

WARM AIR 12 Sep 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Lionel Page	Bank Acct 38-9014-0625483-000
	Towing: Derry Belcher	
	Duty Pilot: Enya McPherson	
Sunday	Instructing: Ray Burns	
	Towing: Fletcher McKenzie	
	Duty Pilot Genny healey	

SATURDAY Towie Craig Rook starts us off

The forecast rain till midday cleared much earlier than expected, and the forecast SW wind was more like SE 15 Knots. We all trundled down to O8 with MP & MW and an extra can of fuel expecting a busy day of trial flights from the ASC Power Section Open Day.

We gasbagged and waited, and waited some more for the hordes of people to arrive, but no takers, nada, zilch, zippo, you got it nobody turned up. So at about 2 pm we packed up and went home. Roy contemplated a hanger landing in MP, but by then the wind was 15 knots directly across O8, so no flights for the day.

Instructor Peter Thorpe puts his spin on the day. As it was the day of the Power Section Open Day we planned an early start and I saw Graham, Ian, Lionel and Jonathan at Whenuapai when I picked up the radio from Base Ops. Over at our hangar Roy, Tony, David Grey, Craig, Neville and Ray put in an appearance and we prepared for a flood of power pilots keen to try some real flying. We refuelled the yellow tractor and filled the fuel containers and after some discussion about "the wind being nearly at right angles so why don't we use 26" we went down to the O8 end so that we would be closer to the Power Section. We talked and waited and talked some more but nobody came out to play and it was cold and blustery so at about 1:30 we packed up and went home.

ASC OPEN DAY

Both the Power and Gliding sections held a combined open day aimed at attracting more service folks to the clubs. Lionel Page, Jonathan Pote, Graham Lake and Ian O'Keefe collected Lionel's Mosquito, ON and crossed over to the Power Section. We rigged up and set up a static display outside the clubrooms. There was a good attendance from the Power section Folks and a reasonable turnout of service folks. Good work from Ian O'Keefe with a well structured brief to interested folks on what gliding was all about.

The day was hardly conducive to flying and we watched the grid set up on O8 anddo nothing. Most came over and joined us. We both packed up around three after a reasonably successful day. We will look to repeat this in summer with better weather. Many thanks to Jaime and the Power Section for their organisation and for the invite to join them for the day.

SUNDAY Towie Jamie Wagner

Nil towing carried out Sunday due to the weather.

Instructor Ivor Woodfield tells of activity...just not of the gliding kind. The morning was expected to be 'showery', and sure enough rain was falling steadily when I looked out first thing. By 0900 it was still raining steadily, so I chatted with Jamie who was due to be towing and suggested he wait until he got a call from me before heading to the field as it did not look flyable. Shortly after 1000 the sky cleared a little and I could see patches of blue, so I headed across and collected a radio and keys and headed round to open up,

As I reached the village I got a call from Roy asking where I was, and that there was a "queue" at the gate! I arrived to find Roy and Neville waiting to work on something, along with duty pilot Brendan. We opened up the hanger, and while people set about with a saw cutting up bits of timber, I talked to Ray about batteries, which he wanted to come across and collect for testing. All the while the rain was coming and going, interspersed with tantalising burst of sunlight. By around 1130 the work, which turned out to be a repair of the toilet door, was largely complete, and Roy and Neville headed off to the other end to complete the task. Ray also turned up and collected 4 of the batteries, and left again. Around 1230 Brendan and I agreed that as we were now the only two left, and the rain was once again setting in, we would call it a day. So no gliding yet again .. roll on the soaring season.

CLUB TEE SHIRTS

As many have asked for T shirts similar to those presented to Christina, Matt and Laura, we are getting them made if there is sufficient interest. (They have the ASC logo and words "Gliding" on front and 'Stealth Squadron' on the back)

Kindly let Lionel Page (lionelpnz@gmail.com) know how many and size. The cost will be \$40 per shirt.

If you would like to see/try on the T-shirts - there are blank ones in the Caravan.

There are 3 sizes in the caravan (M, L and XL). If M is too large - then order S, if XL is too small order XXL.

Please let him know by Sunday 13th September. "

ANNUAL GENERAL MEETING

Our AGM will be on Tuesday 20 October 2015. Notices of Motion should be with the Secretary, Ivor Woodfield by 20 September. Nominations are also sought for the committee.

SOARING SEASON BRIEFING *Club Capitaine El Zorro explains*

Folks, please book in your diary the ASC Gliding Safety Briefing taking place on Sunday the 18th of October at 10:30am - 12:30pm at the Hangar.

We would strongly encourage you to attend this briefing where we will be covering important topics such as

- Aviation & Ground Safety
- X-country & Badge flights
- West Coast and Matamata Ridge procedures
- Club Rules and etiquette

We will have food and coffee etc to keep you energized and focused. We will follow this with everyone taking a glider of their choice and undertaking some paddock landing practice.

We look forward to seeing you there.

MATAMATA

We intend our annual deployment to Matamata for Labour Weekend. For those who have not been before this offers great flying, the possibility of ridge flying on the Kaimais, maybe wave, good thermals and opportunities for cross country with endless easy landout spots. The airfield has good accommodation in the form of inexpensive cabins (book through the Matamata Soaring centre web site) or there are good motels in the local area.

Naturally everything has to get there and get back. We will need volunteers to tow trailers down and back, someone or two to help fly the twin down and back, (cross country tow sign off). Matamata - Thames is a great 50km.

Sporting Code

Having been inspired by Christina's soaring feats, remember to study the new Sporting Code for your upcoming badge flights. This is available from the FAI web site at http://www.fai.org/downloads/igc/SC3_2015 . This version of the sporting code will come into effect on 1/Oct/2015.

2.2 BADGE REQUIREMENTS

2.2.1 Silver Badge The Silver badge is achieved on completing these soaring performances:

- a. SILVER DISTANCE A distance flight (as defined in 1.4.2d to 1.4.2h) to a finish or turn point at least 50 km from release or MoP stop. The Silver distance should not be flown with guidance from another pilot.
- b. SILVER DURATION a duration flight of at least 5 hours (see 2.4.4c on allowed loss of height).
- c. SILVER HEIGHT a gain of height of at least 1000 metres.

2.2.2 Gold Badge The Gold badge is achieved on completing these soaring performances:

- a. GOLD DISTANCE a distance flight of at least 300 kilometres as defined in 1.4.2d to 1.4.2h.
- b. GOLD DURATION a duration flight of at least 5 hours (see 2.4.4c on allowed loss of height).
- c. GOLD HEIGHT a gain of height of at least 3000 metres.

2.2.3 Diamonds There are three Diamonds, each of which may be mounted on the Silver or Gold badge, and the badges for flights of 750 kilometres or more. A Diamond is achieved by completing one of the soaring performances below:

- a. DIAMOND GOAL a distance flight of at least 300 kilometres over an out-and-return (1.4.2g) or triangle (1.4.2h) course.
- b. DIAMOND DISTANCE a distance flight of at least 500 kilometres as defined 1.4.2d to 1.4.2h.
- c. DIAMOND HEIGHT a gain of height of at least 5000 metres.

2.2.4 FAI Diploma flights Diploma flights begin with a minimum distance of 750 km and increase in 250 km increments. They may use any course defined at 1.4.2d through 1.4.2h. Each Diploma is awarded once for the incremental distance immediately less than the distance flown.

2.2.5 FAI register of 3 Diamond and Diploma badges On completion of 3 Diamonds or any Diploma flight, the NAC shall provide the FAI with the flight data contained in its national register per 2.0a. In turn, the FAI will enter the name of the pilot in an international register, and award the pilot a special Diploma to recognise these flights.

For those going to Matamata at Labour weekend the 50km is easily achieved with a Matamata airfield to Thames airfield run. All made much easier if the ridge is working. Read up the new rules and tune up your OO. Look out for the CFI tap on the shoulder.

POWER SECTION CLUB COMPETITIONS

These are planned for Saturday 19 Sept. This should not affect us but where possible we should try to keep high on downwind to give ourselves options to keep out of the way of competition aircraft.

TAILPIECE

Will we ever get fine weekends and crappy weekdays??????

Duty Roster For Aug, Sep, Oct

		DUTY PILOT	DUTY INSTRUCTOR	DUTY TOWPILOT	NOTES
Aug	1	S THOMAS	I WOODFIELD	D BELCHER	
	2	T PRENTICE	S WALLACE	P THORPE	
	8	J POTE	L PAGE	F MCKENZIE	
	9	G LAKE	R BURNS	J WAGNER	
	15	R WHITBY	I WOODFIELD	D BELCHER	
	16	J FOOT	P THORPE	F MCKENZIE	
	22	N GRAVES	S WALLACE	C ROOK	
	23	K BHASHYAM	L PAGE	D BELCHER	
	29	S FOREMAN	R BURNS	P THORPE	
	30	D FOXCROFT	I WOODFIELD	F MCKENZIE	
Sep	5	D GREY	P THORPE	C ROOK	
	6	B MOORE	I WOODFIELD	J WAGNER	
	12	E MCPHERSON	L PAGE	D BELCHER	
	13	G HEALEY	R BURNS	F MCKENZIE	
	19	I O'KEEFE	I WOODFIELD	C ROOK	
	20	T O'ROURKE	P THORPE	J WAGNER	
	26	G LAKE	S WALLACE	P THORPE	
	27	G PATTEN	L PAGE	D BELCHER	
Oct	3	S THOMAS	R CARSWELL	F MCKENZIE	
	4	K PILLAI	R BURNS	C ROOK	
	10	J POTE	I WOODFIELD	R CARSWELL	
	11	T PRENTICE	P THORPE	J WAGNER	
	17	R WHITBY	S WALLACE	P THORPE	
	18	J FOOT	L PAGE	D BELCHER	
Labour W/E	24	N GRAVES	R CARSWELL	F MCKENZIE	
	25	K BHASHYAM	I WOODFIELD	C ROOK	
	26	S FOREMAN	P THORPE	J WAGNER	
	31	D FOXCROFT	R BURNS	R CARSWELL	
Nov	1	D GREY	S WALLACE	P THORPE	