

# WARM AIR 7 Jun 14

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 021 745 433 <a href="http://www.ascgliding.org">www.ascgliding.org</a>	
<b>Saturday</b>	Instructing: Rex Carswell Towing: Jamie Wagner Duty Pilot: Rudolph Struyck	Bank Acct 38-9014-0625483-000
<b>Sunday.</b>	Instructing: Ivor Woodfield Towing: Derry Belcher Duty Pilot: Tony Prentice	

### MEMBERS NEWS

#### SATURDAY *Towie Peter Thorpe starts us off*

Early start for the hangar clean up and a good team was at work by the time I arrived at 0850 (I know, late as usual). Lance Pawley very kindly supplied a large trailer which was soon filled with all the accumulated debris



from the hangar although Lance had to pack everything carefully to fit it all in. Neville provided some sausage rolls and raisin loaf for sustenance in such good quantity that the food lasted all day. Ray turned up to open the hangar straight from the airport as he had been in Perth and PC had asked him to draw the key, not realising he was away. He was allowed

to go home to see his family. Lionel was standing in for PC who then arrived so Lionel was able to head off to attend to family matters. All finished by 1100 so we started to get gliders out while Lance and Gary delivered the rubbish to the transfer station. We set up on 08 and did lots of talking before PC and Jack Foote launched at midday. Genny appeared with a lovely iced cake for her birthday but had to leave again. Lots more talking (and eating) and it was nearly 1400 before the next flight which was Jack again with Roger Read who had dropped by to see how we were going. Warm Air had washed the Libelle so he took it up to 3000ft for a drying flight and Tony followed in VF (MP was u/s for a broken gear door spring). More talking then Nathan took VF for a flight followed by a hangar landing and that was it. Just four launches for the day.

*Instructor Peter Coveney takes up the story....*The first item on the agenda for Saturday was the working bee to tidy up the hangar. Judging by the size and fullness of



the big trailer going out the gate a huge amount of trash was trucked to the dump (\$125 dump fee thank you very much!). Sausage rolls and fruit cake were washed down with coffee after the clean up.

The day looked OK as there was very little cloud and the winds were light and breezy. Nathan needed a B Cert sign off for doing a daily inspection and 10 oral questions so we started on MW with no problems in that department. I brought up the NZGA B cert page on my phone and picked some suitable questions (ones that I knew the answer to). I would recommend anyone to visit this page every now and then as there is some good information and I am sure there will be a few questions that might stump you if havent just completed a B cert. So B Cert form signed and shiny badge presented. Congratulations Nathan! QGP next eh?

Winds favoured a 08 circuit so we dragged the fleet down the far end.

First flight in MW was with young Jack Foot who needed some advanced stalling practice and non standard circuit flying. I was very impressed with his take off and aerotow. In fact he flew the upper air work well and I had no issues with signing him off for stalling with brakes out and stalling in the turn. The circuit was commenced below 800 and again a good effort by Jack with just a little prompting. It is amazing to watch someone so young in control of a complex machine whilst still too young to drive a car. The landing was to involve a baulked approach but it did not go as well as the rest of the flight so we decided another circuit would be helpful. As luck would have it Roger Read turned up for a visit and I suggested he might like to take Jack up for the second flight. I watched as Jack got a good brief and a 1000 ft circuit which seemed to pan out well. Jack seemed happy after that.

Despite the lovely weather there was really no lift around at all. Graham took IV up to 3000ft and scored 30 minutes. Tony flew VF for a short flight. Despite the entreaties by the Duty Pilot (Ian O'Keefe) not many were keen to fly. We sat around chatting and at one stage some activity around RDW kept Graham and Peter T busy investigating a fuel smell. (*found and fixed too*), Roy and Gary were down at the hangar getting stuck into MP's trailer. Genny turned up with more cake but was too tired to fly after a busy night at work. She is now off for a holiday in the Whitsundays.



Last flight was Nathan solo in the Twin for a hangar landing. So a fairly pleasant day and most seemed keen for a repeat on the Sunday or Monday hopefully with some 'up" in the sky

### **SUNDAY** *Towie Craig Rook has first hack*

The first day of winter, beautiful warm day, blue skies with a light southerly wind. Great flying day for the ATC Cadets, but no one turned up. No flying for the day, very disappointing, but then on Monday, the gloomy day, Graham taunts me with several tows right over my house, how unfair is that!! (*When are you going to get to the point and state the problem???*)

*Craig Rook had some miserable excuse to escape doing any work and asked Peter Thorpe to do the afternoon...I had volunteered to take over as tow pilot at 1430 as Craig had to get away early. I arrived at 1410 to find nobody there and all locked up so I went shopping instead.*

## **MONDAY** *Instructor Lionel Page starts us off*

Well the conditions conspired against us on Monday. The day dawned rainy and cold - certainly no flying today. A quick text to Graham to confirm - resulted in quick response of maybe start a little later - then a quick follow up text - "Who the hell are you?" Nice... Graham obviously did not have my new mobile number. (*neither did anyone else....and did he put his name on the text....NOOO.*) For everyone - it is no longer 021 333 031 - my daughter has now kidnapped it and does not pass on messages - so my apologies. My new number is 021 534 103. From what appeared to be a non flying day turned out to be an absolutely brilliant landing competition practice day.

I arrived to find Roy Whitby waiting - eager to get GMP's trailer sorted. At least there would be something to do while waiting for the masses. Not too long afterwards Tow pilot Graham Lake arrived and then the only pilot actually wanting to fly - Jack Foote. Then Gary Patten arrived, having had to grab breakfast first - priorities! Tony prentice also showed up just to check on things.

We finally had GMW and RDW DI'd - so we trundled off to 08 vector to give Jack a chance at a balked approach. After a couple of flights he could competently handle an unexpected runway intrusion on late finals.

Next I got to take Graeme Preston, a friend of Towie Graham for a flight over the Albany at 2,500ft. On returning to land, while just joining downwind, I was informed that a toi toi paddock was set up and there were vehicles on the runway - not a problem - I had them in sight and could easily land well clear. "Not the point" came Graham's reply! "We would like you to land in the paddock." Bugger! Nothing like a little pressure.

Well I got in - if they had made the paddock the 200m that I suggested earlier on. Stopped in 160m - obviously need a lot more practice.

Next up was Tony for his final sign off for his QGP - and he wanted me in the backseat. Again no pressure! Well he absolutely nailed it. Stopping in about 80m. Well done Tony.

Jonathan with Roy as passenger we next, and stopped well short of the final fence, unfortunately if the first fence was a real one, there would have been an ambulance ride for Tony and Jonathan - same as for me - more practice needed.

Gary took Jack on a sight seeing flight (all from a 1,000ft release). They could be seen zig-zagging this way and that showing Jack various other landing options and planning decisions, before landing in the marked paddock. Even releasing the brake so as not to wear it out, but still stopping in the 130m paddock. - Gary must be our aircraft engineer - looking after our assets even in a stressful paddock landing.

Graham then shouted Jack an attempt at the paddock landing as it appeared everyone else had given it a go. Well Jack certainly put his instructor to shame. Landing almost unassisted in the 130m paddock - the only thing I did have to help with was the wheel brake right at the end. (A bit more breakfast for the lad, to build that strength!)

All packed up and in bed (OK - hangar) by 1700 - a huge thank you to all for making a non flying day into a very memorable flying one. I had a ball!

*Towie Graham Lake adds a detail or two: The mysterious text (I thought I had a stalker) galvanised some weather checking and a call to delay the start a little. Turned out to be a good decision as we did not end up hanging round too long and got to give Roy Whitby a hand to clean off the rust from MP trailer and to preserve the cleaned areas. We were doing some work to the front frame but got asked to stop as Rpoj was working quite close to this area and feared eye contamination. Roy and Lionel page continued working on teh main frame cleaning and painting.*

As folks gradually rocked up Gray Patten grabbed Jack Foote and went off to DI our twin, MW while Graham got the towplane all ready for action. Gary not only turned the DI into a lesson but did so with an engineer's perspective that filled in much of the how, what and why of a DI. Well done Gary. We knew Jack would be up for a couple of flights, Graham Lake's friend with an interest in gliding was coming out and we figured Tony Prentice was good for a flight as well. Time to get organised and mosey off down to O8.

The caravan and glider set off and Graham followed in RDW, not far there was Graham's mate at the 26 gate. he stopped, loaded him into RDW and taxied up to O8. With little sign of actual gliding we finished the run up and went off for a short scenic flight, doubled as a weather and cloud base check. Jonathan Pote soon joined us.

Jack went up for the first couple of flights. A suggestion and a bit of discussion soon had Gary Patten, Tony Prentice and Roy Whitby heading for the Toi Toi patch and a farmers paddock was soon to appear

Graeme Preston got to do his trial flight with the simulated Paddock almost ready as *Warm Air* reappeared in the circuit in the towplane. Thoughts of showing how it was done soon dissipated when he realised how close it was set to the real fence, the one he needed to clear with the tow rope. Ah well, it looked a bit short and so it proved. No problem and it was all ready by the time Lionel and Graeme reappeared in the circuit. Downwind for O8 grass....I don't think so.

Tony Prentice and Jack Foote showed how it was done, the others

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Many thanks to Gray, Roy Jonathan and Tony Prentice for getting the simulated paddock sorted and for everyone in taking part. You turned a nothing day into a great day.

### CLUB WORKING BEE

Many thanks to the many members who turned up bright and early. Lance Pawley's trailer was a real monster but we soon filled it up. For some reason Lance seemed reluctant to unhitch and let one of us take the load to the dump. hard to believe he was so untrusting. Those who arrived around 1000 found all the clean up work pretty much done. Thanks also to Maureen Swan for the baking, and for Neville in bringing it along.

### MP TRAILER HELP

We are in the process of doing some remedial work on MP trailer to bring it up to WOF standard as well as some longer term preservation. Gary Patten and Roy Whitby have done



pretty much all of the work to date. We could do with a little help in couple of areas, to paint the exposed metal parts under the trailer, repair some rust in the front corners and to reinstall the lower side walls. Can we please have a volunteer for the first and last bits while the rust will be dealt to by Gary, Roy and Graham.

### TONY PRENTICE IS QGP

Congratulations to Tony Prentice who has achieved his QGP. As an older student, Tony has done really well and has demonstrated what regular flying can do. Well done Tony.

### STEVE WALLACE DINNER

Many of you know, one of our instructors, Steve Wallace, has been selected to represent New Zealand at the World Gliding Championships in Poland. He is leaving town in early July. As it is around our normal mid winter dinner we thought it was a real good time to have our mid winter dinner and to make it a benefit for Steve Wallace while we were at it.

We will do this on Sunday 29 June 14 at 1830 at the Browns Bay RSA. These guys do a really good "all you can eat" buffet for \$25 per head. We will also ask for a donation towards Steve's tilt at the Worlds and suggest \$25 per head. (*a bit more than the \$20 I mistakenly suggested last week*). This is a great chance to get together and to help one of our very talented instructors and contest pilots as he goes up against the world's best. This is not just for ASC members and the invite is open to all.

Can you please let either Peter Thorpe or *Warm Air* know if you intend to come along.

### QGP GROUND COURSES

It is hoped to run a series of lectures followed by the QGP exams later this winter. If this goes ahead, it will be on consecutive Tuesdays, Wednesdays OR Thursdays at 7 PM at Whenuapai. The first session (for all, ESPECIALLY QGP holders!) will be on Threat and Error Management. The five subjects will follow and finally a seventh evening for all the exams.

Please let me know <[jonathanpote47@gmail.com](mailto:jonathanpote47@gmail.com)> THIS WEEK if you would like to attend - those who have already passed are very welcome to come again.

### OLC BEER BET

*Courtesy of Steve Wallace, we and the Taranaki club have been competing in the OLC points contest. This from Glyn Jackson of Taranaki*

Steve, Congratulations.

ASC 14,131.62 OLC points

TGC 13,995.10 OLC points

<http://www.onlinecontest.org/olc-2.0/gliding/clubRanking.html?sp=2014&rt=olc&st=olc&c=NZ&sc=>

It's been a most fun race. Unfortunately I will not be able to make this year's GNZ AGM, so have prepared our CFI Tim with a \$20 note to purchase a beer of your choice for you to settle our bet at the AGM. If you are keen to play again, I have another beer to bet on our respective clubs OLC points at the 2015 GNZ AGM. If any other club wants to put up beer to play with us next season we could include them as well in a winner takes all (the beers) kind of arrangement (at the 2015 GNZ AGM).

Cheers Glyn

Hi Glyn, A close run thing in the end with only 136 points in a 14,000 point race separating us!

I must thank Steve F, Gary, Graham, Ray, Roy, Ian and David from my club for contributing to ASC's OLC points. I think \$20 will buy both Steve Foreman (who will also be at the AGM) and myself a beer so we will be thinking of our fellow contributors as we drink our beers. (*yeah I bet he will....not*). It has been a most fun race and I must also say thanks Glyn for creating the challenge and all your fellow Taranaki members who participated.

If OLC points are a measure of a clubs health (and I believe they are) then ASC and Taranaki are in a good place. At the exec level I have committed to writing a regular OLC column in Soaring NZ with the aim of creating more interest and participation by clubs around NZ. So yes, the bet is on again and if any other club wants to come and play then I'm sure we can accommodate. I can see rules and formulae being needed soon...

Cheers Steve

*One can only assume Wallace and Foreman will be making the ultimate sacrifice and guzzling Taranaki beers on our behalf. I'm thinking of a word starting with B. The F14 Tomcat community had a neat patch that seems appropriate....ANY TIME BABY*

## TAILPIECE

Thanks for the great turnout for the working bee, plenty of folks and the work done in no time flat. The winter days are rarely conducive to good soaring flights and many prefer to save their money for a decent day. You could be waiting a while. Monday showed what could be done with a little effort, some toi toi fonds, a little organising and a few 1000ft tows. All this and an opportunity to hone the skills we may well need in earnest as we get soaring days. Well done to those who did on Monday.

Hmmm, Strikes me we could make this a winter long contest allowing multiple tries over many weekends with bonus and penalty points averaged out by the number of tries. Winner gets the Landing Cup, *No, not the Pugsy, that's in safekeeping for Foreman.* Time to work out some rules.....any ideas out there?

Cheers

Warm Air

# Glider Pilot



What I think I do



What my friends think I do



what my grandparents think I do



what my instructors think I do



what the CAA think I do



what I really do

# 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**

**DUTY ROSTER FOR MAY, JUNE, JULY 2014 Final**

<b>Month</b>	<b>Date</b>	<b>Time</b>	<b>Duty Pilot</b>	<b>Instructor</b>	<b>Tow Pilot</b>	
<b>MAY</b>	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 -	D Belcher -	
	25	am pm	B Hocking -	P Thorpe -	D Belcher -	
	31	am pm	I O'Keefe -	P Coveney -	P Thorpe -	
<b>JUNE</b>	1	am pm	T O'Rourke -	A McKay -	C Rook -	ATC cadets
<b>QUEENS BIRTHDAY</b>	2	am pm	G Patten -	L Page -	G Lake -	
	7	am pm	R Struyck -	R Carswell -	J Wagner -	
	8	am pm	T Prentice -	I Woodfield -	D Belcher -	
	14	am pm	K Pillai -	R Burns -	R Carswell -	
	15	am pm	E McPherson -	D Todd -	P Thorpe -	
	21	am pm	J Pote -	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 -	Mid winter Dinner
<b>JULY</b>	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 -	