

WARM AIR 15 Jul 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: S WALLACE Towing: F MCKENZIE Duty Pilot: I O'KEEFE	Bank Acct 38-9014-0625483-000
Sunday	Instructing: L PAGE Towing: C ROOK Duty Pilot: T O'ROURKE	

MEMBERS NEWS

SATURDAY Ray Burns (Frosty) has first hack & apparently it was cold out there on the airfield Temperature 4 degrees, Dew Point 3, blah blah blah". What??? 4 degrees at 0900. What kind of madness is this?



Alright here's the evidence, white stuff on ground, equals cold!!

Upon arrival I made contact with a full contingent of congregating keen cadets at the crash-gate (stand aside Dr Suess) and crunched through the frost to open the Hangar.

New member Marc met me shortly thereafter and we spent some time going through most of the ground training syllabus and completing the DI for the twin. Peter swooped in with the mighty Grob ATC glider. After a change of ends, we were soon underway.

The day started with some consolidation flying for Marc and Rahul who had waited patiently for 2 trial flights Then Graham (Mr Warm Air) and Steve (Hawkeye) both took respective family members for flights in Mike Whiskey The conditions were very still air with amazing visibility (I think the best I've seen in a very long time). A final trial flight preceded that last flight of the day with David Grey. Last landing at 1643.

12 Launches for GNW (Grob 109 with a noisy front end and windmill). 8 for GMW (no Motor or Heater), 2 for Andy in KK and Tony was the only one who flew VF. Times were pretty much as you would expect for dead still air, the only variability being the tow height. (According to Hawkeye he states he found a thermal & actually gained height. It would be rude to suggest that this occurred while he was still on tow)



There is a thermal cloud up there waiting for these two

Peter Thorpe gives an update for ATC Cadets in the mighty Grob

I was down to fly ATC cadets in the Grob 109 motor glider on Saturday so it was an early (for me) start to get to Ardmore by 0820 where it was -2 degrees with a hard crunchy frost. Rob Owens and Hapi Leonard had the aircraft out of the hangar and ready to roll so after some difficulty in persuading the motor to start (cold weather?) I set off for Whenuapai. A glorious morning with not a breathe of wind and a brilliant trip up the harbour with the islands on the horizon standing out sharp and clear. A keen bunch of cadets from 5 SQN ATC were waiting and we were soon giving some youngsters who had never flown before their first experience of the joys of flight. We shut down the engine at 2500ft near the prison on each flight so they sampled both power flying and the joys of gliding (not much soaring in the very stable conditions). After 10 cadets had flown, and I hope enjoyed themselves, it was another smooth ride back to Ardmore where the aircraft has the temporary use of a brand new hangar. A full day for me with 12 flights and 3.4 hours logged.

Some facts that don't really need telling

It must have been Sisters Day, Mr Warm Air and Mr Hawkeye took their respective sisters for a fly. It's a first.

Not that it is a competition, but Mr Warm Air says he and his sister beat Hawkeye and his sister by 1 minute!!

Guess which pilot radioed "twice" he was flying Kilo Papa when he was actually flying Mike Whiskey?

Derry a request for a heaters to be installed in all Gliders and the tractors!!!

For the second time Roy outclassed Ian with a newer and better mobile phone than the new one Ian had just acquired...Even worse Roy's phone was a Freebie (unbelievable)

SUNDAY

Ivor gives us the lowdown on Sundays sorties.

Sunday's weather was forecast to be blue skies and very light easterlies . Certain to attract some members to the field. It was cold as I opened up, although the sun was shining, and before long people started arriving. We pulled out the fleet, and while towie Peter went off to refill all the fuel containers, the vehicles and gliders were DI'd and generally made ready. The wind was light and variable. However as it was forecast to come round to the East during the day the call was made to set up on 08, so we all set off down to 'the other end'. First away, at around midday, was Andy Mackay in KK, who towed to 2500'. After testing some manoeuvres, and with a totally stable sky, it was not long before he was back on the ground. Brendon chose to do a couple of circuits to consolidate his towing and landing skills, in between which first Tony in VF and then Roy in MP tried their luck, Roy managing a respectable half hour flight which was the longest for the day. Following Brendon's successful flights, during which he learned just how important speed control is to landing length with 0 headwind to slow you down, Alex decided he too would go for a couple of 1000' circuits. Having not flown for a while he demonstrated good circuit awareness and control, and made good progress. Between his two launches Lionel had a turn in VF and confirmed that there was indeed no lift to be had. Tony then went for a flight in MW, with duty pilot Genny taking photos from the front seat. Genny then had the final flight of the day, a 1000' release followed by a well planned and executed circuit and very good 'hangar landing'.

All in all a good day's flying, with 10 flights for the day, followed by a small group chat over beers, and everything locked up and away by 5.30.

Peter Thorpe again, now in the tow position shares his version of events & shares some wise advice on hangar landings

On Sunday I was tow pilot and another day with a light easterly drift to start with so it was down to the 08 end and a first flight just after midday with Andy taking KK to 2500ft to check some handling. A new prospective tow pilot Gene Soudlenkov came for a ride and was favourably impressed with the climb rate but could not stay for another tow with MW as there was a marked reluctance from club members to fly until after 1400. Things got going then and there was a steady stream of launches until 1625, in fact 10 in total. Not much lift so pretty short flights and several 1000ft tows for circuit practise.

You would think after 12 flights on Saturday and another 10 on Sunday that I would be getting pretty good at the take off and landing bit - well I nearly proved once again that you can never stop concentrating when you are flying and also that hangar landings are notorious for going wrong. In my case the final landing was a long one to end up at the hangar and I kept the speed up a bit to save time and then found that I was at the hangar and I was still well and truly airborne. The thought flashed through my mind that I could get it on the ground at about the eastern end but then the prospect of braking hard in the overrun with one wheel brake not working very well reminded me that I am an old pilot not a bold one and it was time to apply power and go around for another attempt. The option of going around is not available to glider pilots so be very careful when attempting hangar landings and never try to get close to the hangar - you just might end up inside it!

Safety Reminder

Diligence - A Word of Application - CFI Explains why?

When DI'ing the twin on Saturday I found the locking pin from the trim tab hookup missing. It's hard to say how it got it like this. Either the pin was not fitted at the last rig, or it was fitted but not locked and has subsequently come adrift.

This reminded me about a passage in a book by Atul Gawande that I had been reading recently. It had the following paragraph:

OED: Dictionary definition:

careful and persistent work or effort.

"few party members challenge his diligence as an MP"

synonyms: conscientiousness, rigour, rigorousness, meticulousness, carefulness,

I'm not entirely sure about the example sentence. I can think of many more pursuits in which I might apply the word long before I came up with anything to do with an MP!

Atul Gawande is a surgeon and was using the word in a medical context, but he draws parallels with aviation in some of his other writings.

It's a word that we should use when describing many of the activities we do. It's something we cannot teach nor put in SOP's nor mandate. It's a state of mind, an approach to the task at hand.

DI'ing a glider, preparing to fly, performing checks, planning your circuit, looking for other traffic; these are times where the word "diligence" should spring to mind.

(Important advice from the Chief, keep vigilant and check those little things, they can bite you)

Radio Procedures- Upcoming Training with Ray the "DJ" this coming Weekend

Following on from Jonathan's talk on Human Factors, I will be conducting the Radio course at Drury as part of their QGP course. Looking forward this might be something we do on an on-going basis - sharing the effort for the QGP courses over winter.

The Radio course is scheduled for 19th July at 1630 in their club rooms followed by a meal. I don't the exact cost of the meal but last week it was \$15. So expect a similar number.

I strongly encourage new students to attend this course. As we fly in controlled airspace, we require this course to be completed prior to solo.

(Well worth attending in order to get you on your way with the training syllabus)

Sporting Code - Essential reading for your upcoming badge flights - Ray Burns

For those of you who have plans of badge flying this labour weekend, please be advised that the new sporting code 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

I suggested in an earlier edition of Warm Air that there a number of OO's in the club (Myself, Peter, Lionel, Steve, Gary) who are all more than happy to help you sort out what you need to do to get badge legs. This is still the case.

This is a joint effort so please download the new code and have a read. It's 25 pages or so and the new version clarifies a lot of the rules and is easier to follow.

(The soaring season is approaching, time to start your planning for your badge flights. They are achievable!!)

ASC Gliding Dinner / Catch up

Well it is time to have a catch up and have a feast.

So as tradition has it, we are booked in for a Sunday Night Buffet Dinner at the Browns Bay RSA.

The Date is Sunday 26th at 6 pm.

Meal \$27 each (drinks extra)

The Medals Restaurant produces amazing meals and you can review here www.ecbrsa.co.nz

So it would be great to catch up, bring your family and friends if you want.

Please let Ian know if you can attend and how many of you ian.okeefe@xtra.co.nz

Tailpiece

Foreign Correspondent Matt Ledger reports on his whereabouts

We had a great trip back to the UK, though Aussie, Singapore, Malaysia, Thailand, Cambodia, Norway, Denmark and finally the UK. Doubled our airtime, but unfortunately all of it as a pax rather than pilot! We've mostly been catching up with family and friends, but I start work today (by the time Warm Air is published) so I'm hoping to inject a healthy amount of Kiwi attitude into the office :) Laura and I are planning to spend a week gliding at the end of August, hopefully we'll get a weekend in before then. More reports to follow.

We've been keeping up with the club news via Warm Air, so please keep on posting your stories - it's been fantastic reading about the West Coast Runs you've been making.

Great to hear from you Matt and we look forward to your soaring updates from the UK.

Next week an update from Christina Keil in Germany on her soaring adventures. Great photo's as well.



See you at the field and remember to reserve your dinner seat for the 26th July.

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	I WOODFIELD	R CARSWELL	
	21	K BRIDGES	P THORPE	J WAGNER	
	27	S FOREMAN	R BURNS	P THORPE	
	28	D FOXCROFT	S WALLACE	D BELCHER	
Jul	4	D GREY	L PAGE	C ROOK	
	5	B MOORE	R BURNS	D BELCHER	
	11	E MCPHERSON	P THORPE	J WAGNER	
	12	G HEALEY	I WOODFIELD	P THORPE	
	18	I O'KEEFE	S WALLACE	F MCKENZIE	
	19	T O'ROURKE	L PAGE	C ROOK	
	25	G LAKE	R BURNS	J WAGNER	
	26	G PATTEN	P THORPE	F MCKENZIE	