

WARM AIR 22 Sep 18

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Steve Wallace	Bank Acct 38-9014-0625483-000
	Towing: Somebody	
	Duty Pilot: Kazic Jasica	
Sunday	Instructing: Ray Burns	
	Towing: Fletcher McKenzie	
	Duty Pilot Steve Foreman	

MEMBERS NEWS

SATURDAY *Instructor Lionel Page starts*

An early start to the morning. Arrived early as well for a change, only to find Kazik Jasica already waiting. We opened up the gate only to have Graham Lake arrive and honk at me. I then dutifully opened to gate, only to be told that he was just checking I had the key - Yeah right! (*how could he doubt me....*)

We extracted the gliders from the hangar and did the various DI's. The wind was a gentle southerly and forecast to go easterly, so we tracked everything down to the 08 end.

The ATC cadets had arrived and assisted in the transfer of the fleet down to the other end of the field. Started flying at about 10am into a smooth cloudy sky. This cycled rapidly throughout the day. Around lunch, I asked Ian O'Keefe to fill in for me for a while, which he gratefully did. There was a pause in the flights while we waited for a 757 to depart and then we resumed. After the cadets, I managed a flight with a running friend and then Kazik went up to continue his circuit practice. There as another pause when the 757 returned and did a "touch and go".

After that I did a flight with the same friend's partner, Johnny, after which a cadet had a second flight. I did notice Rahul Bagchi took GVF for an short airing and Tony Prentice took to the air in BD. All flights were fairly short, although a cadet, Geraldine (with 8hrs experience) seem to have the longest flight. There was some nasty ribbing about why she could stay up while yours truly appeared to race the tow plane back. (Ian was only spared as he fortunately was PIC for the flight where Geraldine did the flying.....

Kazik did another circuit and I finished off the day with a hangar flight. All packed up about 5pm. Thanks to Roy Whitby and Ian O'Keefe for marshalling the cadets, to Jonathan Pote for doing the books and others for their pleasant company and assistance with running the show.

*Club Capitaine, Ian O'Keefe adds to the tale.....*Just to add to the other reports with the ATC students. The morning started with extracting gliders and taking them up to 08. I used my amazing skills to show students how to launch a glider. The first lesson was to show the prospective launcher that the glider will not go far if it is not connected to the tow rope, followed by trying to push the glider up to the hook just a few feet away...whoopsa test for instructor and launcher...We then got into a rhythm with other launches...

To give Lionel a reprieve from consecutive flights he handed the reins over to me. First student was Geraldine who had a few gliding hours accumulated. She proceeded to fly the entire flight with only a few minor adjustments from me in the back. We found a cloud street over Kumeu and managed to remain aloft. She did a great job with thermalling and a good landing to boot. Rico was up next and the sky had now really developed well with plenty of lift and we had a terrific soaring flight. It is nice when you have to deploy airbrakes to come back within the allotted time. Next up was Ben. We waited for the Boeing 757 to depart and a further wait for Wake turbulence to clear after its take-off. It is important to note that the Boeing 757 is notorious

for creating significant wake turbulence which can be a real danger for small and light aircraft, therefore it is important to allow that to disperse. Ben had said prior to the flight he was a little concerned to take hold of the controls. However once up soaring, he did a brilliant piloting job. He was also taking in the stunning scenery that was on offer. After that successful flight I handed back to Lionel. Unfortunately the sky then started to blue out. Sorry about that Lionel.

Thanks for everyone's efforts throughout the day.

Towie Graham Lake adds to the story..... There was a bunch of folks hanging round the outside of the gate when I arrived. Those lazy sods have not gotten the Key I thought, but, I will check before I rush off to get it. My enquiry was met with a rush to open the gates to let the car in. Took a horn toot to get their attention back, I guess you have the key and I don't want to come in. We only had one can of fuel left so I went off to get the other two filled and to collect some bolts to repair one of the trollies.

We soon headed to the O8 end and set ourselves up. We had a reasonable breeze with a decent headwind component and the grass was dry. The sky looked dead so we were in for a pile of sled rides. I elected to take a cadet up on each launch. A lass called Geraldine was first with me as she was to be last in the glider. She also managed to sneak in for another flight with me later

The first launch got going, take up slack then a stop signal....for ages....what is going on. Eventually we got the rest of take up the slack and all out. Apparently things work much better when the tow rope is connected to the glider. There were miserable excuses that tried to, somehow, make this *Warm Air's* fault as I had gotten Ian to do the release checks on MW when we did the check on RDW. The take off roll was reasonable so we continued taking cadets. We did find some lift that got better as the day went on....until it cycled out. Everyone seemed to enjoy themselves and we certainly enjoyed the company of a bunch of nice polite and helpful folks.

Our regular tow rope was starting to look quite ragged and nearing the end of its life. Unfortunately I finished it off when I caught some sink as I crossed the fence. One strand severed and time for a replacement rope. Thanks to Ian O'Keefe, Roy Whitby and Jonathan Pote for keeping things running. Sixteen launches for the day

SUNDAY

His CFIness Ray Burns has the story..... I arrived nice and early and Derry arrived not too much later. Matt Moran was early on the scene and Tony Prentice, Roy Whitby, Steve Foreman and Rudolf Struyck were not far behind him. We had a reasonable Northerly with a very small easterly component so we prepared the fleet and got setup on O8. While the day was quite pleasant we had significant cloud cover at about 3000 feet which stopped any kind of thermal activity.

First flight was 1100 with Kazik. That was closely followed by Peter Thorpe and Steve making some progress on Steve's instructor rating. About the same time the singles started to flock to the air with Tony (BD) Matt (VF) and Ivor (MP) launching.

Two trial flights followed and the rest of day was spent with a BFR for Andrew Fletcher (after he completed all the GNZ written exams), Some upcoming BFR practice for myself, and John Restall finished the day hangar landing at 1630. 13 Launches for the day.

LABOUR WEEKEND - MATAMATA

As is our custom we plan to deploy the club to Matamata over labour weekend, that's about a month away. We will take all three club gliders and the towplane plus any privately owned gliders the owners wish to take. Matamata offers great flying, lots of flat land and paddocks everywhere, the Kaimais for when the ridge is working, sometimes wave in an easterly, opportunities for great cross country flying and an easy chance to do some badge flying towards your silver C or better. Thames is 50km away, hint, hint.

The are some good choices for accommodation. The local motels and hotels of the surrounding towns offer good options as does staying in the cabins on the airfield. Details of the cabins are shown on the Matamata Soaring Centre website and can be booked by emailing Ralph Gore <mailto:Ralph & Pam Gore <Gore.Family@xtra.co.nz>> The camp ground has a good kitchen and facilities .

Getting the twin there and back is always interesting. We will aerotow the twin and this is an opportunity for someone to fly with the instructor down and/or back. This gets cross country towing signed off.

We will need people to tow down the Astir and the PW5 and to bring them back. We also need someone to tow down and back MW empty trailer (just in case someone lands out). We will also need someone to transport and look after our club gear like tow tickets, daily flying sheets, pickets, covers and the host of other stuff we will need.

Genny Healy wrote to us saying they are looking forward to seeing again. Will try & have the winch going Labour Weekend for those who want a rating or just a cheap launch. Winch is \$17 & aerotows \$26 per thousand feet.

Need to talk to the Weather Gods more sternly this year. Piako has been using Caterers since our 60th they do a fabulous meal for \$35 & will do one on the Saturday night if Aviation Sports are interested. We can do a dinner speaker too & would combine it with the end of Piako's Precision Flying Tournament. Because we are using Caterers I would need numbers & money the week prior as we pay them upfront per head. Let me know your thoughts.

We need a few things: Please let Warm Air know if:

If you intend to go for all or part of the weekend

If you can tow down and back one of the club gliders or MW trailer

If you want to fly the twin down and/or back.

If you want to partake of the Saturday evening dinner and numbers

Have you sent your answers to these questions to Warm Air himself? If not then get a wriggle on.

ANNUAL GENERAL MEETING

The AGM of your Gliding Club will be held on Saturday 13 October at 1000 in the Parachute Club Shed. BYO chair. Any nominations for committee or any remits to the Secretary, Ivor Woodfield. Those of you wjho have trophies, please bring them back. BYO Chair. This will be followed immediately by:

START OF SEASON BRIEFING

The Start of Season briefing will follow on from the AGM and is required attendance by all of our flying members. This will be followed by a BBQ lunch.

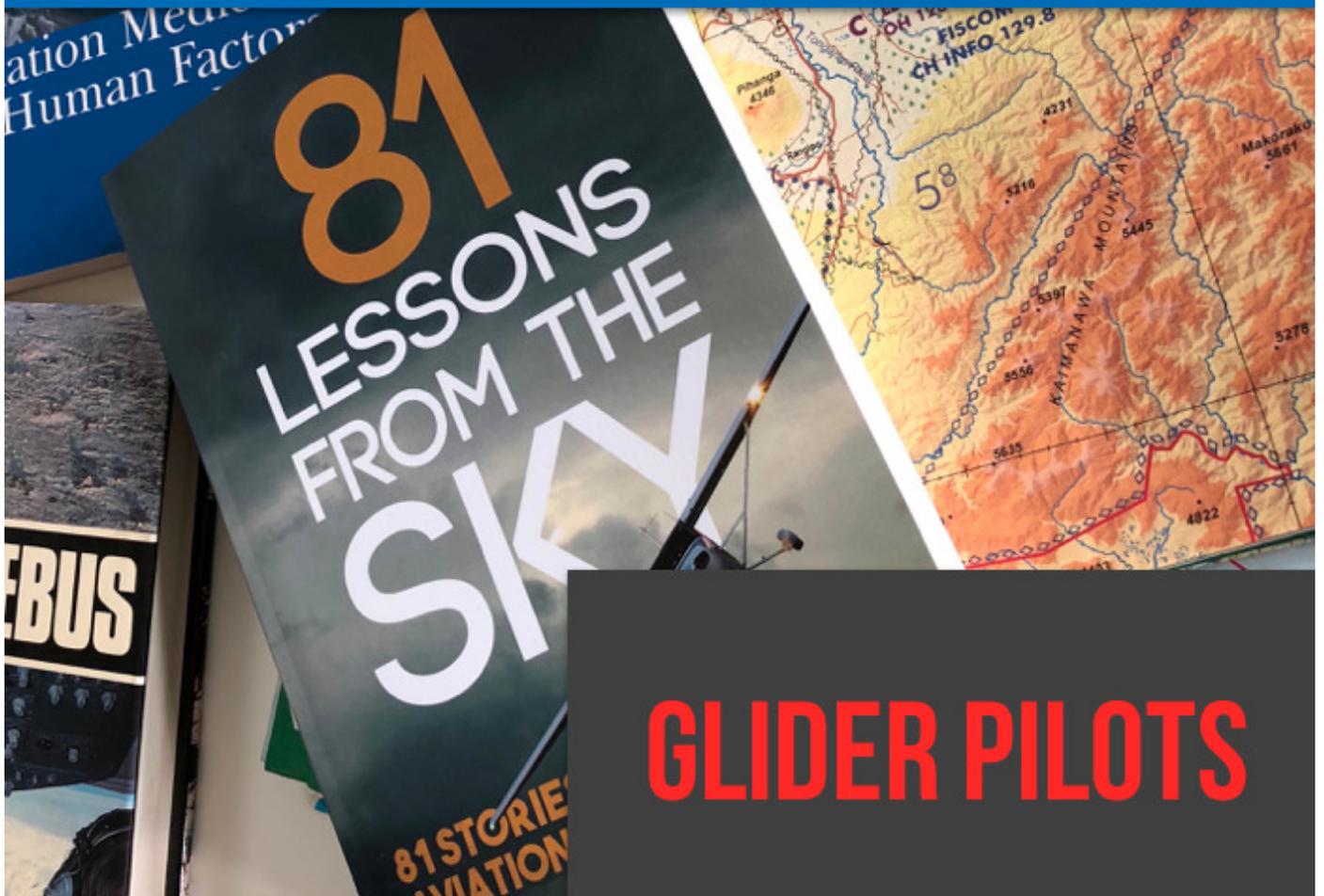
Duty Roster For Sep, Oct, Nov, Dec 2018

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Sept	15	K BHASHYAM	L PAGE	G LAKE	-40 Squadron ATC
	16	R STRUYCK	R BURNS	D BELCHER	-
Sept	22	K JASICA	S WALLACE	C ROOK	
	23	S FOREMAN	R BURNS	F MCKENZIE	
	29	G LEYLAND	L PAGE	G LAKE	
	30	J DICKSON	P THORPE	D BELCHER	
Oct	6	B MOORE	R CARSWELL	C ROOK	
	7	No Flying on Base			
	13	I O'KEEFE	I WOODFIELD	R CARSWELL	
	14	M MORAN	S WALLACE	P THORPE	
Labour W/E	20	T O'ROURKE	L PAGE	D BELCHER	Matamata
	21	R BAGCHI	P THORPE	G LAKE	Matamata
	22	J POTE	I WOODFIELD	G LAKE	Matamata
	27	T PRENTICE	R BURNS	R CARSWELL	
	28	R WHITBY	R CARSWELL	C ROOK	
Nov	3	C DICKSON	S WALLACE	R HEYNIKE	
	4	I BURR	L PAGE	F MCKENZIE	
	10	S HAY	I WOODFIELD	G LAKE	
	11	T THOMPSON	P THORPE	D BELCHER	
	17	K BHASHYAM	R BURNS	G LAKE	
	18	R STRUYCK	R CARSWELL	P THORPE	
	24	K JASICA	L PAGE	C ROOK	
	25	G LEYLAND	I WOODFIELD	R HEYNIKE	
Dec	1	J DICKSON	R CARSWELL	F MCKENZIE	
	2	B MOORE	P THORPE	D BELCHER	
	8	I O'KEEFE	S WALLACE	R CARSWELL	
	9	M MORAN	L PAGE	G LAKE	
	15	T O'ROURKE	R BURNS	C ROOK	
	16	R BAGCHI	I WOODFIELD	R HEYNIKE	
	22	J POTE	R CARSWELL	F MCKENZIE	
	23	T PRENTICE	P THORPE	D BELCHER	

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63 LESSONS FROM THE SKY



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