

WARM AIR 23 Nov 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: Craig Rook	
	Duty Pilot: Richard Pitt	
Sunday.	Instructing: Ray Burns	
	Towing: Peter Thorpe/Jamie Wagner	
	Duty Pilot: Nathan Graves	

MEMBERS NEWS

SATURDAY *Towie Derry Belcher pretty much wore out a keyboard with his report*

A very pleasant day towing with 9 tows and nothing notable to report. The FK-9 performed as it should without a hiccup and no-one tried anything funny on the other end of the line.. Even Tony Prentice did a good job staying behind on his first flight in GMP.

You left out the bit about leaving no fuel for the next TP or bothering to clean her????????????

1. It had plenty of fuel - in fact, enough for a whole day of towing (providing you only do 5 or so tows....). I remember somewhere in the dark distant past someone telling me that was O.K, and leaving ME empty canisters :). *Yes but she was clean and it was dark*
2. I did ask if someone could get some gas and put the canisters out but no offers :(. At least I let you know what the fuel state was before you went out on Sunday, now stop griping.
3. 'She' looked plenty clean to me. I did scrape some bugs off the LE and prop though...

First 20 minutes go get fuel and stick some in towplane. Do preflight, cannot discern profile of prop leading edge for bugs, not sure if metal erosion strip is still there. Spend 30 minutes cleaning towplane. Amuse self devising unpleasant outcomes for some towpilots.

Sorry I took so long to reply, I was just tuning up my tiny violin ;).

SUNDAY *Dirty, I mean duty instructor Ray Burns, our own Club Capitaine, leads off*



The ATIS at the start of the day said "Light and Variable". Variable it certainly was. We started on 26, changed to 08, then returned back to 26. At one stage during the visit to 08 we had a tailwind on the runway windsock and a headwind on the caravan wind sock!

The day started with Jonathan taking an elderly lady for a shared cost flight. Campbell Hall then hit the circuit hard. Perfection is what he (and I) wanted and made some excellent progress in getting there. Rudolf did some more work on the QGP syllabus followed by a solid hour of thermalling in a late afternoon convergence by our youngest member Jack Foote. We launched

slightly before the convergence set up shop and the first 20 minutes was spent in patient turning to climb a meagre 200 feet. Jack demonstrated some excellent flying with good speed control over a range of conditions. An hour and bit later we were back on the ground and, with no one else waiting to fly, Ivor disappeared into the yonder with some very clever flying testing the limits of the back trim (hint: Jack weighs a little over 40kg).

While all this was happening the singles were seen dashing about the sky with the likes of Ian, Steve, Tony, Gary and Jonathon seen at the controls. Gary took line honours with 98 minutes.

Towie Graham Lake carries on, tired from having to clean the towplane twice

The day started with lessons on lawn mower starting 101 and the sight of a shirtless Raymondo as he mowed round the hangar. One still has nightmares. A changeable day with some discussion as to the best end to start. It did look like 08 rather than 26 so we launched the twin of 26 and relocated the rest. A couple of launches later we had two wind socks within 300 metres pointing at each other before it settled to a tailwind on 08. Time to go back to the other end.

Another first for RDW taking a water filled LS3 for a launch. Had Steve Foreman had not mentioned this I probably would not have noticed. Very nice smooth flying for the towpilot, not so good for the glider pilots until the sea breeze convergence arrived. Dropped all three club gliders, (one of these had extra ballast too), into this and spent the waiting period cleaning the towplane before a modest adjustment to the lawnmower had it purring and the towie retired to a well earned sherbet. 12 flights for the day.



BE A GOOD CLUB MEMBER

Any club is a function of its members, how well they participate and gel together. Every club relies on its members to step up and do stuff that facilitates the club activities. Ours is no different.

Gliders do not get themselves out of the hangar and ready for flight, nor do they put themselves away. Please at least either come early to help get set up or stay to help put everything away. Don't just rock up, take your flight and go.

The day's operations do not look after themselves. Someone, conveniently called the duty pilot, does most of this, recording flights, answering the phone and radio, giving information and making sure each flight is paid for at the correct rates. Please turn up and stay for all of your rostered day. If you cannot make it please arrange a swap with another club member.

XMAS CAMP

We intend to go to Matamata around 28 Dec and stay for about a week. If you are staying over this is a good time to book accommodation as there. This camp is a multi-club event that has confirmed attendance from Auckland Gliding Club, Tauranga Gliding Club, Piako Gliding Club and even pilots from Taupo and Taranaki. In addition as the camp is to be run concurrent with the multi-class Nationals New Zealand's top pilots from both the north and south island will also be there with the latest in gliding technology (Antares, JS-1 jet, ASG29, etc). A typical day will be along the lines of club flying from after breakfast to around midday at which point club flying will stop while the competition grid is launched (typically 50 minutes). After this club flying can continue. Novice tasks of around 50km will be set and scored on a day entry basis so that novice cross country pilots will be able to have a crack at an easy task over friendly terrain. There is normally no problem spot entering one or two days of the contest, especially the novice class.

Club two seaters and club singles will be encouraged to have a go. There will be opportunities to attend daily weather briefings, task briefings, fly in gliders like the duo discus with expert cross country pilots, assist with the launch of a competition grid, retrieves, fly novice tasks, spin training in a two seat glider that actually spins, BBQ's and evenings at the bar with pilots from all over NZ. This is an opportunity that in my view our club would be silly to let pass by. It is not expected that everyone will be there the whole time, in fact it is expected that due to Xmas and New Years commitments most people will not turn up until after New Years. With the camp running until January 10th though there is plenty of time to pick a few days and come and join in.

TAILPIECE

We have a number of users at Whenuapai, the military, the Power Section, Models, visitors and us. Every now and then someone does something unexpected, non standard or just gets it plain wrong. Keep your ears open and assimilate the portend of each call. What does this mean to me, will this affect me, does this make sense or is even possible. If in doubt ask a question or two. Keep up your situation awareness and your lookout and help others do the same with concise clear and accurate radio calls. Do not be afraid to come up with a position report when you think someone needs to be aware of your position. This applies even if the tower is on, except you tell the controller. An accurate position is always helpful.

Got sent this the other day and thought I would share.....scroll down

ROSTER AT THE END

Hurt Feelings Report

Date: ___/___/___

Time of Hurtfulness: _____ AM/PM

Name: _____

Location: _____

Favourite blouse colour: _____

Background information (circle appropriate option)

A: Which ear were words of hurtfulness spoken into? Left/Right/Both

B: Is there permanent hurt feeling damage? Yes/No

C: Did you require tissues for your issues? Yes/No

Reason for filing this report (tick appropriate options):

- 1 I am thin skinned
- 2 I am a "Pussy"
- 3 I have woman-like hormones (particularly PMT)
- 4 I am a cry baby
- 5 I want my mummy cos I'm a mummy's boy
- 6 I am a wimp
- 7 All of the above

<input type="checkbox"/>

Name of the "Real Man" who hurt your sensitive feelings: _____

.....

We take hurt feelings seriously. If you don't have someone who can give you a hug and make things better, please let us know and we will promptly dispatch a "hugger" to you. If you are in need of supplemental support, upon written request we will make every reasonable effort to provide you with a "blankey", a "binky" and/or a bottle if you so desire.

.....

Girly-man Signature: _____

Real-man Signature: _____

Supervisor Signature: _____

DUTY ROSTER FOR NOVEMBER, DECEMBER 2013, JANUARY 2014 Final

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
NOVEMBER	2	am pm	B Heeking- -	L Page -	C Rook -
	3	am pm	B Mawhinney- -	R Burns -	R Brookes -
	9	am pm	E McPherson- -	P Coveney -	P Thorpe / Jamie Wagner
	10	am pm	W Harman -	I Woodfield -	R Carswell -
	16	am pm	T O'Rourke- -	S Wallace -	D Belcher -
	17	am pm	K Pillai -	R Burns -	G Lake -
	23	am pm	R Pitt -	R Carswell -	C Rook -
	24	am pm	J Pote -	R Burns -	P Thorpe / Jamie Wagner
	30	am pm	T Prentice -	P Thorpe -	D Belcher -
DECEMBER	1	am pm	G Rosenfeldt -	I Woodfield -	R Carswell -
	7	am pm	J Rosenfeldt -	A MacKay -	G Lake -
	8	am pm	R Struyck -	L Page -	C Rook -
	14	am pm	R Thompson -	D Todd -	P Thorpe / J Wagner
	15	am pm	G Healey -	S Wallace -	R Carswell -
	21	am pm	M Belcher -	P Thorpe -	J Wagner -
	22	am pm	K Bhashyam -	R Carswell -	D Belcher -
	28	am pm		XMAS ROSTER	
	29	am pm		XMAS ROSTER	
JANUARY 2014	4	am pm		XMAS ROSTER	
	5	am pm		XMAS ROSTER	
	11	am pm	K Boyes -	P Coveney -	G Lake -
	12	am pm	K Bridges -	R Burns -	C Rook -
	18	am pm	S Foreman -	R Carswell -	P Thorpe -
	19	am pm	R Forster -	I Woodfield -	D Belcher -
AUCKLAND ANNIVERSARY	25	am pm	D Foxcroft -	S Wallace -	J Wagner -
	26	am pm	N Graves -	P Thorpe -	R Carswell -
	27	am pm	C Hall -	L Page -	G Lake -