

WARM AIR 14 April 18

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Ivor Woodfield	Bank Acct 38-9014-0625483-000
	Towing: Derry Belcher	
	Duty Pilot: Matt Moran	
Sunday	Instructing: Lionel Page	
	Towing: Peter Thorpe	
	Duty Pilot: Thomas O'Rourke	

MEMBERS NEWS

SATURDAY *Instructor Lionel Page*

I met Kazik Jasica at the gate, and Tony Prentice arrived shortly afterwards so we gasbaggged until Peter Thorpe arrived with the key.

Rahul Bagchi and Joseph Dickson started first, even before the schedule P3 Orion had taken off for its test flight. First student was Geoff Leyland with a nice refresher - we managed to stay up for 31 minutes.

Next up was Kazik for some thermalling and turning practice.



Brendan Moore and Rahual aired GVF, and I had a quick flight with Jonathan Pote after which I was fortunate to take Melodyanne Grant for a flight. She was grinning from ear to ear after telling me about her AMAZING flight in Omarama. Whenuapai may not live up to the epic flight she had there - but she still enjoyed getting

"the wind in her feathers" as she said.

Ray Burns kindly stepped in to give me a break and took a trial flighter for a jaunt to 2,500ft. He was also grinning from ear to ear on this return - so all good there.

Finally a bit of circuit practise with Clare Dickson just in front of a rain shower. Nicely landed to finish off a great day.

SUNDAY *His CFIness Ray Burns*

The day started with a beautiful blue sky and reasonable wind from the south west. Ian O'Keefe, Tony Prentice, Kazik Jasica and Roy Whitby all turned up quite sharp and we got the show on the road. A quick call to base ops revealed the mower was out and about which was great news for us as the area around the hangar got mowed.

The ATC were doing a lot of flying with the power section and used 21 so the tower was on watch all day keeping us all safe. Roger Read came out for a bit of R&R after a rigorous thrashing of the ANZ simulator and it was great to see him and catch up around the caravan.

The blue sky held the intrepid back until 1214 when Rahul Bagchi went for a "snifter". Tony Prentice did something similar in BD. Both flights confirming that waiting on the ground for a wee while might not be an altogether bad move.

After taking a friend of Graham's up to experience what gliding was all about, Kazik and I launched at 1337 and managed a very creditable 52 minutes (for best of the day) in what was a then fairly active sky. Ian and Neville Swan did the same in MW and Kishan Bhashyam took MP, both proving the sky was still active. However by the time Rahul and I launched it was starting to die off. We managed to hold our own for a while but that was about it.

The day finished with John Restall and I having a bit more fun with GMW landing at 16:29. 8 launches for the day. Thanks to Graham Lake for all the tows.



Graham adds some details: As I arrived....on time... I was greeted by many with the news I needed to get a wriggle on as the mower wanted to mow the area in front of the hangar including the bit the Towplane occupied. In reality, it was more folks speaking to me like I already knew what was going on. Finally Roy put me out of my misery. Gone were thoughts of a gossip with the throngs, a leisurely preflight, perhaps refuelling so I would not have to later in the day, a gentle clean of the windscreen, a touch more gossip before starting and taxiing to the launch point. I was reassured with her condition as Peter had flown her the day before. Wait....the same Peter who had stolen half my one time good deal of towing both days of the weekend.

My friends from sailing came on time.... and in the absence of throngs clamouring to get into the air we pretty much got them away immediately, well second flight but first in the twin. There was lift around but not lots. Kazic got a good flight after we went through good lift at 800ft and circled round back into it. The Chap in the Tower was most helpful in rousing the duty pilot when I wanted a can of fuel before the next flight....and all without a sexy french female voice. A reasonable day with eight flights in all.

SQUEEZING THE LAST FOOT OUT OF YOUR START HEIGHT *Garett Willat*

Again I will start with a common theme to reduce the pressure of this one small part of the race. You have the next 4hours to screw it up.

Do not worry about a few hundred feet. When I team fly even being separated by a 1000ft is not the end of the world, annoying yes, but there is a lot of fluctuation in the air. Defiantly 200ft is nothing to worry about (until you are on a marginal final glide, 3 miles out...) Because that is what we are really trying to save on the start without a safety margin.

I was trying to get that extra 15 feet above others at the top of the thermal and a small bubble in the air got 1 fix above the start height and then had to wait 2 minutes to start because my time had restarted. Give yourself some safety margin.

What altitude are you using vs what the scorer is seeing? Is he seeing what your United Instruments mechanical altimeter is showing that probably has not been calibrated since new? Have the altitude that the scorer is seeing displayed on your flight computer and give yourself a few hundred feet of buffer.

Make sure you did not confuse AGL and MSL. This could be only a few hundred feet difference or many thousands of feet difference. Either way it probably will not work in your favor.

In the US if you are using a 2 minute rule below the start altitude then make sure you use 2 minutes. Using your watch or phone at 12:02 to 12:04 might only be 1min 30 seconds and you get an invalid start or a start much earlier then you had expected if you happened to have a valid start.

When you are on the top of the gaggle and spoilers cracked trying not to climb and everyone is packing in under and around you it can get very busy. This is not the time to also include the altimeter into your scan. Your stress level and fatigue is not working for your advantage for the next few hours. If you are tired before you even start....

Mentally it is great rolling out with the pack and being on top, but it is really only mentally better. Scoring wise you are going to be just fine even if you are not the top glider at the start.

GLIDING NEW ZEALAND NEWSLETTER

Hello from Gliding New Zealand. Welcome to issue 2 of our monthly emails to you.

There's lots of news this month. Our Operations team is continuing its regular refreshment of 'volunteers'. New faces are Martyn Cook as National Operations Officer (NOO) and David Moody as Northern area Regionals Operations Officer (ROO). Together with David Hirst (Central ROO) and Graham Erikson (Southern ROO), they make a strong team. GNZ thanks Steve Care (outgoing NOO) and Peter Thorpe (outgoing

Northern ROO) for their efforts over recent years; it has been appreciated. The Operations team are continuing the review of instructional tools, and we hear that the syllabus trial at Wellington is going very well. GNZ will approach a couple of other clubs to commence a similar trial in other areas, before any change is decided upon. If your club is keen to be a test site, please call me or Martyn (details on GNZ website). Also, here's a heads up to the Northern clubs that all of your audits are due this year. Please contact David Moody to schedule these to suit you both.

Did you know that the UK has in recent years allowed 14 year olds to fly solo - but they may not fly cross country until they are 16? This has channelled many British Juniors into aerobatics while they wait to be cleared for cross country flying. Here, the previously restrictive rules meant that few pilots have bothered with aerobatic ratings. A fair bit of work from Graham Erikson and Max Stevens a couple of years ago led to a significant rule change. Pilots can now fly aerobatics to lower levels, but there is a time critical transitional period of 2 years to 30 June 2018 to get recognition of your ratings to either perform or instruct aerobatics. See AC 2-06 on the GNZ website, and if you want to learn how to do aerobatics, email Martyn Cook noo@actrix.co.nz to get contact details for re-rated aerobatic instructors in your area.

We mentioned an issue with microlight certificated pilots towing gliders last month. CAA gave us until 30 April to "conduct a review of each individual's training and safety performance to satisfy both the GNZ Executive and the CAA that there is no immediate safety risk". This review has now been submitted to CAA and we await a resolution to the perceived problem. Meanwhile, the four tow pilots affected have been permitted to continue towing.

We've been asked if it is still necessary to post original documents to Edouard Devenoges (Awards Officer) for issue of QGPs? After conferring with CAA, the answer is yes, as they may need to see the originals when they audit us. You can email a pdf of applications for Visiting Foreign Pilots to give Edouard a headstart on issuing these, but please post the forms also. The same goes for Instructor Rating applications.

The Auckland Gliding Club has recently hosted a Youth Glide NZ minicamp, which has been very successful. Russell Thorne has reported that the weather was very co-operative, which made it easy to accommodate the weekend goals of the group. Jordan Kerr was pivotal in keeping it all together, while the group managed 101 flights including many firsts. Wellington pilots gained aerotow ratings, and the Auckland fleet was available for many first of type solos for the generally very experienced post solo group. Some local motor gliders were used for touring the nearby landout sites. All the local club members were adaptable to the visiting pilots, who managed to be reasonably comfortable on temporary beds. Two visitors who had first soloed since the Omarama camp were initiated in the traditional way, even volunteering for the ceremony. Overall, it was a very positive weekend.

We are planning the non-flying gliding weekend, AKA the AGM. It is held over 9/10 June in Wellington. This might be one for all the CFIs to attend (as well as anyone else - all welcome) as the syllabus development moves towards the 'live' phase.

Finally, we are pleased to advise that Aucklander Patrick Driessen has recently been selected to represent us all at the world championships in the Czech Republic this July/August. Patrick won the national title in Matamata in February.

Kia kaha Karen Morgan (President)

PIAKO 60TH ANNIVERSARY Saturday 14th April 2018 Open day from 11am and dinner at 6pm Venue MSC clubrooms Steve and Genny write:

Plans for our 60th celebrations are well in hand. There are 110 attending lunch and the day's festivities with a further 52 registered for dinner. Joining us for the day are approx. 20 farmers from the land-out slips everyone has filled out over the last 12 months. There are still a lot of people who have said they are coming for "dinner" but have not registered on the web site. Just go to http://www.glidingmatamata.co.nz/events/piako_gliding_club_s_60th_annive/. The cut-off date is the 10th, but it does make things a bit tricky if everyone leaves it to the last day. Please also keep our treasurer happy,

by paying for the dinner on-line as per the web site details. We are keen to get club and private gliders on display in front of the club house. Hopefully we can get a photo towards the end of the day, with all the fleet as we did for the 40th. The aero club are also having a fly in and parachutes will be operating, so lots of activity happening. There is a working bee on Saturday 7th (yes that's tomorrow) to clean the clubhouse, mow grass, gardening, fixing the BBQ, clean the club hangar. Project is starting at 10-30am and should all be done in a couple of hours. If anyone has a water blaster (the more the better), ladder or cleaning material, please bring along. Sausage rolls for lunch.

Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Comment
April	14	M MORAN	I WOODFIELD	D BELCHER	
	15	T O'ROURKE	L PAGE	P THORPE	
	21	R BAGCHI	S WALLACE	C ROOK	
	22	J POTE	P THORPE	G LAKE	
Anzac Day	25	T PRENTICE	R BURNS	R HEYNIKE	
	28	R WHITBY	I WOODFIELD	F MCKENZIE	
	29	C DICKSON	R BURNS	D BELCHER	
May	5	I BURR	S WALLACE	P THORPE	
	6	S HAY	R BURNS	C ROOK	
	12	T THOMPSON	L PAGE	R HEYNIKE	
	13	K BHASHYAM	P THORPE	G LAKE	
	19	R STRUYCK	I WOODFIELD	D BELCHER	
	20	K JASICA	S WALLACE	F MCKENZIE	
	26	S FOREMAN	R BURNS	P THORPE	
	27	G LEYLAND	L PAGE	C ROOK	
Queens Birthday	2	J DICKSON	I WOODFIELD	G LAKE	
	3	B MOORE	S WALLACE	D BELCHER	
	4	I O'KEEFE	L PAGE	P THORPE	
June	9	M MORAN	R CARSWELL	R HEYNIKE	
	10	T O'ROURKE	I WOODFIELD	F MCKENZIE	
	16	R BAGCHI	R BURNS	R CARSWELL	
	17	J POTE	P THORPE	C ROOK	
	23	T PRENTICE	S WALLACE	G LAKE	
	24	R WHITBY	L PAGE	D BELCHER	
	30	C DICKSON	R CARSWELL	R HEYNIKE	
Jul	1	I BURR	R BURNS	C ROOK	