

WARM AIR 24 Oct 20

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday	Instructing:	Ivor Woodfield	Bank Acct 38-9014-0625483-000
	Towing:	Peter Thorpe	
	Duty Pilot	Tony Prentice	
Sunday	Instructing:	Ray Burns	
	Towing:	Fletcher McKenzie	
	Duty Pilot	Rahul Bagchi	
Monday	Instructing:	Lionel Page	
	Towing:	Ruan Heynike	
	Duty Pilot	Izzy Burr	

LABOUR WEEKEND - MATAMATA MEMBERS NEWS

SATURDAY *Instructor Andrew Fletcher gets to the crayons first*

Saturday looked like it would be a good day, so with that in mind and the AGM also scheduled for a 1000 start Ray and I decided to meet at 0830 and get the fleet out and DIs completed. Craig Best joined us and Ian O'Keefe turned up to rig GHS.

After the AGM and a sausage or two we towed the aircraft out to the launch point for grass 26. The first part of the day was good with flights for Ray Cabrera and Rahul of around 40 mins in strong

lift. I then had some trial flights which achieved flight times of 20 mins or so before Craig Best took me for a spin and eked out his time to 31 mins which was a very good effort in weak conditions.

Another trial flight for me with young Orlando (13 years old), we managed 27 mins with Orlando doing a good deal of the flying while perched on just about all the ballast we had available. Alex Micheal was next up for his trial flight for a 15 min ride. Alex had flown before and is now a member and was flying on Sunday too.

While all this was going on Ray Burns, Ian O'keefe, Kishan Bhashyam and Matt Moran all launched for long flights. Kishan got to steal the mighty Libelle for a first flight. He said he enjoyed it and did not break anything.





Well done to Matt Moran for his first I think sortie up North, another XC pilot on the way, we will have a nice squadron of North bound pilots in the near future.

I finished the day off with a chauffeur like experience from Mr Warm Air himself, it's not often I sit in the front seat anymore and it was a nice way to round off the day thanks Graham.

Longest flight of the day goes to Matt with 177 mins!

SUNDAY Instructor Rex Carswell writes

Yes - another beaut day to go flying, but as I drove out to the airfield I did wonder how much this 'Bathurst Race Day' might affect attendance. As it turned out, the 'single seaters' came out in abundance - but not so for those wanting to fly in the twin.

At 1124 hours, the first launch was underway from grass 08. CFI Ray Burns was in the syndicated Mosquito (KT), with Peter Thorpe and Gus Cabre flying the tug. In steady succession, Tony Prentice launched in his PW5 (BD), Ian O'Keefe in his ASW28 (HS), Steve Foreman in his LS4a (KP), and Kazik Jasica in the clubs PW5 (VF).

New student pilot Alex Michael arrived, so at last, the G103 Twin would get some time aloft. With briefing done we launched into the buoyant sky. In our hour long flight, Alex was afforded lots of unhurried time to feel the nuances of his input on the controls. Early days yet, but a good solid start into our recreational sport.

With Ray Burns two hour sortie done, Andrew Fletcher launched to work on short field landing configurations of the Mosquito. He and Ray then alternated additional circuit flying as they consolidated their techniques.



In the meantime, deputy CFI, Lionel Page took the clubs single Astir (MP) for its only launch - a brief sortie only. The final launch of the day was with Gus in the Twin to experience the traditional emergency inflight signalling, as part of his tow pilot training. The sky was still pretty active, so Gus had plenty of smiles as he soared us around the local airspace for half an hour.



In all - 13 launches for the day - and a total of over 14 hours of glider flight time. Of note, were the excursions north by Ian O'Keefe and Steve Foreman, and a great local flight of 156 minutes for Kazik Jasica.

LABOUR WEEKEND

As usual, we are deploying to Matamata over Labour weekend.

Andrew Fletcher has a spare bed in hi room as Oliver is still busy with his Uni Studies. Give him a call if you are interested.

Camping on the airfield is OK.

We will need folks to tow gliders and glider trailers down and back as well as take and bring back to stuff we also need. If you can help let Ray know.



But wait...there is more.....We will aerotow the twin down and back so this is an opportunity to get your cross country tow signed off. Interested.....let Ray Burns know.

CFI CORNER 11 Oct 20....His CFIness Ray Burns writes some more stuff

You will notice that Warm Air included a short paragraph on checklists last week. I want to take this opportunity to re-iterate his comments.

In particular we have had two recent incidents that occurred due to not performing checks adequately.

For all of us, this year has seen our flying seriously disrupted by the Covid lockdowns. For many of us we are just now getting back to the airfield and we are all somewhat "un-current". This is not the time to be skimping on checks.



In August 1987 an MD82 took off from Detroit and crashed shortly after takeoff killing 154 people. The flaps had not been extended. The NTSB report stated that the "...probable cause of the accident was the flight crew's failure to use the taxi checklist..."

In 2014 a Gulfstream IV took off from a Massachusetts airfield with the gust locks installed. The NTSB accident report stated that the crew failed to perform a "full and free controls" check. The result: seven fatalities.

In 2017 a Beechcraft King Air took off from Essendon (Melbourne) and crashed shortly after take-off killing 5 people. The Australian ATSB found that the crew failed to check the rudder trim which was a standard check list item for the aircraft.

On the flip side of the coin: At our own airfield in the recent past one of our tow pilots felt that controls were NOT full and free and did not take-off.

Investigation found a small pottle of barrier cream wedged under the aileron mechanism in the FK9. Had those checks not been done properly the outcome of the consequent flight could have been very different.

Note that while these three accidents are on significantly more complex a/c than a glider the checks are checks we use at every take-off (controls full and free?, flaps set for take-off?)



Checklists are there for a reason. Go through them carefully and thoroughly.

Membership Forms and Subs

Membership forms and subs are due 1 October. It is important that we receive membership forms from EVERY member. There is a PDF "Fillable" form available on the web site (Members/Documents/2020-21

Membership Form.pdf). Please download it, fill it in and email to either Lionel or myself asap. Once again, access to a decent printer has made it difficult for me to produce hard copies.

To avoid frustration, I suggest you open the PDF and complete the first field. Save it and re-open it a second time to ensure it saves correctly. If you insist on printing it and using a pen, please try to avoid the use of Egyptian hieroglyphics that have made it difficult to interpret the contents in previous years.

Note that completion of the form confirms you have read and understood the SOP (see previous paragraph!)



GLIDING EVENTS CALENDAR 2020/21

Taupo Central Plateau (practice 31 Oct + 7 comp days 1 to 7 Nov)

-Sat 31st Oct 2020 - Sat 7th Nov 2020

Omarama South Island Regionals (TBC)

-Sat 14th Nov 2020 - Sat 21st Nov 2020

Matamata Northern Regionals

practice 28 Nov + 7 comp days 29 Nov to 5 Dec)

Springfield Soaring Championships

-Sat 28th Nov 2020 - Sat 5th Dec 2020

For further info see

<https://gliding.net.nz/events/?gnz=true&other=true&type=all&timerange=future&pageView=summary>

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

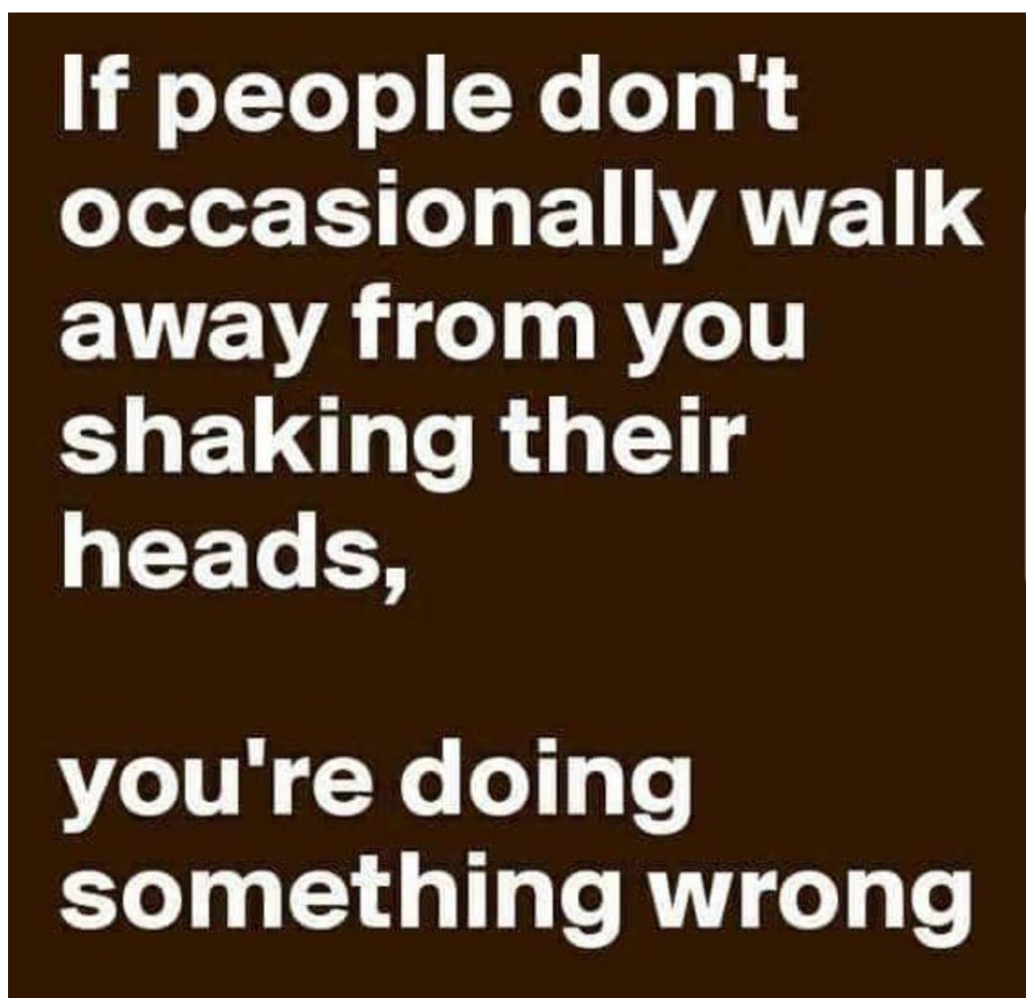
[Vintage Kiwi Rally @ Te Kuiti](#) Camp Gliding New Zealand Te Kuiti

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

[\(Waipukarau\) 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 Oct, Nov, Dec 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Labour Weekend	24	T PRENTICE	I WOODFIELD	P THORPE	MATAMATA
	25	R BAGCHI	R BURNS	F MCKENZIE	MATAMATA
	26	I BURR	L PAGE	R HEYNIKE	MATAMATA
	31	C DICKSON	P THORPE	R CARSWELL / G CABRE	
Nov	1	K JASICA	S WALLACE	D BELCHER	30 SQN ATC
	7	J DICKSON	A FLETCHER	F MCKENZIE	
	8	S HAY	R CARSWELL	R HEYNIKE	
	14	K BHASHYAM	R BURNS	P THORPE / G CABRE	
	15	K PILLAI	I WOODFIELD	R CARSWELL	30 SQN ATC
	21	G LEYLAND	S WALLACE	D BELCHER	30 SQN ATC
	22	I O'KEEFE	L PAGE	F MCKENZIE	
	28	M MORAN	A FLETCHER	R HEYNIKE	
	29	T O'ROURKE	R CARSWELL	P THORPE / G CABRE	
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	