

WARM AIR 31 Aug 13

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433	www.ascgliding.org
Saturday.	Instructing: Ray Burns	Bank Acct 38-9014-0625483-000
	Towing: Craig Rook	
	Duty Pilot: Thomas O'Rourke	
Sunday.	Instructing: Ivor Woodfield	
	Towing: Rex Carswell	
	Duty Pilot: Kris Pillai	

SUNDAY - OUR YOUTH GLIDE - EARLY START 0900 MEMBERS NEWS

SATURDAY *Instructor Steve Wallace starts us off.*

Saturday started off a bit foggy but by the time we got to the hangar around 10am it had all cleared. The usual suspects were there to help haul things out along with some new faces and faces from the past. Gay Pederson had brought her grandson(?) William along. William has had a few flights when he was a bit younger but now he is bigger and older he is ready to learn to fly. So William got straight into things with an introduction on how to DI a glider and was joined about half way through by Sam, another potential new member.

The forecast was for a light northerly and the ATIS had the wind at 2,000' as 9kts 300 degrees. Despite this it was a definite easterly drift on the ground and even by taking our time to get ready things did not change so we were forced to trundle everything up to the 08 end. Before we even got the windsock up on the caravan we new it was time to turn around and head back to 26. So the first launch with William as the student pilot did not get underway until 1149 but the bonus for William was that the sky was looking nice and there was plenty of lovely lift to be found. So 48 minutes and much hands on flying for William later, at 2,000' and climbing we were called down as there was a cue of people wanting to go flying. With the conditions so nice Dave Foxcroft had taken off in MP for a 60min flight, Steve Foreman went up in KP for a 80min flight and Tony Prentice went up in VF for a 31min flight. Nice to see the whole fleet in the air at the same time. For MW next up was a friend of Jonathans Pote's a John Scott. John has around 500hrs power and 80hrs in gliders so he took the controls for the flight while the instructor had a snooze in the back seat. John wasn't quite able to hook into the convergence that had formed up north east of the field so it was only a 17min flight. In the meantime Roy Whitby got in a nice 67mins in MP.



Unfortunately the day then over-developed a little bit which resulted in a lack of sunshine on the ground (see photo) and shortened flights for Jonathan Pote and Steve Foreman who was out for a second foray after lunch. The longer flight times from earlier in the day meant that those that were in the cue earlier but were on deadlines to head away had to go so the cue suddenly went from long to nobody. So with an over-developed sky and nobody left to fly we called it a day

at 2.30pm. As we put everything away the sky cycled, the sun came out again and the gliders were put to bed with a magnificent looking sky in the background. Shame

really but a nice day was had by those that did fly.

Towie Peter Thorpe embellishes. On Saturday morning Jonathan sent me a text to say he had the key so I was able to relax and rock up at a civilised hour - soon after 0930. Steve Wallace was there with some keen students so there was much explaining of DI procedures while I prepped and polished Warm Air's yellow baby. The ATIS had the surface wind at 020/5 while at 2000ft it was 320/13 and the forecast was for the wind to go NW but on the ground there was an easterly drift so off to the 08 end we went. By the time the chairs were laid out we noted the wind was definitely from the SW so back to the other end we all went - great exercise but did not help us to get flying early. So first flight was away at 1150 with Gay's grandson William taking a 2500ft flight. After that the singles launched driven by Dave F, Steve F, Tony P, Roy W, with John Issot and William taking dual rides and finishing with Steve F taking his Dad for a flight. Suddenly by 1430 we had run out of customers so we packed up and went home after eight flights for the day.

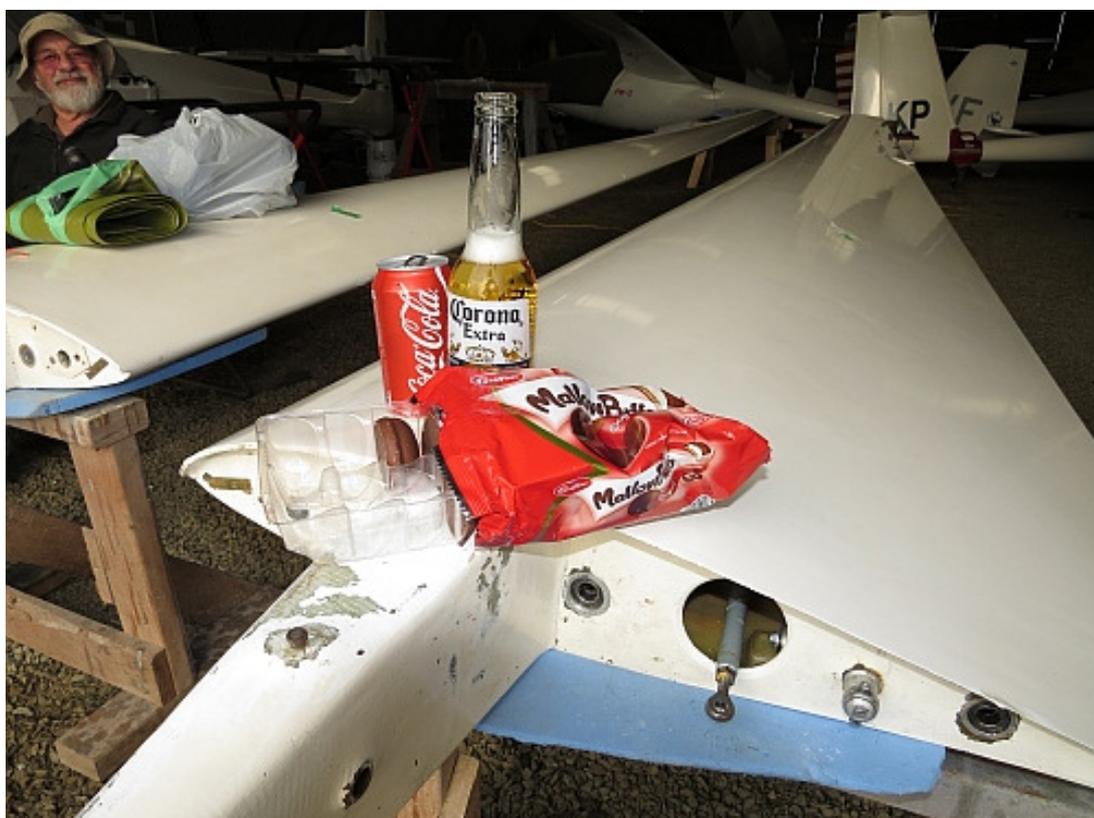
SUNDAY *Instructor Ray Burns takes the crayons*

My dearest beloved and I were awoken from our pleasant slumbers about 4ish by an ear-splitting thunder clap, the likes of which I am fairly certain I have not heard. Shortly to be followed by torrential rain and more thunder and lightning. As I nodded off again I thought it unlikely that I would need to rise early to get to the field. However, the sky cleared and there was certainly some remote possibility that we could get airborne. After drawing the key I met Ian on his way to find caffeine and we decided now was a good time to test Baba's. For those of you who don't know - they are now open for breakfast on the weekends.

It was not long after arriving at the airfield that I discovered there was no power. By happenchance it was about the same time as Roy arrived. A little investigation suggested that the problem was probably somewhere near the meter box or the pole. David Grey's expertise was called upon and he very quickly established that there were one or two items requiring attention. As a direct result of the aforementioned electrical storm, the pole fuse has blown, the main switch inside the meter box and the circuit breaker to the hangar inside the meter box are both fritzed, the main circuit breaker inside the hangar is gone and the two

power points behind the bench and the fridge have lost a serious amount of smoke. The plug to the lead of the fridge was blown clean off the lead so it is probable that the fridge and microwave also may well be casualties.

Consequently, the pies have gone for a holiday in Roy's freezer while the batteries and charger are enjoying a leisurely change of scenery in my workshop for this week.



"Finally - a suitable use for a Libelle Wing" Looks more like they are making an offering, a token of respect, to the Libelle owners.

After all the power drama we did eventually fly. The

weather was showery as predicted. The optimistic among us felt that the sky was lifting so Tony and then Jenny decided it was time to have crack at no-brake circuits. Good fun and good progress. 7 x 1000 foot circuits (actually one made 2000 in a blue hole - well at least bluish - sort of grey blue - possibly griseous - a sort of light slate - ok; really it was just grey cloud like everywhere else only higher). We were back in the hangar at 1730.

Thanks everyone for a great day, the flying might not have been exhilarating but it was more than made up for with the great company.

Towie Derry Belcher, (what... again???) adds his version. We'll two versions really, one that is concise and reports the one fact we care about, and the other that is way longer....

V1: Did 7 tows from runway 26, mostly in drizzle.

Seemed to be something wrong with GMW as it always seemed to be flying sideways on landing. - Made a note to look at the rudder pedal springs at next maintenance.... Towplane still in one piece and NOT broken.

V2: After waking up from a blissful night of sleep accompanied by the music of a million watt amplifier in the sky belting out something from ACDC and a zillion candlepower light going on and off at random intervals,..... I looked out the window and saw 60 shades of grey so thought I'd put the magic shouting device to my ear and dial the duty instructor Ray Burns for his take on the big picture.

Ray informed me he was just about to leave for the field (at 0900!), and here was I still in PJ's and thinking of waffles for breakfast and a nice cruiseie feet-up Sunday morning, as surely no-one in their right mind would contemplate aviating in this grey soup! Obviously I was wrong and the weather at WP must be wonderful so I scoffed down my breakfast and a coffee, remembering PT's example that all good decisions come after a good coffee, unloaded the waterblaster, 2 mowers, a weed-eater, 3 cans of petrol, a garden-hose, a partridge and a pear tree from the van to the shed up the back, loaded some essentials into said van (one of which was me..) and hurtled off to the airfield, only to find WP bathed in morning gloom and greyness and Ray, Roy and Ian walking back to the gate from the trailer park muttering incoherently about something fried for breakfast? Transpired we had quite a bit fried and it wasn't for breakfast, but I'll leave that to someone else to embellish. After quite a lot of pondering the saneness of getting the gliders and towplane out and readied and looking at the rain-radar on Ray's phone (I rather liked all the pretty colours on the screen....) we chatted with Lionel and his Mum for some time about dogs and thunder then Ray had a good idea to send a blanket text to all flying members to advise that flying was indeed on. A short time later the hordes of members turned up, - well Genny and K9Jess turned up to fly so with Tony all eager as well it was all on! MW was towed out and Tony and Genny put their names on the long list to fly.... (note to WA - this sounds so much better than saying they were the only ones WANTING to fly eh?).

The towing was uneventful and from what I could determine, the glider pilots Tony and Genny were essentially doing circuits to see who could use up all the runway on landing, with a bonus point if you could take out the towplane! The only problems were trying to get out of the way of the sideways-flying glider after I landed and quickly learned to land number two! We were fortunate not to have much rain get us, just the odd bit of drizzle, so it



does pay to come on out to perfect your flying skills, and if in doubt whether we are flying ring the duty instructor.

Thanks to Neville and Ray for gathering and bagging the rubbish and taking it away and for taking care of the perishables in the fridge, and to Roy and Neville for running wings and driving the tractor.

The picture attached is of our trusty Ian OKeefe the duty pilot, and what happens if you are not quick enough closing the hangar before the duty instructor races off to return the gate key! (Luckily Ray must have seen him in his rear view mirror otherwise he's still be there....)

POWER TO THE HANGAR *Ray gives the first report, Neville Swan provides the update*

As you may have noticed there was a bit of a lightning storm on Sunday morning wee small hours. Unfortunately the power supply to our Hangar has come off second best. The net result is that the pole fuse has blown, the main switch inside the meter box and the circuit breaker to the hangar inside the meter box are both fritzed, the main circuit breaker inside the hangar is gone and the two power points behind the bench and the fridge have lost a serious amount of smoke (pictures attached). The plug to the lead of the fridge was blown clean off the lead so it is probable that the fridge and microwave may well also be casualties.



Check out the hole blown through the corrugated Iron as the lightning exited

David Grey came out helped us determine the extent of the problem and also liaised with mercury energy and vector. The neighbours also lost their power and it blew up their meter. My understanding is that ours is not a minor repair, and we need to get appropriate electricians and then inspectors to sort it all out before Vector can reattach the power from the pole. Gary and Neville are working together to get all the problems fixed (as an aside I talked to the Vector chap about the meter we have installed and it seems there are better options for the meter readers than the one we have installed presently and this seems an ideal time to get this changed).

Update Wednesday Power has been restored to the hangar but the fridge and the battery charger for the yellow tractor are casualties. Fortunately the microwave and electric jug survived. If any member has, or knows of, a suitable replacement fridge/freezer could they let me know ASAP as I am checking out what is available on TradeMe.

QGP GROUND COURSES *Jonathan Pote has this year's QGP ground courses organised*

"All thirteen students turned up for the exams despite some having unavoidably missed some of the presentations. Five passed all five exams (a Club record in my limited time as a member) and a total of thirty-nine individuals 'passes' were achieved. A great result for students and lecturers alike; my congratulations to both.

Next week (3 Sept 13) Ray Burns will present and then examine radio-telephony theory and procedures at the usual 18:45; everyone is welcome, even if already 'signed off'.

The following week (Tuesday 10th September, 18:45) there is an additional session on 'Threat and Error Management' in the form of a seminar (and no exam!). Arthur Gatland (Former CFI of Auckland Gliding Club) produced some excellent articles published in Soaring NZ a few years ago and these are attached.

'TEM' is a practical way to implement what is taught with respect to flight safety in the QGP syllabus. It starts with the concept of the perfect or pristine flight, and then the discussion moves into what goes wrong (be it frequently or rarely) in the world of gliding operations and how to minimise the dangers therein. No-one is too experienced to not benefit from this discussion (indeed some of the most preventable accidents occur to the most experienced pilots, one recently being the then world champion cross-country pilot) so do come along. We've had over twenty some nights, but dispensing with tables we can fit the whole club in and I shall leave a membership list at the Guardroom so everyone is authorised."

We will publish the three TEMs one by one in future Warm Air

CFI's Comment

A great turn out for the QGP exam last night, especially good to see so many young cadets giving it a good try. Tony Plinston and Robert Foster scored 100% in two papers each and Mark Belcher got 100% for Tech Knowledge which should produce a burst of fatherly pride from our chief engineer. Well done guys. Congratulations to everyone who participated and for those who missed out on a paper or two, don't become down hearted - we have all been there at some time in our lives and the exams are so much easier the second time around. All the instructors are only too happy to give some extra tuition if asked and I am happy to run the exams again, so keep at it.

CHRISTMAS CAMP APATHY *Steve Wallace has this to say:*

Hi all, it has come to my attention that the club committee is considering not going to the Christmas Camp event at Matamata due to a complete lack of response from our club members to Ray's request over the last month in Warm Air for an indication on who is interested in attending. This camp is a multi-club event that has confirmed attendance from Auckland Gliding Club, Tauranga Gliding Club, Piako Gliding Club and even pilots from Taupo and Taranaki. In addition as the camp is to be run concurrent with the multi-class Nationals New Zealand's top pilots from both the north and south island will also be there with the latest in gliding technology (Antares, JS-1 jet, ASG29, etc). A typical day will be along the lines of club flying from after breakfast to around midday at which point club flying will stop while the competition grid is launched (typically 50 minutes). After this club flying can continue. Novice tasks of around 50km will be set and scored on a day entry basis so that novice cross country pilots will be able to have a crack at an easy task over friendly terrain. Club two seaters and club singles will be encouraged to have a go. There will be opportunities to attend daily weather briefings, task briefings, fly in gliders like the duo discuss with expert cross country pilots, assist with the launch of a competition grid, retrieves, fly novice tasks, spin training in a two seat glider that actually spins, BBQ's and evenings at the bar with pilots from all over NZ. This is an opportunity that in my view our club would be silly to let pass by. It is not expected that everyone will be there the whole time, in fact it is expected that due to Xmas and New Years commitments most people will not turn up until after New Years. With the camp running until January 10th though there is plenty of time to pick a few days and come and join in.

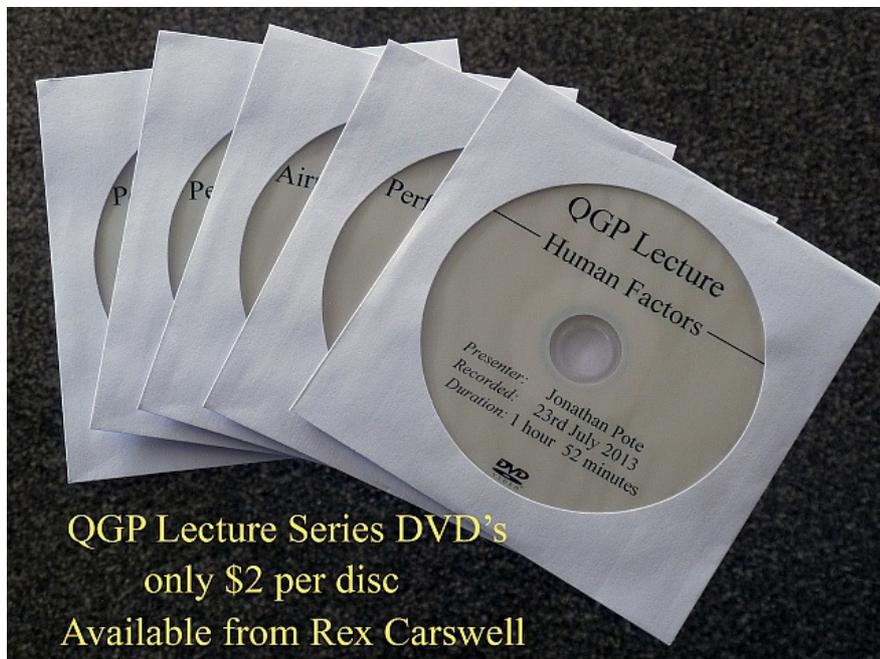
In the past our club has run great and memorable Xmas camps in a variety of away locations and these events are still talked about today. Nobody talks about the years the club chose to stay at home and just do the same old, same old. So please, can everyone get off their chuffs and e-mail Ray Burns ray.burns@xtra.co.nz and indicate your intention to attend this camp or not so that the committee can make an informed decision.

TAILPIECE

The chance for a camp away, to go to someone else's place, to be in a gliding community and flying in a different place is not to be missed. Great flying, (usually) somewhere different, A good chance of ridge flying on the Kaimai's, wave in an easterly, plenty of good paddocks everywhere, encouragement to stretch the wings if you want to are all on offer. The chance to mix with experienced and not so experienced pilots form other clubs, to learn what they do and to try a task or two, maybe even the contest are also bonuses not to be found at home. The best of all is the social interaction, the stories, memories, laughter and enjoyment are an essential part that goes with every deployment. As Steve says, "no one talks of t=years we stayed home. We must go to this camp. Length of stay is variable to suit you, come for a day trip, a few days or the whole time, up to you but you will regret not going.

My view ...the club gliders will go and we hope you guys follow them down. Get off your chuff and email Ray to give him an indication....now.

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 Struyck	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	