

WARM AIR 28 Sep 13

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433	www.ascgliding.org
Saturday.	Instructing: Peter Coveney	Bank Acct 38-9014-0625483-000
	Towing: Peter Thorpe	
	Duty Pilot: Chelle Thomson	
Sunday.	Instructing: Ivor Woodfield	
	Towing: Derry Belcher	
	Duty Pilot: Mark Belcher	

MEMBERS NEWS

SATURDAY *Instructor Ray Burns starts us off*

Not much to report today. A few hardy souls turned up. Jonathan Pote, Will Harman, Tony Prentice, Dave Grey and Neville Swan. Took forever for the towie to arrive - can't think what kept him.

We stood around the hangar and um'd and ah'd and looked at the wind socks sitting virtually horizontal and pointing across the airfield and the cloudbase at about 1500 feet. After much of this we took the twin down to 08 and the aforementioned hardy souls tried their hands in severe crosswind. All good practice. A trial flighter showed up just in time to experience a change of ends and the joys of gliding and also getting the longest flight of the day - a truly astonishing 15 minutes. Four flights for the day, packed up and enjoying an ale shortly after 1500.

Towie Graham Lake adds a couple of details: Late??????? Do these people not understand the importance of coffee and a couple of minor yacht races. One could tell how desperate for gliding were the assembled throng. Nothing had moved from the hangar, covers still on the gliders, none of them had refueled the towplane for me, or even got it out of the hangar. Bout the only thing they did was get clearance from Base Ops for the towplane to start...and they had to be prompted for that too.....sheeeez.

We got a wee bit gulled by the wind sock which seemed to show a tendency to favour 26 more than the 08 we were on. A matter of 5 degrees either way and eventually we relocated. Not a good move as the northerly wind curling over the hillock at the end of 26 made for an interesting climbout. Stay on 08 when there is a northerly seemed to be the lesson here. Not a great day but four flights and a convivial beer and chips seemed a fair day's work.

SUNDAY *Instructor Peter Thorpe gives it his all*

Rex and Rudolph were waiting when I arrived with the key so we commenced the usual pre flight prep. RDW needed a couple of rivets replaced and a crack in an engine baffle stop-drilled but we were soon set up on 26. The wind was almost straight down the vector for a change but was quite brisk and the clouds looked promising. First up was Ben Mawhinney who completed a no instrument circuit in fine style. Steve F launched in KP and disappeared for a couple of hours while Tony P persuaded VF to stay up for 26 minutes, which turned out to be the second longest flight for the day. William Harman handled the take off and aero tow well and is making good progress on the upper air work for his A Cert. Krishna and Gary tried to make the singles stay up without much success while I took Robert Forster, Rudolph and Genny for some spinning exercises, which all turned into spiral dive recovery. Genny went for a solo and we finished the day with some spin avoidance training for Tony P. Last landing just after 5 pm so it was a quick ale and home by 6pm after 12 flights for the day.

Towie Rex Carswell adds heaps to the story.....I don't have any 'words of significant wisdom' worth telling, as towie on Sunday 22nd.



However, following the beautiful electrical storm Saturday night, I was interested to see what the status of "Lake Whenuapai" might be. It would seem that the drainage system that many members have slaved over - is working quite well. Fortunately, sufficient water did pool - enough to attract a pair of ducks. They stayed most of the day

MATAMATA FOR LABOUR WEEKEND AND CHRISTMAS

As usual we intend to go to Matamata for Labour weekend. We will take all the fleet and will need volunteers to take down all the trailers (the singles will be in the trailers and we will Aerotow MW). If you wish to stay for the weekend there are some nice but somewhat basic cabins 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. The Piako club now have a winch so it will be a good opportunity to get winch ratings or renewals.

We will also have a presence over Christmas with at least the singles over the 28 Dec to 6 Jan period. With enough interest the twin will go too. We will be leaving the PW5 behind as we are lending it to the Youth Nationals the following week.

ANNUAL GENERAL MEETING

Our AGM is scheduled for Tuesday 22 October in the Base headquarters lunchroom starting at 1900.

Notices of Motion/remits are sought from members. These need to be with the secretary (Ivor Woodfield) by 1 Oct 13.

A review of our finances for the past year indicate a need for a fee increase either the flying fee or the tow rates.. A heads up with more information to come.

Volunteers for the committee are also sought please, usual positions, President, club captain, secretary, treasurer, tugmaster, committee members please

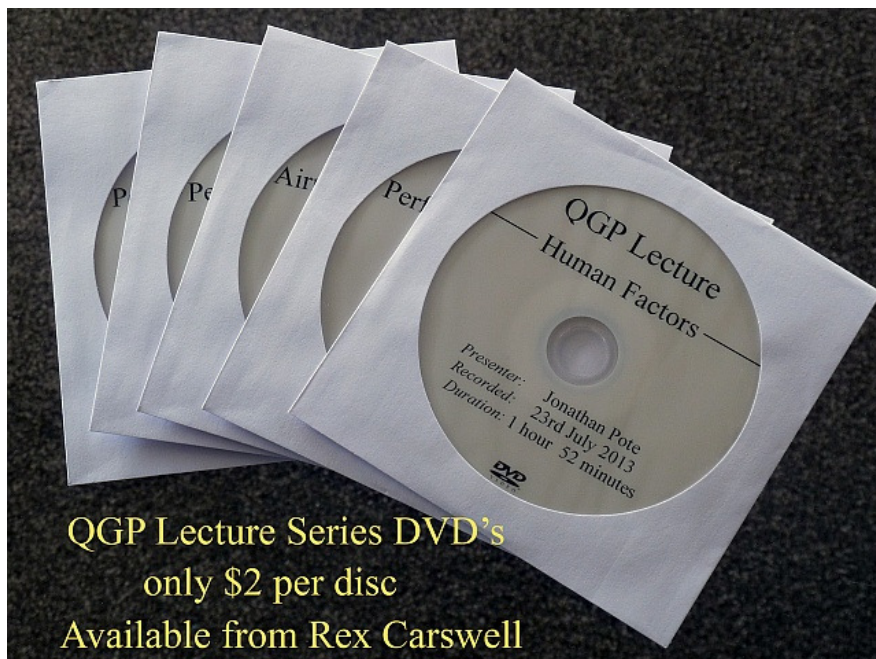
WEST COAST RUN AND THE TOWER

The West Coast run is a great experience and an enormous high. Coming back from the Piha/Murawai area requires a little thought and planning. Remember you are about to enter Whenuapai's Control Zone and we are now likely to have the Tower on watch. The Whenuapai control zone begins at Piha beach. You can enter here and stay on the coast below 1500ft and not have to talk to the tower, it's a transit lane. However, above 1500ft or you want to come inland then you will need a clearance from tower, if they are on watch. Before you enter the control zone listen to the ATIS on 128.3, that will tell you a whole heap of stuff about the weather and whether or not the tower is on. If they are then change to 134.5, call them up, tell them who, where and what you want to do, normally enter the zone, (where) and, track to Whenuapai from Murawai. If you do not like the clearance then ask them if you can do it the way you want to come in. Sometimes when you are a bit skinny you might be telling them the only thing you can manage. They are pretty good and do their best for you.

The Coast run the other day worked well as the tower came on half way through and Jonathan Pote on the field was able to relay position reports as they came in on cell phone. The tower knew what was happening and gave a lot of help in their clearance.

TAILPIECE

WARM AIR



ROSTER BELOW

DUTY ROSTER FOR AUGUST, SEPTEMBER, OCTOBER 2013

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	Notes
AUG	3	am pm	D Grey -	P Coveney -	C Rook -	- -
	4	am pm	C Hall -	I Woodfield -	G Lake -	Youth Glide -
	10	am pm	G Healey -	R Carswell -	P Thorpe -	
	11	am pm	B Hocking -	D Todd -	D Belcher -	
	17	am pm	A Mackay -	L Page -	R Carswell -	- -
	18	am pm	B Mawhinney -	P Thorpe -	D Belcher -	5 Sqn ATC -
	24	am pm	E McPherson -	S Wallace -	P Thorpe -	- -
	25	am pm	I O'Keefe -	R Burns -	D Belcher -	- -
	31	am pm	T O'Rourke -	Ray Burns -	C Rook -	- -
SEP	1	am pm	K Pillai -	I Woodfield -	R Carswell -	Youth Glide -
	7	am pm	R Pitt -	L Page -	P Thorpe -	- -
	8	am pm	J Pote -	R Carswell -	D Belcher -	-
	14	am pm	T Prentice -	S Wallace -	C Rook -	
	15	am pm	G Rosenfeldt -	D Todd -	R Brookes -	
	21	am pm	J Rosenfeldt -	R Burns -	G Lake -	
	22	am pm	R Struyek -	P Thorpe -	R Carswell -	
	28	am pm	R Thomson -	P Coveney -	P Thorpe -	
	29	am pm	M Belcher -	I Woodfield -	D Belcher -	
OCT	5	am pm	K Bhashyam -	R Carswell -	C Rook -	
	6	am pm	K Boyes -	S Wallace -	R Brookes -	Youth Glide
	12	am pm	S Foreman -	R Burns -	G Lake -	
	13	am pm	D Foxcroft -	D Todd -	R Carswell -	
	19	am pm	N Graves -	A McKay -	P Thorpe -	
	20	am pm	D Grey -	L Page -	D Belcher -	
LABOUR WEEKEND	26	am pm	C Hall -	P Thorpe -	C Rook -	
	27	am pm	G Patten -	R Carswell -	R Brookes -	
	28	am pm	G Healey -	I Woodfield -	G Lake -	