

WARM AIR 6 Oct 12

Aviation Sports Club Gliding Newsletter

THIS WEEKEND: Club Cellphone 021 745 433 www.ascgliding.org

Saturday. Instructing: Peter Coveney/Lionel Page

Towing: Craig Rook

Duty Pilot Greg Rosenfeldt

Sunday. Instructing: Ray Burns

Towing: Peter Thorpe

Duty Pilot Steve Saunders

MEMBERS NEWS

SATURDAY *Instructor Lionel Page gets the crayons with the occasional word in edgeways from the towie*

LP It was an early start, with Roy and Gary waiting patiently at the gate at 7.45am. We had arranged to be there at 7.30am, however a bit of problems at the gate with new staff get the hang of the key procedure and a thorough briefing at Base Ops due to busy airforce day ahead meant I was a little late.

We had arrived early to take the running gear off GMK's trailer to put on GVF's trailer, which by all accounts was knackered. After a bit of jacking of GMK's trail, the final supervisor Neville appeared to offer some advice. Gary and I had the gear off the trailer in no time (thanks I think to some CRC that Gary had sprayed on the bolts the previous day or week.) Neville then provided some excellent coffee - now that's what I call a supervisor!

Soon the rest of the crowds arrived and we moved off to 08 end to start the flying part of the day. *About when the towie Graham Lake finally turned up.* Isaac was first up, into a sky that looked incredible. Long streets with towering Cumulus tops - looked absolutely brilliant. Except that there was nothing actually going up when we got there. Isaac did most of the flying and we managed some zero sink in places. Isaac also got lots of practice with turns as we tried to find the lift, but to no avail.

Next up was a trial-flighter who wanted to experience all types of aviation and gliding was getting its turn. Once we were up, we joined GBU that appeared to be circling in apparent lift. As we joined him, slightly above, I thought of what Ray had said earlier: "You will only see the bottom of my glider today...." and there we were above him. (Unfortunately his words rang true and soon only the bottom of GBU was to be seen.) We hung in to the lift but eventually had to call the Tower to let him know that we could not maintain altitude and may have to join at a similar time to the arriving Aussie Herc. I decided to expedite the landing in the hope of landing well ahead of the Herc, however fate conspired against me and we landed almost together (Well a part though - he landed in 21 and we landed on 08) Although definitely not planned, it was a great sight on landing - watching the Herc land in the distance as we touched down.

I believe GMP and VF were taken up for an airing as well but all returned to base rather quickly as the sky was definitely producing some spectacular false advertising.

From an instructors point - I must say that all the radio work on Saturday was extremely professional. Calm, concise and accurate. Well done. I think this really does give the controllers confidence that they are dealing with competent pilots that will do as requested, when requested. This helps us all - A big thank you. *We also briefed our pilots on what to do if they got caught short and to keep to the west of our hangar when there was a military flight coming in. We made sure the tower was also aware of our briefing. Another great day working with the tower controller, a different chap from last week and just as good.*

Finally we ran out of customers and packed up just as the first drops of rain began to fall. And just a Steve Foreman decided to come out to fly. Only seven tows for the day thanks to a sky that promised much and delivered little

A few cold ones and off home. Another enjoyable day - thanks.

SUNDAY *Towie Ollie starts us off with his excuses*

Ollie I'll start off by backing myself up after the comment made in Warm Air last week. I didn't break the brakes in RDW a couple of weeks ago. They must have been broken before I flew it. (Yeah, yeah.... your hands never left your wrists and all that....who touched it last????) With that cleared up here is a short write up for Sunday.

I had to get Drew to fly for me from 10 to 11ish and in that time only one tow was carried out. This had surprised all of us out there as the weather was excellent. The lack of fliers was the obvious culprit. After the slow morning we started getting into the grove after around 12noon as a few had now turned up. We even had an RNZAF pilot come out for a glider flight with Andy after landing his Airtrainer.

It was a reasonably busy day with a total of 15 flights. All in all a good day flying and was good to get back into it after a couple of months out of it. See you all next time.

Instructor David Todd Continues: 15 flights Sunday. Ray in the K6 got longest flight honors at 68mins. Andy got close in MP. It wasn't that easy to stay up if you got below 2000 ft. The west coast sea breeze seemed to kick in early pushing the lift over towards Albany / Greenhithe. After a quick check flight Jay completed last flight of the day with solo number 6 and perfect landing.

RADIO CALLS 101

A good radio call will provide all listeners with a good mental picture of you, where you are in relation to the listener and let them know what you are going to do. Almost all calls follow a basic prescription. The other essential elements include conciseness and the use of standard phraseology.

A correct position reporting radio call will include 5 elements,

- 1) WHO YOU ARE ADDRESSING eg Whenuapai traffic
- 2) ID - WHO YOU ARE eg Glider Victor Foxtrot
- 3) WHERE ARE YOU (POSITION AND HEIGHT) eg Prison 1800ft
- 4) WHAT ARE YOU DOING NOW eg circling
- 5) WHAT ARE YOU GOING TO DO eg will remain to the west of the Glider hangar

A key part of a good call is planning what you are going to say before pressing the transmit button. That way there is no um, ah, pause while you figure out where you are. Another part is to make sure listeners who may be unfamiliar with our operations know what we will do. This especially includes non standard procedures designed to keep us away from folks using other runways. Eg Whenuapai traffic, Glider Victor Foxtrot joining downwind grass 26. Will make base leg to west of glider hangar and land deep to remain clear of 21 seal.

I suggest we all listen to each other calls and be willing to discuss it with a pilot when you hear a less than ideal radio call. We have all been guilty of making incomplete radio calls so any feedback that will improve my airmanship is welcome.

MATAMATA AT LABOUR WEEKEND *Club Capitaine Ray Burns writes:*

Planning is underway for Labour weekend. There are only 2 weekends left. .

Please make sure you have booked accommodation if you are planning on staying on the field. Visit <http://msc.gliding.co.nz/accommodation/> and send an email to Ralph Gore via the link on the page. (*Graham L has a single room booked but if anyone wants a room and cannot get one, let him know as he can stay with family in Te Awamutu.*)

Matamata is a great spot for badge flying. I did my (first!) five hours there on Labour weekend 1993. So why not take the opportunity. If you think this sounds like an idea, start planning now. Find yourself an OO (PC, Peter T, Lionel, Steve Wallace, Gary and myself), tell them what you would like to do and enlist their help NOW.

We have volunteers to tow three trailers (VF, MP and MW) to and from Matamata. I also seem to have a volunteer to be at the airfield on the Saturday of Labour W/E and organise the "stuff" to go down (parachute's, volksloggers, batteries, chargers and so on). I have a list so it is a case of making sure the things on the list have been thought of and packed. We probably also need a group of volunteers to do the actual transport of said "stuff". i.e. some vehicles that will have spare room. It will be an early start. There will be a briefing at Matamata before any flying. I did the organisation last year, but I will be flying in the back seat this year and would very much like to be focussed on the flying and flying prep on Saturday and not get distracted but other things.

Could you please email me if you can help with anything.

ANNUAL GENERAL MEETING

Our AGM will be Thursday 18 October 2012 on Base in the base headquarters lunchroom at 7pm (1900 for us normal folk). Naturally we are looking for volunteers for the committee.

If you are intending to come, or even might come, please let Mike Ward know. He will put your name at the main gate so you can get in.

MOSQUITO SYNDICATE? *Andy McKay is seeking interest for a syndicate*

Is anyone interested in forming a 2 or 3 person syndicate for purchase of GKK - a Glasflugel Mosquito currently in Taranaki. List price is \$31,000 and is fully equipped with O2, electric turn and bank, Mode A & C Transponder, radio, trailer & wingwalker. Fresh annuals, trailer reg and WOF. Estimated running costs are \$2800 per annum. Item is on Trademe and I have several additional pics for any interested parties. Large cockpit, but no chute included.

LIBELLE SHARE FOR SALE



Terry Dagnin's share in Libelle 201B GIV is up for sale. GIV has done a touch under 3000hrs and had some 1540 aerotows. There are two other partners. She has a Borgelt vario, winter vario airspeed, altimeter and compass, O2, radio and transponder and parachute.

Ill health prevents Terry flying solo again so his share is available. He is open to offers. Call him on 021 181 5664. See Graham or Ivor for more information.

TAILPIECE

Don't forget all the admin stuff, membership forms, security forms and the AGM

See you at the field

WARM AIR

STUFF

During a commercial airline flight a retired Pilot was seated next to a young mother with a babe in arms.

When the baby began crying during the descent for landing, the mother began breast feeding the infant as discreetly as possible.

The Pilot pretended not to notice and, upon disembarking, he gallantly offered his assistance to help with the various baby-related items.

When the young mother expressed her gratitude, the pilot responded, "Gosh, that's a good looking baby...and he sure was hungry!"

Somewhat embarrassed, the mother explained that her pediatrician said that the time spent on the breast would help alleviate the pressure in the baby's ears.

The ex-Pilot sadly shook his head, and in true pilot fashion exclaimed: "And all these years.....I've been chewing gum."

ROSTER BELOW

DUTY ROSTER FOR AUG/SEP/OCT 2012 V2

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
AUGUST	4	am	R Thomson	L Page	R Carswell
	-	pm	-	-	-
	5	am	R Whitby	R Burns	R Carswell
	-	pm	-	-	-
	11	am	I Woodfield	D Todd	G Lake
	-	pm	-	-	-
	12	am	K Bhashyam	A MacKay	A Sunde
	-	pm	-	-	-
	18	am	J Deetlefs	S Wallace	R Carswell
	-	pm	-	-	-
	19	am	S Foreman	L Page	G Lake
	-	pm	-	-	-
	25	am	D Foxcroft	R Carswell	A Sunde
	-	pm	-	-	-
	26	am	D Grey	R Burns	C Rook
	-	pm	-	-	-
SEPTEMBER	1	am	E McPherson	P Coveney	R Carswell
	-	pm	-	-	-
	2	am	B Hocking	A MacKay	P Thorpe
	-	pm	-	-	-
	8	am	G Hodge	L Page	C Rook
	-	pm	-	-	-
	9	am	B Mawhinney	P Thorpe	G Lake
	-	pm	-	-	-
	15	am	J Harkness	S Wallace	M Oliver
	-	pm	-	-	-
	16	am	T O'Rourke	R Burns	A Sunde
	-	pm	-	-	-
	22	am	K Pillai	P Coveney	P Thorpe
	-	pm	-	-	-
	23	am	G Patten	A MacKay	A Sunde
	-	pm	-	-	-
	29	am	I Woodfield	L Page	G Lake
	-	pm	-	-	-
	30	am	F Retief	D Todd	M Oliver
	-	pm	-	-	-
OCTOBER	6	am	G Rosenfeldt	P Coveney/L Page	C Rook
	-	pm	-	-	-
	7	am	S Saunders	R Burns	P Thorpe
	-	pm	-	-	-
	13	am	R Struyck	S Wallace	M Oliver
	-	pm	-	-	-
	14	am	R Thomson	R Carswell	G Lake
	-	pm	-	-	-
LABOUR WEEKEND	20	am	R Whitby	R Burns	A Sunde
	-	pm	-	-	-
	21	am	J Pote	Wallace/Page/Burns	P Thorpe
	-	pm	-	-	-
	22	am	K Bhashyam	P Thorpe	C Rook
	-	pm	-	-	-
	27	am	J Deetlefs	P Thorpe	R Carswell
	-	pm	-	-	-
	28	am	S Foreman	A MacKay	M Oliver
	-	pm	-	-	-