

WARM AIR 12 Oct 13

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433	www.ascgliding.org
Saturday.	Instructing: Ray Burns	Bank Acct 38-9014-0625483-000
	Towing: Graham Lake	
	Duty Pilot: Steve Foreman	
Sunday.	Instructing: David Todd	
	Towing: Rex Carswell	
	Duty Pilot: David Foxcroft	

MEMBERS NEWS

SATURDAY *Instructor Rex Carswell grabs the crayons first*

A significant day for Genny Healey - "but wait - there's more" - read on

Several of our regulars had already assembled at the gate by the time I arrived with keys in hand.

A light wind was blowing straight across the vector as we readied the fleet, but the clouds above suggested a sou'easter would dominate our decision to commence on '08'.

Karl Bridges and I were first away with the aim of consolidating aero tow technique and then - when off tow - maintaining good coordination entering and exiting turns. Some lift was evident but not enough to keep us up there. Kishan Bhashyam was undeterred and managed 22 minutes in GVF shortly after.



Tony Prentice wanted some dual upper air exercises completed but whilst 'spiral dive' was readily recognised, it wasn't so with 'developed spin' - because MW with successive attempts - just didn't - another day Tony. Upon landing, VF

was beckoning, so away he went on his own. Whilst Tony was being launched thermal convergence dictated we

change operation to '26'. With everything moved to the other end, towie Craig Rook discovered the tug had broken an undercarriage bolt. Fortunately, Gary Patten was present and co-ordinated with Derry Belcher to organise the repair 'post haste'.

A little over an hour later, we were 'good to go' - but not before moving everything back to '08' again! Roy Whitby took GMP away for 24 minutes, whilst I took trial flighter Matthew up for his second flight in GMW, and Ray Burns carried out briefing Genny in preparation for her first flight in GVF. As has become customary with Genny, just a single flight undertaken on the day, "isn't enough". So with 'conversion on type' recorded, she was away for two more. Total flight time in the PW5 - 42 minutes. The later afternoon was definitely better for soaring flight as Karl and I took another sortie in the twin - with Karl very satisfied with his ability in keeping us aloft for 56 minutes.

Ray Burns took flights in both GMP and GVF and might well have taken honours for LFOTD (longest flight of the day), if it wasn't for the fact that Roy got on the radio and asked him "Where would you like the keys left Ray?" - within minutes Ray was on the deck!

Anyway - the day belongs to Genny - congratulations - and thanks for the 'shout'.

SUNDAY *another first for the instructors Steve Wallace has first go*

The weather for Sunday was looking promising for a nice spring sea breeze convergence thermal day. Slack winds and a departing low parked just to the north east of NZ. Far enough away to not cause any trouble but close enough to ensure the air was unstable. Being the first Sunday of the month it was youth glide. Enya and Campbell motivated by the goal of needing to get nice and current before their upcoming December sojourn to youth glide Omarama were out relatively early. By the time we got underway (short delay as a King Air arrived) it was just after 11am and the sky was already looking good. As Enya hadn't flown since April some

time on the controls was important so Enya did all the flying. We worked our way north to Waitoki on the far side of the Riverhead forest, had a good look at a freshly mown airfield sized paddock before climbing back up to cloud base and zooming home. While we were doing this Dave Foxcroft launched in MP,

Ray Burns launched in BU, Tony Prentice launched in VF and Steve Foreman launched in KP. Five gliders up and with all



the gliders disappearing for over an hour or more Ryan got to have a 30min lunch break and kick the rugby ball around with his kids before the gliders started coming back to give the next lot a go. Campbell Hall was next up in MW to get spinning and bounce recovery signed off. We towed to 2,000' then climbed to over

3,000' positioning ourselves close to the field so that we could spin down to a lower level and not be too far away. We tried spinning to the left and to the right with a variety of entries. Some spins would last longer

than others with one achieving almost a full rotation but eventually and normally sooner rather than later MW would just un-stall herself and you would have to fly her out of the dive.

The rest of the afternoon stayed busy with Roy and Gary taking MP for a fly and Gary and Kishan taking VF for a fly. Andy Mackay got current with a flight in MW and Steve Foreman who had been busy clocking up more OLC points up near Springhill needed a tow out of Kaipara Flats airfield so that he could get home. Ray and Roy finished the day off with a nice evening flight in MW. Genny almost got a late flight in after organising a stand in tow pilot for the one who had already gone home but work called and she had to depart to assist with the arrival of new person into this world. A most satisfying gliding day concluded with a most satisfying round of beer shouted by Steve Foreman who was feeling generous after his fun day out.

Towie Ryan Brookes contributes the next bit....14 tows and we get just five short sentences..... So I text Pete to check what time youth glide starts. Pete says you'll be fine to head down at 8.30am. I arrive to find Ray working on his trailer and Steve playing with his son. No sign of any youth gliders though! Ray then tells me that the youth don't do early mornings. Nice one Pete! Anyway, my early Sunday morning aside, what a great day. 14 tows with 100% achieving prolonged soaring flights. Must be the towie! (if he is so good how come he



did not write a few more words).

RADIO CALLS *Instructor Steve Wallace gives guidance:*

On a side note we need to be careful about ensuring that when using our call signs on the radio we either say "glider Mike Whiskey" or "Golf Mike Whiskey" as just saying "Mike Whiskey" or "Bravo Uniform" can cause confusion as to who you are. On Sunday we had power planes 'Mike Whiskey Papa' and 'Bravo Uniform Delta' flying at the same time as gliders "Mike Whiskey" and 'Bravo Uniform'. Add the tower on watch and glider base into the mix and who is calling who and who is answering whose radio calls all gets a bit confusing.

MATAMATA FOR LABOUR WEEKEND AND CHRISTMAS

Booked your accommodation for Labour weekend? Volunteered to take a trailer down and/or back, They all have flash new WOF thanks to Ray Burns. Time is a running out, we are October already and there are two weekends to go. Will Derry and Sailplane Services finish the mighty Libelle in time?

If you wish to stay for the weekend there are some nice but somewhat basic cabins and a good camp ground on the airfield. Cabin bookings to Ralph Gore Gore.Family@xtra.co.nz. Check the Matamata Soaring Centre website for the cabin sizes and layout. The Piako club now have a winch so it will be a good opportunity to get winch ratings or renewals.

We will also have a presence over Christmas with at least the singles over the 28 Dec to 6 Jan period. With enough interest the twin will go too. We will be leaving the PW5 behind as we are lending it to the Youth Nationals the following week.

ANNUAL GENERAL MEETING

Our AGM is scheduled for Tuesday 22 October in the Base headquarters lunchroom starting at 1900.

Notices of Motion/remits are sought from members. These need to be with the secretary (Ivor Woodfield) by 1 Oct 13.

A review of our finances for the past year indicate a need for a fee increase either the flying fee or the tow rates. A heads up with more information to come.

Volunteers for the committee are also sought please, usual positions, President, club captain, secretary, treasurer, tugmaster, committee members please

TAILPIECE

Our winter has been blessed with a number of days that are most suited to the "West Coast run. Many members have taken advantage of this and a number have quickly gained frequent flyer status. We have had an informal set of rules that primarily centred around Steve Wallace controlling and approving all flights. The increasing frequency of these flights makes it desirable we have a Standard Operating Procedure for this trip. Steve Wallace has put this together, the instructors have made some suggestions and we have a final version....published for your edification below. The current West Coast Authorising Officer is Steve Wallace

WARM AIR

ASC WEST COAST STANDARD OPERATING PROCEDURES

1. **Experience:** To fly independently on the West Coast an ASC pilot must be QGP rated with 50hrs PiC and have had at least one dual flight on the coast with an instructor or a flight on the coast in a single while under the direct supervision of an instructor flying on the coast at the same time. The pilot should have also carried out at least three actual or simulated (toi toi) paddock landings within the last six months.
2. **Weather:** The wind must be averaging greater than 20kts and must be between 210^o and 260^o at the coast according to forecast, Nowcasting and ATIS wind information. The wind must be forecast to stay within these parameters during the expected course and duration of the flight. No adverse frontal or trough activity should be forecast to pass onto the coastal area during the course of the flight. The rain radar should be checked before departure.
3. **Retrieve:** A retrieve crew and fueled retrieve vehicle hooked onto the gliders trailer with ignition key available must be organised before departure.
4. **Flight following:** Hourly or better contact must be made with an 'on duty' ASC member tasked with following the flight. This can be via txt message, flight following Smart phone app such as MotionX, radio call if possible, cell phone call if possible or satellite based system such as SPOT or Spider Tracks. If contact is not established post 1 hour then the club tow plane will be dispatched to the coast (at the glider pilots cost) in an attempt to make radio contact, if radio contact cannot be established then SAR procedures will be commenced with Base Ops.
NOTE: Radio contact will be attempted in the following order based on most likely contact frequency:
 - i) 133.55 glider chat
 - ii) 134.50 Whenuapai
 - iii) 119.10 Raglan Traffic
5. **Return:** A minimum height of 1,800' (preferably 2,000') must be achieved before a direct glide back to Whenuapai is attempted. If this height at the coast cannot be achieved then a land out at the coast must be carried out.
NOTE: Before climbing back through 1,500' at Muriwai the pilot must first listen to the WP ATIS (128.3) to establish if the tower is on or off watch and weather information. If the tower is on watch then permission must first be sort from the WP tower to re-enter WP airspace and then explain the glide back scenario.
6. **Rating Issue:** Upon demonstrating the pilot understands and can or has met the above requirements then an **ASC West Coast Rating** signed by an ASC authorizing instructor will be added to the pilots log book. This rating will allow the rated pilot to fly on the West Coast with permission from the duty instructor of the day.

ROSTER BELOW

DUTY ROSTER FOR AUGUST, SEPTEMBER, OCTOBER 2013

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	Notes
AUG	3	am	D Grey	P Coveney	C Rook	-
	-	pm	-	-	-	-
	4	am	C Hall	I Woodfield	G Lake	Youth Glide-
	-	pm	-	-	-	-
	10	am	G Healey	R Carswell	P Thorpe	
	-	pm	-	-	-	
	11	am	B Hocking	D Todd	D Belcher	
	-	pm	-	-	-	
	17	am	A Mackay	L Page	R Carswell	-
	-	pm	-	-	-	-
	18	am	B Mawhinney	P Thorpe	D Belcher	5 Sqn ATC-
	-	pm	-	-	-	-
	24	am	E McPherson	S Wallace	P Thorpe	-
	-	pm	-	-	-	-
	25	am	I O'Keefe	R Burns	D Belcher	-
	-	pm	-	-	-	-
	31	am	T O'Rourke	Ray Burns	C Rook	-
	-	pm	-	-	-	-
SEP	1	am	K Pillai	I Woodfield	R Carswell	Youth Glide-
	-	pm	-	-	-	-
	7	am	R Pitt	L Page	P Thorpe	-
	-	pm	-	-	-	-
	8	am	J Pote	R Carswell	D Belcher	-
	-	pm	-	-	-	-
	14	am	T Prentice	S Wallace	C Rook	
	-	pm	-	-	-	
	15	am	G Rosenfeldt	D Todd	R Brookes	
	-	pm	-	-	-	
	21	am	J Rosenfeldt	R Burns	G Lake	
	-	pm	-	-	-	
	22	am	R Struyck	P Thorpe	R Carswell	
	-	pm	-	-	-	
	28	am	R Thomson	P Coveney	P Thorpe	
	-	pm	-	-	-	
	29	am	M Belcher	I Woodfield	D Belcher	
	-	pm	-	-	-	
OCT	5	am	K Bhashyam	R Carswell	C Rook	-
	-	pm	-	-	-	-
	6	am	K Boyes	S Wallace	R Brookes	Youth Glide-
	-	pm	-	-	-	-
	12	am	S Foreman	R Burns	G Lake	
	-	pm	-	-	-	
	13	am	D Foxcroft	D Todd	R Carswell	
	-	pm	-	-	-	
	19	am	N Graves	A McKay	P Thorpe	
	-	pm	-	-	-	
	20	am	D Grey	L Page	D Belcher	
	-	pm	-	-	-	
LABOUR WEEKEND	26	am	C Hall	P Thorpe	C Rook	
	-	pm	-	-	-	
	27	am	G Patten	R Carswell	R Brookes	
	-	pm	-	-	-	
	28	am	G Healey	I Woodfield	G Lake	
	-	pm	-	-	-	