

WARM AIR 23 Dec 17

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Ian O'Keefe Towing: Graham Lake Duty Pilot:	
Sunday	Instructing: No Flying Towing: No Flying Duty Pilot	

CHRISTMAS HOLIDAY FLYING

We plan to fly 23 Dec and then every day from 27 Dec onwards to 7 Jan 18 inclusive. We are not flying 24 Dec thru 26 Dec, (Christmas eve, Christmas Day and Boxing Day, the latter not so you can go to the sales but because the Model Aircraft fraternity have a big event and it is not compatible with us flying too.

The roster is at the end of this newsletter. Just a wee request. If you want to come out and fly, please call the duty instructor to check we are planning to fly and to let him know he has customers. Otherwise he may decide to waste his time doing something else like build a fence, spend time with his family or go to the pub.

MEMBERS NEWS

SATURDAY

Not a bad day weather wise - but the morning started fairly quietly for most of us. Not so for Peter Thorpe - he drew the key very early and was slaving away cleaning and treating the rusty springs on MW's trailer for the purpose of obtaining its W.O. F. Brendon Moore was amongst the first wave to arrive and set about giving GMW its daily inspection. Tony Prentice started the 'yellow' tractor okay and backed the caravan out, but later on, when we had the clearance to set up on 26 grass, the starter motor refused to oblige. Neville Swan was right there and removed the starter motor for another inspection. The 'red' tractor was summoned to provide a 'jump start' tow. If this wasn't enough 'pre-flight' activity, towie Craig Rook needed to retrieve the tow plane from Parakai Airfield where it had been undergoing scheduled maintenance during the week. Our thanks to Tony Prentice for the chore of driving Craig to Parakai.

With the tugs arrival, the first glider launch got away before midday. Conditions were looking nice, so following a simulated paddock landing brief, I sent Rahul Bagchi away solo in MW. His approach and landing looked good - achieving his target.



With Brendan on board with me in MW, our aim was to achieve some thermal soaring then carry out an orthodox circuit and landing. However, moments after becoming airborne acceleration seemed to cease and

Brendan called "slack rope!" - we promptly released, landed ahead and rolled out to the right of the tug. The tug was subsequently checked and flight tested by tug master Graham Lake - and all deemed okay.



Jonathan Pote took the next launch flying his Ka6BR (GLX) and took the days honour of achieving the longest flight - 70 minutes. Well done. The only other solo flights were by Roy Whitby in GMP (33 minutes), and Graham Lake for a short'ish flight in his Libelle (GIV) - 19 minutes. Yes, the conditions were weak at times - if not

hooking into lift promptly after release, there was that deja vu feeling of being back in the circuit earlier than anticipated. That was my experience with new intending member Kazik Jasica on board. We were back on the ground after just 14 minutes. Undeterred, he took another flight whereby we struggled initially, but found the right stuff just in the nick of time before committing to the circuit. Kazik relished his ample time on the controls as we flew on for a duration of 42 minutes.

Final launch of the day was a dual flight with Rahul - only to 1500ft - checking radio procedures, position reporting, and a simulated paddock landing. All good Rahul - going from strength to strength. That wrapped the day up - my thanks to towie Craig, and also to Tony Prentice who stuck diligently to his duty pilot task all day. The PW5 wasn't flown.

SUNDAY

As I had been instructing last Sunday the thought didn't occur to me that I might be instructing this Sunday, so I got busy early and started building a retaining wall before it got too hot. Unfortunately it got hot early but fortunately Ian O'Keefe came to my rescue, tracking me down through the home phone and politely asking why I wasn't at the field on such a good gliding day.

Ian didn't need to ask twice and I was at the field just as Fletch was taxiing the yellow peril into place on 08. First up was Geoff Leyland. We planned to tow to 2,000' but hopped off at 1,500' in some great lift and climbed straight up to 4,500' where Geoff learned about 'flying the dags'. After having some fun around the clouds we got down to business with some HASELL checks, spins and spiral dives before being called back as the list of people wanting to fly had suddenly grown.



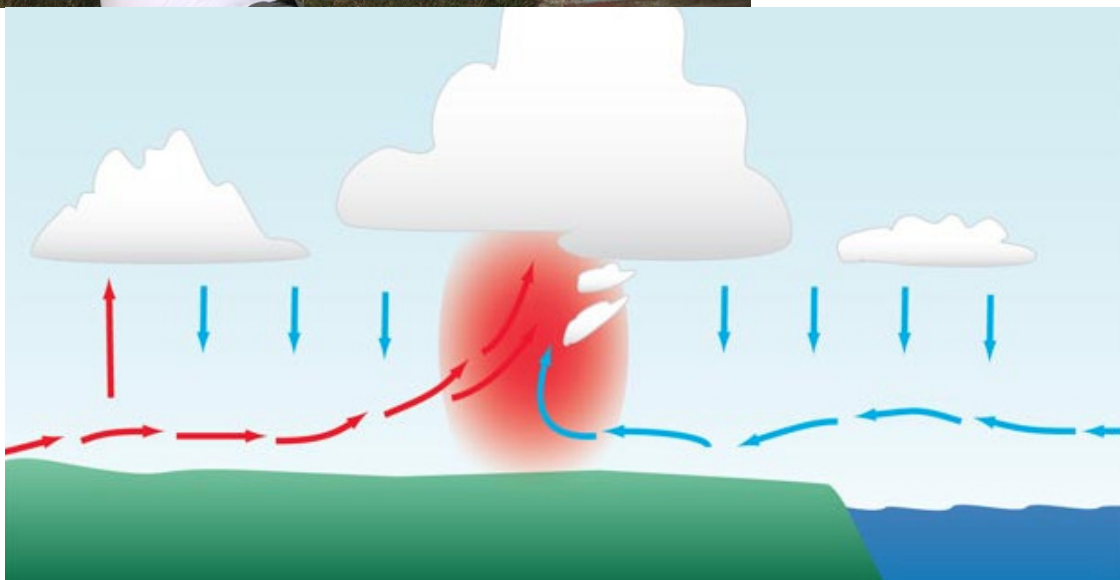
Tom Hay was next up and again we climbed from 1,500' up to 4,000' before heading out into the blue, clear sky so Tom could practice his left turns. Classic early learning stuff where Tom can turn one way but not the other just yet. Next up was Brendan with a 1,500' tow to get in some circuit practice but after once again finding ourselves quickly at 4,000' we made the most of the great weather to get some spiral dive and spinning stuff signed off before descending under air brake to fly a circuit and land.

Last up training wise for the day was Joesph. While the convergence was still working well, it was beginning to over-develop and the cloud base had come down considerably to 3,500' out West and below 3,000' out East. Nevertheless we still had a great flight travelling around under the convergence, looking for the airfield from the other side of the Riverhead Forrest and demonstrating spiral dives before landing long and derigging so Pete could tow MW to the ATC camp at Matamata.

Nice photo attached of Ian O'Keefe supervising Warm Air fixing the



trailer which he (Ian) broke. With such a lovely convergence others also came up to enjoy the flying. Jonathan in LX, Roy in MP, Tony P in VF, Rahul in MW, Graham in IV and the current reigning Regional Racing Class Champion, Steve F in KP who took a quick straight line jaunt to Warkworth and back. All in all a great day of convergence flying.



How the seabreeze convergence works. Fly the red zone, avoid the blue. Illustration: Fifty

Ways to Fly Better

YOUTH SOARING DEVELOPMENT CAMP OMARAMA Toni Thompson writes her impressions of the camp. (Don't worry the others will get to give their impressions too).

Another Youth Glide Camp under our belts and it was a whirlwind of achievements for all of the Whenuapai Aviation Sports Club youth members. Once again Roger Read organised a great camp and all of the 29 students had a fantastic time.

10 days of great flying, great people and great food has now come to an end however we all have a lot of new skills and aircraft ratings to bring to the table back up at Whenuapai.

The hot weather was challenging for some however we all got up for long soaring flights utilizing Omarama's amazing conditions thermalling, ridge soaring and some of us lucky enough to get into the wave. A Tiger Moth and Airtourer were present at the camp, for plane spotters to get excited over as well as taking a few up for joy rides.

Isabelle Burr had a huge amount of success at the camp. She managed to complete her QGP Syllabus, five-hour duration flight, silver height gain, and received ratings in the LS4, G102 and Duo Discus. She thoroughly deserved all the awards she received at the final night prize giving.

Matt Moran also got his ratings in the G102 and LS4. He experienced his first ever wave and aerobatics flight with Graham Erickson.



Simon Hay did good solo consolidation flights and managed to get through a large amount of his B Certificate Syllabus.

Our newest youth member, Carmen Haybittle, had her first solo after only just five hours of flying! She is a natural! She also got up on a thermalling flight.

As for myself, I received ratings in the G102 and LS4. I got a lot of

signatures on my QGP syllabus and I was lucky enough to go up in the ASH25 with Doug Hamilton, flying up to Mt Cook in the wave.

Ray Burns achieved his gold height gain in the Ventus as well as running around after all of us, making sure we were achieving our goals.

Overall it was a spectacular time for all of us. I think we will definitely be returning next year to do it all again. Big thanks to Ray for coming down and looking after us. Hope we weren't too much trouble!

UPCOMING DATES

26th December to 5th January Christmas Camp - Matamata - Piako and Auckland Clubs

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.

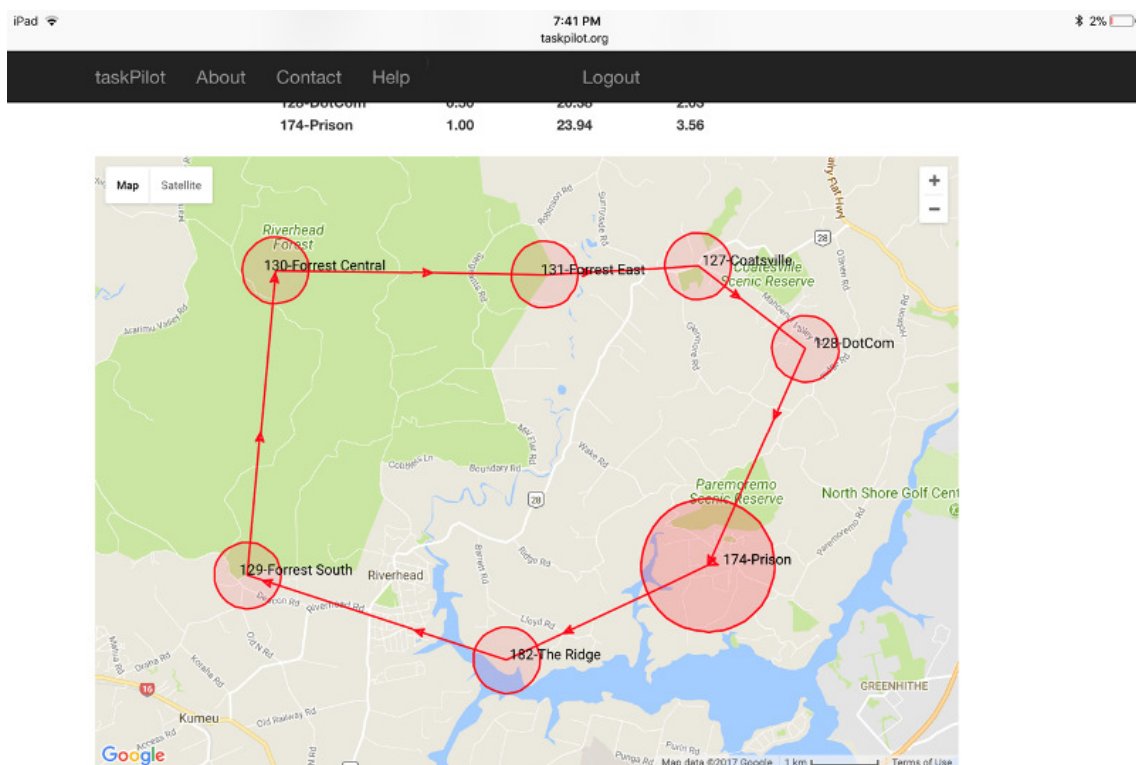
5th to 13th January Club Class Nationals and Audi Enterprise Competition - Drury
<http://msc.gliding.co.nz/events/club-class-champs-audi-enterprise-contest-2018-drury/>

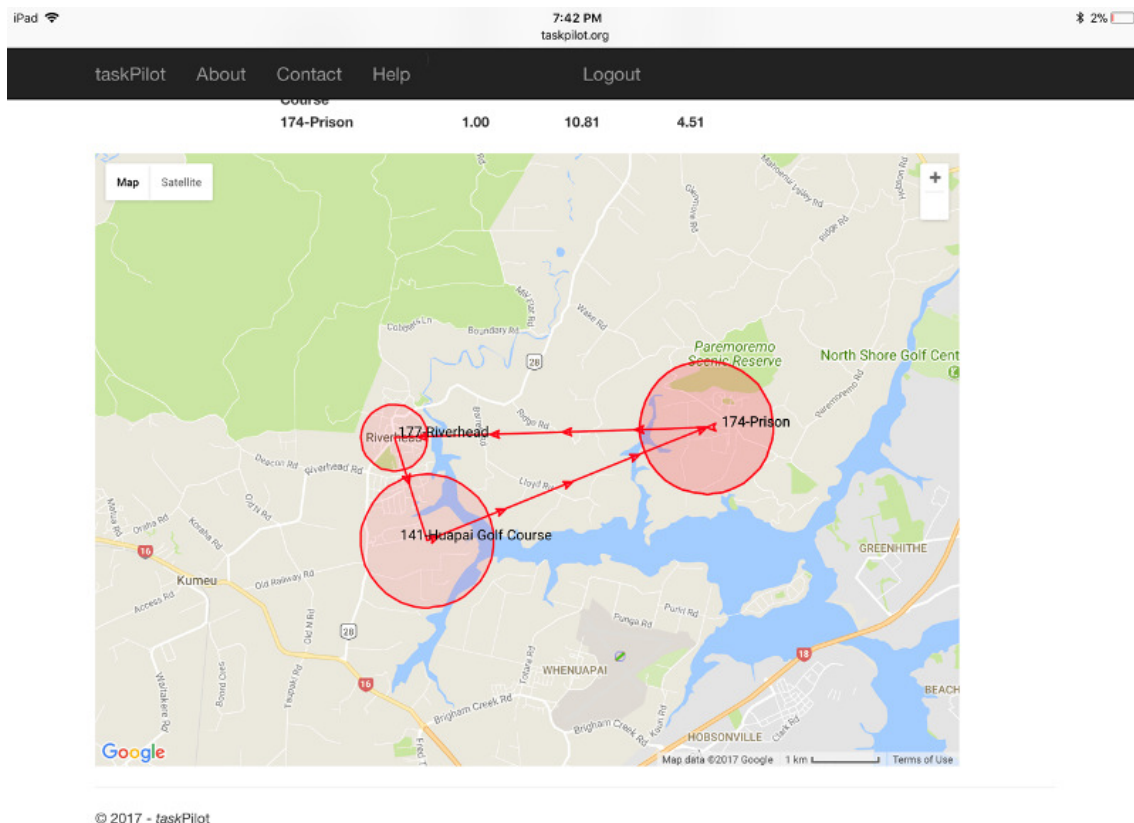
17th to 24th February Central Districts Competition at Waipukurau

TASK PILOT *Steve Foreman introduces Task Pilot to us.*

Task Pilot - if you haven't heard about have a look around and get familiar with it. We want you all to register at taskpilot.org

There are some fun tasks for every skill level and of course some serious bragging rights with the league just for our club. Here are a couple of tasks





The Classes

- Pre QGP. is for pilots PreQGP
- Club. Is basically club gliders with tasks that can fit in 1 hr and badge flights.
- Racing is pilots that have entered comps or feel they have the skills for larger tasks.

Pilots chose their own ability level and of course Gliders have the GNZ Handicap along with class handicap. The Class handicaps are set at

- Pre QGP 3
- Club. 2
- Racing. 1

Tasks.

Each task is assigned to a class. Pilots can fly any task but they must nominate which class they have joined. Tasks flown outside their nominated class are still scored according to the task class rules and recorded against the pilot.

Pilots can fly the same task any number of times, only their best score counts to the league score.

If a pilot changes class, his league score is recalculated in the new class using tasks flown in that class.

Currently AAT tasks are not scored against a target time. It is planned to introduce this in the future.

Pilots can themselves create tasks. These are initially given a negative status set by the club, for example -3. Each time a task is flown, 1 is added to the status until the status reaches 0 and it becomes a standard task.

Tasks can be entered by any member and once flown 3 times will become a standard task and scored.

There three phases in the pilot registration process.

1. The pilot completes the online registration form. Following this being correctly completed, emails are sent to the address they provided, and to that of the club administrator. Both emails need confirmation.
2. When the pilot has confirmed their email by clicking on the link it contains, they are then able to log into the club site and look around, but not post any tasks or flights
3. When the club administrator confirms the email sent to them, the pilot is then able to post tasks and flights.

If the club administrator clicks the reject button on the email sent them, then the pilot's record is deleted from *taskPilot*.

Posting Flights

Flights can be posted against a task or as a 'free flight'.

Tasked flight

The task list can be filtered by class by using the dropdown. The task dropdown is then refreshed with only the tasks for that class.

Select the task used, then confirm the aircraft type and registration, these have been defaulted to those in the pilot profile.

Free Flight

A free flight is a flight without an associated task. Click the Free flight box, and the flight can be posted without requiring a task to be selected.

No scoring is performed on free flights, but the trace and analysis is available.

Uploading the igc file

Click on choose file and pick the igc file. Files cannot be uploaded twice without the flight being deleted.

Then click 'Upload file'. You will then see below the button the following progress message. An averaged size igc file will be processed in around 30 seconds but may take longer if the server is busy:

Don't worry about your skill level(you can even have an instructor in the back) or if you don't have a logger just get registered

Club Task Days Coming Soon. The turnpoint file will be emailed to those that register.





Duty Roster For Dec 2017, Jan 2018

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Dec	23	As Available	R CARSWELL	G LAKE	
	27	As Available	P THORPE	D BELCHER	
	28	As Available	S WALLACE	R CARSWELL	
	29	As Available	I O'KEEFE	D BELCHER	
	30	As Available	S WALLACE	G LAKE	
	31	As Available	I O'KEEFE	D BELCHER	
Jan	1	As Available	R BURNS	P THORPE	
	2	As Available	I O'KEEFE	D BELCHER	
	3	As Available	P THORPE	G LAKE	
	4	As Available	R BURNS	C ROOK	
	5	As Available	P THORPE	R CARSWELL	
	6	As Available	R CARSWELL	C ROOK	
	7	As Available	R BURNS	G LAKE	