

WARM AIR 30 May 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Peter Thorpe Towing: Fletcher McKenzie Duty Pilot: Kris Pillai	Bank Acct 38-9014-0625483-000
Sunday	Instructing: Lionel Page Towing: Rex Carswell Duty Pilot: Jonathan Pote	
Monday	Instructing: Ray Burns Towing: Jamie Wagner Duty Pilot: Graham Lake	

QUEENS BIRTHDAY WEEKEND MEMBERS NEWS

SATURDAY *Instructor Ivor Woodfield does the honours*

The weather report for Saturday was not predicting good gliding conditions, and very early in the morning heavy rain arrived. By 0900, following conversations with both the tow pilot and the duty pilot, and with low cloud and steadily falling rain, the decision was made not to open up the field. According to the forecast it was possible that the weather would improve during the day, and therefore a chance we may get some pilots wanting to fly later. However, in the event the rain persisted and the day ended with no glider flights, no beers and no story telling :(

Warm Air and Towie Craig Rook decided going sailing was a better option, the second of the Royal New Zealand Yacht Squadron winter series races. It rained most of the race, we got wet and came eighth, a bit of a come down from coming first a couple of weeks ago. A fickle day with lots of wind.....and no wind.....and rain

SUNDAY

Those with the knowhow to read the weather, those who kept an eye on how things were shaping up picked the likelihood of a coast run to Raglan and back for Sunday. The omens looked good and much organising took place with the aim of maximising OLC points. (Steve Wallace must have beers at stake here...again).

By the time Sunday arrived there were six aircraft lined up to go, MW, VF, MP, KP, KK and IV (with Nathan).....and rain squalls piling through at frequent intervals. A lengthy look at rain radar, RASP and other oracles suggested this was not really a Coast day after all so everything was put back in the Hangar and folks headed home. Looked a good decision from where *Warm Air* sat. I wasn't allowed to go anyway.



CFI CORNER *CFI Ray Burns with the findings from the recent GNZ Audit, from our ops and looking into winter*

Club Audit

The biennial club operational audit was conducted last week and while there are a few small items we need to tidy up, essentially the ROO was happy with our operations and records.

Safety

Our sport is a high risk sport. When things go wrong they have a tendency to go spectacularly wrong and with serious consequences. Great chunks of our training and our procedures are focussed on mitigating the risks. The old adage "safety is everyone's responsibility" is particularly important. It's about looking out, and looking after, each other.

Incident reporting is an important part of the safety chain. The purpose of such reports is to provide feedback into the training programme to help improve the whole gliding community's safety record.

An incident report does not reflect upon the PIC.

Incident reports are about data collection and statistical analysis. If we have 10 reports about communications failure then it's time we looked at our equipment. If we have ten reports about heavy landings, then it's time we reviewed our instructional technique. NONE of it is about who might have done what wrong.

Incident reports do not need to be submitted by me. They can be submitted by anyone in the club. The forms are in the red concertina file in the caravan, or you can download them from the GNZ website (OPS 10). If you see something you don't like, fill out a form and send it to me. If it's about me and you feel uncomfortable doing so, send it to Peter.

If you don't know what to put in some of the boxes, then leave them empty. Even knowing PIC is not as important as the description of the event. The description should be kept to minimum. One or two sentences is plenty. If it takes more than five minutes to fill out then you are adding too much detail!

SOP's

By now you will all have had a chance to read and review the new club rules and standard operating procedures. The document has been a real team effort and my thanks go out to all those involved in the production. The document has been given to the National Operational Officer and he has said to me that it is the best he has seen of any club and has passed it on to other clubs as a model of what they should be looking at producing. This is high praise indeed.

Whilst we are not about to make wholesale changes to the document we will be reviewing it annually. We will try to get this done in the September time frame so that when you sign the box on the membership form that says you've read the rules they will be up to date.

If you have any suggestions please feel free to drop an email either to me, if it is operational in nature, or to Ivor if it is relating to the administration of the club.

Membership area of website

For those of you who don't know, we have a website (thanks to our webmaster Dave Foxcroft) at www.ascgliding.org. The member's section contains links to the current membership list and the SOP's, both in PDF format. This membership list kept up to date automatically, so for the latest list, this is where to look.

If you do not know the user id and or password, either ask someone at the club or email me.

Taxiing

I want to make a wee reminder to all about landing and "taxiing".

Except where you know there are a/c immediately behind you or need to expedite your departure from the vector, please do not attempt to "taxi" your glider from the field. There is always a chance of dropping a wing and ground looping.

Landings should be made straight ahead and well away from People, the Caravan and other a/c.

Wet, Wet, Wet

Winter will shortly be here (as I write this I'm not altogether convinced it isn't already). There is less than six months to Labour Weekend. Now is the time to start planning. Silver C requires:

- A duration flight of 5 hours
- A height gain of 1000m
- A distance flight of 50km

Of these the five hours is easily achievable at WP. A half decent convergence and you're off. The height gain is almost do-able and the 50km can be done as well.

Having said that, Piako is better option for those last two legs. If you haven't been into a paddock before, the options around Piako look a lot better than those between Orewa and Springhill. So what to do between now and then?

- Get out the sporting code (<http://www.fai.org/igc-documents> - there is also a copy in the caravan - start with Annex C). Ask an OO to help. We have plenty of them. Make sure you know the rules for loss of height (for example).
- If you don't have a flight recorder, then either buy one or ask someone nicely who does (assuming they're not planning on using it themselves!)
- Once you have one or have organised one, go and use it. The last thing you want to be doing on the Saturday of Labour Weekend is trying to work out what buttons to press. Work it out now and write it down so you know what to do on the day.
- Get out the map. Or use Google Earth (it's got a great measuring tool). Work out what the potential 50ks could be. Where will you go if it's not a ridge day?
- Get on to Google Earth and "fly" your route. Have a look at the paddocks. Measure them. Get an idea of how long the average paddock is. Mark that out on the field.
- Make yourself a check list. What do I need to take? What phone numbers do I need?
- Practice, practice, practice. The winter is a good time to do circuits. Get them short. Try across the field (with the Duty Instructors approval!).

Six months sounds like a long time but the flying days will be limited. Start planning now. That's how the rest of us did it. There is a wealth of experience in the club and we're all here to share it with you. If you want to set some goals we're here to help you succeed, just ask.

Log Books

Please remember that it is a CAA requirement that you keep a log book. And that implies that you keep it up to date. Keeping it on the shelf won't really cut it. It also means that all the boxes get filled in. Even the ones on the bottom of the right hand page! If you are having problems with the maths, I can give you a spreadsheet. If you put in the flights it will work out all the totals for you. Drop me an email if you want it.

Post QGP

"So I've finished QGP, I'm now free to relax a little".

One of the benefits of instructing is that in the process of drilling checks, processes and practices into other people we tend to drill them into ourselves as well. Post QGP we tend only to review these every two years as part of BFR (that being the whole point of the BFR - making sure we are not letting flying skills diminish).

For those of you have finished QGP now is the time to consolidate skills. We improve by practice. And we improve more if we reflect on that practice with healthy self-criticism. What did I get right in that last flight? What did I get wrong? Could I have made a shorter landing? what should I focus on next time I fly?

- Verbalise the check lists - they are there for a reason
- Aim to land as short as possible.
- Aim to nail your selected safe speed near the ground.
- If you are flying GMP, aim for a two point landing, once on the ground the stick should be on the rear stops to provide directional stability.

DOUGLAS ROAD

Auckland Gliding Club's new strip. In David Moody's words; "Yes, it's by the coast! About 100m from the far end, there is a 500 foot drop into the Tasman Sea. Easiest find on a map is where the 1500 ft airspace crosses the coast on South Manukau head. At this stage "family visitors only"...we're developing our SOP's and giving Instructors site familiarization. Won't be long and we'll be ready for guests... We're just adding a capability. Away trips are a good idea to develop the skills required for paddock landings (unfamiliar surroundings) but more than that, an aerotow to the coast from Drury is about \$300; short term, we can split this ferry cost; long term, we'll be winching onto a 150 km long ridge, and this gives us a place to fly when conditions at Drury are unworkable (30 knots of Westerly!).



TAILPIECE

Forecast for the weekend is promising especially Saturday when Warm Air is out of town attending a family event.

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	D BELCHER	
	6	R STRUYCK	I WOODFIELD	J WAGNER	
	7	R WHITBY	R CARSWELL	D BELCHER	
	13	J FOOT	S WALLACE	J OLSZEWSKI C ROOK	
	14	N GRAVES	L PAGE	F MCKENZIE	
	20	K BHASHYAM	R BURNS	R CARSWELL	
	21	K BRIDGES	P THORPE	J WAGNER	
	27	S FOREMAN	I WOODFIELD	P THORPE	
	28	D FOXCROFT	S WALLACE	D BELCHER	
Jul	4	D GREY	L PAGE	J OLSZEWSKI C ROOK	
	5	B MOORE	R BURNS	F MCKENZIE	
	11	E MCPHERSON	P THORPE	J WAGNER	
	12	G HEALEY	I WOODFIELD	D BELCHER	
	18	I O'KEEFE	S WALLACE	P THORPE	
	19	T O'ROURKE	L PAGE	J OLSZEWSKI C ROOK	
	25	G LAKE	R BURNS	F MCKENZIE	
	26	G PATTEN	P THORPE	J WAGNER	