakana at a decent height, which was a great achievement. Before too long he was spotted by Ian entering back into the area from west of North Shore, and after joining the fleet over Riverhead for a short while, he touched down back at the field after completing a great 2hr 15min flight.



By now the lift was fading fast, and the gliders started returning. Last flight of the day was Garry Patten in MP who landed back around 1530. The fleet was then packed away, Kishan got all the paperwork sorted and stacked away, and Craig polished up RDW. Then just a short time for a few stories to once again be shared over a couple of beers, and we were locking up and heading home around 16.30. All in all a good day's flying, with a total of 10 good flights.

SUNDAY *Not the towie or instructor.... but he was there so... Graham Lake gets first hack.*

"Are you going gliding?" asked the Dragon, she apparently wanted to go to the Coatsville Markets and did not appear to need me. Now I am as useless as the next bloke at picking up subtle hints from the fairer sex but this seemed a clear message. I grabbed my gear and went to the field hoping the sky was better than it looked. It wasn't, but still seemed a better idea than a spot of following around a market.

They were all set up on 26 but the Northerly breeze was pretty much all cross wind and swinging between a small head wind and a small tail wind. Instructor Andy McKay had already done one trial flight and was now into the first of two flights with Jack Foote, another youth member who is progressing well. Roy Whitby responded to reports of "its bubbling up there" from towie Derry Belcher and from Andy and launched in MP, Tony Prentice gave VF a nudge but "bubbling might have been the teeniest of exaggerations a neither stayed up for long. Andy responded to the mocking and took MP up to see what could be done. Very little turned out to be the answer but he still managed a respectable time.

As the day progressed the breeze had settled down to definite NE than now mandated a "change ends" to 08. None of those there seemed to want to fly again but any thoughts of packing up were resolved when Gray Patten arrived looking for a flying fix. He was followed in by Genny Healey. Time to up sticks and trundle down the other end. Gary launched in MP while Genny briefed for a dual with Andy McKay. Spinning and spiral dives were the lesson of the day and they went to 3000ft. Those on the ground were soon treated to the sight of the twin dropping into a real spin as Genny's light weight up from moved the CG rearwards far enough to allow the spin. Cuddly folks like *Warm Air* are alleged to be too heavy and the twin will not spin with the CG forward, spiral dives are it. In amongst all this lot towie Derry Belcher announced he had broken one of the headsets. Apparently he kept wondering why he was getting wet neck until he noticed the split in one of gel ear cushions. *Replacements have been bought and all fixed now.*

Genny then took a solo flight in the twin while Gary took a second flight in MP. Both did nice hangar landings to finish the day. Everything tucked to bed and a sherbet to finish the day. Ten flights in all. I see the pile of fire wood is still parked in the Bar.

*Instructor Andy McKay adds his take on the day.....*Quite a nice day starting with a light northwesterly meaning an easy set-up on 26 - first up in GMW was a trial flihter who showed considerable interest in the handling capabilities of gliders and seemed to enjoy his flight - brief though it was. Next was Jack who took two flights and is progressing nicely though circuit training, handling the judgement calls and radio well, and included some out-of-position recovery on tow (lateral only given low tow height) - it's totally rewarding as an instructor to see duty-day snapshots of our pilot tuition - from experience at other clubs I believe we are teaching well and encouraging our newer pilots to a degree not often found in other clubs - perhaps our smaller size has some advantages in terms of instructor frequency and ground-chatter.

After this a bit of a break for and while GMP and GVF were launched, the sky remained tricky (especially after an easterly shift) with weak lift and decent sink. Yours truly took the opportunity to launch in GMP and took almost 30 minutes to climb back to release height - very awkward conditions, but pleasant and smooth aloft. After being called down to pack-up, this changed in the circuit to land short - more flights - I'd missed a text from Gary that he wanted a GMP launch, and as it turned out, Genny arrived taking two flights (dual and solo) in GMW - the dual flight being the B-Cert spinning. I'm happy to report that with 70kg in front (thanks to judicious ballast) and trim full forward, and a gentle turning, rapid yaw/yank entry, GMW tucked under quite nicely and stayed well spun past 180 degrees of rotation - the best I've seen GMW spin to date.

All in all a very pleasant day in the air and on the ground, and excellent scratching practice for those wishing to try variable conditions and test themselves.

Thanks as always to ground crew Neville and Roy and Tony, and to Derry in RDW.

OLC - ON LINE CONTEST *Steve Wallace dropped a wee line*

A little tit bit for Warm Air. Taranaki have just leapfrogged ASC on the OLC. Time for those x-country pilots to log a few more x-country flights otherwise I'm buying Taranaki beers at June's AGM! I'm sure we will have some coast days soon.

<http://www.onlinecontest.org/olc-2.0/gliding/clubRanking.html?st=olc&rt=olc&c=NZ&sc=&sp=2014>

The OLC is the On Line Contest between gliding clubs and is held worldwide. Club members need to register themselves on the site. Once registered they can submit .igc files of their flights that will add to our total. Check out the link. If you then click on our club you can see who has contributed.

TAILPIECE [Cockpit view Landing through thick cloud](#) **Sound On and Full Screen**

Known as the land of the long white cloud, so if you fly into NZ you could well encounter this scenario. Hold on to your seat. This is spectacular! I often have wondered why the airline industry doesn't have a live video feed from the aircraft's nose streamed into the cabin in order to amuse and bedazzle their weary ravelers. This is the descent into Queenstown, New Zealand. It must take great faith in your instruments to pilot an approach like this but the rush must be amazing.

<http://www.chonday.com/Videos/pilotnewzdaInd1>

Cheers Warm Air

New Roster at the end

Further, Faster, Shinier!

Many will remember Steve Wallace's inspiring presentation at last year's symposium.

The answer to halting our declining membership is not better recruiting, it is retention

People leave because they get bored

Who stays and why?

X-country pilots stay

Why? Because they are not bored!

Surveys show that X-country pilots are:

The most active

The most motivated

The most engaged

The most enthusiastic

X-country flying maintains members

Clubs with a X-country culture are the most successful

How do we get pilots flying X-country? What can we do as a movement?

We must:

Break down the barriers

COACH pilots along a pathway of smaller easier steps

Instructors teach How to Fly

COACHES teach Why we Fly

COACHES don't have to be instructors

COACHES can help set goals

Goal setting is the key to keeping people motivated

**HOW DO WE ESTABLISH A COACHING STRUCTURE
FOR GLIDING IN NEW ZEALAND?**

**FIND OUT! - COME TO THE GLIDING NEW ZEALAND
SYMPOSIUM ON 7 JUNE 2014**



Matamata Soaring Centre

**NOTICE IS HEREBY GIVEN OF THE ANNUAL GENERAL MEETING OF THE
MATAMATA SOARING CENTRE INC
TO TAKE PLACE IN THE MATAMATA SOARING CENTRE, CLUBROOMS WAHAROA
ON SUNDAY, 11TH MAY 2014 COMMENCING AT 11.00 AM**

NOMINATIONS ARE INVITED FOR POSITIONS ON THE COMMITTEE

NOMINATIONS AND REMITS FOR DISCUSSION SHOULD BE RECEIVED AT PO BOX 100,
MATAMATA OR TO E-MAIL walest@jafa.net.nz BY FRIDAY 9TH MAY 2014

MEMBER CLUBS ARE ASKED TO ENSURE THEY ARE REPRESENTED

BE THERE AND HAVE A SAY IN THE FUTURE OF SOARING AT THE MATAMATA
SOARING CENTRE, WAHAROA AIRFIELD

DUTY ROSTER FOR MAY, JUNE, JULY 2014 Final

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	
MAY	3	am pm	K Bhashyam -	I Woodfield -	C Rook -	
	4	am pm	K Boyes -	A McKay -	D Belcher -	
	10	am pm	K Bridges	L Page	P Thorpe	
	11	am pm	S Foreman	R Burns	R Carswell	
	17	am pm	R Forster	S Wallace	G Lake	
	18	am pm	D Foxcroft	R Carswell	J Wagner	
	24	am pm	G Healey	D Todd	R Carswell	
	25	am pm	B Hocking	P Thorpe	D Belcher	
	31	am pm	I O'Keefe	P Coveney	P Thorpe	
JUNE QUEENS BIRTHDAY	1	am pm	T O'Rourke	A McKay	C Rook	
	2	am pm	G Patten	L Page	G Lake	
	7	am pm	J Pote	I Woodfield	J Wagner	
	8	am pm	T Prentice	R Carswell	D Belcher	
	14	am pm	K Pillai	R Burns	R Carswell	
	15	am pm	E McPherson	D Todd	P Thorpe	
	21	am pm	R Struyck	S Wallace	C Rook	
	22	am pm	R Whitby	P Thorpe	J Wagner	
	28	am pm	K Bhashyam	P Coveney	G Lake	
	29	am pm	K Boyes	I Woodfield	D Belcher	
JULY	5	am pm	K Bridges	L Page	R Carswell	
	6	am pm	S Foreman	A McKay	P Thorpe	
	12	am pm	R Forster	R Carswell	C Rook	
	13	am pm	D Foxcroft	R Burns	J Wagner	
	19	am pm	G Healey	D Todd	D Belcher	
	20	am pm	B Hocking	P Thorpe	G Lake	
	26	am pm	I O'Keefe	P Coveney	P Thorpe	
	27	am pm	T O'Rourke	I Woodfield	R Carswell	