

WARM AIR 26 Oct 13

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433	www.ascgliding.org
Saturday.	Instructing: Peter Thorpe	Bank Acct 38-9014-0625483-000
	Towing: Graham Lake	
	Duty Pilot: Campbell Hall	
Sunday.	Instructing: Rex Carswell	
	Towing: Derry Belcher/Peter Thorpe/Graham Lake	
	Duty Pilot: Gary Patten	
Monday.	Instructing: Ivor Woodfield	
	Towing: Graham Lake	
	Duty Pilot: Genny Healey	

THIS WEEKEND - DEPLOY TO MATAMATA FOR LABOUR WEEKEND MEMBERS NEWS

SATURDAY *Instructor Andy McKay makes a rare appearance*

Filling in for Peter Coveney on Saturday with Peter Thorpe towing. Four instructional flights in the twin and Nathan took his 2nd and third solo, just the 10 questions remain for his A Cert - congratulations.

For his 2nd and third solos, Nathan demonstrated very nice landings and handled an awkward moment very well when one of the heavies was waiting for a 21 departure. Twin flights were with Sasha, Matthew, Jack and an old employer and composite guru, Drew, who made noises about joining up in time for the summer season. Hope you all enjoyed the airborne experience.

Some good conditions aloft but cycling very quickly, so times of 16mins, 50mins, 19 mins and 53 mins recorded in GMW. The PW5 took a few sorties but strangely GMP remained on the ground. Steve Foreman took KP away for a good long flight.

No real problems to report - other than a reminder that radio procedures and

standardisation become very important when the Tower is on watch, and that the Mandatory Broadcast Zone is still active when the Tower is on - 10 minute position reports please !



Towie Peter Thorpe adds a few lines Not much to say. I did 12 tows plus some practise for my BFR and that was about it. The tower was on watch, the nice lady controller in the morning was very accommodating and Adam in the afternoon was in good form - he allowed MW to keep flying with a u/s transponder which was good of him. All our pilots handled the radio comms very well and young Nathan Graves on only his second solo flight was not shaken by being told to stand by when he asked to join downwind. VF made four flights and KP one but for some reason MP stayed on the ground all day. All finished by 1730 in time for a social half hour before heading home.

SUNDAY *Towie Derry Belcher gets to start us off*

DB A fairly busy day with the tower off watch, power competitions on the sealed 26 runway, spot landings, life-raft drops, model aircraft, a drone operating to 200 feet at Hobsonville primary School, an Air Force emergency vehicle from Base Ops which dropped by with lights flashing, and the odd fire-section vehicle to-ing or fro-ing somewhere on the field!



Dave Todd let me know that he would be preparing for a full day of flying his big Kestrel and would be at the field VERY early and wanted to be first off the line, (whatever that meant, because as far as I was aware this was not a race...) so I took it that I was being summoned to come out early and finish his annuals paperwork and clear GHU for flight before doing my duty towing. (He has SUCH a nice way of bending arms!). So much for the Sunday morning sleep-in... Lucky I arrived early because I caught a couple of guys about to slink off with MY towplane!!! Apparently it was all kosher as none other than our fearless Leader Peter T was doing his BFR and was going to return it in one piece later..... so he said.

Towing got underway and 13 uneventful flights later, (if you disregard the intermittent overcharging warning on the towplane that was more a distraction than an emergency, a slight problem with the front rudder adjustment knob in GMW that Jonathon found wasn't attached to didley-squat, a voltage sucking single-

seater Grob that left a disgruntled boat-builder without a ride), we called it a day.



I was amused to hear at least two calls by the power-club guys calling up as Romeo Delta Whiskey left base for 26 or down wind for 26 when I was airborne somewhere else. - I think RDW flows off the lips easier than their call-

signs did and subliminally they had been hearing RDW calls all day and slipped up. I have to say they were

very good at slotting in with our ops and made sure they didn't hold up the tug's circuit. I suggest we send an acknowledgement and thanks to the power section for their co-operation in making the day run smoothly.

Our ever-zealous members soon had the single-seaters packed away for their trip south, we fuelled up the Yellow Peril then headed for the barless-bar in the hangar for the obligatory refreshments.

All in all a good day at in the office for me with my steed still serviceable at the end, but not so good for MW with a snag and an unknown battery problem to be resolved in MP.

Thanks to Rex for stealing, oops, I mean doing a couple of tows while I had a look at MW, and good to see a great turn-out. I even had to unfog my glasses at one stage after seeing Ray Burn's pretty little Ka6 sailing the sky (*oh puleeze, Im going to be sick*).



LP Arrived on Sunday morning at 9:15am with much happening at the field. Derry was out working on GHU and Peter was out doing his BFR in RDW.

Very soon the merry band of helpers had GMW, GVF and GMP out and DI'd.

Ray arrived (and was part of the merry helpers I believe) and eventually extracted ol'e GBU from her box and put her wings on.



GHU launched early and was not seen for a few hours. This left me to get on with some student training in GMW. First up was Ben for a check flight, then Jonathan with his BFR and some spinning.

Managed to get GMW to wing drop and half turn before she slipped into her normal spiral dive. A more fully developed spin with a full turn which Jonathan expertly recovered from.

The rest of the fleet launched as we were in the process of the BFR and at

one stage we had 5 aircraft airborne I think. (GVF, GMP, GHU, GBU and GKP all up and enjoying the sky.)

A final BFR flight with Jonathan saw a low level simulated cable break which again he handled expertly.

GHU returned and was seen to relaunch for an afternoon jaunt, while the rest of the fleet changed pilots and relaunched as well.

A flight for Robert with a bounced landing exercise, which he took in his stride and then the mass derig followed.

GHU (done by David T on his own), GVF, GMP, GBU, GKP were all derigged and put away in their boxes for the trip to Matamata this coming weekend.

A final cold one and all packed by by 6pm. As always a big thank you to all that helped - there were a lot of members that arrived late afternoon to assist with the derigs (or at least discuss the progress being made!)

MATAMATA FOR LABOUR WEEKEND AND CHRISTMAS

Booked your accommodation for Labour weekend? Ray and his team have it all organized who is taking each glider down and back, what else to take, orders have been given.

Jan Mace will be putting on one of her famous roast dinners on Sunday evening. The head count at the AGM was up to near 30 so.....if you are going to Matamata for Sunday evening, did not come to the AGM and want to enjoy the dinner, please let Ray Burns know. Otherwise.....there is the shark and tatty shop or going hungry.

If you wish to stay for the weekend there are some nice but somewhat basic cabins, (if you are luck this late in the piece) and a good camp ground on the airfield. Cabin bookings to Ralph Gore Gore.Family@xtra.co.nz. Check the Matamata Soaring Centre website for the cabin sizes and layout. Those staying in the cabins or camp ground will need to register with the camp supervisor in the house just inside the airfield entry gate. Cabin occupants will need sheets and pillow cases but there are duvets on each bed. The Piako club now have a winch so it will be a good opportunity to get winch ratings or renewals.

ANNUAL GENERAL MEETING

We had a good turnout for the AGM on Tuesday night, three quarters of the club. Nothing of contention to report most of the old committee stay on, Steve Saunders and Graham Hodge stood down and were replaced with Ian O'Keefe and Jonathan Pote. Ivor Woodfield is secretary, Lionel Page is treasurer and Ray Burns is club Captain. Gary Patten, Roy Whitby, complete the committee. The flying fee will have to go up to \$600 per year so we can get ahead of Costs. The photos are the trophy winners for the year, Ian O'Keefe the Achievement Cup for his 7 hrs and 2 minutes flight. While on the West coast the Tower asked if he could stay out of the way so they could get in some Military



flights, he stayed on the West Coast and did eight crossings of the Manukau bar.



Steve Foreman collected the Pugsy trophy for the most recent landout. At Kaipara flats airfield



Gary Patten for the best flight in VF, 5 hrs and 21 minutes. Tony Prentice, The Student Cup for his two hours in VF

TAILPIECE

Warm Air's little helpers report a lady member getting out of VF, well she got out but the parachute didn't and she was still glued to the chute. And what were Warm Air's little helpers doing....being gentlemen and helping her out instead of taking photos....oh dear me.

Looking forward to Matamata even if the mighty Libelle will not be ready....sob.

WARM AIR

ROSTER BELOW including part of November

