

WARM AIR 20 Jul 13

Aviation Sports Club Gliding Newsletter

THIS WEEKEND: Club Cellphone 021 745 433 www.ascgliding.org

Saturday. Instructing: Rex Carswell Bank Acct 38-9014-0625483-000

Towing: Peter Thorpe

Duty Pilot: Kishan Bhashyam

Sunday. Instructing: Steve Wallace

Towing: Ryan Brookes

Duty Pilot: Kit Boyes

MID WINTER DINNER - HAVE YOU LET RAY KNOW YOU ARE COMING????? MEMBERS NEWS

SATURDAY

Well for a day that was forecast to be rain, rain and more rain - they could not get it more wrong. All my alternative plans were binned, however they did succeed in making me late as I tried to at least get some of the chores done. My late arrival was duly noted by Roy and Tony. When I said that I thought winter starts were 10am - Roy was very quick to note, that in that case I was STILL late, the time being 10.10am. I quickly, and unfairly, blamed Base Ops for delaying me.

The normally yakking commenced and the aircraft (only VF and MP in a rather empty hangar) were slowly extracted. A short wait for Rescue One to do a Bird count (now that must be some job - and how the hell do you not loose count? Or miss count?)

The modellers managed to provide a very short piece of excitement when they wrote off one of their aircraft. I saw it's demise in the distance and then heard the "thud" which was then followed up by the radio call to get permission to collect the pieces.

Some good looking clouds over the Waitakeres lured Craig and myself over for a quick joy ride in RDW to see if they had any lift and how far away they were. On our return and after some coaxing, Roy took MP for the longest flight of the day of 28 minutes. A bit of ground briefing to progress Tony's B Cert, and he was away in VF, only to return in 13 minutes just after Roy in MP returned - having hit a huge amount of sink. Thinking the sky looked fairly promising, I took MP for what turned out to be a great sleigh ride - perfectly smooth - with NO lift what so ever. Achieving the second longest flight of the day - 14 minutes.

Some around lunch Steve Foreman arrived with KP and set about rigging it SLOWLY! When all done to his satisfaction - it took to the air - only to return for a tie second longest flight of 14 minutes. No one else wanted to try the deceptive looking sky, so we packed them all away at about 3pm and settled in for a few cold ones, at which stage Ray, father in law and Gary arrived to assist with the tall tales.

Real pity the good looking sky was so misleading!

SUNDAY

I was tow pilot for Sunday but then David Todd asked for a relief so as we did not have a two seat glider I said I would do both jobs. I was thinking that 10am would be a good start time when I received a text message on Saturday evening from Ian O'K suggesting that he and Hawkeye were planning a coast run for Sunday morning and could they have an early start at 0830. So cancel breakfast in bed and I managed to draw the key and get there by 0840 to be greeted by the two intrepid warriors with a peace offering of a coffee and a bacon & egg sarnie. There was some concern that the wind was too far south and there were

lots of rain showers forecast and visible on the rain radar but we started to DI and decided to adopt a 'wait and see' policy. We pushed RDW outside and I started my DI but the two warriors then decided it was very cold outside and it might rain so they DI'd in the hangar. Mark Belcher was duty pilot and he turned up to help so we fluffed around watching the black clouds get closer and then hurriedly pushed RDW back in the hangar as it began to rain. By 1030 we decided the day was not very nice and although the wind on the ground was suitable, being about 021/20, the ATIS said the 2000ft wind was 180/40 so after a bit of talk about the wind being a bit too far south and having to wait for rain showers to go by and how the weather conditions for a retrieve were not very nice we packed up and went home.

CLUB DINNER

Sunday 21st July at Browns Bay RSA. 1830hrs. Can you please email Ray at ray@rayburns.co.nz indicating whether you can make it or not.

WING RUNNERS

It's been a while since we went thru this one buttis time.

The wing runners job looks reasonably simple, hook up the rope, hold up the wing, wave a bat around and go for a short jog as the towplane heads off hotly pursued by the glider. There is just a touch more to the job than this.

You are also the visual checker to make sure the glider itself is in a fit condition to be launched, everything is set as it should be and there is nothing else coming in to land. The steps you have to do are these:

- If this is a solo flight in the twin, make sure the rear cockpit is correctly set up, straps secured out of the way, (by doing them up), no loose articles and the canopy is fully down and the locking pins are all the way into the locking slots.
- Once the pilot is ready, check the rope for knots, (and remove the knots if they are there) and hook up the rope to the glider. (Have the pull off checks been done today?).
- Go out to the wing, pick it up together with the bat and take the time to look the glider over carefully. Does everything look as it should, are the canopies down with the gap at the bottom of each canopy roughly the same, (a couple of mm), do the alignment marks match and are the brakes fully closed and locked.
- Have a good look at the circuit North and South, above and behind and make sure there is not another aircraft or glider coming in to land. If there is decide whether they are far enough away to get your launch in before they get to short finals. Here err on the side of caution. If they are going to get there first, put the wing down.
- If everything is OK give the towpilot the "take up slack" signal, bat waved side to side below the waist. Big swings please, as the towplane mirror is quite small.
- Once the slack is out of the rope hold the bat still, vertically above your head, (that's the hold signal), and take a last good look above and behind.
- If all clear give the "All Out" signal. Wave the bat side to side above the waist. Again, big swings please.

Pretty straight-forward, really. You do need to know what looks right and what does not. Take the time to set up the glider with the rear canopy, then the front canopy, and then both canopies not locked down. Get a visual picture of how that looks and the difference when they are both locked down properly. Same with the airbrakes check out the difference between closed and closed and locked.

Lastly, if you are not sure ask the instructor or an experienced club member to walk you through all of this.

QGP GROUND COURSES *Jonathan Pote has this year's QGP ground courses organised*

I think things are now fairly set for the QGP ground course, which will run every Tuesday evening from July 23rd to September 3rd, and possibly longer if there are delays.

Everyone is welcome, so if you want a refresher, just turn up on the appropriate night. At present there are thirteen candidates, a record and very healthy for the Club. They are Genny, Sally, Ben, Grant, Campbell, Nathan, Jeff, Greg, Mark, Karl, Robert, Kit and Tony.

Each lecture will start at 6:45 PM and last until 9:00 PM. We must not over run as some people will have parents etc waiting outside for them, so the guillotine is at 9 PM to be back at the gate by 9:10 PM.

The venue should be the Education Centre at RNZAF Whenuapai, which Peter has requested but I have not yet seen confirmed. For those who can get a car in, drive straight ahead (speed limit 30 KPH and the RNZAF will rescind your pass if you exceed it) until you see 'Hot Shots' cafe on your left. Turn left immediately **before** the cafe into a one way system and the education centre is fifty metres on your right. I doubt there will be enough parking for us all there, but there are places near 'Hot Shots'. If you go too far, within a hundred metres you reach a 'T' junction where you can easily turn around.

To get past the gate without a gliding club pass you will need photo ID (which is confiscated in lieu of the temporary pass given to you). Arrive early if this applies to you as the system is easily overwhelmed. The security staff should have an email from our CEO, Flt Lt Mike Ward, listing all known attendee names. Candidates and lecturers should also get a copy; print it out and bring it each night if you do not have a pass. If anyone else wishes to attend and does not have a gate pass, please let me know NOW so that you can be on the list.

If you have problems, my mobile is 0210-236-9728. I should be there in good time each night but will not answer is driving.

Programme: Tuesday nights 23rd July - 3rd September at 6:45 PM:

23rd July	Air Law	Peter
30th July	Airmanship and navigation	Lionel
6th August	Performance and technical	Andy
13th August	Meteorology	Steve
20th August	Human Factors	Jonathan
27th August	Exams	Peter
3rd September	RTF Theory and exam	Ray

(If a lecturer cannot attend, I will give the HF presentation on their night to avoid a gap; if there is time, I will email everyone. I intend to be there every night anyway)

There is a lot of reading to be done in the next two weeks;

- The blue 'Pilot Training Study Manual' (copies now in the caravan if you still need one)
- Human factors document (attached)
- RTF as attached (four documents, best read in the order AC-91, AC2-11, 'Plane talking' and finally Doc 9432)

Send me an email if you want me to send you this material.

CHRISTMAS CAMP

The Matamata Soaring Centre is proposing a big multiclub camp at Matamata over the post Christmas period, 26 December to Friday 10 January. This period also coincides with the Multiclass Nationals so offers exposure to competition flying as well as the chance to fly in someone else's playground. The club intends to go for a fair bit of this period as seeks expressions of interest on who will attend some or all. For those who

have not been before Matamata airfield has a largish camping ground together with a number of cabins and good communal facilities. Please email Ray Burns with your indication of attendance.

GMW REPAIR

The replacement canopy is due in Auckland on Friday around midday. Allowing for Customs Derry and Gary may get it Wednesday. It will be a tough ask to be ready for the weekend, but we will see.

TAILPIECE

Last night's committee meeting got a chance to meet Squadron Leader Robert Stuart, the new OC base Operations and our new OIC Aviation Sports, (that's all the Aviation Sports Clubs). We all look forward to seeing him out one fine weekend, to meet us, see what we have and to take him up.

Take a good look at the safety messages in this WA, think about what you are doing and ask yourself, "do I have enough training to do this job properly". In aviation there is no blame, no macho culture of too scared to ask, but a strong desire to get every flight done safely and without incident. Do not be afraid to ask for help.

WARM AIR

ROSTER BELOW

DUTY ROSTER FOR MAY, JUNE, JULY 2013 final

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	Events
MAY	4	am pm	T Printice -	P Thorpe -	R Carswell -	
	5	am pm	K Bhashyam -	D Todd -	G Lake -	YOUTH GLIDE
	11	am pm	K Boyes -	P Coveney -	C Reek -	
	12	am pm	S Foreman -	S Wallace -	R Carswell -	
	18	am pm	D Foxcroft -	I Woodfield -	P Thorpe -	
	19	am pm	N Graves -	L Page -	M Oliver -	5 SQN ATC
	25	am pm	D Grey -	R Burns -	R Carswell -	
	26	am pm	C Hall -	I Woodfield -	R Bookes -	
- JUNE	1	am pm	G Healey -	R Carswell -	G Lake -	
- - QUEENS BIRTHDAY	2	am pm	B Hocking -	P Thorpe -	C Reek -	YOUTH GLIDE
	3	am pm	B Mawhinney -	S Wallace -	P Thorpe -	
- - -	8	am pm	E McPherson -	P Coveney -	M Oliver -	
	9	am pm	I O'Keefe -	D Todd -	G Lake -	5 SQN ATC
	15	am pm	T O'Rourke -	P Coveney -	R Carswell -	
	16	am pm	K Pillai -	R Burns -	R Brookes -	
	22	am pm	R Pitt -	R Carswell -	C Reek -	
	23	am pm	J Pote -	P Thorpe -	M Oliver -	SCOUTS
	29	am pm	M Belcher -	S Wallace -	P Thorpe -	
	30	am pm	G Rosenfeldt -	R Burns -	R Brookes -	
JULY	6	am pm	J Rosenfeldt -	P Coveney -	R Carswell -	
	7	am pm	R Struyck -	I Woodfield -	G Lake -	YOUTH GLIDE
	13	am pm	R Thomson -	L Page -	C Reek -	
	14	am pm	M Belcher -	P Thorpe -	P Thorpe -	
	20	am pm	K Bhashyam -	R Carswell -	P Thorpe -	
	21	am pm	K Boyes -	S Wallace -	R Brookes -	5 SQN ATC
	27	am pm	S Foreman -	P Thorpe -	G Lake -	
	28	am pm	D Foxcroft -	R Burns -	R Carswell -	5 SQN ATC

