

WARM AIR 4 Nov 17

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Lionel Page

Towing: Rex Carswell

Duty Pilot: Steve Foreman

Sunday

Instructing: Ivor Woodfield

Towing: Jamie Wagner

Duty Pilot Geoff Leyland

**SATURDAY WE HOST TITIRANGI AIR SCOUTS- EARLY START AND HELPERS PLEASE
MEMBERS NEWS**

SATURDAY *His CFIness Ray Burns starts us off*

I toddled out to the field about 9.30, in the rain, with my dearest beloved making lots of soothing comments (such as "lunatic" and "mad man").



By 1030 there was a rigging quorum. Rex Carswell, Ian O'Keefe, Ivor Woodfield, Roy Whitby, Tony Prentice, and Jonathan Pote.

The first job of the day was to inflate the wheel on GVF's trailer. That did not go so terribly well so we swapped it for the spare. That had even less air in it so we had another

go at inflating the original and then we swapped it And, as only a gliding club can do, we took the simple task of dealing to a flat tyre and managed to expand it into something that takes 10 people and three hours. Maybe we should chuck in the flying and start some sort of consultancy business.



GVF and GMP went together in fairly short order and then we started on the GMW.

If you thought the job of swapping the tyre was amusing you should have been there for the rigging. In the rain. With wet wings that you could not grip. and so on. Ad Infinitum. World without end. Amen.

Thanks to everyone who helped. It was hard work but everything got done ready for Sunday flying.

Apparently the ATC want to borrow/hire MW for their camp in December. Although we need to discuss this at committee level Peter Thorpe commented "No problem. It will be the same as last year. If approved I will take MW down to MA after flying on Sunday 17th and return before flying on Saturday 23rd. Only penalty to the club is rigging and derigging". As Jonathan so eloquently put it "The only penalty? He should have been there Saturday."

SUNDAY Towie Graham Lake starts the tale

Sunday turned out to be way nicer than Saturday. Not only was the weather reasonable but I had finished painting a room at home and the Dragon let me out. Just as well as I was towpilot and I was not confident my absence would trigger a rescue party. Far more likely I would have been left to my fate and they would have press ganged Derry who was out doing a glider BFR.



The pre flight on the towplane revealed a broken exhaust spring, (Rex touched it last by the way). No problem, we have spares of these in the RDW tool box. Wrong, none to be found anywhere in the aircraft cupboard. Just on a whim I looked in the back of the towplane to find a lunchbox containing a nose and main wheel tube, a bottle of oil, some rags and two exhaust springs. The fly away kit for Matamata. What a great idea. I also found my spring changing tool and soon had it fitted. Time for the next problem, I could not hear the ATIS on the aircraft radio, nor could I hear anything else. After changing headsets, plugs and frequencies, in desperation I called for a radio check and got an answer.....and the news the ATIS was broken. OK now we are good to go, full of fuel, (thanks Geoff Leyland for filling the cans) and off down to O8.

First up was Derry Belcher getting a BFR from Rex Carswell. Much talking and briefing before they finally went to 2500ft and into some lift. Once down they re-launched for a low level rope break, landing downwind and forcing a Power aircraft to overshoot. A trial flight with Kurt, a power pilot, came next and they got established in lift only for the tower to call them back for an Aussie C27 Spartan who wanted and ILS approach and overshoot, re-circuit and land, backtrack hold for a bit and depart to Ohakea.

We resumed repeating the trial flight and continued with our club members. By this stage the northeasterly wind had kicked in killing most of the lift. Steve Foreman came out thinking the sky was working and rigged KP. It's really good he is an experienced glider pilot and able to teach us waving the bat over the head is the take up slack signal and down low is the all out. Of course none of us believed him but in a spirit of respect and decorum we hardly mocked him at all. OK we are lying. Tony Prentice gave VF a flight and Roy Whitby

took MP. Brendan Moore, Joseph Dickson, Melody Anne Grant and Rahul Bagchi completed the day with a flight each in MW. Twelve for the day.

It seems the wet season is still reluctant to release its grip, but on Sunday it did relax sufficiently for a number of us to go flying - albeit with more than a tad of crosswind to keep us on our toes.

Derry Belcher was waiting at the gate when I arrived with the keys at 9:30 and we promptly got on with extracting the tow plane, red tractor, and GMW. Derry was needing a gliding BFR so his first task was to carryout MW's D.I. following its rigging the day before. A good number of members were soon arriving, and a multitude of chores were being seen to.

The wind was brisk - the Auckland ATIS indicating 010 degrees at 13 knots, then later when the WP Tower came on watch, they reported surface gusts to 20 knots.

First launch got underway just after 11:30 with Derry and I taking the tow to 2500 feet. With a number of flight exercises undertaken, we had soon lost around 800 feet of height. However, Derry soon established a reliable climb taking us back to the top again. With the second flight, an intentional low level release exercise was carried out - all good - debrief and paper work done - and Derry now has a fresh BFR sticker in his log book.

The second pair of flights was with a budding commercial pilot, Kurt James. The first flight was progressing well, but unfortunately timed with the arrival of a military aircraft requiring us to land. It was agreed a second launch was appropriate. Kurt sampled control of all phases of his second flight, which he says he thoroughly enjoyed. He intends returning for more in due course.

With the word spreading that there was usable lift about, three single seaters hastened to jockey for space on the grid. Roy Whitby in GMP, Tony Prentice in GVF and Steve Foreman in his LS4 GKP, all rose to the opportunity with mixed results. I should leave it to their individual explanations of how they went, but suffice to say, Steve achieved the longest flight of the day with a 40 minute flight. How far did he go? Well, probably no further than 8kms from the airfield. I guess he didn't want the Puggsy Trophy today.

Dual instructional flights continued in the twin with Brendon Moore refreshing handling techniques in the gusty crosswind, and was rewarded with establishing a good 'maintaining' flight in the sporadic lift achieving 22 minutes. Joseph Dickson was needing to maintain student currency, so accepted the challenge of the moderate crosswind task for take off and landing. Likewise with Rahul Bacchi, but in the smoother air aloft we completed the air brake maximum descent rate profile.

We achieved 12 launches with a total of 3 hours 34 minutes glider flying time only. Flying was all done by 4:30pm and everything put away. My thanks to duty pilot Rudolph Struyck, towie Graham Lake, and all others contributing toward making the day work.

AIR SCOUTS

We are hosting Titirangi Air Scouts this Saturday. Expect nine scouts plus the odd leader or two who will also wish to fly if there is time. Early start please 0830 with first launch at 0930.

UPCOMING DATES

4 Nov. Titirangi Air Scouts flying with us

6th to 11th November Central Plateau Competition—Taupo <http://www.taupoglidingsclub.co.nz/central-plateau-contest-2017.html>

25th November to 2nd December Northern Regional Competition - Matamata
<http://msc.glidering.co.nz/events/msc-northern-regionals-matamata/>

26th December to 5th January Christmas Camp - Matamata

1st to 5th January MSC Cross Country Course <http://msc.gliding.co.nz/events/xcountry-course-jan-2018/>

The Cross Country Course is a great way to get into X country. You get to fly alternate days Dual with experienced instructors and solo with great lessons and a certain chance to get your confidence up. Well worth doing and highly recommended.

5th to 13th January Club Class Nationals and Audi Enterprise Competition - Drury
<http://msc.gliding.co.nz/events/club-class-champs-audi-enterprise-contest-2018-drury/>

17th to 24th February Central Districts Competition at Waipukurau

The South Island Regional Glider Races Omarama 2017

“Encouraging first-timers to become champions”

18 to 25 November

Open Class (handicapped) for the real experts
Racing Class (handicapped) for not so experts
Two seat and single seat coaching
Social schedule for pilots, crew and families
Cook Strait Ferry subsidies
Youth Glide Scholarships
Aussie's welcome!

Omarama Gliding Club, CD:Clive Geddes, Tasks:Gavin Wills
Details: Facebook, GNZ website or clivegeddes@xtra.co.nz

Duty Roster For Oct, Nov, Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Labour W/E	21	T THOMPSON	S WALLACE	P THORPE	Matamata
	22	G PATTEN	I WOODFIELD	D BELCHER	Matamata
	23	N GRAVES	L PAGE	P THORPE	Matamata
	28	K BHASHYAM	R CARSWELL	J WAGNER	
	29	R STRUYCK	R BURNS	G LAKE	
Nov	4	S FOREMAN	L PAGE	R CARSWELL	Titirangi Air Scouts Rain Day
	5	G LEYLAND	I WOODFIELD	J WAGNER	Titirangi Air Scouts Rain Day
	11	V BRIJACEK	P THORPE	C ROOK	
	12	C DICKSON	R CARSWELL	F MCKENZIE	
	18	B MOORE	S WALLACE	D BELCHER	
	19	I O'KEEFE	R BURNS	P THORPE	
	25	M MORAN	I WOODFIELD	C ROOK	
	26	T O'ROURKE	R CARSWELL	F MCKENZIE	
Dec	2	R BAGCHI	P THORPE	G LAKE	
	3	K PILLAI	R BURNS	R CARSWELL	
	9	P SCARBOROUGH	L PAGE	J WAGNER	
	10	J POTE	S WALLACE	D BELCHER	
	16	T PRENTICE	R CARSWELL	C ROOK	
	17	R WHITBY	S WALLACE	F MCKENZIE	