

WARM AIR 12 Dec 20

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday	Instructing:	Lionel Page	Bank Acct 38-9014-0625483-000
	Towing:	Fletcher McKenzie	
	Duty Pilot	Roy Whitby	
Sunday	Instructing:	Steve Wallace	
	Towing:	Ruan Heynike	
	Duty Pilot	Isabel Burr	

MEMBERS NEWS

SATURDAY

No Flying Saturday due to Military parachute Operations

SUNDAY

A scary early start today. Peter Thorpe needed to get the 109 to Ardmore for ATC display with a departure at 0800. So "let's meet at 0700 to prep" he said. Largely my own fault - I had accidentally taken the DI book home with me the last time I flew it so I needed to be there to hand it over. At least it let me enjoy the culinary delights of breakfast at the new Puriri Café while I waited for anyone to show up.

Derry Belcher, Tony Prentice and Neville Swan were the early starters and we had the grid all lined up and ready to go by 1100. We had a reasonable breeze from the south west and the odd puffy Cu underneath some AltoCu.

Alex Michael and I got away first and managed a pretty credible 45 mins before gravity took over. The proof that there was lift about resulted in the Tony, Kazik Jasica and Kishan Bhashyam all launched in BD, MP and IV respectively. Derry had been coaxing the DSM starter motor along and it seemed to respond to his dulcet tones for another two sorties in the twin (Rahul Bagchi and Craig Best) before finally digging its heels in and refusing any further engagement with the rest of the engine. Apologies to those who missed out. Sunday was Lionel Page's 4th attempt at scheduling his BFR. I think he is jinxed!

The day ended with a concerted effort by all those present to get NF derigged and onto the trailer so that Ivor Woodfield could take it to the ATC camp this week. This being only our second attempt at using the trailer there was quite a bit of "working it out as we went along" but it all ended up trailered and secured and we saw Ivor out the gate by 1600ish.

It is going to be a challenge getting DSM repaired this week as we cannot start it. Normally we would fly it to Ardmore and hand it over to the engineer... but you can see where this is going (or not going as the case may be).... So keep a look out for emails from Warm Air towards the end of this week. It will be a challenge for us to get it sorted by Saturday. The good news is that we have changed the insurance to RDW to "flying risk" and that can only mean one thing..... (almost one thing, I'm allowing a couple of weeks to arrange the insurance....get DSM fixed).

HELP REQUIRED

Ivor will be returning with GNF on Sat and we will need to get it into the hangar either rigged or unrigged.

I think we need a team of able-bodied people available on Sat to move stuff (probably including DSM) around.

We need lots of helpers Sat Morning please.

CFI CORNER

Membership Forms.

There are still a number of membership forms outstanding. If you have not yet done so please get one filled out and sent to either Lionel or me. The name and shame board is currently under construction.....

Tower Operations

Those of you have been on the field recently will be enjoying the new experience of airspace being controlled at all times. We are now limited to flying between 0900 and 1800. The OIC and Mike Turner (SATCO) and I are currently trying to organise a meeting to discuss how we might better work together. Once that has happened, I will report any changes via this forum.

RDW PROGRESS

The repairs to RDW are progressing. She now looks like a complete aircraft. The wings and tail are one and the cabin has been reassembled. She even has an ADSB transponder. The engine would probably be complete too if a package of parts had not taken a week and counting to move from freight company yard in Auckland to Bryn Lockie at Parakai. Getting close and possibly, maybe, perhaps next weekend.



GLIDING RESOURCE MANAGEMENT Cockpit comms in a two place Glider



Used primarily for improving safety, GRM focuses on interpersonal communication, leadership, and decision making on the ground and in the air to ensure the best possible outcomes. It is a set of training procedures for use in environments where human error can have devastating effects. GRM can come into play to foster better friendships, improving the club atmosphere where everyone can feel valued, better decisions can be made in the air, increasing team efficiency & dynamics, etc.

While gliding doesn't require a strong command hierarchy, there should be always a P1 who has the final say. The concept is intended to foster a less authoritarian cockpit & ground culture, where the P2 (or the pilot not flying at the time) are encouraged to question the P1 (or pilot flying) if they observed them making mistakes, or heading down a path that may cause an error. But how do we make these statements or questions? More below later!

People aren't mind readers, it's as simple as that. We have all been brought up in different households, have different training at work or school, different professions, different beliefs, different first instructors, or flight training schools. There are many different ways to skin a cat, so to speak...

Your way may not necessarily be the best or safest way, perhaps it is, but you should always treat others how you'd like to be treated. I don't know many people on this earth that like to be treated like an idiot or a terrible pilot. Think of a situation where someone has treated you like this in the past, how did you feel? Yup, that's how you might be making the person you're talking to feel - pretty small. Once someone feels like this, they close up, they stop giving helpful information when it's your turn to fly or operate something on the ground.

You're about to be hooked on for a flight, but earlier in the day you publicly humiliated someone at a friendly briefing. Later in the day, that guy notices a small fray in the rope, but decides not to say

anything because of how you made him feel earlier, thinking "He is always right, he will only make me feel bad again by speaking up. I'll just hook him on and save the embarrassment". The rope breaks at 200'...

COMMUNICATION

Opening or attention-getter - Address the individual, whatever name or title will get the person's attention. It might be on the ground by putting your hand up and waiting patiently to be addressed, or in the air by saying positively, "Fred".

State your concern - Express your analysis of the situation in a direct manner while owning your emotions about it. "I'm concerned that we may not have enough height to land back at the airfield safely," or "are you aware of the new airfield ground tow out path?"

State the problem as you see it - "We're showing only 100' of margin to get home and there's been a lot of sink today," or "we have just recently changed the airfield tow out path to the launch point"

State a solution - "What do you think about taking another thermal to make sure we get home" or "If you like, would you like me to share the new path with the group now?"

Obtain agreement - "How does that sound to you, Fred?"

Fred leaves the briefing feeling energized by the new information he's learned & given. Later in the day, he speaks up to the pilot about the small fray he's found in the rope. The pilot says, "Thank you for speaking up, I think we should suspend operations until we repair this rope or get another one".



Adam Woolley was born into the gliding world, being the 3rd generation in his family. Going solo at 15, his thirst for efficiency in soaring flight & quest for a world championship title to his name has never wavered. One big passion is sharing his experiences & joy with other glider pilots all around the world. Adam is an airline pilot in Japan on the B767 & spends his off time chasing summer around the globe. He has

now won 7 national Championships & represented Australia at 5 WGC's & 1 EGC.

[Events](#) » **Auckland Gliding Club Smeg Task and Goal Week**

Starts in a month at Drury

NOTE the Auckland Enterprise Competition has been cancelled and replaced with this Task Week. Keep an eye out for the January 2022 Auckland Enterprise Competition!

Date: Sat 2nd Jan 2021 - Sat 9th Jan 2021

Start Time: 1000 **End Time** 1800

Practice Days: 1

Classes Enterprise and Novice Class

An opportunity exists for club pilots to enter on a daily basis or for the whole week.

Entries (last week)

Name	Class	Glider	Model	Wingspan	Handicap
David Johnson	Enterprise			15	
Andrew Fletcher	Enterprise	ZK-GKT	Mosquito	15	98
Steve Foreman	Enterprise	ZK-GKP	LS 4-a	15	96

GLIDING EVENTS CALENDAR 2020/21

Matamata Air Cadet Camp

- 7th - 11th December 2020

[Omarama YouthGlideNZ camp](#)

- Thu 10th Dec 2020 - Sat 19th Dec 2020

Matamata Sailplane Grand Prix (4 comp days 27 to 30 Dec)

- Sun 27th Dec 2020 - Wed 30th Dec 2020

Omarama Nationals (practice day 01 Jan + 9 comp days 02 to 10 Jan inclusive)

- Fri 1st Jan 2021 - Sun 10th Jan 2021

Auckland Enterprise (practice day 16 Jan + 7 comp days 17 to 23 Jan inclusive)

- Sat 16th Jan 2021 - Sat 23rd Jan 2021 @ Drury

Matamata Club Class and MSC (practice day Fri 29 Jan + 9 comp days 30 Jan to 7 Feb)

- Fri 29th Jan 2021 - Sun 7th Feb 2021

Vintage Kiwi Rally @ Te Kuiti Camp Gliding New Zealand Te Kuiti

Sat 6th Feb 2021 - Sat 13th Feb 2021 Tow plane = Fox Bat LSA

[\(Waipukurau\) Central Districts Regionals](#) Competition Gliding Hawkes Bay & Waipukurau Inc Waipukurau

Sat 20th Feb 2021 - Sat 27th Feb 2021

Printing Conventions: Any contribution will have the author's byline; Anything in Italics is either a byline or an editor comment; Tailpiece is the editorial.



Duty Roster For Nov, Dec 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Dec	5	R BAGCHI	P THORPE	R CARSWELL	
	6	T PRENTICE	R BURNS	D BELCHER	
	12	R WHITBY	L PAGE	F MCKENZIE	
	13	I BURR	S WALLACE	R HEYNIKE	
	19	C DICKSON	R CARSWELL	G CABRE	
	20	K JASICA	I WOODFIELD	P THORPE	