

WARM AIR 24 Oct 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Rex Carswell	Bank Acct 38-9014-0625483-000
	Towing: Fletcher McKenzie	
	Duty Pilot: Nathan Graves	
Sunday	Instructing: Ivor Woodfield	
	Towing: Ruan Heynike	
	Duty Pilot: Kishan Bhashyam	
Monday	Instructing: Peter Thorpe	
	Towing: Jamie Wagner	
	Duty Pilot: Steve Foreman	

LABOUR WEEKEND - MATAMATA

MEMBERS NEWS

SATURDAY *Instructor Peter Thorpe tells the story*

As the tow plane was up at Parakai for some routine maintenance and the Start of Season Briefing was programmed for Saturday morning, Graham Lake and I decided to fetch RDW on Friday afternoon. We duly met at 1600 and drove to Parakai where Bryn Lockie of Leading Edge Aviation was waiting to help us extricate RDW from his tightly packed hangar. All the work done and some nice new brake discs fitted so it was a nice little 14 minute flight (I did some steep turns and stalls on the way) to Whenuapai where I was easily able to pop RDW in the hangar on my own - a big advantage of a small light



Jack Foot and Ray Burns

aircraft.



Saturday morning saw a hive of activity from Ray, Ian and Jonathan to prepare the hangar for the presentations, complete with projector and screen. Other members collected seats and Lionel and family warmed up the barbeque ready for brunch. Apart from the arctic like conditions in the hangar we were treated to excellent presentations on safety, flying ops and human factors to remind us of all those little things we need to consider before and during flying to ensure we enjoy our sport in a safe manner. And the brunch afterwards was pretty good too. We helped Jonathan derig his Ka6 ready for next weekend but it was rather

This one was labelled "Dunno", cannot think why. Ian Okeefe does the Matamata brief

windy and the cloud base was about 1500ft so nobody was keen to fly and we all went home leaving Jonathan to finish packing his trailer.

On Sunday I dropped by in the afternoon to fly a few circuits in RDW to prepare for my upcoming BFR and found a good team just finishing derigging the singles and packing lots of gear in the open trailer ready for next weekend. All we need is some half decent weather but as I write the forecast for Saturday is horrid!

SUNDAY Towie Derry Belcher makes some stuff up

Six flights. Wind 15 kts practically down runway 26. Total cloud cover with two layers, until we stopped flying whereupon it magically cleared up :-). Found good lift on tow but most pilots couldn't stay in it, possibly due to the wind.



Ray Burns and Jonathan Pote missed the beer swilling while some were finishing off cleaning and sorting RDWs stuff for next weekend :-). Wah Wah, I remember waiting while Lionel looked for the gate keys right at the end too might I add.

Gliders were derigged and put in their trailers ready for next weekend, and all the necessary support gear was gathered up ready.

No one bothered having a beer....

Warm Air: No one bothered having a beer?????? I did as did Roy, Yves, Steve, Ray, Lionel and Ian. Did you leave early or something?

DB: You can edit my marvelous bit of prose to 'I didn't bother having a beer' as I must have

By the way, I found the spare five 10.9 bolts I drilled some time back - they were in my tool cabinet just out of direct view, so that's a bonus.

Instructor Lionel Page reports: Sunday was a slow start as it appeared that there were many that wanted to watch a certain rugby game. I must say that I watch it until there was an unassailable lead, and then thought it prudent to go to the club. Calling Derry, the tow pilot on a personal matter found him already at the gate and waiting.... Oops. He kindly retrieved the keys and radio and got the briefing from base ops. The weather looked rather lousy but I wanted to get a little landing practice in, so elected to take MP for a couple of circuits. Others soon started arriving with thoughts to de-rig all the club gliders ready for Matamata. GVF was first in her box and then there was much discussion as is normal. Andy rigged KK for some circuit practice as well. Once MP was on the grid, it appeared that all the remaining aircraft found pilots keen to take them up. Yves got IV out, Ian O;Keefe wanted a back-seat rating currency check in GMW and Kishan decided to take MP for a few circuits.

The conditions were not great and everyone including Yves were soon back on the ground. Then the rain threatened, all aircraft except for MW, were hurriedly de-rigged and put in their cages.



Ray Burns and Roy Whitby

More discussion about Matamata and we eventually retired for a cold one. All packed up by 4pm at which time the bright yellow ball appeared in the sky and the rain clouds all cleared away for a brilliant late afternoon.

ANNUAL GENERAL MEETING

A good turnout on Tuesday evening for our AGM. Good reports from our CEO, CFI, Club Captain and



Treasurer. Good to see we made an operating profit for the past year. We also did very well on the National scene with Steve Wallace elected Vice President of GNZ and awarded the Friendship Cup. Very well done for a most capable instructor and Glider pilot.

Steve Foreman raked in an award for most OLC points in NZ, and Ray Burns for the New Zealand Cross Country Award. Our club also cleaned up in the NZ OLC Contest with Piako second, AGC

third and Omarama fourth. Well done to all. The Committee looks much the same as last year as do your subs.

Well done to Jack Foot gaining the award for the Student of the year, Jonathan Pote with the Vic Foster Cup (PW5 trophy) for seven hours on the Coast in the PW5, Roy Whitby with the Landing Cup for his first ever Land out (he also got the Pugsy), and Steve Foreman, the Achievement Cup for his OLC efforts.

SPORTING CODE CFI Ray Burns writes

The new sporting code is finally complete. This can be found at

http://www.fai.org/downloads/igc/SC3_2015b for the code and

<http://www.fai.org/downloads/igc/annexc2015> for Annex C. Both of these documents are required.

As I have said before, if you plan on doing badge flying you should read and understand these documents (they are not very big). Do not leave it up to the OO. Be prepared.

There are a number of changes over the previous version. The things that will affect Silver C's mainly are :

- 50km distance. This must be 50km away from the point of RELEASE. This is most important. This means you cannot tow to the ridge, scoot down to the golf ball and then start your 50km from there heading north along the ridge (e.g. using Tirohia as a turnpoint). As always, you must declare your finish point.
- Height Gain. You will need to have a declaration in the recorder. This is important. It can be anywhere (that you can achieve).
- 5 Hours. If you plan to use continued observation, the OO must witness both the takeoff and LANDING.



Ray does a wee update In my earlier piece I said that it was important to have a task loaded in your FR for 50km and a height Gain. I stand corrected. This is not the case. It is important to have a declaration, but that declaration need not contain a task. A declaration is pilot name, glider registration and date of flight.

For a 50km task it is possible to nominate a post flight remote finish point.

MATAMATA

This weekend is our annual deployment to Matamata for Labour Weekend. For those who have not been before this offers great flying, the possibility of ridge flying on the Kaimais, maybe wave, good thermals and opportunities for cross country with endless easy landout spots. The airfield has good accommodation in the form of inexpensive cabins (book through the Matamata Soaring centre web site, Gore.Family@xtra.co.nz or there are good motels in the local area. Bill and Jan Mace have very kindly volunteered to do a roast dinner on Sunday evening. if you were not the AGM to be counted, and you would like to join the dinner, can you please let Ian OKeefe know.



Ray Burns and Steve Foreman

Naturally everything has to get there and get back. We have volunteers to tow trailers down and back, and someone or two to help fly the twin down and back, (cross country tow sign off). Matamata - Thames is a great 50km. Please don't all leave Matamata early leaving more trailers than cars...we did that one year.

TAILPIECE

Warm Air cannot be done without the valuable contributions from the instructors, towies, CFI, Club Captain and the host of others that get fingered to provide some words. Many, many thanks to you all for your marvellous contributions.

Duty Roster For Aug, Sep, Oct

		DUTY PILOT	DUTY INSTRUCTOR	DUTY TOWPILOT	NOTES
Aug	1	S THOMAS	I WOODFIELD	D BELCHER	
	2	T PRENTICE	S WALLACE	P THORPE	
	8	J POTE	L PAGE	F MCKENZIE	
	9	G LAKE	R BURNS	J WAGNER	
	15	R WHITBY	I WOODFIELD	D BELCHER	
	16	J FOOT	P THORPE	F MCKENZIE	
	22	N GRAVES	S WALLACE	C ROOK	
	23	K BHASHYAM	L PAGE	D BELCHER	
	29	S FOREMAN	R BURNS	P THORPE	
	30	D FOXCROFT	I WOODFIELD	F MCKENZIE	
Sep	5	D GREY	P THORPE	C ROOK	
	6	B MOORE	I WOODFIELD	J WAGNER	
	12	E MCPHERSON	L PAGE	D BELCHER	
	13	G HEALEY	R BURNS	F MCKENZIE	
	19	I O'KEEFE	I WOODFIELD	C ROOK	
	20	T O'ROURKE	P THORPE	J WAGNER	
	26	G LAKE	S WALLACE	P THORPE	
	27	G PATTEN	I WOODFIELD	D BELCHER	
Oct	3	S THOMAS	P THORPE	F MCKENZIE	
	4	K PILLAI	R BURNS	C ROOK	
	10	J POTE	L PAGE	R HEYNIKE	
	11	T PRENTICE	S WALLACE	J WAGNER	
	17	R WHITBY	P THORPE	F MCKENZIE	
	18	J FOOT	L PAGE	D BELCHER	
Labour W/E	24	N GRAVES	R CARSWELL	F MCKENZIE	
	25	K BHASHYAM	I WOODFIELD	R HEYNIKE	
	26	S FOREMAN	P THORPE	J WAGNER	
	31	D FOXCROFT	R BURNS	R CARSWELL	
Nov	1	D GREY	S WALLACE	P THORPE	

