

# WARM AIR 27 Jun 15

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 022 357 6731	<a href="http://www.ascgliding.org">www.ascgliding.org</a>
<b>Saturday</b>	Instructing: Ray Burns	Bank Acct 38-9014-0625483-000
	Towing: Peter Thorpe	
	Duty Pilot: Steve Foreman	
<b>Sunday</b>	Instructing: Steve Wallace	
	Towing: Derry Belcher	
	Duty Pilot: David Foxcroft	

### SATURDAY INSTRUCTOR NOW RAY - NOT IVOR MEMBERS NEWS

#### **SATURDAY** *Instructor Ivor Woodfield has first word*

The Saturday forecast was for rain, rain and more rain. However, in the event there was no rain in sight when I looked out first thing, and after a quick chat with Rex who was due to be tug pilot I set off for Whenuapai. I arrived only to find Base Ops all locked up as a Hercules was about to depart and everyone was out checking the runway. After a short while sitting in the car-park the plane departed and I was able to collect the radio. There were no further military movements planned and their forecast was still for rain.

When I got to the field I found there was already a queue to get in, mostly to deliver supplies to the fridge. There followed a series of discussions about this and that, during which time the weather showed no signs of improving, although rain radar was showing most of the rain sliding along the west coast. Tony arrived, and he was soon followed by Ray. Then one by one people started slipping away. By around 11 light rain started to arrive and it was clear this was not going to be a flying day. With no further pilot arrivals, I locked up and returned the key. Home by lunchtime, sadly with no flying taking place.

#### **SUNDAY** *Big Chief Instructor Ray Burns scribbles a word or two*

The Wing-Co went down with the dreaded lurgy so I stepped in to the breach for Sunday.

The shortest day. And the flying looked like that as well. A P3 departure was scheduled early, well before we got started and C130 was due in at 1445 bringing Anjalee here (see picture of board).



I arrived to find Roy already waiting for me. Jamie and Tony were not far behind me. There was a bit of a cross wind and a few showers blowing through in the morning. We hauled the fleet out, did the DI thing, and setup the caravan, then covered in the Hangar debating the merits of the day. A very keen trail flihter, Mark, turned up, so after a bit of

briefing off we went. It was much as expected, bumpy down low and no lift to speak of. We managed the longest flight of the day at 17 minutes.

Jonathan and Roy took MW for a circuit and we finished the day with a BFR for Andy. Everything was finished in and packed up in time to see Anjalee's arrival.

Thanks to all for a the company on a typical winter solstice.

*Towie Jamie Wagner adds:* Arriving at the hangar just after 10am on Sunday, conditions didn't look great with frequent passing showers on a cool South West wind. Nonetheless there were a few of the regulars rolling in as we duly set about preflighting for when we hoped there would be a break in the weather. Eventually the showers ceased and first up was Ray with a trial flight up to 2500ft into the prevailing wind with a release over Kumeu. Conditions were slightly bumpy until reaching the 2500ft mark where it all smoothed out nicely. Buoyed by the sight of the days first launch, Jonathan and Roy then jumped in MW with instructions for me to head for the knoll due west of the Prison at 1000ft. Final 2 tows of the day were in aid of Andy's BFR with another 2500ft mission towards the west followed by a 500ft release off the end of the runway, under the watch of WP Tower which had come on to welcome the arrival of an Elephant in a Hercules. A relatively quiet day on the towing front but nonetheless "better than being at home doing the lawns" as Roy so succinctly put.

### **CLUB HISTORY PROJECT** *Jonathan Pote writes*

The ASC Gliding Section is nearly fifty years old, either in 2016 or 2017 depending on which event is deemed to be "The Birth". It would be very nice to commemorate this appropriately, but it will take time to contact ex-members and search records so a start now is necessary.

It is hoped to assemble all the facts for a complete 'skeleton': All the gliders operated (privateers included), all the tow planes used, airfields used (at least five), badges obtained (I hope to trawl the GNZ records for this) and so on.

To the skeleton will be added the flesh of incidents and memories, characters, how pilots got on after leaving ASC, etc,etc. If you are not sure if something is relevant, then it probably is. Anonymity is fine, but openness better.

I'd like to slowly look through the logbooks and photo albums (at the Field is fine) of those who have been in the Club a long time, and to get contact details for ex-members.

I'll feed odd items to WA monthly to encourage on-going interest and involvement and produce 'The History of our Club' as an e-document in time for the anniversary.

Depending on interest, there may or may not be an event to mark the fifty years, and ideas about this are welcome: Big social gathering one evening?, Open day or competition at WP? etc etc.

Contact me at <[jonathanpote47@gmail.com](mailto:jonathanpote47@gmail.com)>

### **JONATHAN'S HUMAN FACTORS EVENING AT AGC**

On Saturday 4th July I am giving a presentation on "Human Factors in Gliding" to the Auckland Gliding Club at Drury. This will start at 4:30 PM and be followed by a meal at around 6:30.

Whilst it is intended to be useful to QGP students from both Clubs, it is limited to those aspects of HF that require some explanation or illustration and thus aimed at every glider pilot, qualified or not. It will be the only such presentation available to ASC members this winter and whilst there is no substitute for reading the full text (attached and on the GNZ website) I will give any club member all the help they need to pass the exam (and far more importantly, fly safely).

For those wishing to sit the QGP exams, the Human Factors syllabus is attached.

If you are likely to attend please let Jonathan know so he can guide AGC as to catering numbers

## AFFILIATION FEES 2015/16 *from the Gliding New Zealand Treasurer*

At the GNZ AGM earlier this month the Affiliation Fees were set at \$120, a \$10 increase on last year. Now is a good time to invoice your Club's annual fees if you haven't already done so, this allows plenty of time for members to renew before the 31 October membership deadline.

### Soaring NZ

Annual magazine subs remain at \$75, and for overseas members additional postal charges are:

Australia           \$ 4.00 annual fee (4 issues)

Rest Of World   \$24.00 annual fee (4 issues)

### Do your Juniors Qualify?

If you have members registered as "Juniors" on Gliding NZ's database, please ensure your club qualifies for the concession in accordance with the MOAP (11.2 on p20):

An optional concession scheme is available for junior members (New Zealand residents under the age of 19) whereby the GNZ affiliation fee (and Soaring NZ subscription if applicable) is fully rebated **provided the junior's club waives all membership fees and the cost of at least one dual seat glider.**

If your Club doesn't qualify for the concession, under 19's should be registered as full Flying members on Gliding NZ's database, and full Affiliation Fees and Soaring NZ subscriptions apply.

## Gliding New Zealand

### Human Factors Syllabus for the Qualified Glider Pilot examination

#### Contents

- |   |   |
|---|---|
| 1) Introduction                                     | - oxygen theory and usage                     |
| - evolution   | - hyperventilation                            |
| 2) Personality and the brain                        | - decompression sickness (DCS or 'the bends') |
| - the perfect pilot                                 | 6) Cardiovascular system                      |
| - airmanship  | - 'g'   |
| - the learning process                              | 7) Hearing                                    |
| 3) CRM, cross-cockpit authority gradient            | 8) The Gliding environment                    |
| 4) Orientation and disorientation                   | - hypothermia                                 |
| - vision  | - heat stress                                 |
| - Illusions   | 9) Fitness to fly/act as pilot-in-command     |
| - vestibular system                                 | - AM I SAFE?                                  |
| - disorientation (and motion sickness)              | - illness and medication                      |
| - IF  | - alcohol and drugs                           |
| 5) Altitude and its effects. The respiratory system | 10) Passenger flying.                         |
| - the atmosphere                                    | 11) Emergencies                               |
| - trapped gases                                     | - parachutes                                  |
| - the respiratory system                            | - Survival, immediate and longer term         |

## DUTY ROSTER FOR May, Jun, Jul 2015 Final

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
May	2	D GREY	I WOODFIELD	J WAGNER	
	3	B MOORE	S WALLACE	D BELCHER	
	9	E MCPHERSON	R CARSWELL	J OLSZEWSKI C ROOK	
	10	G HEALEY	L PAGE	P THORPE	
	16	I O'KEEFE	R BURNS	P THORPE/J OLSZEWSKI	-
	17	T O'ROURKE	S WALLACE	R CARSWELL	-
	23	T PRENTICE	I WOODFIELD	D BELCHER	-
	24	G PATTEN	R CARSWELL	J WAGNER	-
	30	K PILLAI	P THORPE	F MCKENZIE	-
	31	J POTE	L PAGE	R CARSWELL	-
Jun	1	G LAKE	R BURNS	J WAGNER	-
	6	R STRUYCK	I WOODFIELD	D BELCHER	
	7	R WHITBY	R CARSWELL	D BELCHER	
	13	J FOOT	S WALLACE	J OLSZEWSKI R CARSWELL	
	14	N GRAVES	L PAGE	F MCKENZIE	
	20	K BHASHYAM	I WOODFIELD	R CARSWELL	
	21	K BRIDGES	P THORPE	J WAGNER	
	27	S FOREMAN	R BURNS	P THORPE	
	28	D FOXCROFT	S WALLACE	D BELCHER	
Jul	4	D GREY	L PAGE	C ROOK	
	5	B MOORE	R BURNS	D BELCHER	
	11	E MCPHERSON	P THORPE	J WAGNER	
	12	G HEALEY	I WOODFIELD	P THORPE	
	18	I O'KEEFE	S WALLACE	F MCKENZIE	
	19	T O'ROURKE	L PAGE	C ROOK	
	25	G LAKE	R BURNS	J WAGNER	
	26	G PATTEN	P THORPE	F MCKENZIE	