

WARM AIR 23 May 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Ivor Woodfield	Bank Acct 38-9014-0625483-000
	Towing: Derry Belcher	
	Duty Pilot: Tony Prentice	
Sunday	Instructing: Rex Carswell	
	Towing: Jamie Wagner	
	Duty Pilot: Gary Patten	

MEMBERS NEWS

SATURDAY *Instructor Ray Burns starts us off*

Hmmm, not quite winter yet but you can certainly see it's coming. I arrived before nine like we all agreed at the committee meeting. Base ops said there would be Iroquois operations all day with the Tower coming on watch about 1000. Roy Whitby arrived bright and early and Peter Thorpe was not far behind him. With quorum in hand we started on the glider / hangar extraction dance.

Today was to be Jo Olszewski's tow rating day. A stiff southerly blew straight across the field all day which gave her plenty to do.

First flight was 1136 with a friend of mine. There was definitely some lift about but I was not keen on banking the glider very much but we still managed 21 minutes. Ian O'Keefe, Tony Prentice and Gary Patten all tried their hand with GMP/GMW. Roy Whitby and I took GMW performed all the non-standard manoeuvres : boxing the two, brakes out, wave offs, XC towing and finishing with a descent on tow to end up about 1800 feet with a wave off signal. Nice clear wave off, I looked at where we were (a bit north of the prison) and thought about the wind and thought about where we were and then thought about the wind some more and then a cunning plan jumped to mind. I released, pointed the glider at the runway and called "You have control"!

The day ended with Graham Lake and I with a short sortie to boost the number of tows, (*would have been longer but there was unhelpful ballast in the front*).

Six flights for the day. Last landing at 1520. Longest flight honours to Ian with a startling 24 minutes! (Yes, it was that kind of day).

Towie Peter Thorpe continues: We managed to align the stars and planets so that Jo and I were able to continue some tow pilot training. The wind was directly across the runway so we set up on 26 and after Jo had packed the pilot seat with about 10 cushions we lined up for the first launch soon after 1130 ready to whisk Ray Burns and a passenger into the air. Whisk is probably not the right word since the cross wind and wet grass did not exactly assist the take off performance of the combination. We managed to launch safely although margins were a bit thin and the rest of the flight was pretty normal. Next up was Ian O'Keefe in MP and that was an easier take off but the soaring conditions were pretty ordinary so nobody was keen to fly at that time. After lunch Ray Burns and Roy Whitby agreed to act as guinea pigs for some tow pilot emergency actions and we did some out of position work, emergency signals, cross country and descending on tow, finishing with an emergency release signal. Tony Prentice and Gary Patten both had solo flights and Ray Burns and Graham Lake finished the day with a flight in MW. All on the ground by 1530 and I only got growled at once by the controller for not replying to a call (I was fiddling with the radio and accidentally changed frequency) and twice by grumpy glider pilots who seemed to think I should tow them into lift rather than downwind in sink - some people have no sense of adventure. A drink and a chin wag before heading off home. Six flights for the day.

SUNDAY

Sunday's weather looked anything but flash and the day was capped before it started. *Warm Air's* phone goes with Towie Rex Carswell on the other end with the news he had broken the towplane. Well not really, but the repair Peter T and WA had tried the previous day to stretch up and reattach the "flexible" hose from the filler neck to the fuel tank had not worked. It was again unattached and letting fuel fumes into the cabin. He seemed unwilling to fly her despite assurances the fumes would counter the results of his baked beans breakfast. Four plus years of fuel environment had removed any vestiges of flexibility and it is time for a replacement. Our trusty maintainer, Bryn Lockie, has this in hand and it should be all fixed for this weekend.



TAILPIECE

For those that have not seen it an interesting article in the latest issue of *Kiwiflyer* from Roger Brown on towing with a Foxbat. This was at the Vintage and Classic Glider Rally in Taumarunui in February. We got small mention with our RDW.

Our committee meeting last night had an interesting discussion on the merits of including the 50km flight in the QGP syllabus. Your gliding environment dictates much towards the success of the attempt. Its one thing to try a 50km Matamata to Thames with many excellent landout options the whole way. Nowhere near so easy Whenuapai to Springhill where the landout options taper sharply as destination is neared. QGP is the part where we teach folks to fly gliders safely and let them start stretching their wings. Cross Country courses are for the next step....if that's what people want to do. Many are quite happy soaring in the vicinity of home airfield while others stretch their wings straight away. The distressing tendency of our awards folk and observers to ignore the FAI guidance to find ways to award rather than ways not to award is also a limitation. If the candidate travelled 50km then ignore the rest and give the award. Golds and Diamonds are a different matter but the 50km is the baby steps level. The consensus was to oppose this move.



Jonathan Pote with the Chief of the Air Force, AVM Mike Yardley

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	G LAKE	L PAGE	R CARSWELL	
Jun	1	T PRENTICE	R BURNS	D BELCHER	
	6	R STRUYCK	I WOODFIELD	J WAGNER	
	7	R WHITBY	R CARSWELL	D BELCHER	
	13	J FOOT	S WALLACE	J OLSZEWSKI C ROOK	
	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	