

WARM AIR 29 Aug 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Ray Burns	Bank Acct 38-9014-0625483-000
	Towing: Peter Thorpe/Ruan Heynike	
	Duty Pilot: Steve Foreman	
Sunday	Instructing: Ivor Woodfield	
	Towing: Fletcher Mckenzie	
	Duty Pilot David Foxcroft	

SATURDAY *Instructor Steve Wallace gets to open the batting*

Saturday morning started off with low cloud and misty rain. It was still this way when Craig Rook the towie for the day rang, so I said I'm not heading out unless the weather fines up or somebody calls. It was still low cloud and misty rain in Orewa where I was, when the phone rang around 11am to say it's fine at Whenuapai where are you? So I drove through the rain and somewhere past Albany it stopped raining and by the time I got to WP it wasn't too bad. The gliders were already at the 08 end, a couple of trial flighters were waiting and Craig was taxing RDW from the 26 end. Nicely timed I jumped in and Craig towed us to 2,500' which was about 600' above cloud base. We circled down around the clouds finding the odd small puff of lift and then repeated the process for the second trial flighter.



It was then into training mode and Jack Foot took a 1,000' circuit dual in the twin before a nice solo flight of 20 minutes from a 2,000' tow. Tony Prentice gave MP an airing before Kishan Bhashyam got some back seat time in the twin. First sharing a flight with Jonathan Pote as he practised some side slipping and then with myself as he got a try at flying from the back seat. Last up was Brendan Moore who got in a 1,000' circuit with the opportunity to use an aiming point about 2/3 the way up the field so a bit different from the norm. 8 flights for the day

and just as we closed the hangar doors the sun came out suggesting that weather wise tomorrow might be even better.

Towie Craig Rook takes over the tale: Woke up to overcast skies and drizzle, so didn't think there would be much flying. I called Steve at around 10am and he didn't think so either so we didn't head out to the field.

By 11:30 it had cleared up, got a call from Kishan to say he and several others are keen to fly and we have two people wanting a trial flight. Steve called shortly after that so we headed out to the field.

The trial flighters, on holiday from Korea, were first up, followed by Jack for a 1000ft circuit check flight before going it alone. Tony took MP up for a look see and Kishan wanted to get some back seat experience so Jonathan took him up to 3000ft. That was fun dodging the clouds on the way up.

Brendan arrived just in time as we were packing up at about 3:30. With everything down at 08, Brendan offered to do a 1000ft flight and hangar landing, as he didn't want to wing walk all that way!!

SUNDAY *Instructor Lionel Page leaps into life*

Arrived early to get things underway as quickly as possible as I had a friend coming over for a flight. A quick discussion found Ryan Brookes was going to do a type rating for a new instructor Power section CFI Amiria Wallis, and soon they and RDW disappeared into the blue yonder.

A DI of GMW discovered a VERY flat front tyre. Roped in Peter Thorpe as I was not sure what I was doing. Soon found the puncture and headed to Mitre10 for a bicycle repair kit. Decided to get the one with quite a few patches for future spares. (Lucky choice as it turned out.) Getting back to the hangar saw that all aircraft had been relocated to 08 end. Only Peter Thorpe was left manning the hangar and waiting for me. First puncture repaired and a quick test at the drain discovered another puncture - this process continued for 4 punctures. Finally all fixed and off to 08 to all the eager aviators. RDW had been returned just in time for use to start actual gliding.

First up was my pax at just after 12'O clock and it was into smooth air that we ascended. (Conditions did improve soon)

I was first up and last to land. Ray was second up in GBU and second last to land. Only difference was that I did 3 flights in between while he stayed up the entire time. (1 minute shy of 3 hours - brilliant effort for a winter flight - may be spring is really on its way.) Much aviating was done - with MP (Jonathan Pote and Roy Whitby), VF (Tony Prentice), KK (Andy McKay) and IV (Graham Lake) all taking to the skies and enjoying the broken but usable conditions.

There was much banter at the end of the day about a K6, Single Astir, PW5, Mosquito and Libelle battling it out over Paremoremo. All in all a great day - where Genny Healey and I enjoyed the last flight of the day and I got to sit back and really enjoy the brilliant visibility as far out as the Coromandel.

Thanks to all - fabulous day. All packed away and closed up by 4:30pm when the high cloud come in to signal the end of the day.

Towie Peter Thorpe adds: I arrived to find RDW was being used by Ryan to issue a type rating to Amiria Wallis the Power Section CFI and all the fuel containers were full so not a lot to do initially. Then Lionel found that the nose wheel on MW was flat and would not pump up so it was off with the wheel to find that the tube had a small tear. No puncture repair kit on hand so Lionel rushed off to buy one while the rest of the team moved down to the 08 end and set up. Lionel and I repaired the tube and thought we had better leak check it in the storm water drain before reassembling the tyre only to find that it was still leaking. We did this about four times before Lionel discovered a piece of wire sticking out of the tyre bead area - no wonder it kept leaking. Eventually it was repaired and the tyre refitted so that normal operations could begin. First flight at 1220 was Lionel in MW with a trial flight and then Ray went off in BU and seemed to stay up for the rest of the afternoon. Tony, Andy, Graham, Roy and Jonathan all took solo flights while Lionel took Marc Killeen for two flights and Genny Healey appeared later in the day to take the last flight at 1525. Straight home for me as we had guests for dinner but a good day with 12 launches.

CAPTAIN READ

Many of you will know and remember ex club member Roger Read. He has just completed his 787 command check on Sunday, a 4.5 hr simulator marathon and passed, the first of the last 4 pilots trained to pass. The 3 before him failed the final check and went back to first officers on the 777.

He started his 787 training in June and once type rated did 100 hrs in the left seat under supervision of training captains in the right seat before completing the check Sunday and is now "solo" Captain Read.! Well done Roger.

ASC OPEN DAY

The Aviation Sports Clubs are holding an open day for Service folks and their dependants on Saturday 5 September. This will be based around the Power Section Club rooms. We will have a couple of gliders over at the Power section and although we have four members who are happy to man the stands, but a few more will not hurt.

We will be giving priority to Service persons for a trial flight in the twin and we should be careful about accepting other trial flights. Similarly we will be bumping friend flights too. The flyer will be separately circulated. (BBQ Lunch numbers?). We will be aiming for an early start so we can be launching by about 1000.

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

We intend to introduce the soaring season with a briefing held in our Hangar on Sunday 18 October at 1030 followed by a BBQ and, maybe, some of that soaring stuff.....provided we are not now too heavy from lunch. El Zorro is planning some further "encouragement" to ensure we are all there.

Sporting Code

Having been inspired by Christina's soaring feats, remember to study the new Sporting Code for your upcoming badge flights. This is available from the FAI web site at http://www.fai.org/downloads/igc/SC3_2015 . This version of the sporting code will come into effect on 1/Oct/2015.

2.2 BADGE REQUIREMENTS

2.2.1 Silver Badge The Silver badge is achieved on completing these soaring performances:

- a. SILVER DISTANCE A distance flight (as defined in 1.4.2d to 1.4.2h) to a finish or turn point at least 50 km from release or MoP stop. The Silver distance should not be flown with guidance from another pilot.
- b. SILVER DURATION a duration flight of at least 5 hours (see 2.4.4c on allowed loss of height).
- c. SILVER HEIGHT a gain of height of at least 1000 metres.

2.2.2 Gold Badge The Gold badge is achieved on completing these soaring performances:

- a. GOLD DISTANCE a distance flight of at least 300 kilometres as defined in 1.4.2d to 1.4.2h.
- b. GOLD DURATION a duration flight of at least 5 hours (see 2.4.4c on allowed loss of height).
- c. GOLD HEIGHT a gain of height of at least 3000 metres.

2.2.3 Diamonds There are three Diamonds, each of which may be mounted on the Silver or Gold badge, and the badges for flights of 750 kilometres or more. A Diamond is achieved by completing one of the soaring performances below:

- a. DIAMOND GOAL a distance flight of at least 300 kilometres over an out-and-return (1.4.2g) or triangle (1.4.2h) course.
- b. DIAMOND DISTANCE a distance flight of at least 500 kilometres as defined 1.4.2d to 1.4.2h.
- c. DIAMOND HEIGHT a gain of height of at least 5000 metres.

2.2.4 FAI Diploma flights Diploma flights begin with a minimum distance of 750 km and increase in 250 km increments. They may use any course defined at 1.4.2d through 1.4.2h. Each Diploma is awarded once for the incremental distance immediately less than the distance flown.

2.2.5 FAI register of 3 Diamond and Diploma badges On completion of 3 Diamonds or any Diploma flight, the NAC shall provide the FAI with the flight data contained in its national register per 2.0a. In turn, the FAI will enter the name of the pilot in an international register, and award the pilot a special Diploma to recognise these flights.

For those going to Matamata at Labour weekend the 50km is easily achieved with a Matamata airfield to Thames airfield run. All made much easier if the ridge is working. Read up the new rules and tune up your OO. Look out for the CFI tap on the shoulder.

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

Sunday was most pleasant surprise, and afternoon of soaring, not exactly easy but not that hard either. There was even a hint of some convergence on the east coast. We can only hope this is the harbinger of things to come in the soaring season. Well done to those that came out. The ASC open day, weekend after this one coming, is aimed at attracting the attention and interest of Service folks. We will need members around to help out, greet and welcome any guests.

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	L PAGE	D BELCHER	
Oct	3	S THOMAS	R CARSWELL	F MCKENZIE	
	4	K PILLAI	R BURNS	C ROOK	
	10	J POTE	I WOODFIELD	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	