

WARM AIR 3 May 14

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433 www.ascgliding.org	
Saturday	Instructing: Ivor Woodfield	Bank Acct 38-9014-0625483-000
	Towing: Craig Rook	
	Duty Pilot: Kishan Bhashyam	
Sunday.	Instructing: Andy McKay	
	Towing: Derry Belcher	
	Duty Pilot: Kit Boyes	

MEMBERS NEWS

FRIDAY *Towie Craig Rook starts us off.*

Was an OK day for flying but nobody turned up who wanted to go gliding, so David and I went for a blat in RDW and packed up at about 1130. *(when?? why so early??)*

Dave Todd's version.... no takers Friday. (might have been if you had waited especially since we had called a late start cos of ANZAC day)

SATURDAY *Instructor Peter Coveney starts off*

Short and sweet from me. Arrived at 10am. Rudolf (Duty Pilot) and Roy present and Jamie Wagner to fly the towplane. No one really wanted to fly as the weather was still a bit average. We decided to wait until 11am to see if anyone else would show. They didn't so we put the towplane back in the hangar and departed. *(11am..... are you kidding)*

Towie Jamie Wagner adds: I arrived at the club Saturday morning looking forward to add to my meagre total of tows for the year thus far (less than 20). The weather conditions looked promising as I got RDW all ready in preparation for what would hopefully be a busy days flying. As I carried out my pre-flight, I kept looking over my shoulder with increasing concern as no gliders appeared to be emerging from the hangar. Pre-flight done, still no gliders out and no real intention from the 3 other guys there to bring them out. Went to the dairy to grab a pie and returned to the club to find the decision had been made to shut up shop due to lack of numbers despite being barely 11am. Somewhat miffed at the day coming to an end before it really even began, I helped lock up the hangar and off we went, advising another (somewhat surprised) club member who had just turned up, that they had arrived too late to go up that day. With the unexpected free time on my



hands and a strong urge to get up on what were above average flying conditions, I duly headed over to the Power Section, signed out a C152 and took a leisurely one hour cruise around the city and North Shore. Flying fix satisfied!

SUNDAY *Towie Graham Lake gets first go.*

A goodly number of cars were in the car park when I arrived, the sky was fine but a high overcast was starting to appear from the North. The far end of the hangar appeared to have a blue cloud at around ground level that emitted a strange buzzing sound. It moved around but appeared to have no visible support. Eventually a soft zephyr parted the curtains to reveal one CFI Thorpe using a weed eater to clear the grass around the tracks. It appears he mixed up his own two stroke, one part of petrol to 25 parts of oil, tractor sump oil at that. You got it wrong again, blogs.



In the meantime Gliders were out of the hangar, DI's underway and whips being cracked to get set up and under way. We were gliding today not giving up real early like those other wimps from Friday and Saturday. despite a forecast of northerlies, the breeze favoured 26 although almost a pure cross wind. 26 it was and we set up. Zero head wind gave us a longish take off roll but still comfortable and dead smooth, like no lift. Easy smooth flying for the towpilot with four of the ten flights to 3000ft. The singles launches gave opportunities to offer Peter's grandson and Steve's lady a ride in the towplane.

Ian O'Keefe came and went with a succession of glider trailers before announcing two had passed but MP's trailer would need some remedial work, especially to the apparently important U bolt that attached the axle to the springs. Thanks Ian, good work. Our well deserved sherbet at the end of the day was somewhat cramped with the discovery someone, (Ray Burns) had left a pile of firewood in the bar. One member ventured it might be something called a K6. Hmmm Wonder if the K stands for kindling????



Instructor Peter Thorpe continues. A lovely warm autumn day so I decided to trim the grass around the hangar doors while Rudolph and Tony were doing the DI thing. I mixed up some 2 stroke mix by guessing and then proceeded to lay a smoke screen while using the weed eater. Then I thought I would use the mower to finish off but it was reluctant to start. Warm Air had arrived by then and announced that as it was his mower he would demonstrate how easy it is to start when you know how. Some little while later a squirt of Ezy start finally did the trick and Lionel then volunteered to mow around the hangar. (*You forgot to mention how you broke the height adjuster*)

The wind was just favouring 26 but was a northerly that was pretty much straight across the runway so no head wind component all day. First flight was me with my grandson just after midday and although the sky looked promising there was nothing much going on so it was a short 16 minutes. Rudolph then made his first flight in VF and managed 23 minutes from 3000ft so not much happening in the lift department. Lionel, Kishan, Tony and Gary all took flights in MP, Ivor in VF,

Steve F in MW took up Mehdi and later claimed the longest flight of the day with his lovely lady friend for a whole 24 minutes, (yeah he went to 3000 too). I made another short family flight with my daughter-in-law and Jonathan and Rudolph shared the final flight in MW. Karl was going to fly but decided his bad back would make getting in and out of the glider too hard so left it for another day.

Ten flights for the day and a quiet beer to finish as the B757 arrived back from Gallipoli at 1630. Judging by the long line of government BMWs and corporate cabs at Air Movements there were lots of VIPs on board.



TAILPIECE

Autumn and winter gliding patterns often see members coming out to the field later than they might during a good summer day. Many has been the occasion when a crowd of three at 1100 - 1130 translated into a good gliding day with plenty of launches. There is no chance of this happening if the crowd of three gives it away at 1130. On reasonable days please hold on until 1230 - 1300 ish. Sure, give it away early on a crappy day, rain showers, low cloud, howling winds etc. Members can help too. If you do intend to come out, but later, how about a text to the instructor.

Cheers

Warm Air

New Roster at the end

Further, Faster, Shinier!

Many will remember Steve Wallace's inspiring presentation at last year's symposium.

The answer to halting our declining membership is not better recruiting, it is retention

People leave because they get bored

Who stays and why?

X-country pilots stay

Why? Because they are not bored!

Surveys show that X-country pilots are:

The most active

The most motivated

The most engaged

The most enthusiastic

X-country flying maintains members

Clubs with a X-country culture are the most successful

How do we get pilots flying X-country? What can we do as a movement?

We must:

Break down the barriers

COACH pilots along a pathway of smaller easier steps

Instructors teach How to Fly

COACHES teach Why we Fly

COACHES don't have to be instructors

COACHES can help set goals

Goal setting is the key to keeping people motivated

**HOW DO WE ESTABLISH A COACHING STRUCTURE
FOR GLIDING IN NEW ZEALAND?**

**FIND OUT! - COME TO THE GLIDING NEW ZEALAND
SYMPOSIUM ON 7 JUNE 2014**



Matamata Soaring Centre

**NOTICE IS HEREBY GIVEN OF THE ANNUAL GENERAL MEETING OF THE
MATAMATA SOARING CENTRE INC
TO TAKE PLACE IN THE MATAMATA SOARING CENTRE, CLUBROOMS WAHAROA
ON SUNDAY, 11TH MAY 2014 COMMENCING AT 11.00 AM**

NOMINATIONS ARE INVITED FOR POSITIONS ON THE COMMITTEE

NOMINATIONS AND REMITS FOR DISCUSSION SHOULD BE RECEIVED AT PO BOX 100,
MATAMATA OR TO E-MAIL walest@jafa.net.nz BY FRIDAY 9TH MAY 2014

MEMBER CLUBS ARE ASKED TO ENSURE THEY ARE REPRESENTED

BE THERE AND HAVE A SAY IN THE FUTURE OF SOARING AT THE MATAMATA
SOARING CENTRE, WAHAROA AIRFIELD

DUTY ROSTER FOR MAY, JUNE, JULY 2014 Final

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	
MAY	3	am pm	K Bhashyam	I Woodfield	C Rook	
	4	am pm	K Boyes	A McKay	D Belcher	
	10	am pm	K Bridges	L Page	P Thorpe	
	11	am pm	S Foreman	R Burns	R Carswell	
	17	am pm	R Forster	S Wallace	G Lake	
	18	am pm	D Foxcroft	R Carswell	J Wagner	
	24	am pm	G Healey	D Todd	R Carswell	
	25	am pm	B Hocking	P Thorpe	D Belcher	
	31	am pm	I O'Keefe	P Coveney	P Thorpe	
JUNE	1	am pm	T O'Rourke	A McKay	C Rook	
	2	am pm	G Patten	L Page	G Lake	
QUEENS BIRTHDAY	7	am pm	J Pote	I Woodfield	J Wagner	
	8	am pm	T Prentice	R Carswell	D Belcher	
	14	am pm	K Pillai	R Burns	R Carswell	
	15	am pm	E McPherson	D Todd	P Thorpe	
	21	am pm	R Struyck	S Wallace	C Rook	
	22	am pm	R Whitby	P Thorpe	J Wagner	
	28	am pm	K Bhashyam	P Coveney	G Lake	
	29	am pm	K Boyes	I Woodfield	D Belcher	
JULY	5	am pm	K Bridges	L Page	R Carswell	
	6	am pm	S Foreman	A McKay	P Thorpe	
	12	am pm	R Forster	R Carswell	C Rook	
	13	am pm	D Foxcroft	R Burns	J Wagner	
	19	am pm	G Healey	D Todd	D Belcher	
	20	am pm	B Hocking	P Thorpe	G Lake	
	26	am pm	I O'Keefe	P Coveney	P Thorpe	
	27	am pm	T O'Rourke	I Woodfield	R Carswell	