

WARM AIR 10 Nov 12

Aviation Sports Club Gliding Newsletter

THIS WEEKEND: Club Cellphone 021 745 433 www.ascgliding.org

Saturday. Instructing: Peter Coveney
Towing: Rex Carswell
Duty Pilot Kishan Bhashyan

Sunday. Instructing: Steve Wallace
Towing: Craig Rook
Duty Pilot David Grey

MEMBERS NEWS

SATURDAY *Towie Peter Thorpe starts us off*

Jonathan opened up bright and early on Saturday which saved me from embarrassment for being late. Rain was forecast but the conditions were quite reasonable in the morning with broken cloud at 2500 ft and a north-westerly wind of around 10 kts. I was duty tow pilot but Lionel needed a BFR so Rex and I swapped jobs for the first two flights. The tower was on watch for some P3 flying but the controller was very helpful and we completed a high level flight for the obligatory spinning exercise followed by a low level launch failure just before the first rain shower came past. I then got to make a flight as tow pilot but the glider released at 1500ft as more bad weather was approaching and we all got wet putting everything away for the day. It took a while to dry off the aircraft by which time the weather had lifted but we all felt there would be more rain to come so we went home early.

Instructor Rex Carswell continues: Gosh - the weather didn't turn out all that flash did it. Priority was needed for the first couple of flights to be taken by Lionel - in need of a BFR - since he was expecting to instruct on Sunday. Peter Thorpe and I swapped roles so he could conduct Lionel's BFR. The sky became quite threatening with the blustery nor'wester and a rain shower arrived right as Lionel's second flight concluded. We all decided to 'sit it out' in the caravan for a while - then with the rain eased, we set about drying off both glider MW and tug RDW. With new prospective member Tony Prentice briefed, and on board, we took off hopeful we could attain a 2000 ft launch. But not so - the next rain bank was upon us very quickly so a release at 1500ft became prudent, with a short dash back into the circuit. The rain became heavy moments after landing, and a 'silent' unanimous decision occurred that we would 'call it a day'. So that was that

Lionel Page popped on Saturday to do a "quick" BFR with PT. Turns out I needed to do an instructors review as well as the BFR. A good briefing and then up to try boxing the tow, followed by an attempted spin, followed by a 1 and (I think) half turn actual spin before she auto recovered. Finally a breaks locked half open exercise to complete the towers request for us to expedite the landing. Another flight with low level release (not that low but good enough to be a maybe, maybe not moment!), ended up flying almost back to the caravan, not losing any height as we went. A low, fast, steep turn and a reminder from PT that a high speed stall at that height would not give us any options - point taken - watch for pulling too much G in the turn! PT and I almost succeeded in taking long enough to ensure no one else had a turn as the rain approached. I did see Tony at least sneaking in a flight before the rain actually arrived.

SUNDAY *Lionel page instructed on Sunday*

LP Sunday - arrived at 8.45 to find things in full swing. Youth glide being capably instructed by Ray. Much talking, much actual wind and finally we decided that retreat was the better form of valour. The Blanik was partly rigged - most of the parts found. And then derigged. Derry and Neville had early replaced the wheels on GMK's trailer. (Those wheels do NOT look straight!!)

More talking and Uncle Bob popped over at lunch for a tongue wag and finally all packed away at 1pm. Not much flying but plenty of learning all round.

BLANIK RIG



Half of the total Hollywood camera crew turned up at the field this morning to record the final nailing together of the Ol Faithful Blantik. In the end we decided to only put one wing on as it was a pointless exercise to put both on if it wasn't going to fly....

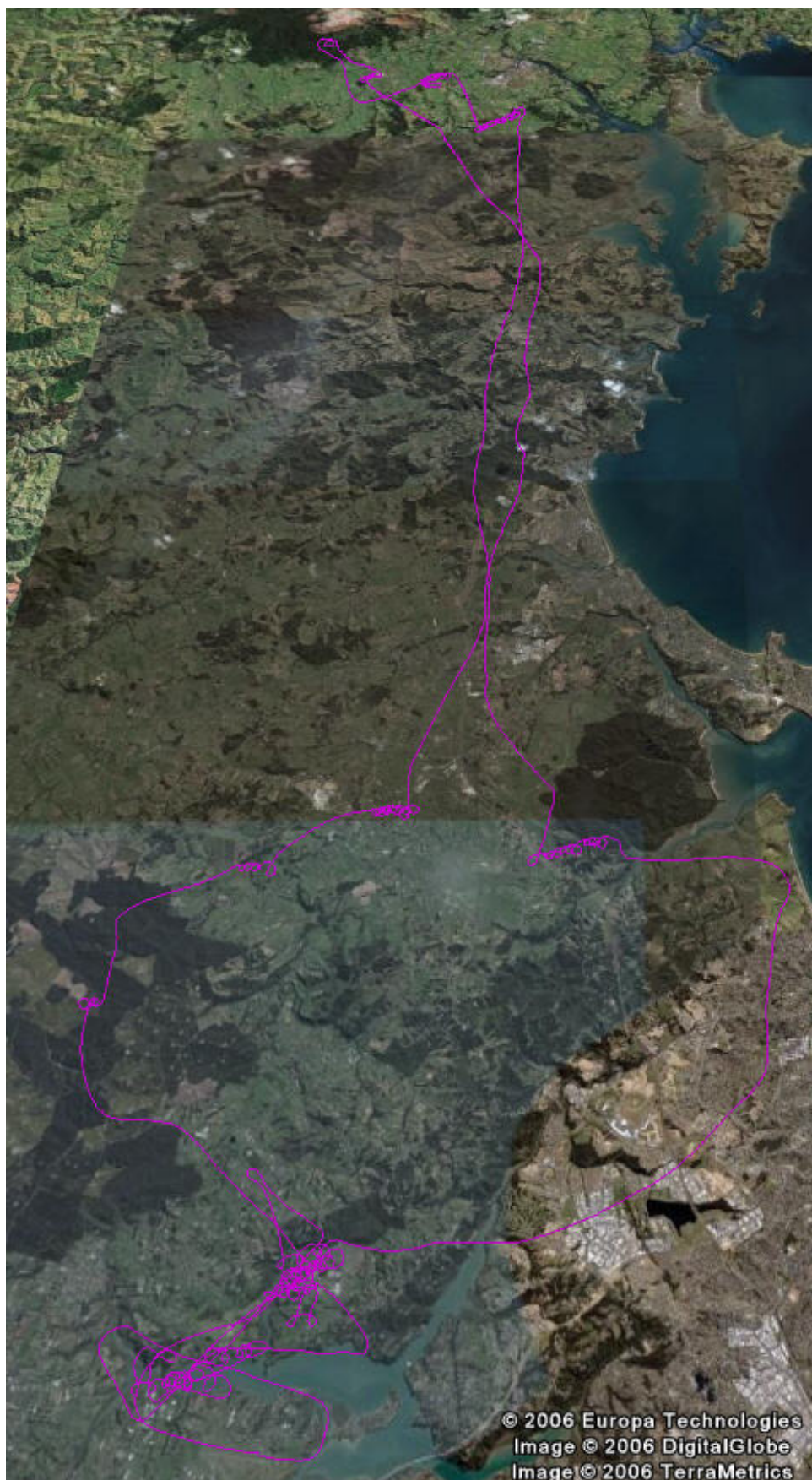
Mark took a few shots of the proceedings and I have attached a couple. (I think he got a bit carried away as he shot off about 131 photos in all, but that included anything that moved, and some that didn't!!)

WEDNESDAY *Andy McKay organised a gliding afternoon today.*

Late notice approval gained from all parties - apologise to those who found out too late to fly, but Rudolph was keen and turned up at 12.30 to get things started. RDW was already out and circuiting on arrival - in the hands of Warm Air and a couple of Power instructors to achieve some type ratings, all successful and many thanks to John Gemmell and Richard Hectors for getting us two type rated instructors on RDW. Drew Sunde came over from the Power Side (insert Star Wars reference :-)) and took us for three flights from 08 - some good conditions aloft, very calm but with 2kt thermals first flight (30mins) then an even better flight with 6-8kt thermals over Greenhithe and Beachhaven. The third flight was a low release simulation which saw us land 26 end and pack up at 4pm. I'm keen to request base-side permissions for anyone interested in Wednesday flying and today was a good opportunity to work with Whenuapai tower who were excellent.

Many thanks to Drew, Neville and Rudolph for their enthusiasm.

BLAST FROM THE PAST *Grant Jefferies former club member towpilot and Libelle owner and Aussie resident wrote:*



Interesting seeing Steve Foreman's flight trace in the latest Warm Air

Thought you might be interested in seeing the trace from a flight I did in IV on 5 Nov 2006. Local around WP and then up to Kaipara Flats and back.

I seem to remember that I joined Ian Okeefe in MP up there and flew around with him for a while before coming back via Browns Bay/North Shore for some more local flying before landing.

Interesting to note the limited amount of circling required to gain height both on the way there and back. Total flight time was 2:08

Ian O'keefe replied: Great to hear from you. I remember that flight. It was a goodie. You swept in like a jet fighter over Kaipara Flats and joined us. It was a terrific flight. The lift activity got better the more North you went. I knew you would get home okay in the sprint machine ... I on the other hand was lagging but made it eventually homeGosh I never realised how far east you went on the way back. That is spectacular.

Done it a few more times since, hope to get a chance again this season if the weather gods play their part.

Grant's last word: Nice to hear from you as well. Glad to see you are back into the flying, I look forward to Warm Air every week to see what everyone is up to. I haven't flown a glider since I left, but one of these days I will come over and visit and hopefully go for a flight.

That was a terrific day, I wanted to go out to the east and have a look at Long Bay College. The first time I owned IV I had to land on the school playing field - it was that or the beach and there were lots of people on

the beach. It was quite a tricky approach with sloping ground around, and boy did it look small on the way in. Once on the ground though I didn't even need the wheel brake. The trees have all grown around it and I don't think it would be possible to land there.

I do regret that I never made the coast run, in IV. I didn't want to go out there by myself the first time and the opportunity never arose before I left.

SUNLIGHT READABLE GPS SOLUTIONS *Andy McKay has been doing some research*

I've been checking out a lot of GPS solutions - software and hardware - and just wanted to share some thoughts and pictures so that others can see what is available. I've looked into Winpilot, SeeYou mobile, freeware LK8000, freeware XCSoar and some other options, but its always been the hardware that lets me down - screens unreadable, battery life, fickle charging ports, chinese operating systems etc.

I've seen the new version of Naviter Oudie, and was impressed with everything except price and its dependence on SeeYou mobile only.

I've just recently purchased a 5" sunlight readable display from Ian Boag (www.flynav.co.nz) and I suspect this is the same unit that Jerry ONeill (jerryo@xtra.co.nz) offers from the latest soaring magazine, which itself is the Vertica V2 display.

These units come complete with IGO car nav software, the Flynav software (power flying targeted moving map on VNC background) media player, e-reader, radio, etc so a pretty useful unit when not airborne. Also included is a well made plastic sunvisor, suction cup mount, and the usual charging accessories (mini-USB). Also available is an excellent Lithium external battery pack (5000mAh) about the size and weight of a card

deck (branded Power Bank for Ipad / iPhone).



Attached please find a comparison picture showing what 800-1000 "nits of brightness" looks like compared with two generic Car GPS (supposedly sunlight readable). All three are on maximum screen brightness.

On left is my generic car GPS (unbranded), top is a "MediaTek" branded GPS, and right is the Flynav/Vertica screen. My Ipaq was

unreadable facing the sky so was removed.

All three will run Winpilot 12 for PNA (\$99 USD), XCSoar and LK8000 with no problems, although the Flynav unit runs Windows Mobile 6.1, the others Win CE V6. My only niggle is that the airspace files for all softwares seem sporadically updated, if at all.

Hope this helps for those looking at GPS solutions,

BE CAREFUL GUYS

It is good aviation practice to put a modest weight on the end of the "down" wing of gliders stowed in the hangar. If you are going to make that weight a vehicle wheel complete with rim please make sure you place some padding between the wheel assembly and the wing surface. Check out the scratches on the newly painted wing of MW to see what happens when this does not get done. There is plenty of old underlay and carpet in the hangar.

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 early bird might get the worm
But, the second mouse gets the cheese

NEW 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	A Sunde
DECEMBER	1	am pm	I Middlemiss	P Coveney	R Carswell
	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	P Coveney	R Carswell
	27	am pm	R Whitby	L Page	M Oliver
	28	am pm	K Bhashyan	D Todd	C Rook