

# WARM AIR 24-25 June 2023

## Aviation Sports Club Gliding Newsletter

**THIS WEEKEND:** [www.ascgliding.org](http://www.ascgliding.org) [ASC Gliding](#) | [Facebook](#)

Bank Acct 38-9014-0625483-000

Saturday 24 June	Instructing: Towing: Duty Pilot	A Fletcher G Cabre S Chand
Sunday 25 June	Instructing: Towing: Duty Pilot	R Burns R Carswell N Vyle

### MEMBERS NEWS

*In Warm Air this Week;*

- **Club News**
- **Weekend Reports**
- **Roster & *New Roster***

*Thank you for the pictures, stories and contributions from members.*

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### Club News

*Well, much to my amazement there was some flying last weekend. Not much, but still some flying and learning to be done. See reports below.*

*Our Club Captain sent out an email to you all on the **Duty Pilot role** and our new cool **Flight Logging system**. So, if you missed it, we have repeated it here for your bedtime reading.*

***Mid-Winter Dinner** – arrangements are being organised for a catch-up mid-winter dinner. The tentative date is Sunday 9<sup>th</sup> July at the Riverhead Pub, the same venue as last year, which was great fun. So, all to be confirmed and an invite to members will be forthcoming. Keep an eye out for it.*

***Club Committee meeting** – this was held on Tuesday. The minutes will be issued and placed on the club website members section once finalised. A very brief summary, RDW had received its full service and is reported to be running sweet, further maintenance work on one of the club trailers, our club captain reported on the GNZ AGM he attended, some work needed on the hangar guttering which is being assessed, parachutes have been checked and repacked, and the singles seat gliders are due for their annuals, some members still need to pay their second membership installment (is that you, please check)*

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## Weekend Reports

### Saturday 17 June – Steve Wallace Reports

The forecast for Saturday was not very good so it was somewhat surprising that come Saturday morning the view out the window was not too bad and the rain radar had the area around Whenuapai good to go. So, I headed out. On arrival Ray was already in RDW, warming her up before disappearing into the sky to clock up a bit of time. With Blake, Michal and Ben keen to get in some air time we DI'd the twin and walked her down to the 08 end. Blake was first up with a tow that was meant for 1,500' but ended at 500' conveniently allowing us to sign off 'getting low in the circuit'.



Light rain was now moving in from the South as we towed Michal to a hopeful 2,000' but quickly discovered the cloud base was only 1,000'. This allowed for a very quick use of trim exercise and a lower than it should have been circuit. With such a low cloud base and steadily increasing rain it was time to call it a day. As usual we all learnt something and it was nice to be back in the air, however short.

Steve

### Sunday 18 June – Ray Reports

Wow! Instructing again. I did a check flight with Ivor last Saturday to get myself current, and two sorties for Lionel on Sunday. The Wx on Sunday dawned cold and foggy but we had great sunshine for a few hours after the fog lifted. A hearty bunch arrived (Gus, Craig, Neville, Tony, Roy and Gaele) and we all stood around enjoying the lovely sun-delivered warmth. Unfortunately, by the time we were ready to fly the clouds had rolled in and we only managed two flights before the rain started. Short, but fun to catch up with everyone.



While the weather has been less than conducive, Kazik has been titivating his trailer at a boat yard. Much to the interest of fellow yachties who are perplexed about this new high-tech watercraft in their shed. (Team NZ)

Keep them guessing Kazik, after all it has the word "Sail" in the term sailplane which is close enough to allow you to be in a Yacht club.

## Video Corner – Thanks Derry

[How I Learned to Glide Faster and Why it was Backwards - YouTube](#)



### "Flight Logging"

Aviation Sports Club - Whenuapai

For those unaware, the club has introduced a New Flight Recording System. The old method of writing everything on pieces of paper and then waiting for our treasurer *Lionel Page* to key it into a variety of systems (*yes, there is more than one*) is now gone. There is no more paper.

**We now have an internet system that is currently (*we are looking at some other options*) hosted at:** [ascgliding.pythonanywhere.com](http://ascgliding.pythonanywhere.com)

- Why have we done this? The two main reasons are:
  - to reduce *Lionel's* workload and,
  - to provide more timely data to our fleet engineer *Derry Belcher*.
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**Whilst the data entry contains the same information as the old flying sheets, behind the scenes, the system will:**

- **Automatically load flight details directly into the accounting system saving *Lionel* SIGNIFICANT work**
- **Provide the aircraft utilisation data to the committee.**
- **Provide the flight cycles and hours by day for *Derry* to maintain the A/c logbooks.**
- **Provide statistical data that we are required to capture for GNZ.**
- **Provide all members with a logbook function to enable each of you to review all flights conducted at the club. This is laid out in a manner directly matching the GNZ logbook.**

Most importantly, all this information is now available in real-time.

We have acquired a large screen android device and a linked mobile phone to provide internet access. These are in the caravan. Each device will easily last an entire day on a single charge. However, the system is designed to be accessed via mobile phone by anyone, anywhere, anytime. This means the duty pilot can meander all over the airfield and, provided they are watching take-offs and landings, can record these directly on their mobile.

There is a four-page document in the caravan that describes how to use the system. Please ensure you have read it. This document is also stored on the club website within the 'Members Area'.

Each flight is given a unique number. A separate invoice is created for each flight in our accounting system and the invoice number is "FLT" followed by the flights unique number. If you want to make Lionel's life even easier, add this flight number to your reference when paying by internet banking.

As with any system it is only as good as the people using it: That means you! **IT IS THE RESPONSIBILITY OF THE DUTY PILOT TO ENSURE THAT THE SYSTEM IS COMPLETELY UPDATED BEFORE THEY LEAVE THE FIELD.**

There is a new document (attached) that lists the duty pilot responsibilities, and a laminated copy is in the caravan.

The duty pilot role is critical in keeping the club functioning. **IT IS NOT ACCEPTABLE NOT TO TURN UP. YOU MUST ORGANISE A REPLACEMENT IF YOU CANNOT MAKE YOUR ROSTERED DAY.**

*For those of you with a technical bent and wish to help with the maintenance or testing, our CFI Ray Burns has written all the code. It is 'python-flask' project, with 'wt-forms' and 'sqlalchemy' sitting on a sqlite database. You will need some decent exposure to these technologies. The code is in a private GitHub repository. You will need a GitHub account and then ask Ray to invite you as a collaborator.*

Kind Regards,

**RNZAF Aviation Sports Club - Gliding**

### **Duty Pilot Responsibilities and Duties for the ASC Gliding Section**

The Gliding Section maintains a Duty Pilot Roster, which covers all flying days from 9:30am to the close of flying each day. All members (except those exempted by the committee, which includes instructors and tow pilots) may be listed on the roster. The club relies on, and appreciates members carrying out these duties. Duties are advised in the weekly club e-newsletter [Warm Air]. If a member is unavailable for their scheduled day for any reason, that member is responsible for notifying others and arranging a replacement. Members should familiarise themselves with key caravan-based documents, including the Operations Manual, Flight Charges document and ASC Information Folder. In particular, be aware of actions to be taken in the event of an emergency and where key contact numbers, such as for Base Operations, are posted. Flight logging system. It is the Duty Pilot's responsibility to be trained in, and receive a log on and password, for the Flight Logging System prior to their Duty Pilot session. It is very important that accurate time records, are kept for both legal and financial reasons and the Club does ask that all members be familiar with the system and be ready to use it whenever required. The Duty Pilot must ensure a positive hand over to another, club member during any absence from timesheet duties, and check that all records are complete at day end.

Duty Pilot Role -- Start of day.

- Manage the DI's of both tractors and park the red tractor out of the way.
- Check that everything in the caravan is ready for the day, the main radio is working, obtain info from ATIS and update the whiteboard, switch on the Base OPS' radio and check the handheld radios are



operational. Check the logging system phone is on and start the flight logging tablet.

- Make sure the Operations Manual, ASC Information Folder and Cost to Fly documents are available, check the cooler box is stocked, and the caravan is ready for the day's flying.
- Check with the Duty Instructor that Base has cleared us to deploy onto the field and arrange for the caravan to be taken onto site and set up for the day.
- If using the 08 end, ensure that the Mad Hut is clean and tidy and also is locked at the end of day.
- Make sure all guests are signed in, welcomed and introduced to the instructor and club members.
- Before flying, all trial flight pilots must first have filled out an indemnity form, and this must be filed in the ASC Information Folder. Trial flighters must have their weight checked and be fully informed on how everything works before their flight commences. Before leaving they must be given a completed temporary log-book brochure with flight times and details.
- Manage people to assist with the launching of all aircraft.
- It is important to monitor personnel safety on the airfield. Ensure all visitors remain in the vicinity of the caravan. Visitors may not enter any operational areas unless escorted by a club member.
- Keep operations moving smoothly without unnecessary delays, ensuring that the next pilot/student / passenger, is ready to go as soon as the glider has landed. Update the flight list on the caravan regularly.
- Payments
  - All payments must be received, and recorded in the flight log, on the day of the flight.
  - Payment on line is preferred. Non-members must show proof of payment. The Duty Pilot is responsible for the security of any cash collected until it is either locked away or collected by the club treasurer. Ticket numbers and flight voucher numbers must be recorded in the Flight Logging System.
- Purchase of items such as tow tickets and logbooks are to be recorded in the ASC information file and recorded as a note on the Flight Logging System, including all relevant information.

End of day. Manage the pack down of the caravan and its parking in the hangar. The chilly bin must be emptied. Shut down tablet and phone. Make sure caravan and yellow tractor are plugged in to mains. Make sure timer is set for hand held radios to charge and base ops radio is switched off. Make sure, the caravan is tidy. Check both tractors' fuel is switched off. Check the PLBs are in the single gliders. Make sure all club glider batteries are on charge. Assist with the closing of the hangar.

Thank you for your commitment and diligence. It helps to enable an efficient and welcoming club operation.

## Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot
	24	S CHAND	A FLETCHER	<del>P THORPE</del> G Cabre
	25	N VYLE	R BURNS	R CARSWELL

# New Roster

## Duty Roster For Jul,Aug,Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot
Jul	1	R BAGCHI	S WALLACE	P THORPE
	2	C BEST	A FLETCHER	D BELCHER
	8	S CHAND	L PAGE	R CARSWELL
	9	S FOREMAN	R BURNS	P EICHLER
Matariki	14	B GAMBARO	I WOODFIELD	R HEYNIKE
	15	B HINDS	P THORPE	D BELCHER
	16	K JASICA	L PAGE	R CARSWELL
	22	I KHRIPUNOV	R BURNS	R HEYNIKE
	23	D MCGOWAN	S WALLACE	P THORPE
	29	R MCMILLAN	A FLETCHER	G CABRE
	30	N VYLE	I WOODFIELD	P EICHLER
Aug	5	K BHASHYAM	P THORPE	R CARSWELL
	6	I O'KEEFE	L PAGE	R HEYNIKE
	12	T O'ROURKE	R BURNS	R CARSWELL
	13	T PRENTICE	S WALLACE	G CABRE
	19	R WHITBY	A FLETCHER	P THORPE

	20	R BAGCHI	I WOODFIELD	R CARSWELL
	26	C BEST	R BURNS	TBC
	27	S CHAND	S WALLACE	P EICHLER
Sep	2	S FOREMAN	P THORPE	R HEYNIKE
	3	B GAMBARO	L PAGE	R CARSWELL
	9	B HINDS	A FLETCHER	P THORPE
	10	K JASICA	R BURNS	G CABRE
	16	I KHRIPUNOV	S WALLACE	R HEYNIKE
	17	D MCGOWAN	A FLETCHER	G CABRE
	23	R MCMILLAN	P THORPE	G CABRE
	24	N VYLE	R BURNS	P EICHLER