

WARM AIR 11 Jul 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: Andrew Williams	
	Duty Pilot Rahul Bagchi	
Sunday	Instructing: Steve Wallace	
	Towing: Rex Carswell	
	Duty Pilot Tony Prentice	

MEMBERS NEWS

SATURDAY *His CFIness, Ray Burns, gets in the first of his ramblings*

8/8 High cloud cover with very little wind and no rain gave us very stable air. Great for training and currency but no soaring to be expected.



A bunch of the hardy including Derry Belcher, Kazik Jasica, Matt Moran, Ian O'Keefe, Neville Swan and Roy Whitby started early to rig the singles after their annuals.

Welcome to our new Controller - Mike. We hope you enjoy your time at NZWP. Saturday was the day that Mike got to stay on watch all day to enjoy the experience of "controlling" (and I use that in term in the loosest possible sense) gliding.

We did 8 flights for the day. The longest being 11 minutes. Yes, it was that kind of day! But we did manage to work our way through a BFR for Ian, some backseat experience for Toni Thompson, a couple of quick circuits for Rahul Bagchi and a check flight and solo for Craig Best. In between Matt Moran took MP for a quick blast.

Towie Derry Belcher adds.....Our core of regulars arrived on Saturday and after the usual hangar-opening ceremony, we set about rigging GMP and GVF, after their annual inspections a couple of weeks ago.



DSM was pre-flighted, the PW-5 and G103 Twin II were towed to the glider base for runway 26 grass, and GNF set up for the towplane. A quick listen to the ATIS told me the tower was on duty and gave me the QNH, so I called the tower for a start clearance and received a reply that was WAY too fast for me to understand, which was a tad unusual as the air traffic controllers are usually very good, even if you have hearing loss like me, so rather than do as one of my first flying instructor's suggested (no, it wasn't Orville Wright thanks very much Graham!), and answer back talking rrrreeeeaaalllllyyy ssslllloooooowwlllyyy like an imbecile, I chose to use the tried and true "say again," which brought forth a much better understood start and taxi clearance, and subsequent communications seemed to improve as the day went on. - I later found out that the tower was on for training purposes, which probably figures why the first communication was too fast.

After firing up the towplane and letting the engine warm up, I taxied to a clear area and carried out the engine runup, with all the obligatory stuff like checking each magneto, electrical check (which actually shows two parts of nothing (?...) on the ammeter in DSM, when you turn on all the lights and boost pump - knowing from my preflight that the nav lights weren't working but the beacon, taxi and landing lights, plus pump were), carb heat/alternate air, and of course the all important cycling of the propeller pitch to get warm oil through the system, and we were set to tow.

We flew 8 sorties for the day. - Seven with the G103 GNF, and one with Matt in the G102 Single Astir III GMP.

I'll let Ray Burns fill you in on the glider flights, suffice to say that with 8 octas of cloud cover and not much wind, it was not a soaring day, but that aside, it was very pleasant to be flying with no turbulence, and on the last flight, the silvery look of the upper reaches of the harbour and the Kaipara harbour looked brilliant.

Thanks to all those who helped rig gliders, kept the times, manned the tractor, fetched the tow-rope, let people in or out the gate, or helped launch and retrieve the gliders, etc. No problems that I was aware of for the day now that the rear rudder pedal adjuster is doing its' job.

SUNDAY *Towie Fletcher McKenzie has first say for this day*

Checking the WX and it looked quite grim. I txted Rex (who was on to instruct) to see who was keen for some gliding, turns out no one - however Rex Carswell was keen to get there so I looked at the sky and saw some hope and decided to meet him at the airfield. Derry Belcher (our engineer) called to say he wanted to replace the fuel valve on the left wing and we discussed the low fuel in the tanks.

Upon arriving at the carpark, I found Rex and Neville at the fence. So we decided we would wait and see who turns up - Ray, Roy, Kazik were already there. After a bit of a chat I decided to go for a circuit without a glider behind me - I asked for a hand to push it out - then Kazik said he will DI the NF and a plan was set to get airborne with a glider behind me.



The wind was very much a Northerly wind and strong - watching the power club aircraft taking off on the seal - it looked challenging.

I was excited to give it a go and see what we could find or see what the wind was actually like upstairs.

It took some time to get airborne, it was not smooth and good lift (wind) at about 20 feet agl. Up we went! It was bouncy for the first 1000 feet. I released them at 2000 feet and zoomed down to join right base for grass runway 08. A few bumps on final and decided to add a few knots and less flap than usual.

Taxied to the end of the field - Rex asked me nicely to move and I asked if they wanted another tow - not required today.

Peter Thorpe arrived. We moved GMP and GNF around in the hangar. Then Derry arrived, after removing the twin's canopy we moved onto the new fuel valve - after about 15-20 mins of working on how we (the six of us) were going to stem the flow of fuel and ensure the windows/aircraft did not have any fuel splashed or dripped on we had a plan - with the aircraft pointed away from the wind and with a big board of plywood, rags and pieces of wood protecting the aircraft. Derry removed the valve, Rex caught the fuel and I replaced the new valve. Easily done. Only some of the fuel ran down my arm - bonus hand sanitiser.

As I drove away then the rain turned up - it started light then got heavy.

Tow duties completed. Looking ahead for bluer skies...



Duty Instructor Rex Carswell has a different perspective..... However, I admonished myself for thinking in a pessimistic manner and continued to make a couple of sandwiches to take out to the airfield.

I arrived at the hangar gate right on 0930 with key in hand - and no one was there to verify the fact. Another couple of songs by the Eagles played before being met with a flurry of arrivals. The gate was opened and in no time we registered the presence of Roy Whitby, towie Fletcher McKenzie, CFI Ray Burns, Neville Swan, Kazik Jasica and Tony Prentice. Some time later, Derry Belcher and Peter Thorpe rocked up too.

The sky looked pretty dull and some showers were getting closer from the north. The WP ATIS had the 2000ft wind at 360/27kts, with 010/8kts surface winds. Following a C130 departure, we took GNF to the 08 end for just one launch. With briefing done, and Kazik given control, Fletcher towed us to 2000ft. Yes - as expected with a good northerly - it was pretty boisterous through the take-off and initial climb - easing as we approached release altitude. The flight was short but kept Kazik busy throughout - managing turbulence, gradient, crosswind - and a predetermined displaced aiming point and landing, half way along the grass vector.

With the glider put away, Derry removed the rear canopy for some minor maintenance, then set about replacing the Cessna's seized left wing fuel drain plug. All done and dusted, we closed the hangar and departed around 1415 hrs.

I ate my sandwiches when I got home.

CFI CORNER

New OIC

Many, many thanks to Ryan McRae who has worked tirelessly for us over the last few years and made our journey through ring fence black as smooth as he could.

Welcome to Bill Dewar, our new OIC and base chaplain. His direct line to the almighty has sorted out a couple of long-standing issues (or at least closed off a couple items that Ryan had been working on).

Visitors

One of the most important issues to have been resolved is our ability to escort visitors on to the field. There are now (or will shortly be) 5 instructors and three tow pilots who will have this authority. Starting at the next roster, I will endeavour to ensure that at least one of these is rostered on each day. This will ensure that we conduct trial flights and take our friends and family members for flights. Those who will have this authority are:

Bill Dewar, Peter Thorpe, Ruan Heynike, Andrew Williams, Andrew Fletcher, Ivor Woodfield, Derry Belcher, Lionel Page and myself.

Base Passes

Effective immediately, Base Passes for club members will now be issued for three years. New MOJ clearances will be required for each renewal.

New Clubrooms

Base have given us permission to take over, use and access what used to be the para club packing shed. There is a bit of a work to be done. The shed needs a good clean out. There is a lot of rubbish to go to the tip, a vacuum and window cleaning exercise is needed. Then a little furniture is required (if you have anything we could use please let me know). Some nice to have's would be a white board and a projector screen so if you know of any of these going begging, again, please let me know.

MOAP Changes

As 15 June there are significant changes to the MOAP that effect licences and flying privileges. I strongly recommend you have a read. There is a hard copy in the caravan and soft copy can be found at :

<http://gliding.co.nz/wp-content/uploads/2020/07/MOAP-AL-34.pdf>

There is no longer any such qualification as QGP. A Cert, B Cert are replaced by the "Solo Pilot" and "Soaring Pilot". There is a new qualification called "Cross Country Pilot" (aka XCP).

Two of the biggest changes to the new syllabi will require a flight of 50km and a solo landing at a field that is not NZWP.

The instructor team have decided that the 50km flight will not be possible for student pilots from NZWP.

QGP Holders

Note that there is no automatic conversion between QGP and the new XCP. There is an automatic conversion for QGP holders that have been awarded the distance leg of Silver C. If you have not been awarded the distance leg of silver C but have flown a 50km distance flight (possibly you did not apply or your application was declined for some reason) you can still be awarded XCP but you must complete an OPS03a form (found here: <http://gliding.co.nz/wp-content/uploads/2020/07/MOAP-AL-34.pdf>) and send it to me for my signature and submission.

Passenger Ratings

The rules around passenger ratings are now different. XCP holders are able to fly passengers. Irrespective of XCP, QGP holders will automatically get a passenger rating. (This is not clear in the MOAP at present but I have been assured it will be included in the next raft of changes).

Soaring Pilot certificate holders will be able to be given a passenger rating provided they have completed ALL of the XCP certificate EXCLUDING the 50km flight.

Students

The current A, B and C forms can continue to be used until 2022. Alternatively, you may convert to the new forms if you wish. Please discuss your options with an instructor.

There is new training material available at <http://training.gliding.co.nz/login/index.php>.

MAINTENANCE MATTERS Derry Belcher has a few words....OK, OK quite a few

I removed the tail dolly from GNF during the week and found that a lot of water was on the corresponding area of the fuselage, presumably from operations last Sunday.

Luckily no blistering had taken place maybe due to the PU paint.

On gelcoat you may not be this lucky, and have expensive repair work on your hands.

Could you please put a note in Warm Air that if wet the dolly is taken off in the hangar.

Another note to circulate is that the rear left rudder pedal adjuster in GNF has been fixed. Have sent a pic showing it disassembled and the threaded rod that was around the wrong way allowing the ball to rub on the pedal. It is shown around the correct way.



P.S On Sunday after flying, the left tank fuel-drain on the Cessna was replaced and I took the rear canopy off GNF down to Drury to have some work done on the latching mechanism. The bad news is

that Ross will need the canopy AND the fuselage in about three week's time as he was hesitant about regluing a guide without the accurate line-up of the fuselage pins.



Can anybody volunteer to pick it up the canopy from Drury please.

TAILPIECE

I have to say I struggle with understanding how the changes to the MOAP are going to help with retention and promote our sport. The removal of any grandfathering clauses seems counterproductive. I cannot help but enquire "what problem is being solved here", and to offer a long standing and good principle; the solution should not introduce a new problem.

Those who have been caught out by the 50KM rule are discovering they can no longer do today what they could do yesterday. What is being gained by this?

Not all 50km are created equal, done during a Coast day or on the Kaimais during a good ridge day are way easier than going to Springhill and back.

I know of a case where a QGP achieved his 50km during the course of a coast run to Raglan and back. On return he found nothing recording on recorder that turned out to be a broken GPS antenna cable. His OO had been on the same run, they passed in opposite directions well south of the Waikato river mouth with the candidate going south. Both made it back to Whenuapai. Despite a submission from the OO the GNZ awards officer refused to recognize the flight. This for the lowest ranked of the awards. He will now have to apply to see if he be granted XCP. Based on past experience, little chance.

This will be also affect all of our students as our instructor panel has decided a 50km cannot be safely achieved launched from Whenuapai. Our students will need to go elsewhere to do this.

It is difficult to accept this is in the interests of promoting gliding. I wonder how many will find this all too hard , not worth the trouble, and drop out of our sport. What was the problem being solved?

Small print: Tailpiece is the opinion of the editor and not necessarily the opinion of the ASC

Duty Roster For Jul, Aug, Sep 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
	11	R BAGCHI	L PAGE	A WILLIAMS	
	12	T PRENTICE	S WALLACE	R CARSWELL	
	18	R WHITBY	P THORPE	R HEYNIKE	
	19	I BURR	R BURNS	D BELCHER	
	25	C DICKSON	I WOODFIELD	P THORPE	
	26	K JASICA	A FLETCHER	F MCKENZIE	
Aug	1	J DICKSON	R CARSWELL	A WILLIAMS	
	2	B MOORE	L PAGE	R HEYNIKE	
	8	S HAY	S WALLACE	R CARSWELL	
	9	K BHASHYAM	P THORPE	D BELCHER	
	15	G LEYLAND	R BURNS	P THORPE	
	16	I O'KEEFE	I WOODFIELD	F MCKENZIE	
	22	M MORAN	A FLETCHER	A WILLIAMS	
	23	T O'ROURKE	R CARSWELL	R HEYNIKE	
	29	R BAGCHI	L PAGE	R CARSWELL	
	30	T PRENTICE	S WALLACE	P THORPE	
Sep	5	R WHITBY	P THORPE	D BELCHER	
	6	I BURR	R BURNS	F MCKENZIE	
	12	C DICKSON	I WOODFIELD	A WILLIAMS	
	13	K JASICA	A FLETCHER	R HEYNIKE	
	19	J DICKSON	R CARSWELL	P THORPE	
	20	B MOORE	L PAGE	D BELCHER	
	26	S HAY	S WALLACE	R CARSWELL	
	27	K BHASHYAM	R BURNS	F MCKENZIE	