

# WARM AIR 28 Mar 20

Aviation Sports Club Gliding Newsletter

## THIS WEEKEND:

Club Cellphone 022 357 6731

[www.ascgliding.org](http://www.ascgliding.org)

Saturday

Instructing:

Bank Acct 38-9014-0625483-000

Towing:

Duty Pilot

Sunday

Instructing:

Towing:

Duty Pilot

## MEMBERS NEWS

### CF1 CORNER Part one

For those of you not acquainted with Monday's Prime Minister's statement, we are now at Alert Level 3 and will be at Level 4 from Wednesday.

It will come as no surprise to you all that we will have to suspend operations until we return to Level 2, the Prime Minister says expect at least four weeks.

Stay safe. Don't panic, we will get through this as a club, a community, a country.

Ray

### SATURDAY *Instructor Steve Wallace writes:*

Not a bad day for gliding. No wind at first, before turning into a nice 10Kts of breeze straight down the 26 runway. It was midday before we got underway with a flight for Emilo. With a new temporary log book and the first sheet of the training syllabus things went well with a good few initial items able to be signed off. Trouble with the instructors back seat radio though caused a few delays until it was pointed out that the trick for the mic plug in the back seat is to move the carpet out the way from around the socket so as to give a better connection.

Lionel Page had a crack at the grey side. With Pete Thorpe onboard in NW they flew a couple of circuits. Tony managed a half hour in his PW5 and Izzy stayed current with a nice hour long flight in MP. Kazik got in four circuits in NF, the last three of which were into a toi toi paddock as he works his way towards getting paddock landings signed off.

Quite a pleasant training day



and good to still being able to make use of the last of the good summery weather.

## SUNDAY

Sunday had looked it might have rain, but in the event the sky stayed blue, with clouds that made gliding look possible. I opened up at 9.30, and before too long people were starting to arrive. Clouds began rolling in from the west around 1000, and cloud base was fairly low.

We got GNF and GMP ready and headed out to the threshold. First flight was a circuit with Kazik Jasica, who was wanting to practice some short landings. As soon as we lifted off it was clear the sky was very lively. Both us and the towplane were tossed around for the first few hundred feet, with Kazik doing a great job of keeping everything lined up. We released and after a couple of circles were joining downwind. Lots of sink and bits of lift kept Kazik concentrating. Once we turned onto finals it was clear that things were going to be tricky, with shear and turbulence over the buildings making for some rapid responses were needed to keep everything within targets. In the event we flared fairly fast and hence the landing was a little extended.

While we waited to see if things might calm down, I worked with Brendon Moore on the final item on his B cert. He had been studying up and had a good knowledge of what was required, so I was able to sign everything of, complete his certificate and hand him a badge. Congratulations to Brendon for this achievement. Having completed this, he was also keen to take a flight in GMP, so he sat down to read through the flight manual while Matt Moran took it for a flight. After around 30 mins Matt was back on the ground, commenting on how challenging the conditions were.



After waiting a little longer, Kazik decided he would fly another circuit. Again the sky was lively but Kazik was more than a match for it, and flew a good circuit all the way round onto finals. Conditions on approach were still not straightforward, and while Kazik made a good safe landing he still felt he could have improved on it. Nonetheless, good flying by Kazik in the conditions.



Following the briefest of discussions with Brendon we agreed the conditions were definitely not suitable for him to be launching in GMP.

While we were waiting to see if things might improve we smelled smoke and looked out to see a small grass fire was burning at the far end of the field. In no time the Base fire department was on the spot and two fire trucks soon put it out and damped down the tinder dry grass. After that little bit of excitement, and with no-one else keen to get airborne, we started packing away. By 14.30 we were locking up and heading home. An interesting bit of flying.



## CFI CORNER Part Two

### Raewyn Carswell

A number of you may not be aware that Rex's wife, Raewyn, suffered a heart attack last week. I know you will join me in forwarding your good wishes to Rex and his family at this time.

### Covid 19

Club members will have seen my email earlier this week. Clearly there can be no club operations during the (minimum) 4-week isolation period. We will stay this way until the Country (or Auckland) drops back to Level 2

Stay safe. Don't panic, we will get through this as a club, a community, a country.

I wish you all the very best during this period and look forward to seeing you all in a few weeks' time.

### Rob Owens

Rob Owens was an active member of our instructor team when I first learnt to fly. Although his main involvement with the club has been through ATC, the Aviation Sports Club has always been his "GNZ" club. So, it is with great sadness that we heard of his passing overnight on Tuesday. Rob has put a lifetime of volunteer work into the ATC and he and Hapi Leonard were the key players in acquiring, housing and operating the GROB 109. He will be sorely missed.



We are expecting a memorial service sometime after the current crisis has passed.

## The Rules

I noticed over the past week a lot of comment that seemed to me to be, at best, ill-informed so I thought it might be a good opportunity to remind everyone about how aviation law works as it pertains to gliding. This is by no means a legal viewpoint, just a layman's description.

The Civil Aviation Authority is the government body charged with managing the rules under which we fly for the Minister. The ability to set the rules and change the rules is laid out in the Civil Aviation Act 1990 (mostly in Part 3 of the Act). In turn the Minister of Transport, who "owns" the rules has powers to make rules as they see fit.

The "Rules" are subdivided into a set of "Parts" covering everything from Air New Zealand all the way down to the average glider pilot. Pilot licencing is found in Part 61, general operating rules are found in Part 91, glider operating rules are Part 104 to mention just three.

Part 149 has the rules under which a Recreational Aviation Organisation is certified. Gliding NZ is one such organisation. GNZ establishes its operational rules via the Manual of Approved Procedures (the "MOAP"). In the same way that our club can create rules which are more restrictive than the MOAP but not less restrictive, so can GNZ restrict the rules in various CAA Parts but it cannot make them less restrictive.

A basic and long-standing concept in Civil Aviation (in both the Rules and the Act, and the Act that preceded the 1990 Act) is that of "Hire or Reward". This phrase has been in the rules since their inception and is well understood to mean any kind of payment (either of money or "in-kind") and is generally related to the payment of a pilot in command or the organisation for which the pilot works. Essentially you (or your organisation) cannot be paid for kind of air transport unless you have a commercial pilot's licence and/or your organisation is suitably certified. (part 61.155 is a good example).

Part 115 contains the Civil Aviation Rules related to Adventure Aviation. The development of Part 115 goes back quite a long way to the early 1990s. Events such as the Fox Glacier parachute accident in 2010 gave it further impetus and Part 115 was initially introduced in October 2011. It has been in force for 9 years.

The purpose of the rule was (among other things) to ensure that members of the public could have confidence when participating in these kinds of activities that they were properly controlled and regulated. Much the same way that every time we get on a bus, we like to think the bus company is well organised, the driver appropriately qualified and the bus well maintained.

Like it or not, gliding is considered an adventure aviation activity. The essential thrust is that if you want to take other people sightseeing in a glider for hire or reward, you need to conform to the Part 115 rules.

While Gliding New Zealand is a Part 149 organisation it is not a Part 115 organisation.

Thankfully, CAA recognise that sports such as gliding require new members and allow us to undertake bona fide (literal translation: "in good faith") trial flights to introduce potential members to our sport. GNZ provide excellent guidance on how and under what circumstances we can do this and this can be found on the GNZ website under Advisory Circulars (AC 1-04).

It is important that everyone in the club understands that you cannot take any other person flying and have that person pay for the flight unless a) is a bona fide trial flight or b) you use a shared cost model (for us that means your passenger must pay no more than 50% of the cost).

## CARE IN THE PARKING AREA.

Please enter and exit the car park at a walking speed. The neighbour has a young child who plays in the adjacent yard and they were concerned with the speed of some over keen members scrambling into the car park. Slow Down, the thermal will be still there!

## ROSTER APRIL, MAY, JUNE 2020

Month	Date	Duty Pilot	Instructor	Towpilot	Notes
APR	4	G LEYLAND	L PAGE	P THORPE	
	5	I O'KEEFE	R BURNS	D BELCHER	
Easter Weekend	10	M MORAN	R CARSWELL	F MCKENZIE	
	11	T O'ROURKE	I WOODFIELD	P THORPE	
	12	R BAGCHI	S WALLACE	D BELCHER	
	13	T PRENTICE	A FLETCHER	R CARSWELL	
ANZAC Weekend	18	R WHITBY	L PAGE	A WILLIAMS	
	19	I BURR	R BURNS	R HEYNIKE	
	25	C DICKSON	R CARSWELL	F MCKENZIE	
	26	K JASICA	P THORPE	D BELCHER	
	27	J DICKSON	I WOODFIELD	A WILLIAMS	
May	2	B MOORE	S WALLACE	R CARSWELL	
	3	S HAY	A FLETCHER	R HEYNIKE	
	9	K BHASHYAM	L PAGE	P THORPE	
	10	G LEYLAND	R BURNS	F MCKENZIE	
	16	I O'KEEFE	R CARSWELL	D BELCHER	
	17	M MORAN	I WOODFIELD	F MCKENZIE	
	23	T O'ROURKE	A FLETCHER	A WILLIAMS	
	24	R BAGCHI	L PAGE	R CARSWELL	
Queens Birthday Weekend	30	T PRENTICE	P THORPE	R HEYNIKE	
	31	R WHITBY	S WALLACE	D BELCHER	
	1	I BURR	R BURNS	F MCKENZIE	
Jun	6	C DICKSON	I WOODFIELD	P THORPE	
	7	K JASICA	A FLETCHER	D BELCHER	
	13	J DICKSON	R CARSWELL	A WILLIAMS	
	14	B MOORE	L PAGE	R HEYNIKE	
	20	S HAY	P THORPE	R CARSWELL	
	21	K BHASHYAM	S WALLACE	F MCKENZIE	
	27	G LEYLAND	R BURNS	P THORPE	
	28	I O'KEEFE	I WOODFIELD	R HEYNIKE	