

# WARM AIR 11 Jul 15

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 022 357 6731	<a href="http://www.ascgliding.org">www.ascgliding.org</a>
<b>Saturday</b>	Instructing: Peter Thorpe	Bank Acct 38-9014-0625483-000
	Towing: Jaime Wagner	
	Duty Pilot: Enya McPherson	
<b>Sunday</b>	Instructing: Ivor Woodfield	
	Towing: Peter Thorpe	
	Duty Pilot: Genny Healy	

### MEMBERS NEWS

#### **SATURDAY** *Lionel Page starts us off*

Lots of drizzle and low cloud - no flying. Cloud base was sooo low that I struggled to see the tops of the local houses - so decided to stay snug at home.

Called Craig and by mutual decision called it quits very early on. Looks like the day cleared up a bit from around 3pm but no one phoned to go flying so it was a brownie points gaining day.

*Towie Craig Rook adds some miserable excuses.....At 0900 the AA Met Report was something like Cloud scattered 300ft, broken 600ft and OVC 900ft.*

No good for flying, so I packed my sailing kit to go sailing, yippee

This didn't go down too well on the home front, so I did the good thing and spent the day at home (hopefully earned some brownie points too) *(light winds so managed without you. Came in fifth. Would have been first but we sailed into a wind hole)*

Yeah I know pathetic excuse blah blah blah!

#### **SUNDAY** *Towie Derry Belcher gets first hack*

Seems I did not get the update that start time has reverted to 09:30 or thereabouts so went and drew the gate key and radio while waiting.



The day looked like it might be a coast day with the SW wind and eventually Steve Foreman came out, followed by Steve Wallace who was going to fly with PT in GMW, and Gary even pushed MP out to go to the coast.

Steve W and Peter Thorpe got away first and after skirting a rain shower at Muriwai, released and eventually got going south and back after a little trepidation to start with. Unfortunately, Steve F had a brief radio glitch before launching and just as Gary decided to steal the tow-rope

so he could get away, a call came in from Steve W telling them to stay put as the wind was a bit far around, and rain showers were coming in.

Quite a few guys stuck around in case a retrieve was needed and there was a game of 'shuffle the gliders around in the hangar', which is very similar to musical chairs, but without the music or the chairs. Eventually Steve W and PT arrived back from the coast in one piece and the fleet was put to bed.

*Peter Thorpe tells of his first Coast Run.....*Derry kindly collected the key and we were there at 0930 with not too much enthusiasm from the rest of the club initially but then a few keen ones arrived. The wind was reported by ATIS as 190/18 on the ground and 200/25+ at 2000ft so there was some talk of a West Coast run although the wind was a little too far south to be ideal. Steve Foreman texted that he was on for the Coast and a call to Steve Wallace produced an offer from him to take me on the now quite famous run so who was I to decline. There were some showers rolling through and the wind was not ideal but Steve felt the forecast westerly shift would make it right. Steve Foreman rigged KP and Gary arrived keen to join us in MP so it was all on. Steve and I

launched at midday and had a smooth tow to Muriwai but once off tow realised the wind was indeed too far south to make life easy and about half way between Muriwai and Piha we found ourselves at 1300ft in very weak lift having to wait for a rain shower to pass. We radioed the others to stay home then Steve took control and proceeded to fly figure of eights over a small headland that had a more southerly face but the rain depressed the lift and with water streaming off the wings our height sagged to 900ft. We were very close to landing on the top of the



headland because a beach landing would have been very nasty but patience and some very smooth balanced flying kept us just high enough to avoid the ignominy of landing out less than 30 minutes into the flight. After about 15 tense minutes the rain passed and the lift improved so we resumed the journey south. The head wind component kept our ground speed low and we had to pause to gain height or allow rain showers to pass through but we made it across Port Waikato at 500ft and continued to Raglan. The return trip was a breeze by comparison - the wind had moved a bit and our ground speed rocketed up to better than 100kt in places. Steve demonstrated how world class racing pilots do low level ridge soaring and that certainly got my aging pulse rate up a bit but it was a fantastic experience. We made 2500ft at Piha and although we had dropped to 2200ft before we turned towards Whenuapai, a gentle trip home following the clouds got us into the circuit at a healthy 1000ft for a left base onto 26. It took 2 hrs 15 mins to reach Raglan but only 1 hr 5 mins to get back for a total flight time of 3 hrs 20min. A fantastic experience with some spectacular scenery as others have reported before me. I'm glad it was a tricky day because I got to see how vital it is to be able to fly smooth balanced turns with accurate speed control when under pressure while at the same time continually reviewing available options and making the right decisions. My thanks to all the guys who played "shuffle the gliders in the hangar" while waiting to see if we would need a road retrieve and then helped wipe the glider down and put it to bed. I can't help but think that a retrieve from south of Port Waikato on a Sunday afternoon would be a marathon event that would not earn any brownie points. We also proved that the wind limits specified in our West Coast SOP are dead right, I doubt if anyone other than Steve would have made it home on the day.

**MATT LEDGER** *Matt emailed and offered to do Warm Air while the real deal is in Hospital. WA could advise our very own Zorro had volunteered first and had taken on board the need to only say nice things about the real WA. Naturally I asked where in the world he and Laura might be.....*

We arrived in the UK yesterday, spent some time catching up with friends and trying to get through a mountain of washing etc. 30 degrees and sunny here, though one of the pilots must have made a navigational error or something!

Glad you've found someone to manage WA. I've been reading every week while we've been travelling with increasing jealousy - perfect coast conditions just when we leave! We've got a few things on the next couple of weeks, but hoping to go for a fly somewhere in the near future, I'll do a little post for WA and send it to you/Ian when we do. Ole' Zorro surely will only have nice and pleasant things to say about the previous editor :)

**BOB CARLTON'S COOL CAROUSEL HANGAR** *Rusty Ives sent this link, he thinks we might need a bigger hangar*

<https://www.youtube.com/watch?v=Pz6oOLYcroc>

**HUMAN FACTORS** *Jonathan Pote gave his human factors presentation at Drury last weekend*

Just Ray Burns and I attended the evening at Drury last Saturday, which was a pity as it was a very pleasant evening. Ross Gaddes had the brand new, state of the art, *Arcus* assembled for the first time, and made its first engine runs assisted by the syndicate members. A very attractive glider indeed.

As dusk fell, we launched into the presentation, bits of wood, tangerines, bowls of dried peas and all. The participants, from QGP candidate to Boeing 777 Captain, were great, as was the roaring fire.

Afterwards, Marion had a great meal ready and a pleasant social evening followed. AGC are holding another evening event soon, a presentation on "variometry" and how to get the best out of a visit to Omarama. It should be great. Be there"

**CLUB HISTORY PROJECT** *Jonathan Pote writes*

The ASC Gliding Section is nearly fifty years old, either in 2016 or 2017 depending on which event is deemed to be "The Birth". It would be very nice to commemorate this appropriately, but it will take time to contact ex-members and search records so a start now is necessary.

It is hoped to assemble all the facts for a complete 'skeleton': All the gliders operated (privateers included), all the tow planes used, airfields used (at least five), badges obtained (I hope to trawl the GNZ records for this) and so on.

To the skeleton will be added the flesh of incidents and memories, characters, how pilots got on after leaving ASC, etc,etc. If you are not sure if something is relevant, then it probably is. Anonymity is fine, but openness better.

I'd like to slowly look through the logbooks and photo albums (at the Field is fine) of those who have been in the Club a long time, and to get contact details for ex-members.

I'll feed odd items to WA monthly to encourage on-going interest and involvement and produce 'The History of our Club' as an e-document in time for the anniversary.

Depending on interest, there may or may not be an event to mark the fifty years, and ideas about this are welcome: Big social gathering one evening?, Open day or competition at WP? etc etc.

Contact me at <[jonathanpote47@gmail.com](mailto:jonathanpote47@gmail.com)>

## TAILPIECE

*Warm Air* himself is going to be out of action for a couple of weeks. Ol Zorro (Ian OKeefe) has kindly agreed to take the reins with a promise he would be Oh so kind to yours truly.....

### DUTY ROSTER FOR May, Jun, Jul 2015 Final

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Jun	1	G LAKE	R BURNS	J WAGNER	-
	6	R STRUYCK	I WOODFIELD	D BELCHER	
	7	R WHITBY	R CARSWELL	D BELCHER	
	13	J FOOT	S WALLACE	J OLSZEWSKI R CARSWELL	
	14	N GRAVES	L PAGE	F MCKENZIE	
	20	K BHASHYAM	I WOODFIELD	R CARSWELL	
	21	K BRIDGES	P THORPE	J WAGNER	
	27	S FOREMAN	R BURNS	P THORPE	
	28	D FOXCROFT	S WALLACE	D BELCHER	
Jul	4	D GREY	L PAGE	C ROOK	
	5	B MOORE	R BURNS	D BELCHER	
	11	E MCPHERSON	P THORPE	J WAGNER	
	12	G HEALEY	I WOODFIELD	P THORPE	
	18	I O'KEEFE	S WALLACE	F MCKENZIE	
	19	T O'ROURKE	L PAGE	J WAGNER	
	25	G LAKE	R BURNS	C ROOK	
	26	G PATTEN	P THORPE	F MCKENZIE	