

# WARM AIR 24 Aug 13

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 021 745 433 <a href="http://www.ascgliding.org">www.ascgliding.org</a>
Saturday.	Instructing: Steve Wallace Towing: Peter Thorpe Duty Pilot: Enya McPherson Bank Acct 38-9014-0625483-000
Sunday.	Instructing: Ray Burns Towing: Derry Belcher Duty Pilot: Ian O'Keefe

### MEMBERS NEWS

#### **SATURDAY** *Instructor Lionel Page starts us off*

Arrived at 9.30am to an empty field. Opened up and waiting. Next to arrive was Rex Carswell, duty towie. And then Roy Whitby, Tony Prentice and Andy McKay. Lots of gasbagging ensued, lots of weather discussions - not much else. The forecast was for heavy rain by early afternoon although the sky did not look too bad.

Finally gave it away at about 11am, after which the sky turned a nice clear blue colour for a while. The rain in the early afternoon did do a little to vindicate the decision to call it quits.

#### **SUNDAY** *Duty Instructor Peter Thorpe starts us off, (when he finally got out of bed)*



I had just settled down to read the Sunday paper in bed with a cup of tea when Derry Belcher rang to remind me that it was an early start day for ATC. Woops, even though I had read Warm Air the large words in red regarding an early start on Sunday had not registered at all. I made it to the field by 0900 and found lots of cadets and parents waiting patiently for things to happen. Ben Mawhinney was there so with plenty of assistance we extracted the gliders and proceeded to DI while one of the parents assisted Derry to refuel RDW. The wind was forecast to go

SW but it was at that stage favoring 08 so we set off for the other end after duly discussing things with BOPS and the nice lady in the control tower. A very smart business jet departed at 1030 followed by the controller going off watch for our first launch soon after. This was Derry's first day towing after quite a few years off, but apart from appearing to want to fly through the hangar on the first take off he very quickly settled into the routine of flicking cadets up to 2000ft. Lots of ballast was needed for the first cadets but as they got bigger the pile of lead in the front got smaller in order to keep the centre of gravity in the right place. They all seemed to enjoy themselves and I have to say the three girls were more adventurous than the boys and showed significant promise as pilots. We had an intruder fly through our airspace in the form of a C180 who tracked from North Shore Airfield over Herald Island at 1000ft infringing both the gliding and power circuits so we duly notified BOPS who will hopefully inform him of the error of his ways. A good reminder that we all need to keep our lookout and listening going even when we think we are in protected airspace. The wind eventually moved to the SW so we traipsed back to the hangar end for my final cadet flight. At that point Ivor kindly relieved me so that I could attend a function at Warbirds at Ardmore.

*Afternoon instructor Ivor Woodfield continues.* I had agreed to cover Peter for Sunday afternoon as he had another appointment. I had guests in the morning, and as soon as they left I headed across to the field. The weather was looking promising and there were several people about. I learned that we had a military movement at 4.30, so the tower would be coming on later, and things looked good.



Peter took up the final ATC pilot shortly after I arrived, and then I was to take over, from about 13.30. By now there were at least 8 people lined up for MW, as well as a couple of people with names up for the singles. It was going to be a good afternoon's flying.

My first task was to take Nathan Graves up for a check flight prior to him doing another solo. The weather was looking good as we took

off, and Nathan flew a very good circuit, well thought through with good clear explanations of all his actions and a very safe landing. With Kishan Bhashyam waiting in the PW5, and a light breeze straight down the vector we got Nathan settled in for his solo while Steve Foreman took off for another [short] flight in KP.



The tow plane landed and a crowd quickly gathered around it. It turned out that an undercarriage bolt had sheared on take off, and despite the best efforts of everyone involved, we were unable to get it airworthy, so sadly flying

had to be cancelled for the rest of the day. Bad news for the 10 or so waiting pilots and trial fliers, and especially bad news for Nathan whose excellent check flight could not be capitalised on. The tower called and offered to close the "Glider Flying Area", which I took them up on, and we reluctantly packed away and settled in for a beer and a bit of story telling. A special thank you to Ben who did an excellent job as duty pilot, keeping everything in order and being very conscientious with all the end of day procedures. A very good job so thanks again.

We were all packed up and away by 3.30, and I drove round to drop keys etc. back to the base under a great looking gliding sky .. Longest flight of the day went to Tony with 36 mins in VF, and we had a total of 10 flights for the day.

*Newbie towpilot Derry Belcher has a turn with the crayons:* First day of towing for this trusty towie so thought I should try to be on time so looked up the Warm Air for last week to confirm the start time for the ATC cadets, and yes, WA had written in red, start 08309. I suspected this was WA's sneaky trickery to see if anyone could unravel the mystery of the start time, but this was easy. Obviously the 9 referred to 9 seconds after 0830 so planned accordingly to leave home at 0802554. Unfortunately that all went pear-shaped after a quick call to the duty instructor Peter Thorpe who was tied up for a bit with an urgent matter and would be a little late and asked if I would draw the key and base radio and get the movements brief. No problem I told him, knowing full well my ETA was blown - not a good start for my first day at work!



Anyway, after getting the key and a very good briefing of movements from Denise at Base Ops, (who I got to go over all the details a few times and discuss about what the C20 was etc) I went and let the group of cadets through the gate and tried to keep them out of mischief while I pre-flighted and refuelled the nearly totally empty towplane. I couldn't believe the previous pilot would leave it so dry, but there you are, I was learning quickly!! *There was 18 litres, enough for all of the day.*

Quickly moving on here before we run out of paper on my laptop... Peter T duly arrived with a coffee in hand and in no time flat had things under control (I made a mental note that all good decisions are preceded by a good cup of coffee!) and we duly picked 08 as the runway of choice and after everyone had some good much-needed exercise (except for me who got to taxi the towplane rather than try to pull it all the way down there to save fuel - WA will probably give me a blast for wasting his precious fuel...) we got underway with 5 ATC flights before the wind went around and became a tailwind for the last 2 tows of Steve Foreman in KP and Kishan in VF.

We pulled everything down to the 26 end in the rain and adjourned to the hangar for a bite to eat and a natter before drying off the aircraft and then launched another couple of flights before things going pear-shaped for the second time.

On the last take-off I heard a bang from under my seat late in the take-off roll and was fairly sure I knew what it was but did the flight and after a gentle landing (if I may say so myself) opened my door and felt under the fuselage to find a snapped off undercarriage bolt hanging from the lockwire.

Gary Patten volunteered to climb underneath and spread his portable bed down with a bunch of tools and after a lot of silent swearing extricated the broken bit of bolt and cleared the thread with a tap. Unfortunately, no amount of ringing around could find another replacement bolt so the operations were deemed over for the day.



*WA wondered if the above should have started with "Once upon a time" Derry's next version Well I WAS just going to report; Towplane broke. - But felt you were always short of quality substance.....Or revision 2 after WA's editing prowess; "Derry broke towplane. Many unhappy punters left grounded.... Riot averted." That's better*

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

Another well attended meeting on Tuesday - seventeen to hear Peter on Air Law, not the most interesting subject but vital all the same. Peter covered the wide topic thoroughly which was very useful for the half a dozen QGP holders attending.

This coming Tuesday (27th August) is of course the exam day for all five subjects, with Ray covering radio theory and exam on the final day, Tuesday 3rd September.

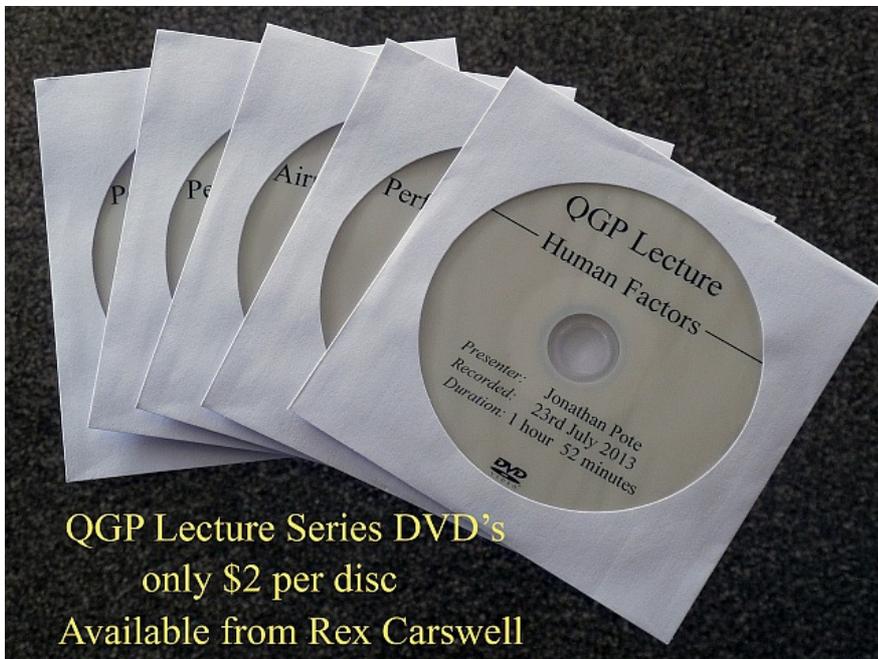
27th August Exams  
3rd September Radio

Peter  
Ray

### 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.

### WARM AIR



### ROSTER BELOW

<b>DUTY ROSTER FOR AUGUST, SEPTEMBER, OCTOBER 2013</b>	
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Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	Notes
AUG	3	am pm	D Grey -	P Coveney -	C Rook -	- -
	4	am pm	C Hall -	I Woodfield -	G Lake -	Youth Glide -
	10	am pm	G Healey -	R Carswell -	P Thorpe -	
	11	am pm	B Heeking -	D Todd -	D Belcher -	
	17	am pm	A Mackay -	L Page -	R Carswell -	- -
	18	am pm	B Mawhinney -	P Thorpe -	D Belcher -	5 Sqn ATC -
	24	am pm	E McPherson -	S Wallace -	P Thorpe -	
	25	am pm	I O'Keefe -	R Burns -	D Belcher -	
	31	am pm	T O'Rourke -	Rex Carswell -	C Rook -	
SEP	1	am pm	K Pillai -	I Woodfield -	R Carswell -	Youth Glide
	7	am pm	R Pitt -	L Page -	P Thorpe -	
	8	am pm	J Pote -	R Carswell -	D Belcher -	
	14	am pm	T Prentice -	S Wallace -	C Rook -	
	15	am pm	G Rosenfeldt -	D Todd -	R Brookes -	
	21	am pm	J Rosenfeldt -	R Burns -	G Lake -	
	22	am pm	R Struyck -	P Thorpe -	R Carswell -	
	28	am pm	R Thomson -	P Coveney -	P Thorpe -	
	29	am pm	M Belcher -	I Woodfield -	D Belcher -	
OCT	5	am pm	K Bhashyam -	R Carswell -	C Rook -	
	6	am pm	K Boyes -	S Wallace -	R Brookes -	Youth Glide
	12	am pm	S Foreman -	R Burns -	G Lake -	
	13	am pm	D Foxcroft -	D Todd -	R Carswell -	
	19	am pm	N Graves -	P Coveney -	P Thorpe -	
	20	am pm	D Grey -	L Page -	D Belcher -	
LABOUR WEEKEND	26	am pm	C Hall -	P Thorpe -	C Rook -	
	27	am pm	G Patten -	R Carswell -	R Brookes -	
	28	am pm	G Healey -	I Woodfield -	G Lake -	