

WARM AIR 13 Jun 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Steve Wallace	Bank Acct 38-9014-0625483-000
	Towing: Rex Carswell/Jo Olszewski	
	Duty Pilot: Jack Foot	
Sunday	Instructing: Lionel Page	
	Towing: Fletcher McKenzie	
	Duty Pilot: Nathan Graves	

MEMBERS NEWS

SATURDAY *Instructor Ivor Woodfield starts off the weekend*

I set out on what was a reasonable looking day, expecting to see a number of pilots wanting to fly. Base Ops reported that there would be no military movements until at least 2200. I arrived at the gate to discover I had just been preceded by both tow-pilot and duty-pilot, so we were all set.

We opened up and started to get things ready. With no pilots having arrived, Derry opted to go and fill all the fuel containers. While he was away Tony, Neville and Nathan all turned up, and while Rudolf got the twin sorted out and DI'd, the caravan was set up on 26 and we were ready to start flying. The wind at this stage was extremely light, although a long thick bank of cloud, which stretched north-south as far as the eye could see, was passing overhead, so we were expecting things to change.



Brendon also arrived just as some light rain started to fall, and was keen to practice some circuits. Despite the prompt start, the sky did not actually look too inviting, and the first flight of the day did not get away in the end until around 1pm.

Brendon did a couple of 1000' foot circuits, getting the feel of flying smoothly behind the tow plane and then planning a circuit and landing all in one short flight. His first attempt was quite reasonable, and after a short debrief his second flight was much smoother and more accurate. All in all some good progress.



While we were flying Tony had a go at tackling the conditions in MP, only to find that there really was no lift available. He did well to stay aloft for 15 mins.

Next up was Nathan in the front of *GMW*, with Enya in the back. The two of them were expecting good things, and in the event did manage to get the longest flight of the day, albeit by only a few minutes. By this stage there was little enthusiasm for any further flying and so things were packed away. It being just around 1500, no-one was keen for a beer so we were all closed up and away by around 1520, having got just 52 mins of total gliding time.

Towie Derry Belcher continues

Only a small team showed their faces for what was a pretty lack-luster day, and after getting the empty fuel containers filled up while waiting for the passing showers, managed to get flying around mid-dayish and stirred the local air with four sorties; two tows to 1000 feet for Brendon, and a couple of 2000 footers, one for Tony P in the *Astir GMP* and Nathan / Enya did the last flight in *GMW*.

SUNDAY *Towie Derry Belcher (yeah him again) keeps on blabbing*

No flying even though we went through the motions of setting up the caravan. Highlight of the day was Rex's photo of the caravan, the duck pond (without ducks this time), and a rainbow.....

Derigged the three club gliders ready for their annual inspections and went home early.

*Instructor Rex Carswell adds....*The weather forecast was 'sort of okay' with a 15 knot sou'wester at 2000ft. Occasional showers were expected to diminish during the afternoon. There were four of us present 'roundabout opening time' - being Neville Swan, Derry Belcher, Tony Prentice and myself. Two hours later the same squad were still present with the caravan set up and ready on *Grass 26* - but no punters. We wondered if the word had been accidentally 'leaked' - that at day's end - we had to de-rig the three club gliders, and have them all laid out in the hangar ready for their annuals to be done during the coming week. While waiting for a miracle to happen, I investigated the state of Lake Whenuapai. I was surprised at how little water there was, considering the large amount of recent rain. I was concerned because I hadn't seen any sight of the pair of ducks that had frequented Lake Whenuapai the previous two years. I was informed

'secretly' that Roy Whitby had set about clearing the lakes drainage system the day before...and he was successful apparently ...

As midday came and went, the quorum of four present, agreed that it was unlikely anyone would want to fly, so we set about the task of de-rigging the fleet....and so it was done.

GLIDING NEW ZEALAND ANNUAL GENERAL MEETING *Delegate Peter Thorpe reports*

G'day, I thought I should write a few words about the GNZ AGM seeing as how the club paid for me to attend J.

The annual GNZ Conference and AGM was held in Wellington last weekend and I attended as both our club delegate and as GNZ Quality Manager. Steve Wallace and Hawkeye were also there because they have roles either on the Executive or Sailplane Racing Committee (SRC) or both and they were also presented with awards although they were not aware beforehand.

Saturday is spent in various meetings and hearing presentations on matters concerning the gliding movement as a whole. First up was a Youth Glide Forum which I missed but I understand was well received and discussed whether junior members should continue to receive free membership and glider flying or if maybe they should be expected to pay a discounted amount. Not all clubs feel they can afford to give free glider time so the general mood was towards the juniors paying more but nothing will happen this year.

The Contest Pilots' Meeting was mostly interested in discussing the new rules which Steve W is introducing for the coming year. Inevitably some feel strongly that the new rules will ruin racing and will discourage pilots from buying new top of the line racing gliders but fortunately Steve is made of stern stuff and the new rules will be run for one or two years to see how they go before making any changes.

After lunch we received a presentation from two staff members from the Victoria Business School at Victoria University of Wellington. Their topic was about Funding of Sport and Sport Participation and was centred on research they had done using all 18 Wellington Rugby clubs but their conclusions were applicable to other sports such as gliding. They told us about changes likely when a revised Incorporated Societies Act becomes law in maybe 2017 - 2020. The present Act is from 1908 so you can be sure there will be lots of changes to bring it into the 21st century. Some interesting stuff about costs and revenues and a technique for categorising expenditure into fixed vs discretionary and playing expenditure vs non-playing expenditure. Pity Lionel and Ray were not there to hear it as I am not an accountant's big toe but there was some good stuff for club management to think about.

We then had an open forum where Jill McCaw told us exactly what goes into producing the magazine and included a glossy picture of Hawkeye doing his day job of printing things. Martyn Cook the National Airworthiness Officer gave an update on the engineering side of GNZ and then we had a big discussion about cross country flying. There is a general feeling that getting more pilots to fly cross country will help stem the outflow of members and maybe arrest the sinking membership numbers. Everyone endorsed this view but there was variation in opinion as to how that should be achieved. Quite a few favour making the 50km Silver Badge distance a compulsory part of becoming a QGP but equally there were plenty (including our club) who did not. We all know that some gliding sites are better for baby cross country pilots than others - Whenuapai vs Matamata for instance and I think we were able to convince those attending that making the 50 km compulsory was not the way to go, although any decision is really a matter for the Operations Team. All agreed that more coaching and mentoring new QGPs to encourage them to take that first big step away from the home airfield is needed and possibly making a solo outlanding part of the QGP syllabus was quite a popular suggestion. No decisions were taken but plenty of comment for the Ops Team to think about.

Karen Morgan, President GNZ, spoke about funding and some alternate ways of raising the money GNZ needs to administer the sport. At present most of the funds come from affiliation fees levied on members but she suggested an alternative of charging glider owners would be more equitable since most compliance costs relate to numbers of aircraft rather than numbers of people. Such a scheme would reduce affiliation fees to

members but increase costs for glider owners. Again no decisions were taken but it was agreed she should continue to develop the concept and report back next year. On that theme, affiliation fees will increase this year to \$120 incl GST.

The cocktail party included a very interesting talk by Doug Yarrall describing his record breaking climb to 27,000 ft in his SHK wooden glider over the Wairarapa. Freezing cold draughts at -55 deg C coming through the canopy gaps causing ice all over the instruments and military jets flying beneath him gave some idea of the risks involved. Doug is 83 year old and still flying as CFI of his club.

Then the annual awarding of trophies with Steve Wallace receiving the second highest award, the Friendship Cup. It is awarded for outstanding contribution to the gliding movement during the preceding year. Then Steve Foreman won the Buckland Soaring Award which goes to the highest scoring NZ national in the NZ division of the OLC for the previous season for soaring flights commencing in the North Island. Finally our



intrepid CFI, Ray Burns, won the Air New Zealand Cross Country Championship for the North Island. It is a distance event extending over the full year for flights originating in the North Island by pilots who have not previously achieved a Gold distance flight. Well done guys.

Over a very pleasant evening meal I learned that the Canterbury Club are about to take delivery of a new tow plane, this time a Dynamic wt9 which is a modern LSA/microlight, mostly composite construction, low wing with a Rotax 914 engine giving 115 HP. It should perform even better than the FK9 so it will be interesting to see how it goes.

The AGM on Sunday morning was almost an anti climax with all routine matters put to bed without drama and all finished before 1100.

WHO HAS THE WING WHEEL

Found it.

DUTY ROSTER FOR May, Jun, Jul 2015 Final

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
May	2	D GREY	I WOODFIELD	J WAGNER	
	3	B MOORE	S WALLACE	D BELCHER	
	9	E MCPHERSON	R CARSWELL	J OLSZEWSKI C ROOK	
	10	G HEALEY	L PAGE	P THORPE	
	16	I O'KEEFE	R BURNS	P THORPE/J OLSZEWSKI	-
	17	T O'ROURKE	S WALLACE	R CARSWELL	-
	23	T PRENTICE	I WOODFIELD	D BELCHER	-
	24	G PATTEN	R CARSWELL	J WAGNER	-
	30	K PILLAI	P THORPE	F MCKENZIE	-
	31	J POTE	L PAGE	R CARSWELL	-
Jun	1	G LAKE	R BURNS	J WAGNER	-
	6	R STRUYCK	I WOODFIELD	D BELCHER	
	7	R WHITBY	R CARSWELL	D BELCHER	
	13	J FOOT	S WALLACE	J OLSZEWSKI R CARSWELL	
	14	N GRAVES	L PAGE	F MCKENZIE	
	20	K BHASHYAM	R BURNS	R CARSWELL	
	21	K BRIDGES	P THORPE	J WAGNER	
	27	S FOREMAN	I WOODFIELD	P THORPE	
	28	D FOXCROFT	S WALLACE	D BELCHER	
Jul	4	D GREY	L PAGE	J OLSZEWSKI C ROOK	
	5	B MOORE	R BURNS	F MCKENZIE	
	11	E MCPHERSON	P THORPE	J WAGNER	
	12	G HEALEY	I WOODFIELD	D BELCHER	
	18	I O'KEEFE	S WALLACE	P THORPE	
	19	T O'ROURKE	L PAGE	J OLSZEWSKI C ROOK	
	25	G LAKE	R BURNS	F MCKENZIE	
	26	G PATTEN	P THORPE	J WAGNER	