

# WARM AIR 24 Jan 15

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 021 745 433	<a href="http://www.ascgliding.org">www.ascgliding.org</a>
<b>Saturday</b>	Instructing: Lionel Page	Bank Acct 38-9014-0625483-000
	Towing: Rex Carswell	
	Duty Pilot: Neville Swan	
<b>Sunday</b>	Instructing: Peter Thorpe	
	Towing: Craig Rook	
	Duty Pilot: Ben Hocking	
<b>Monday</b>	Instructing: Ivor Woodfield	
	Towing: Derry Belcher	
	Duty Pilot: Ian O'Keefe	

### WOOHOO LONG WEEKEND FOLKS MEMBERS NEWS

#### **SATURDAY** *Instructor Steve Wallace reports*

Saturday was forecast to start off good and get a bit dirty later in the day as a weak front moved in. Air Force parachuting was also scheduled for later in the afternoon so either way the day was going to finish early for us. New tow pilot, Fletcher McKenzie, got the day started with a few warm up circuits in RDW before attaching a glider. First flight of the day was trial flighter Jennifer who was lucky enough to get a full hour in the air due to a lack of takers for the twin. Tony Prentice took MP for a spin but left his run too late to stay up as the first of the dirty weather had arrived as he was getting ready to launch. Lionel Page did three circuits in his Mossie to get back in the groove and Graham Lake finished the day by taking Jo, our other soon to be new tow pilot, for a half hour cruise in the twin. And that was it. Beer, chips and off into the rain everybody went.



#### **SUNDAY** *Instructor Ray Burns starts us off*

The planning parachuting operations never eventuated with the C-130 being U/S all weekend. Unfortunately the predicted convergence never eventuated either! The weather was very nice with a gentle 8-10kts SW - W all day. New Tow Pilot Fletcher McKenzie came out and he and Peter Thorpe finished his Tow Pilot rating. The singles started the day at 1216 with Kishan Bhashyam launching in MP quickly followed by Tony Prentice in VF and Derry Belcher in MR. Graham Lake joined them in IV quite a bit later, having washed it (he said it was dust but I think it was drool) and fixed the speaker. We had one trial flight in MW and we finished the day with me firstly "playing the student" and dragging the tow plane all over the sky followed by Fletch's first solo launch.

Line honours go to Derry with a little short of two hours, but the best efforts must go to Fletch for completing his rating.

## RIGGING MW ON SATURDAY MORNING

MW has been in the tender care of our engineers for its 9000 hr inspection. She is expected to be ready by the weekend and we will need a fine crew to rig her.

## NEW TOWPILOTS

We have been in the market for a couple of new towpilots. A small advertising session round the Power Section yielded 19 applicants that we managed to weed out to Fletcher McKenzie and Joanne Olszewski, (Joanne is the lady in case anyone cannot figure that one out). Both came out several times to see us and both have started their training. Fletch is a QGP who started Gliding on the same ATC course as Steve Wallace



and was probably taught by Neville Swan. He has completed his type rating and tow rating while Jo should get underway this weekend. Congratulations to both and welcome to the club.

## FLETCH'S WELCOMING PRESENT *was an invite to write me a story on his journey tow rating*

So as I was pondering what I have achieved in 2014 for my flying 'career' and I was thinking what challenges can I look forward to in 2015. Boom, an email arrives asking for potential tow pilots for the Gliding Club. Wow, yes this is it! My fond memories of gliding days at Hobsonville came flooding back. I called out to my wife, "hey the gliding club are looking for tow pilots..." she came back with, "what, in all that spare time you have". I remembered that forgiveness is better than asking for permission, so fired off an email to Graham saying how keen I was (and of course what a great asset I would be to the gliding club).

Graham came back asking that I pop out to the club and meet the club members. With Christmas almost here I knew that couldn't happen until after the holidays (having a young family is hard to fit in flying). During the Christmas break, looking at the great blue skies, thinking I wonder how many other people have applied and how many are out flying, I sent off an email to Graham, saying Happy New Year and to see if they will be flying after the 8th of January. Graham called me to say flying for the holidays will be finished soon and yes he had a few people pop out. After some fast talking with Kirsten (my wife, and an ex ATC cadet who flew at Hobsonville also) we came back from holiday a day or two earlier.

Friday 9 January with beautiful blue skies I zoom out the club. The first guy I met was Steve Wallace. Steve and I first met sharing the L-13 Blanik 'GIN' in 1988 at Hobsonville during the first ATC Northern Area Gliding Camp, with our instructor Neville Swan. It was great to catch up after all those years. I met Derry and saw Ray from afar. Derry was busy mending a wing and Steve was thinking that no one else was probably going to turn up, due to a busy few weeks of gliding. Derry was very obliging and took me over the FK9 in detail explaining what things had happened to it, the systems and what happens at the club. I gave Graham a call and he said he was going to come out to the club, so I grabbed some lunch and then enjoyed the cool breeze while reading the FK9 manual under the wing. I had met Graham in the past over at the powered section, once arriving he and Derry had some interesting banter and then Graham took me over the FK9 again talking about the scary things that could happen if I made it through stage 1 of the rigorous interview process. All interesting stuff, including the bolts that sheer off occasionally, the rotax engine design and how to burp the oil, clean the plane, fill in the book etc.

Saturday. Great weather, Craig Rook was tow pilot and Jo (another potential tow pilot) had turned up and was in the FK9 doing a few tows. I met Andrew Sunde and Peter Thorpe, (the last time I saw Peter was when he was a Wing Commander at Hobsonville). I met Craig and Jo and Craig took me through his thoughts on the FK9, then I had my first flight with Craig. Wow, what a very light aircraft. It took me back to flying the Tecnam and Pipistrel - a new experience here I thought. The handheld radio looked like a bit of fun. So off we flew, my eyes were wide open, taking in all the new experiences, working out what information I could gather. I was lucky enough to do three tows with Craig, and then hung outside the caravan talking about aircraft and other aviation activity until the gliders stopped gliding. I helped put the gliders and aircraft away and then clean the FK9. Finally a nice cold beer (thank you Graham) and chat with the other members.

Sunday. Couldn't keep me away, I was hooked. Derry was today's tow pilot, I was sure I had met Derry over at Hobsonville in the 90's. Derry took me over the FK9 and the flight plan and a detailed brief and up we went! Once we released and we were descending I was given the stick and Derry gave me the brief of airspeed, joining downwind etc. Wow what a little rocket ship, great performance and easy to fly. Once in the circuit Derry took control and with the easterly wind the FK9 bounced around like a cork being so light.

Tuesday night I got the email from Graham, looks like I passed Stage 1 and 2. Woo Hoo! I was asked to be a tow pilot.

Friday was the first chance Ryan and I had to do the rating in FK9. We did a full brief for an hour and a half going over the FK9 and the systems and his thoughts on the aircraft. Then we went flying, first climb up was with a serious climb rate, then stalls, turns etc. The biggest thing I noticed was how sensitive the controls are and how much power there is (or maybe how light it is). Power off landing and touch and goes. All very new and exciting.

Saturday morning I met with Peter Thorpe to start the tow rating. During the DI we found a little bit of oil, so looked closer and cleaned it up and noted that we needed to look for any further signs at the end of the day. I first flew solo to finish my rating, three take off's and landings - wow almost straight up, I was almost at 1100 feet at the end of the runway. The first tow was the twin with Steve Wallace, it was a heavy load compared to the solo flight, but the FK9 gained height no problem. Peter was very patient and pointed out what to do and areas I needed to be aware of. It was like learning to fly all over again. Then we towed Tony in MP, then three consecutive tows to 1000 feet for Lionel in ON. Finally we finished the with Graham and Jo in the twin, with the exercise, "Box the wake (tow)". Then the rain came just as we closed the hanger doors.

Sunday started much the same as Saturday, just the clouds were missing. Hopefully today was the day I would do my first solo tow. The morning started well (and no sign of oil). The first tow was with Ryan Brookes and Peter for currency. Quickly followed by myself and Peter again, taking up Tony in VF and then Derry in MR. Ray took up the twin with a paying customer, with the increase in heat came a decrease in power, it was a slow tow, we did a few exercises, airbrakes open and the wave off. After lunch it looked like it was pack up time, :( the lift had all but faded. However Graham, Ray and Peter agreed to finish with the last two training flights to get me solo. I couldn't be happier. We took up Graham first in IV and did "Box the wake (tow)" again, followed by Ray and Nathan in the twin in MW, we did a better airbrakes open tail flap and straight and level

towing followed by a descending tow and a to the side release signal. We landed and Peter gave me the nod to go up with Ray in MW to 1500 feet solo! Solo, yep it felt like my original solo in the Cessna 150 all over again. It felt really good and I was very calm, I even got all my radio calls in with the handheld radio. I landed and taxied back to the hanger but had to quickly depart for my BFR that had been booked in for weeks at the power section.

It has been a great learning experience with a great bunch of people - I look forward to more towing you all to '2000 feet in lift' when I get back from the Middle East in February. Blue skies (with a few decent clouds).

### **CFO CORNER** *(the money bags not the whining instructor fellow)*

We have now introduced our tow tickets and these are the preferred method of paying for your tows. We introduced these to control the number of debtors we had from not paying for your flight at the time and to eliminate the admin work in keeping track of folks accounts. Now the easy way of being in credit is buying tow tickets. Payment for the tickets is cash, cheque or Direct credit to our bank account, (the one at the top of every edition of Warm Air). As a final encouragement to get rid of debts, we will charge a \$10 admin fee if we have to invoice you,

### **'COME FLY WITH ME' - HOBSONVILLE POINT SATURDAY AND SUNDAY 14/15 FEB**

There will be a weekend aviation themed event on the old flying boat slipway at Hobsonville next month.

Last year apparently 5,000 people attended, but the Club could not. This year there will undoubtedly be more visitors, and we intend to have two gliders on show, probably one privateer and VF. Apart from supporting a local event at the former home of the Club, the aim of course is recruitment: The Club very much needs new members to make more use of MW (now having its 9000 hour servicing) and boost funds so we can purchase more equipment. This event allows us to reach a large number of local people with at least a slight interest in flying, so there must be some enthusiastic potential new members amongst them.

Hopefully we can aerotow a glider over the proceedings as well. Most of all we need a number of members to 'hold the fort' and talk about gliding. Four can comfortably rig the gliders (probably around 0900 each day) and de-rig (around 1600). During the day, three on an informal roster is the minimum, selling trial flight vouchers, talking about gliding and collecting names and emails. Those who do the morning could fly that afternoon.

So I need names, names of people willing to give up a half or full day that weekend to help the Club. Please contact me so I can get an informal roster. I'm also keen to source a free-standing shelter or sunshade (we may well be on a tarmac surface). I'll update this notice each week as things gel, but please contact me **now** if you can help.

Jonathan [jonathanpote47@gmail.com](mailto:jonathanpote47@gmail.com) or 0210-236-9728

### **CLUB CLASS NATIONALS**

The Club Class Nationals started today at Drury and our towplane was there in addition to our competitors. At the time of writing RDW and two Pawnees did the towing with one being done by the Foxbat. Things looked interesting with the grid a fair way down the strip but Peter Thorpe says RDW did well. Don't worry, RDW will be back for this weekend before returning to the Nationals next week.



### Duty Roster for Dec 14 Jan 15

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Dec	26		Nothing	Rostered	
	27		R CARSWELL	P THORPE	
	28		S WALLACE	D BELCHER	
	29		L PAGE	R CARSWELL	
	30		I WOODFIELD	P THORPE	
	31		R BURNS	D BELCHER	
Jan 15	1		Nothing	Rostered	
	2		S WALLACE	P THORPE	
	3		L PAGE	R CARSWELL	
	4		R BURNS	A SUNDE	
	5		I WOODFIELD	D BELCHER	
	6		L PAGE	R CARSWELL	
	7		R BURNS	D BELCHER	
	8		I WOODFIELD	R CARSWELL	
	9		S WALLACE	D BELCHER	
	10	K BRIDGES	P THORPE	C ROOK	
	11	S FOREMAN	I WOODFIELD	D BELCHER	
	17	R FORSTER	S WALLACE	P THORPE	
	18	D FOXCROFT	R BURNS	R BROOKS	
Anniversary Weekend	24	G HEALEY	L PAGE	R CARSWELL	
	25	B HOCKING	P THORPE	C ROOK	
	26	I O'KEEFE	I WOODFIELD	D BELCHER	
Jan/Feb	31	T O'ROURKE	R BURNS	P THORPE	
	1	G PATTEN	R CARSWELL	A SUNDE	