

WARM AIR 16 Jun 12

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433 www.ascgliding.org
Saturday.	Instructing: Rex Carswell Towing: Marc Oliver Duty Pilot Jay Harkness
Sunday.	Instructing: Ray Burns Towing: Craig Rook Duty Pilot Dave Foxcroft

**SUNDAY - WE HAVE ATC CADETS - EARLY START PLEASE
MEMBERS NEWS**

SATURDAY

Friday brought news we would not be allowed to fly for the first couple of hours of the afternoon. A resident Boeing 757 would be pounding the circuit. This plus the less than ideal weather pretty much killed any interest in coming out on a so-so squally day. As Instructor Andy McKay reported:

Nothing to report other than Gary Patten was out early to do a supplementary on GMW - passed with some minor issues we'll resolve at annuals (tailwheel flat, one of the rear canopy hinges slightly loose etc).

SUNDAY *Towie Graham Lake does the honours:*

Grey skies and a flat looking overcast promised little by way of lift. Slightly better off than the Saturday mob, our Boeing mandated grounding was only until around 1230 so a slightly later start saw us pretty much ready when the 757 came back to do just two touch and goes and one full stop to end their day.

Yep, apart from a couple of bits of lift on climb out the sky was dead. Ian O'keefe provided most of the income taking three of the four flights as he got back into the swing of things with Gary Patten taking the last to pretend Instructor Lionel Page was his passenger. (Gary forgot the gag).

Keen readers of this august publication will recall a note a couple of weeks ago announcing our gliders were due for annuals and Derry Belcher would do them in our own hangar. They may even note WA forgot to put that in last week's Warm Air and he had to send out a reminder for two tasks later in the day, derig the gliders and empty the fridge.

As we neared the end of our flying the crowd swelled, but not with flyers so the towpilot could have more flights. They had come to empty the fridge but had the timing wrong and had to help with the de-rig. (I jest). Earlier *Warm Air* realized he had forgotten the Libelle logbooks but a plaintive, sniveling call to his dearest Dragon soon had them at the airfield. He was not so successful at persuading the Dragon to come flying with him. Assurances of a working heater did not cut the mustard for poor, disappointed WA. The early finish allowed an early start to the de-rig. In the midst of the debate where everything would go, Rudolph Struyck was heard to remark if this was a Dutch club there would have been a prepared layout plan. What...and miss the

entertainment of ten chiefs and one Indian. We did eventually get them all laid out to Neville Swan's satisfaction with the tractor and towplane inside too.

I'm sure it was a coincidence but the sound of the workers opening the fridge did seem to produce a sudden influx of members eager to assist with the second task. Duty Pilot Greg Rosenfeldt produced a plate of home made choccy cake (made with his own fair hands I hear), and the fridge emptying proceeded with a good crowd of members and much conviviality. It was good to see Derry and Mark Belcher come to see how we were doing. Feelings were hurt with the uncalled for question whether a certain Libelle owner could still get inand close the canopy, perhaps the annual was unnecessary. CFI Thorpe, in the midst of recovery from shoulder surgery, came along sporting a beard. His immobile arm prevented shaving, he claimed. The observation that he is left handed and the surgery was on his right shoulder was dismissed with cavalier disdain.....and Jenny has fallen for that twaddle??? At first glance Warm Air thought it was Thomas O'Rourke.

KITSET GLIDERS

The forecast for this weekend is good with a promise of fine with gentle breezes. The annuals will be done by the weekend and the Saturday crew will be faced with a pile of kitset pieces, so If you want to fly it all has to go together again. Can we please have plenty of helpers for Saturday morning.

Couple of tips,

- One chief and ten Indians.
- Make sure the bell cranks are the right way round before the wings go on.
- For both MW and MP wings, they seem to slide together easier if a couple of folks are at the root end, (one on the leading edge and one on the trailing edge), to lift the wing around 5mm as the rest try to push the wing home. This helps align the pins to the bushings.

If you don't get the second one right and the third does not work that good, well, the announcement the wings have to come off again make folks get a mite hostile, give dark looks and discuss filling holes in the airfield.

ATC FLYING

We have ATC cadets on Sunday. An early start please, get there 0830 fly at 0900. Can we have helpers please.

EL CAPITAINO RAY HAS BURNING NEWS *(yeah, yeah it was here last week but he is proud of his effort and it has instructions. Warm Air has also changed the text colour)*

Chaps & Chapesses:

After a bit of nudging from Steve Saunders and having a week laid up at home, I wrote a spreadsheet that can be used for recording logbook flights. The idea is that it gives a little bit of prompting along the way and has a worksheet that includes all the totals you need for logbook pages, VFR's, Annual membership renewals and the like. You don't need to key in all your flights, you can pick a point in time and enter the 'opening' figures then start adding your flights from there. I have written it so that it works with all versions of Excel from 1997 onwards. I have tested with 2000 and 2010. Shock! Horror! I even wrote some documentation to go with it.

You will find this marvel of modern technology at <http://www.rayburns.co.nz/asc> . Feel free to download and play. Any feedback will be welcome. Well, at least *most* feedback will be welcome. It is probably a good idea to download and the read the PDF that is the documentation. But then again that's always the last thing I do (flight manuals excepted!) so I don't have very high hopes on this front.

LS-4a ZK-GKP FOR SALE *Peter Coveney has his LS-4A up for sale:*



This is a really good example of one of the nicest gliders to fly. KP comes with a Colibri secure logger , the latest Borgelt, B500 vario and B2500 glide computer, combination worth over \$7000. The trailer is a clam shell type Komet which makes rigging and derigging a breeze. Great value at \$55,000. Currently located at Whenuapai. Contact Peter Coveney at petercove@ihug.co.nz or phone 021 02251470.

TAILPIECE

See you at the field

WARM AIR

ROSTER BELOW

DUTY ROSTER FOR MAY, JUNE, JULY 2012 FINAL

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
MAY	5	am pm	No flying -	"Jumpstart" -	- -
	6	am pm	G Patten -	R Burns -	G Rook -
	12	am pm	S Saunders -	S Wallace -	A Sunde -
	13	am pm	J Pote -	A MacKay -	G Rook -
	19	am pm	F Retief -	P Coveney -	G Lake -
	20	am pm	G Rosenfeldt -	L Page -	M Oliver -
	26	am pm	J Pote -	R Carswell -	A Sunde -
	27	am pm	K Pillai -	R Burns -	G Lake -
JUNE	2	am pm	R Thomson -	D Todd -	M Oliver -
	3	am pm	R Whitby -	S Wallace -	R Carswell -
QUEENS BIRTHDAY	4	am pm	L Woodfield -	P Coveney -	G Rook -
	9	am pm	K Bashyam -	A MacKay -	A Sunde -
	10	am pm	J Deetlefs -	L Page -	G Lake -
	16	am pm	J Harkness -	R Carswell -	M Oliver -
	17	am pm	D Foxcroft -	R Burns -	C Rook -
	23	am pm	D Grey -	S Wallace -	R Carswell -
	24	am pm	S Foreman -	P Thorpe -	A Sunde -
	30	am pm	B Hocking -	P Coveney -	P Thorpe -
JULY	1	am pm	G Hodge -	A MacKay -	M Oliver -
	7	am pm	E McPherson -	D Todd -	C Rook -
	8	am pm	T O'Rourke -	L Page -	R Carswell -
	14	am pm	G Hodge -	R Carswell -	G Lake -
	15	am pm	K Pillai -	R Burns -	P Thorpe -
	21	am pm	J Pote -	S Wallace -	M Oliver -
	22	am pm	F Retief -	P Thorpe -	C Rook -
	28	am pm	G Rosenfeldt -	P Coveney -	P Thorpe -
	29	am pm	S Saunders -	A MacKay -	R Carswell -