

# WARM AIR 1 Dec 12

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 021 745 433 <a href="http://www.ascgliding.org">www.ascgliding.org</a>
<b>Saturday.</b>	Instructing: Peter Coveney/Ray Burns Towing: Andrew Sunde Duty Pilot Isaac Middlemiss
<b>Sunday.</b>	Instructing: Ray Burns/Ivor Woodfield Towing: Marc Oliver Duty Pilot Lee Middleton

**WE HAVE YOUTH GLIDE SATURDAY AND ATC CADETS SUNDAY EARLY START  
0830 BOTH DAYS PLEASE  
MEMBERS NEWS**

### **SATURDAY** *Instructor Ray Burns starts*

A reasonably breezy day but lots of warmth and sunshine. The usual bunch of cohorts arrived to get things under way. Jonathan and Tony arrived not long after myself followed by Rudolph & Roy and then Steve With GMP in tow, full of enthusiasm from the X-Country course. Neville, Peter, Roy, Ian, Andy, Derry and Kishan all arrived not long after. We got ourselves set up and the Astir rigged and got our first flight away by 1130. It was an interesting day with some lift developing after lunch though it could be challenging to stay in at times. Jonathan, Ian, Steve, and Andy all exercised the singles while Tony, Rudolph and Kishan joined me in the twin for some fun.

Longest flight honours to Ian with 62 minutes, but could have been well beaten had we allowed Steve to record the time from leaving the airfield (behind the tug) until he returned with the glider in the trailer. A good couple of hours at least. I guess that course set him up well for a paddock landing. During the week he managed 37km from Matamata to Karapiro and back but struggled to get back 7km from Keumeu! Well done to Steve for a well executed paddock landing.



### *Towie Peter Thorpe continues*

The day looked promising and a good team of keen members were busy DI-ing by 1000. Steve Foreman had MP away at the Cross Country course during the week so it needed rigging while he bragged he had flown every day and not landed out once. Many old lags considered he had not really completed the course in that case. David Todd was medically u/s after a car accident which left him a bit battered and bruised but in much better state than his car so Ray filled the duty instructor slot.

A brisk SW breeze had us on 26 with Rudolph Struyck hoping to get cross wind landings signed off and we launched by 1130 into a sky that looked promising and certainly gave a few bumps on tow. On a later launch I saw both 1200fpm up and 200fpm

down while on tow at full power so there was definitely some strong lift (and sink) around. An old club member from Hobsonville days, Phil Scarborough, turned up with his two sons to say g'day and all three came for a flight in RDW while we flicked the singles into the tricky sky. During this time we heard a radio call from Steve Foreman in VF saying he was at 1000ft at Kumeu and was looking at landing in the race track. On the next launch we towed to Kumeu and there in a nice paddock in the Showgrounds was the PW-5 - some poetic justice there and Steve can now consider himself fully trained in cross country flying. Kishan



Bhashyam raced away with the trailer and soon had VF back on the field and rigged ready for another flight.

A lady called Genny Healy dropped in for a chat. She has previously had a PPL and has done a few glider flights in Marlborough but is now keen to get

back into flying and took away a membership form promising to return on Sunday. The day finished after 10 launches and a nice beer courtesy of Steve F.

*Steve Foreman himself continues:* Back to good old WP Saturday to put some of the skills I learn to use and ready to take the jokes about not landing out. As you can see in the photo the sky was definitely no thermals (I am sure you all agreed you could never fly in these conditions).



I got low over Kumeu with my new found belief I can fly anywhere thinking I was *Maurice Honey* but no I was Steve Foreman barely out of nappies so to speak, I was happy to finish a week's flying with my first out landing at the showgrounds.

I did have a couple of 12 yo boys watch the whole circling and landing

They asked if I was alright?  
Did you crash land?



Were you scared ?  
Why did you land?  
Do you know Richie McCaw?

They got photos of themselves in the glider, but also arranged a key to get out of the grounds there mum knew the caretaker 20 minutes later He came and unlocked and then I saw Ian O'Keefe and Kishan Bhashyam running to the gate, thank you guys for doing the retrieve. Yes the beer was on me Saturday. I must say the feeling was like I had just gone solo for the first time YEEHAAAAA!!! And hardly anyone mentioned it to Warm Air when he came out on Sunday.....Ok..Ok..... everyone told on him.

**SUNDAY** Didn't get the keys...at least he did the WA report

Arrived late as I had hoped that junior instructor Ivor would grab the reigns and take over. Alas it was not to be as he had not received the paperwork required. Roy gratefully went to collect the key, radio and daily briefing. If you have a base pass - then it appears you have a job to do!!

It was a slow start with just Roy, Rex (with fuel for RDW), David Foxcroft and myself initially, but picked up considerably as the day moved on.

Ended up quite busy with plenty of club members and a trial flight and potential new members as well. The entire fleet got a good airing as well as GIV taking to the skies. All in all 18 flights if I remember correctly and I was kept busy in GMW with flights by Tony Prentice, David Grey x 2, a trial flight, Kishan Bhashyam, Genny Healey and Ben Mawhinney.

Kishan showed us all how to do a simulated paddock landing with ease. (Although some trees started looking rather large from the back seat on approach.)



The singles were well utilised and did not remain on the ground for long between flights! Really good to see from a treasurers point of view! Some singles reported getting close to 3,000 ft, (*the Libelle made it all the way only stopped by the cloudbase*). I only made it close by towing to 2,500 ft for a trial flight.

Lift was fickle (or was that just the instructor's soaring ability being a bit rusty!) with lots of lift around but really difficult to stay in and when you did get centred, it appeared to suddenly stop. Quite challenging! I did manage to extend a flight for a while, later in the day with Genny, a keen potential new member.

A really good day which finished with a cold one at about 5pm. Thank you to all for help with time keeping and radio monitoring etc. *And we hardly missed Duty Pilot Enya.....*

**CROSS COUNTRY COURSE 19 - 23 NOV 2012** *Steve Foreman got to go for a week of fun...and to write it up*

Sunday

Towbar fitted and wired, Transmission serviced, New battery, New radiator, Grease and oil change, New Camelbac (newer model than Roy's and a few extra pieces than Grahams), Battery pack, Tie downs, Batteries, Battery charges, GPS. The list goes on....just hope I didn't forget anything. I need to come up with a checklist for this or just grab everything apart from the kitchen sink



Rigging I was in charge, an odd feeling nobody to tell me to do this or that but it meant that it was all on my head (at the end of the week I found it very rewarding) As I helped other gliders being rigged it was my turn, was it left wing on last, right in last luckily I had a text from Ian as I drove down, 'Right wing first left wing second tail last followed by a cider'. Cheers Ian So as I got the right wing on the left was a little harder and we had some shift work going on with guys holding the wings up down front back until I straighten the fuselage and home it went

Kicked off the course Sunday night with introductions approx 15 on the course and 7 instructors plus others, dinner followed by a lecture on Out Landing by Steve Care I found it hard to sleep that night thinking, dreaming about the course re-rig and out landing

Monday

Up at 6 am and searching for clothing to wear oh no the check list I had in my head didn't cover undies and socks damn it, Thank You to The Warehouse Lecture - Thermal and Sea Breeze Flying - Bill Mace

A Task was set and weather report done I took down my new Colibri 2 and I also had the LK8000 Flight computer



The first three days I flew I chose not to use the LK8000 as I had plenty to concentrate on. On the Thursday when I did use it my battery pack I had just brought interfered with the radio so I didn't use it at all. The Colibri 2 was brilliant as the tasks for the day were put up I had it locked n loaded within minutes while some were still trying to set there tasks up in various programs. radiuses and start finish line set, as some of you are aware there is a thermal assist on the Colibri, I had this off while on the course and just had it on the task screen and carried maps (one guy had a Ipad with the aeronautical charts loaded with the



flashing blue dot for position (I have since downloaded the program and maps, thinking a mini Ipad may be useful).



We then lined up on the grid

My first flight was with instructor Roger Brown in the Piako Puchacz we had a flight just over 3 hours (I had a sore butt after this flight) we didn't manage to get around the turn points or finish in the time limit of 1.5 hours. I found the controls very easy was a fun glider to fly not too much leg room up the front though.

I checked out the PW6 and the back seat was like sitting in a bucket not sure I would be keen to get into one of those. The pooch I was told was 30/1 Roger did remarkably well and giving me lots of tips for cross country flying among them

1 - choose a field in the direction you want to go that you can outland, treat it as your home field then do local flying around that area while trying to gain height - better to have a field sorted to land out in at height and not have to worry about where you are going land when you get down lower when things are a little more tense

2 - Get high and stay high ( yeah that's easy)

Tuesday

I was up at 6am ready to go. At the field 7.30 wiping down the glider then the DI pretending it was my own glider, making sure the tape etc was perfect

Lecture - Instruments and Flight Analysis - Maurice Weaver, Lunch, Line up

I got off tow and here we go found some lift just north of the field (landing distant) only to find I was going down thinking 5 minutes off tow and having to return to the field was not a great feeling I was at 1200 foot 5 minutes later found lift and then was at 4000 and off on the task I went stopping every now and then to top up some height choosing a field and more local soaring I got as far as east of Morrisville 4500 feet I then hit a brick wall as I couldn't pick a field further ahead that I was comfortable so I flew around for some time. I tried to get to Te Aroha but couldn't find lift so headed back to Morrisville

Until now I haven't had a problem with the water works but today I needed to pee but I wasn't prepared (checklist?) so I headed back to the field and had pretty much a straight run back stopping for a thermal missing the lift of course. Not a bad flight for me furthest away from the field with just over 2 hours in the air.

Talking to David Moody he suggested men's incontinent pads so the next morning I was at New World supermarket with the box of pads at the checkout feeling like I needed to have an excuse, I did think of saying that they were for my Father, another thought I had was the check out operator on the loud speaker 'price check aisle 3 men's incontinent pads'.

Maurice Weaver analysed some of our flights looking at the trace I did fly through lift but turned to late or turned the wrong way, when in a good thermal I tended to fly to long at the top instead of moving on. Also not having enough bank. I now have downloaded See You 5.

That's all for now Don't miss next week's edition for the rest of the course. Place your orders now.

## YOUTH GLIDE

We have Youth Glide on Saturday Morning. Early start please 0830 and can we have helpers please.

## ATC FLYING

We are hosting 30 Sqn ATC (our local Squadron) this Sunday. Early start please and helpers please.

## LIBELLE SHARE FOR SALE



Terry Dagnin's share in Libelle 201B GIV is up for sale. GIV has done a touch under 3000hrs and had some 1540 aerotows. There are two other partners. She has a Borgelt vario, winter vario airspeed, altimeter and compass, O2, radio and transponder and parachute.

Ill health prevents Terry flying solo again so his share is available. He is open to offers. Call him on 021 181 5664. See Graham or Ivor for more information.

See you at the field

## WARM AIR

The really nice thing about not planning is that failure comes as a complete surprise not preceded by any period of worry or panic

ROSTER BELOW

**DUTY ROSTER FOR NOVEMBER, DECEMBER 2012, JANUARY 2013**

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
NOVEMBER	3	am pm	R Whitby -	R Carswell -	P Thorpe -
	4	am pm	D Foxcroft -	L Page/R Burns -	A Sunde -
	10	am pm	K Bhashyan -	P Coveney -	R Carswell -
	11	am pm	D Grey -	S Wallace -	C Rook -
	17	am pm	B Hocking -	P Thorpe/I Woodfield -	M Oliver -
	18	am pm	G Hodge -	R Carswell -	G Lake -
	24	am pm	B Mawhinney -	D Todd -	P Thorpe -
	25	am pm	E McPherson -	L Page/I Woodfield -	R Carswell -
DECEMBER	1	am pm	I Middlemiss -	P Coveney/R Burns -	A Sunde -
	2	am pm	L Middleton -	I Woodfield/R Burns -	C Rook -
	8	am pm	P Neely -	P Thorpe/I Woodfield -	M Oliver -
	9	am pm	I O'Keefe -	S Wallace -	G Lake -
	15	am pm	T O'Rourke -	R Carswell -	P Thorpe -
	16	am pm	G Patten -	L Page/ I Woodfield -	A Sunde -
	22	am pm	K Pillai -	P Coveney -	R Carswell -
	23	am pm	S Saunders -	R Burns -	C Rook -
	29	am pm		XMAS ROSTER	
	30	am pm		XMAS ROSTER	
JANUARY 2013	5	am pm		XMAS ROSTER	
	6	am pm		XMAS ROSTER	
	12	am pm	R Struyck -	P Thorpe -	M Oliver -
	13	am pm	R Thomson -	S Wallace -	G Lake -
	19	am pm	J Pote -	I Woodfield -	P Thorpe -
	20	am pm	M Belcher -	R Carswell -	A Sunde -
AUCKLAND ANNIVERSARY	26	am pm	S Foreman -	R Burns -	R Carswell -
	27	am pm	R Whitby -	L Page -	M Oliver -
	28	am pm	K Bhashyan -	D Todd -	C Rook -