

WARM AIR 4 Jul 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Lionel Page	Bank Acct 38-9014-0625483-000
	Towing: Craig Rook	
	Duty Pilot: David Grey	
Sunday	Instructing: Ray Burns	
	Towing: Derry Belcher	
	Duty Pilot: Brendon Moore	

MEMBERS NEWS

SATURDAY *Big Cheese Ray Burns has first hack*

The weather forecast was a bit iffy with a few scattered showers forecast for the morning. The big question was how scattered? It turned out to be one of the mornings where it looked you could fly but no



one showed any interest. The duty crew of Peter, Steve and myself were on hand by 1000 and we were soon joined by Tony. At about the time we were beginning to think it might not be worth doing anything Kishan called to say he would like to do some circuits. So we extracted MP and DI'd it for him. Then we set up a toi toi fence and a pair of cones at 100m and 200m. So he, Tony and I all had a crack at the paddock

and managed not to hit either fence. A good use of dubious looking morning. At about 1430 Rahul turned up and was keen to fly so we prep'd the twin and a very pleasant 23 minutes feeling the effects of the controls. Shortly after we returned some long lost friends of mine arrived and I did two short flights in the late afternoon sun with stunning view of the city. So what looked quite unflyable in the morning ended up with 7 launches and some good paddock landing practising done.

Towie Peter Thorpe gets in on the act... A fairly slow start to the day with a SW wind 15-18kts and not much sign of lift. Ray Burns and Hawkeye Foreman were the other duty people and Kishan, Roy Whitby and Tony Prentice were the likely punters. We waited for a B757 to land and then Ray set up a Toi Toi paddock to see if he could entice someone to have a go.

Kishan Bhashyam was the first to capitulate and he took two flights to check out his short landing technique and then Ray also did a demo of how to do it - sort of. Tony had a go in MP and probably scored the shortest landing



while Roy and Hawkeye resisted all wheedling attempts by Ray to also join in. New chum Rahil took a climb to 2500ft for some upper air work but then it was a bit quiet. Lionel and family blew by for a short visit and

Neville was busy showing the Silent to Edouard Devenogues who is considering buying it. At about 3-30 I coiled up the tow rope thinking all was done but then some friends of Ray dropped in and he managed to persuade two of them to take flights and one of those was so keen he just might come back again. All finished by 5pm after a pleasant seven flights for me.

SUNDAY

Towie Derry Belcher tries out first..... I arrived at the gate just after nine and as Steve Wallace had a slight delay I went off and picked up the key and radio.



Folk had started arriving by the time I got back and as there was initially nobody wanting to fly I made use of the manpower to derig GMW to carry out an inspection of the airbrake bellcranks for cracks and adjustment of airbrake over-center locking to satisfy an Airworthiness Directive.

By the time we got it all sorted and rigged, it was after mid-day and it looked like there might be a bit of lift about. It was a fairly busy afternoon with seven tows off runway 26 and a fairly typical SW cross-wind.

Although there seemed to me to be plenty of lift about in cloud streets, not many managed to stay up, probably because they didn't like the idea of getting blown down-wind of the field.

Thanks to Jonathon Pote, Roy Whitby, Andy Mckay, David Foxcroft, and Neville Swan for derigging and rigging GMW, and Ray Burns for getting the fuel containers filled for RDW.

Instructor Steve Wallace adds some details:

Seven flights on Sunday which wasn't a bad effort considering the first flight was not until after 1pm. This was due to an AD on the twin that required an internal examination by our resident glidercologist Derry (see attached photos). The day however was sufficiently unstable that there were climbs to be had under the plentiful cloud streets and most had reasonable flights. One trial flight, three training flights and three sorties in MP were the order of the day with time honours going to Tony Prentice in MP at 44 minutes.



CLUB HISTORY PROJECT *Jonathan Pote writes*

The ASC Gliding Section is nearly fifty years old, either in 2016 or 2017 depending on which event is deemed to be "The Birth". It would be very nice to commemorate this appropriately, but it will take time to contact ex-members and search records so a start now is necessary.

It is hoped to assemble all the facts for a complete 'skeleton': All the gliders operated (privateers included), all the tow planes used, airfields used (at least five), badges obtained (I hope to trawl the GNZ records for this) and so on.

To the skeleton will be added the flesh of incidents and memories, characters, how pilots got on after leaving ASC, etc,etc. If you are not sure if something is relevant, then it probably is. Anonymity is fine, but openness better.

I'd like to slowly look through the logbooks and photo albums (at the Field is fine) of those who have been in the Club a long time, and to get contact details for ex-members.

I'll feed odd items to WA monthly to encourage on-going interest and involvement and produce 'The History of our Club' as an e-document in time for the anniversary.

Depending on interest, there may or may not be an event to mark the fifty years, and ideas about this are welcome: Big social gathering one evening?, Open day or competition at WP? etc etc.

Contact me at <jonathanpote47@gmail.com>

JONATHAN'S HUMAN FACTORS EVENING AT AGC

I've hijacked Graham's Warm Air to mention the Human Factors presentation at the Auckland gliding Clubhouse at Drury this Saturday.

I will start the presentation, covering just the more interesting, difficult or odd aspects of HF, at 4:30 PM, aimed not only at QGP students but at qualified glider pilots. I'll be very happy to (try to) answer any questions during the evening.

It will be followed by a meal with AGC members and preparations are in hand to have the rugby on as well! I am sure anyone who wants a dual launch with an AGC instructor beforehand will be most welcome.

At present, the weather forecast for the weekend is not good, so perhaps get your weekly gliding fix this way instead.

See you there

If you are likely to attend please let Jonathan know so he can guide AGC as to catering numbers

ALMOST BUT NOT QUITE ----AFFILIATION FEES 2015/16 *from the Gliding New Zealand Treasurer*

At the GNZ AGM earlier this month the Affiliation Fees were set at \$120, a \$10 increase on last year. Now is a good time to invoice your Club's annual fees if you haven't already done so, this allows plenty of time for members to renew before the 31 October membership deadline.

Soaring NZ

Annual magazine subs remain at \$75, and for overseas members additional postal charges are:

Australia \$ 4.00 annual fee (4 issues)

Rest Of World \$24.00 annual fee (4 issues)

Jill McCaw emailed to provide a slightly more accurate set of figures

Can you pass on to your club treasurer please - those postal charges are very old and I'm afraid far too low. The correct annual costs are now (including postage):

New Zealand	\$75
Australia/South Pacific	\$86
Asia	\$98
UK	\$100
Europe	\$109
USA	\$109

NZ charge includes GST.

Sorry to be the bearer of bad news.

TAILPIECE

Glyn Jackson's Towplane Performance Comparison article in the latest Soaring journal did a fairly comprehensive survey of towplane performance. His featured towplanes included the usual suspects, Pawnees, Cubs, a Fatman, a 172, Eurofox, Tecnam and Foxbat. Not our FK9 though. Seems a little strange the number of clubs that have looked at and/or adopted a LSA type towplanes yet none seemed to think visiting us would be part of their research or that the FK9 might be a contender. Four years of experience should be worth tapping..... just saying.

Mystery photo. Guess the ASC member who is the wannabe owner of the fancy shoe snapped in Wellington at the GNZ conference?



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