

WARM AIR 26 Sep 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Steve Wallace	Bank Acct 38-9014-0625483-000
	Towing: Peter Thorpe/Ruan Heynike	
	Duty Pilot: Graham Lake	
Sunday	Instructing: Ivor Woodfield	
	Towing: Derry Belcher	
	Duty Pilot Gary Patten	

**DAYLIGHT SAVING STARTS SUNDAY - CLOCKS GO FORWARD
CHECK OUT CFI CORNER FOR IMPORTANT STUFF**

SATURDAY *Instructor Ivor Woodfield has the first words*

The day started with rain, which had all but cleared away by 0830 leaving a reasonable looking sky. I collected the key and confirmed we were aware of the power section competition event that was scheduled to be running throughout the day, and opened up shortly before duty pilot Ian as well as Roy were on the scene. Soon we were joined by Ray, and as we were dragging things out and getting ready to go flying Craig Rook and Jack Foot also arrived. Before long we were ready to go, and after a brief conversation with the tower to explain that we were confident there would be no issues with us flying while the power competitions were running, we set up on 26 with a sky that looked like it might let us do some gliding. We had also had Yves Gerster turn up and explain that he had heard from Christina that ASC was a great club to fly with and he would like to give it a go. Yves is a Swiss pilot with lots of airtime in a variety of gliders, and calmly announced that just a week ago he had been flying high up in wave in the Swiss Alps. He is here for several months studying at the University of Auckland, and is keen to join up and fly.

First flight of the day got airborne at 1200, with Yves keen to check out our airspace. After an hour in the air, during which time we managed to climb to cloud-base at 3500' and check out along the northern boundary of our GFAs, Yves managed to not only demonstrate his flying skills but also check out local landmarks such as



the North Shore and Parakai airfields, albeit from a little way off. With a couple of people now waiting to fly, we headed back to the field. Ian O'Keefe was next away in MP. However, by this stage the lift was rapidly closing down and he was not able to get the flight he had hoped for. Next up in the twin was Brendan, who got some airtime in as well as demonstrating some good circuit planning and landing skills. However there was sadly none of the lift to be found that we had

experienced earlier. Then it was the turn of Jack Foot who flew yet another excellent, if short, solo flight, during with CFI Ray was working through the paperwork with Yves prior to taking him for a couple of BFR flights, which are a requirement for overseas pilots wanting to fly here with the club. Following a competent demonstrations of flying skills, and with no-one else keen to fly, the fleet was packed back into the hangar and the fridge was raided to supplement the brief but vital discussions prior to departure. All packed away and locked up by 1630, following some great flights.

SUNDAY *Towie Jamie Wagner does the honours*

I arrived at not long after 10 to find only Peter parked up and waiting for company. Whilst waiting for further company, we sat in our respective cars out of the passing rain and hail, discussing anything from the Rugby World Cup to Peter's long and distinguished military career. About an hour passed when Roy turned up, only to also sit in his car and watch the rain come down....are you detecting a pattern yet?? Shortly thereafter the showers reduced to light drizzle and Peter and Roy decided to head off to the hangar for a quick spot of glider maintenance while I headed off back home, phone in hand in case someone decided they wanted a tow. No such call came so it was an afternoon spent assembling some newly purchased laundry cupboards (way more exciting!). Looks like winter hasn't quite relinquished its grip just yet...

CFI CORNER

CFI Ray Burns:

START OF SEASON BRIEFING (SOSB)

You will have seen other comments in Warm Air regarding the Start of Season Briefing. I strongly urge you to attend. The date is the 18 October. Current plan is to hold this in the hangar. If you want to sit during the briefing, can I suggest you bring along a deck chair (unless you enjoy the prospect of sitting on someone's knee and are light enough not to collapse the chair). Can we please aim for an early-ish start so can get the a/c out of the Hangar and make some room.

COAST FLYING

If you are rated to fly on the coast, please be aware that the club rules say that your log book must endorsed as such. Due to the fluid nature of the early development of the procedures, I am led to believe that not all of us have completed this sign off. Steve will be at the SOSB so please take this opportunity to bring along your log book and get Steve to sign it off.

NEW SOP (STANDARD OPERATING PROCEDURE)

As we suggested when the SOP's were published earlier in the year, we have reviewed the SOP's and made some small changes. A hard copy is in the caravan and a PDF is available on the members area of the web site. Please remember, that your membership form states that you have read and accepted the club rules.

MEMBERSHIP FORMS

Membership runs from 1/Oct to 30/Sep each year. This may come as a surprise to you; you can't fly if you are not a member. If you have not sent in your form by the SOSB please bring it along with you.

SPORTING CODE

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.

CLUB TEE SHIRTS

As many have asked for T shirts similar to those presented to Christina, Matt and Laura, we are getting them made if there is sufficient interest. (They have the ASC logo and words "Gliding" on front and 'Stealth Squadron' on the back). Kindly let Lionel Page (lionelpnz@gmail.com) know how many and size. The cost will be \$40 per shirt.

If you would like to see/try on the T-shirts - there are blank ones in the Caravan.

There are 3 sizes in the caravan (M, L and XL). If M is too large - then order S, if XL is too small order XXL.

Please let him know by Sunday 13th September. "

ANNUAL GENERAL MEETING

Our AGM will be on Tuesday 20 October 2015. Notices of Motion should be with the Secretary, Ivor Woodfield by 20 September. Nominations are also sought for the committee.

SOARING SEASON BRIEFING *Club Capitaine El Zorro explains*

Folks, please book in your diary the ASC Gliding Safety Briefing taking place on Sunday the 18th of October at 10:30am - 12:30pm at the Hangar.

We would strongly encourage you to attend this briefing where we will be covering important topics such as

- Aviation & Ground Safety
- X-country & Badge flights
- West Coast and Matamata Ridge procedures
- Club Rules and etiquette

We will have food and coffee etc to keep you energized and focused. We will follow this with everyone taking a glider of their choice and undertaking some paddock landing practice.

We look forward to seeing you there.

MATAMATA

We intend 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) or there are good motels in the local area.

Naturally everything has to get there and get back. We will need volunteers to tow trailers down and back, someone or two to help fly the twin down and back, (cross country tow sign off). Matamata - Thames is a great 50km.

TAILPIECE

Saturday is new towie, Ruan Heynike's next session of training towards his tow rating. Be good if we have lots of tows for him please.

Welcome to experienced Swiss glider pilot, Yves Gerster, we hope you get to experience a great soaring summer while you are here.

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	L 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	R CARSWELL	F MCKENZIE	
	4	K PILLAI	R BURNS	C ROOK	
	10	J POTE	L PAGE	R CARSWELL	
	11	T PRENTICE	P THORPE	J WAGNER	
	17	R WHITBY	S WALLACE	P THORPE	
	18	J FOOT	L PAGE	D BELCHER	
Labour W/E	24	N GRAVES	R CARSWELL	F MCKENZIE	
	25	K BHASHYAM	I WOODFIELD	C ROOK	
	26	S FOREMAN	P THORPE	J WAGNER	
	31	D FOXCROFT	R BURNS	R CARSWELL	
Nov	1	D GREY	S WALLACE	P THORPE	