

WARM AIR 11 Oct 14

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433 www.ascgliding.org	
Saturday	Instructing: Steve Wallace Towing: Rex Carswell Duty Pilot: Roy Whitby	Bank Acct 38-9014-0625483-000
Sunday.	Instructing: Ray Burns Towing: Peter Thorpe Duty Pilot: Tony Prentice	

SATURDAY AND SUNDAY - ATC CADETS GLIDING CAMP early start 0830 MEMBERS NEWS

SATURDAY *Instructor Steve Wallace with Nathan Graves in MW, Steve Foreman in KT and Gary Patten in MP all went for a long coast flight. Towie Peter Thorpe starts us off.*

The Coast Runners wanted an early start so I let them draw the key and when I arrived at 0830 preparations were well in hand. Soon after a nasty squall came through so Rex and I hurriedly pushed RDW back into the hangar while Hawkeye tied down KP and Ian O'Keefe valiantly tried to hold down MW while he got very wet. The sky cleared quite quickly so Steve W and Nathan leapt into MW and Rex towed them off towards Helensville. RDW returned after 34 minutes and KP, full of water, departed for Muriwai. Another 23 minute wait and it was Gary's turn in MP. The sky was looking ominous again but there was a clear gap between two black build-ups so they elected to go for the gap. They made it but on his return Rex did say it was the roughest he had ever towed in. As the guys planned to be on the coast for many hours and flight following was being covered by Ian O'Keefe with back-up from Ray, I amused myself by de-rusting a few more bolts on RDW before heading home.



Instructor and coast runner, Steve Wallace continues: A little while back a cunning plan was hatched to do a 1,000km OLC flight on the coast via a 10 leg flight of Muriwai to Raglan and back five times in a day. After reading the OLC rules though the plan it seemed was not quite so cunning because OLC limits the number of way points to 5 plus a start and finish point. This means a max of six legs in a flight. To do 1,000km would mean average leg lengths of 167km which would be stretching the boundaries of our coastal playground a bit beyond our current abilities. 750km however is only six 125km legs, which is only a small stretch beyond the normal 110km zone we play in. This

would mean venturing out across the Raglan harbour for a few extra km at the southern end of the course and at the northern end being even more adventurous by testing out what distance was possible by flying the low flat hills of the Woodhill forest. With a 1,000m loss of height allowed between the start and finish points it seemed a good idea to get a tow as far up Muriwai beach as bravery would allow and release at around 3,500¹.

With the plan in place and the weather doing the right thing wind wise and with Nathan Graves in the front seat of the twin we set off at 0922hrs on Saturday morning. The plan came under pressure early though when a heavy shower stopped us going as far up the beach as we had hoped but with no other choice we released abeam Helensville turned south and headed for Raglan. This was to be our best run, 133km to Raglan done in 57 minutes for an average Leg 1 speed of 140km/h. Not bad for an old Twin II and a good positive start. Leg 2 was also good speed wise at 126km/h but in hindsight we should have stopped and gained more height at Muriwai and pushed out further into the depths of the Woodhill forest. The leg was 121km which was short of the average we needed to be hitting. The problem compounds because it then also shortens the achievable distance for the next leg. To make matters worse our dream run with respect to the perfect timing we were having avoiding the showers also came to an end and we had to pull out of a crossing of the Waikato river



mouth 2/3 of the way across and back track all the way back to Kariotahi until the heavy shower had passed. Then at Raglan another shower line stopped us short and we had to track out to sea to get behind it and then try and make the most of the possible distance. We still came up a few km short of where we wanted to be at 120km for the leg. Speed wise we also only managed 93km/h.

Leg 1 had started us with an 8km buffer over the average required but in legs 2 and 3 we dropped 9km so we were now playing catch up football. Having turned short at Raglan was going to also

shorten Leg 4 so the only choice this time at Muriwai if we were to make up the lost ground was to stop and climb before heading out over the forest. This we did and with extra confidence having now covered this territory before we pushed on for 18km into the forest until the GPS read 128km from Raglan. The leg itself was 126km because of the short turn at Raglan but we knew the ground had been made up and this longer push out also meant Leg 5 was now going to be longer provided all went well at Raglan. To make sure it did go well, this time we stopped short of Raglan and climbed so we could push out further across the harbour giving us our best leg distance wise (apart from the first) at 127km. We were back in the game and now with a 2km buffer. All we had to do on the final leg was hit the magic figure of 125km from Raglan out over the Woodhill forest and 750km in the club's twin would be ours. So leg six with a bit of tiredness creeping in was done mostly on auto pilot. Luckily we were back in favour with the weathergods and when we finally made Muriwai for the last time it was nice to see the path out over the forest was clear of showers. So a quick stop and climb followed by an OK run, edging ever outwards and further from safety, until the GPS clicked over to 125km and also read total distance of 750km, and that was it, job done! Then it was turn, back track for a bit and then the downwind dash back to Whenuapai.

7 hours and 7 minutes after take-off we were back on the ground. 752km and 822 OLC points added to Gary Patten and Steve Foreman¹'s excellent flights for the day also has got the club off to an excellent 2144 point start to the new OLC season. Last OLC season we had 9 pilots log 14,900km in 97 flights for a total of 15,405 OLC points. This season I¹m sure we can smash that record!

SUNDAY *Instructor Lionel Page starts us off,*

Definitely a no fly day. Well that is what I thought. Went out to the airfield anyway to find me, myself and I where the only three people there.

Soon Ray arrived with hammer and ladder to replace some wayward nails. He made quick work of the repair of the hangar and we proceeded to do what I appear to do whenever I go "gliding" - gasbagging. Soon Roy and Christina arrived. Craig called to asked whether we would fly - " I don't think so" was the reply. Next duty pilot Kris called - again - "do not bother it will be a day punctuated by rain showers".

Then Jack arrived and Ray got a call from a keen trial flihter so we thought we'd extract GMW and do a little aviating between the showers. Called Craig to help get things towed aloft.

Soon we were ready - with a fair field of people, Neville, Gary, Jack's family and David, the trial flihter.

I took Christina up for a short 1,000ft just to check myself out. Then Ray took Jack's father to 3,000ft and then I got to take David for his trial flight - thoroughly enjoyed it - not something he could do back home in Hong Kong.

Ray finished the day with two circuits with Jack. Not bad for a "no fly" day. All packed up by 4pm followed by a few cold ones.

Thanks to everyone for a great Sunday.

ATC CADETS - GLIDING CAMP

Last week's attempt was wisely postponed. So...this weekend we are hosting a gliding camp for ATC cadets from 19 Squadron. We will have eleven cadets each day for one flight each. The first group of six will rock up at 0830 with the rest late morning. **Can we have an early start and some helpers please.** It would be good if we can have an extra instructor and towpilot on both Saturday and on Sunday, or at least an instructor. This will allow both the instructor and towie a break.

OPERATION WARN KEY *Gary Patten's version*

Well with the weather looking very promising I put my hand up early for MP, Nathan jumped in MW's empty seat, Steve F in KP and we were in standby mode. Friday dawned and we were green light for the mornings weather visuals..... firstly the rain bands made operation Warn Kay unlikely, secondly OLC only recognised so many turn points. So we quickly became operation Sevan Fiff-tay. Steve Wallace hand a cunning plan to start further north, but being unfamiliar and prepared for that I opted for the standard start at Muriwai.

I was last to launch and we were going to be shooting the gap between showers. I very nearly didn't get off the ground; to me it felt like the wing man tripped up or something and still had hold of the wing. The glider yawed and dropped her stbd wing as I stabbed the rudder peddle and applied max aileron, the glider came back and popped of the ground level. I had to tell myself all good, gently ease your grip on the release knob.



So we were off for what would be the worst if not equal to worst tow out ever. It wasn't until we were well over 2000 did it smooth out. I realised 2500 Muriwai and tracked south to Piha where I changed to glider chat 133.55, MW was already at Raglan and KP Pt Waikato. Me? Well the Manukau heads were rain bound and all I could do was wait. This became an ever increasing and frustrating trend of the day. Whilst waiting I reached the glass ceiling of 2500 so decided to push out to sea between the squalls to see how it would go. I got out 2km still in lift and had lost no height, then like a switch had been turned it suddenly went 10 down out of the back of the clouds. So back I went.

Finally across the Manukau it was high speed flying to Karioitahi where I slowed down to climb for the Pt Waikato crossing, here I didn't have to make any turns all day other than for rain. Once down to Raglan I slowed again to climb to see if I could push out across the harbour entrance. I made it to 1900 so pushed out to the other side, at 1400 a chickened out and turned back, making it easily. Back at Pt Waikato I had raid squalls coming each way, I made the heads as it shut in behind me then had another dilemma of one coming into the heads and harbour entrance. 1400 and I was committed making it across at 600ft just getting wet.

North bound and more shower stops I make it back to Muriwai, I had heard the others on the radio pushing north past the golf club to the forest so out I go over the golf club at 2200 and carry on near on 5km before the yea nah yea nahs kicked in so south I head. Finally back at Raglan I push out again this time a little further. It looked like it may well be achievable to get onto the face of Mt Karioi, but a bit of study will be needed first.

I head back this time getting to the climb point south of Pt Waikato as a shower is landing on the north side of the harbour and another approaching the climb point, of course this wins and I have to high tail it south again.... Finally north and approaching Karioitahi I see a large group of people tramping to the north side, some waving madly, I rock my wings back, build speed and do a wing over out to sea then turn back and fly past them again for another wing over to carry on back north to Muriwai again. There I get a little braver and go 7km north before coming back. There I got to see my sister and friends leaving their place waving madly out the car windows.



More rain coming and it's looking quite bleak, as I track south. Once across Pt Waikato for the fifth time I got caught in the beginning of a rain band, after that the glider felt sluggish, but I had nowhere to go but wait as there was another rain band south of me. We eventually dried out and came back to life and carried on south to Raglan. This time it was Raglan's turn for rain and it was a big one and growing, this one I wasn't going to wait for. So I raced to the edge of it and managed to turn on out 300k waypoint. It was a steep turn at pace felt good, glancing up to the tell-tale to see how good only to find it had gone. Oh well aviate

Finally back at Piha and can communicate with glider base. I do the 7km north at Muriwai, and turn back for the climb point to get home, it's going to be a race with another rain band coming in from the sea. I make height just as a few sprinkles hit the canopy I head out 1900ft and 18km to go there a big dark cloud in front of me, I remember some very wise words from Steve Wallace. Tracking it centre has me in lift now I'm at 2300 and a few km's closer with 35/37kots up my date. I turn base at 800 and am on the ground with a wee bounce (it was rough as guts up there) stopping almost exactly where I launched from.

Suddenly it felt like the glider had been hit by a gust and wanted to fly again, but no it was the trusty ground crew turning me around to get MP back in the hanger before the rain shower I had been running from got us all. I stayed in the glider like a king until we were in front of the hanger, where I had to try and make my body work again to get out. 7 hours 45 minutes flight time, over eight hours in the glider, 889km flown, 711km for OLC

Thanks again to all those that help make it happen

NATHAN GRAVES GOT HIS FIRST RUN IN THE FRONT OF MW WITH THE MASTER

Nathan's run After watching the emails flood in about a suspected 1,100 km coast run this weekend, I had to put my name down. Once the ATC cadets had postponed their gliding camp due to high winds I saw the opportunity to have a crack at the coast. I got the message from Steve giving me the all clear to go with him. I arrived bright and early and 0730 (a bit earlier than I planned but oh well) and waited for the rest of the coast crew to arrive. Once we had D/I the gliders Steve told us that according to the OLC Rules you could only have 5 turn points which meant we couldn't achieve our 1,100 km goal.. But instead we decided we could achieve 750km if we extended each leg out a bit further. After much decision on where we should launch to Steve and I decided we would be dropped off further north than normal.



When all the briefing were out of the way we put all of our essentials for the flight into the gliders. We had to wait for a bit of rain to pass through luckily Ian volunteered to hold MW's wing during the rain. The rain eventually stopped which allowed us to tow the twin out onto the grass runway. The yellow peril towed us out towards the coast. Once we were released we started to track towards Muriwai. The vario was silent at this point and the idea of the 750 km flight seemed to disappear but Steve brought us to the cliffs by Muriwai and the vario began to sing. What a blast that was. To be 800' and flying over 80kts right by the cliffs I grew



up seeing. Steve agreed to do the first leg to Raglan and I would do the leg back. The excitement began to fill up to think that I will be able to fly along the coast. The views were spectacular. We flew straight down to Raglan without needing to stop for an incoming rain shower. We reached Raglan which meant it was my turn on the controls. What a blast that was. Soaring at 100+ knots along the coast. I slowly started to feel conformable with how to soar the coast. Each time we reached Muriwai we tried to extend the leg just a little more. Which definitely paid off. Throughout the flight we saw our company Hawkeye in KP Gary in MP. After repeating the process two more

times we pushed the last leg until we had made the distance. And the trusty G103 Twin Astir had done it. With a quick cheer within the glider we turned back for Muriwai where we turned to join for Whenuapai. Hawkeye had already decided to head home, leaving just Gary attempting his final trip to Raglan and Steve

and I to make the trip home. We called to say we were going to join for 26 grass, thankfully mission control Ian called up to warn us to stay close to the field for the circuit, so we did exactly that. After a long but fun filled 7 hours and 7 minutes we were safely back at the hangars. What an amazing flight. We managed a 752km flight on the coast which got us 822 points on the OLC. A big thanks to Steve Wallace, Steve Foreman, and Gary Patten for letting me join you in your flight on the coast. Also a big thanks to Ian O'Keefe, Ray Burns, Peter Thorpe, Genny Healey and whoever else came out during the day to lend a hand. We can't forget to thank the brave tow pilot who towed us all out to the coast! Even though he was a bit sceptical about taking the twin up that far. But nevertheless it was a fantastic day was had! This is definitely the best flight I have recorded in my logbook to date. Looking forward to the next adventure already. Are you guys keen for the 1,000 km next time?

ANNUAL GENERAL MEETING

The AGM of your club will be on Tuesday 21 October 2014. Any remits/Notices of motion to the Secretary, Ivor Woodfield <mailto:ivor.woodfield@gmail.com> by 8 October 14.

TAILPIECE

Two weekends left to Matamata. Have you: Booked accommodation? told Ray Burns whether you want to join the Jan Mace dinner? Got yourself organised?

Taking gliders:

Gary Patten - MP Friday
 Tony Prentice VF Friday
 Roy Whitby IV Friday
 Kishan Bhashyam MW Fri (weather permitting)

Dont forget, we are hosting ATC cadets for their gliding camp both days of the weekend. We will still be able to accommodate club members. We will need helpers and an early start both days, 0830 please.

Very well done to the coast run boys, great flights. Thanks to towie and support crews.

DUTY ROSTER FOR AUG, SEP, OCT 2014 Final						
Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	
OCT	4	am pm	C Pillai -	P Thorpe -	R Carswell -	19 Sqn ATC
	5	am pm	J Pote -	A MacKay -	C Reek -	Camp Both days
	11	am pm	R Whitby	S Wallace	R Carswell	19 Sqn ATC
	12	am pm	T Prentice	R Burns	P Thorpe	Camp Both days
	18	am pm	R Struyck	P Coveney	G Lake	
	19	am pm	N Graves	D Todd	C Rook	30 Sqn ATC
LABOUR WEEKEND	25	am pm	E McPherson	I Woodfield	P Thorpe	Matamata Matamata
	26	am pm	K Bhashyam	P Thorpe	R Carswell	Matamata Matamata
	27	am pm	K Bridges	R Burns	G Lake	Matamata Matamata