

WARM AIR 12 May 12

Aviation Sports Club Gliding Newsletter

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

Saturday. Instructing: Steve Wallace
Towing: Andrew Sunde
Duty Pilot Steve Saunders

Sunday. Instructing: Andy McKay
Towing: Craig Rook
Duty Pilot Jonathan Pote

MEMBERS NEWS

SATURDAY *Jonathan Pote tells us how good the working bee was*

Sitting on our balcony having breakfast at 0830, I felt a little guilty to see the hangar doors open! When I arrived at 1000, a happy crew led by a distinctly 'dressed down' Neville Swan were hard at



work. He had arranged for a load of earth and grass seed, Bob Cridland had his trusty trailer, and we had enough wheelbarrows between us for a formation team. Rex Carswell, David Grey, Roy Whitby, Ivor Woodfield, Greg Rosenfeldt and younger brother Jeff completed all eight of the Clubs 'Magnificent Seven' and set to with a will.

The old haul road was picked clear of stones (three barrow loads), whilst another half dozen loads of soil were put around the concrete

glider magnet in the RW26 undershoot (or RW08 overshoot if you are having a REALLY bad day....) and seeded. The swamp behind the RW26 caravan position is often a real nuisance, but today it was more like concrete as we dug a fifteen meter trench across the metalled track and onto the grass. Bob had obtained both rigid drainage pipe for the track, and perforated drainage tubing for the grass area so we could connect to the main drainage pipe. By lunch time, Roy was compacting the fill with the





trusty red tractor.

A sociable lunch with hot drinks, again courtesy of Neville (and two cakes) and we were ready to work on Mike Whisky's troubled brakes. Hopefully we now have both full wheel brake AND airbrake.

A good day's work to the backdrop of several Hercules sorties with two dozen parachutes per load. Greg and Jeff certainly put in the hard yards and shamed those absent members who were free to come as well.

SUNDAY *Instructor Ray Burns pulls out the trusty crayons*

Sunday started with good news for us, but bad news for the Airforce. The Herc' was u/s, so the jumping that we might have had to worry about was not going ahead and we had free rein of the field for the day. A beautiful autumn day, cool and clear. Great visibility so our two trial flighters had wonderful views from 2500.

Garry Patten, David Grey and I started operations and were set up on 08 with MW and VF. By 10:30 we had MP and RDW along with Craig Rook, Roy Whitby and Kishan Bhashyam all ready to go. David Grey went for a quick check flight prior to another Solo. Kishan and I made a start on full spins. Ian O'Keefe graced us with his presence (great to see you Ian!) and he and Roy took MW for a stretch. Steve Forman gave GVF a good thrashing managing the longest of the day at 18 minutes (I think that sums up the day on its own). David and Kishan each put another solo under their belts and Gary finished the day landing MW back at the Hangar at 1513. 11 Launches. Average flight time of 14.3 minutes. (median 13, Std.Dev 2.6 - for the statistically inclined - suffice to say : "not that flash")

Neville Swan joined us along with Ivor Woodfield (just in time to help with the ale consumption) and all in all we had a very pleasant day enjoying the sunshine and the company.

GARY'S ROAD TRIP *Gary Patten attended the Class 2 Glider engineers course at Rangiora. He made a proper road trip of the whole thing and he passed the course. Well done big G*

2461km driven, old friends caught up with, new friends met and made, two fantastic glider flights, a course, and a new qualification

Gliding NZ was holding their Class Two Engineers course in Springfield Christchurch. I had waited two years for this and was going to go. I pondered flying down, car hire, etc,etc, but chose to drive down and try and visit a few old fiends on the way, and possibly a few gliding clubs.

I left 1700hrs on Friday, two hours later than planned, but work comes first. This meant driving straight through to Wellington to catch the 0230hrs ferry Saturday morning. 3hrs sleep and I'm in Picton, feeling pretty good I drive to Blenheim with a quick detour to Omaka to see where Enya went, but couldn't wait till 1000hrs for the Aviation Heritage Centre to open. So On to Nelson Lakes to catch up with Nick, another yachting convert.

I arrived about 10mins before the first car load arrived from Nelson (they car pool down). After the intros, it was all muck in like any other club, I felt right at home. They had a group of elderly

thrill seekers coming down from a community charity. Nick managed a check flight and a solo circuit before they arrived. Then it was all hands on with two Grob Twins AJ and MZ getting winched and circuited to get the masses through. More people arrived and some of their nice private single ships got rigged, along with the clubs new LS4 (which got rigged and de-rigged several times for all to learn).



I had planned to leave around 1300hrs to get through to Bruce and Rae Drakes in Rangiora for dinner and stay the night, but at 1310hrs I was dangled the 'do you want a flight?' I'm not safe with only 3hours sleep, but they said we'll just do an area familiarize flight and I'll be the passenger. As in most glider clubs it takes a little over 20 more minutes, and a lighter pilot to be ready. Well almost, I've misplaced my camera, but end up going without it (with mucking in I had been driving their tow

out car and my camera had slipped out of my pocket and between the seat and door).

They typically only winch launch there, it's a powerful unit with wire, so it's a steep climb and a little over 1500agl in their Grob MZ. Andy Heap my pilot reminded me of Ian O'Keefe. We head off to the right from release to a small hill/ridge, it's not windy enough for a true ridge flight, and the thermals weren't working enough, but combined we managed to hold our own. Our combination of my eyes out of the glider and Andy's flying was starting to work well and we were soon



out climbing the others and getting enough room to explore. Our first move was to cross the valley to the southern side to see if we can work our way east to the range on the edge of the lake. We scratched and scratched there for ages and were about to give up, when I noticed a cloud starting to grow a little down from us, we looked for a possible valley/rut in the hills that could be popping the thermal. Find it we did, but it took a while as we were treating it like a ridge and were trying too far forward. It turned out to be exiting the rut at around 45degrees, once in it we stormed up to 6000ft (5300agl) to its base averaging a little under 4knots. This got us enough height to get up to the high range over the lake, It was quite spectacular (only if I had my proper camera) we had a play to burn some height and finally landed 1hr28mins later. Now I wasn't going to make dinner and

would be doing most of the next drive in the dark. In the end I wisely took up the clubs offer and stayed the night in the clubroom, waking 11hrs later to a chilly -2degrees and a frost.

Sunday I drove down to Rangiora for lunch with the Drakes then on to Springfield. It wasn't a great day for them, but with some high tows and some very high performance gliders they were getting some long sleigh rides. Muck in as we do, 1st job help refuel the Pawnee, 2nd job jump in that flash 4x4 and go get Terry Delore and Co of the Strip. It wasn't long before they were packing up after a great beat up display by George Wills. Not being able to find the beer we all headed off to the Darfield pub. It was very interesting listening to Terry and some of his philosophies on distance flights and stories.

Monday - course starts the reality is paper work, paper work, and more paper work, ha it's not that bad, but you do need the correct forms and information to be able to correctly do the job with GNZ, under CAA's umbrella. We had several practical sessions, from Supplementary inspections to Heavy Landings, and Control Surface measurements, adjustments, and removal and re-fitting. We went out to Kerry Jackson's shop where he was refurbishing an Ls3 in a very handy rotating cradle. We got to go over Dick Georgeson's record breaking Slingsby Skylark 3F Charlie Foxtrot. I got to have a seat in it, I did fit, but wasn't able to get full aileron deflection because of my legs. The brake and trim controls were also low and would have required a leg shift to operate (Alex McCaw was later to confirm this was not comfortable, or feel natural to fly). Roger Harris dangled a carrot saying if the weather was good he would type rate those of us that were keen and we could fly it Thursday. Sadly a strong cross wind was blowing and it wisely didn't happen. At the other



end of the scale we also got to see the first Sparrowhawk glider in NZ. These are all carbon lightweights looking like they would be right at home next to the wing sailed AC45 catamarans. Roger said that these are constructed a little beyond the level of NZ's glider engineers. I happily told him that if they ever ding it, call me. It was an interesting week, although a little hard watching the club go flying Wednesday afternoon. We did get to have a beer with them at the end of the day. John McCaw and a couple of others had driven up to a ridge for a photo opp. Some of the results were stunning, especially when you digitally zoom in on a 14mb photo. Friday was a quick bit of revision and then the exam.

I stayed on with the hope of flying on Saturday, but it didn't look good and with Jill telling her friends not to come out, and Alex saying they'll give it another half an hour. I decided to head off to the Drakes for lunch, then on to Picton, and stayed the night with friends in Wellington.

Sunday morning as I left Lower Hutt I wondered where the Wellington club was, I text Andy, and



he gratefully gave directions. And what's the weather like and wind directions questions came back. As I drove around the Mana inlet it appeared to be Norwest and close to 25knts. Andy came back with some very encouraging vibes. But as I drove north I could see rains squalls and a cloud base not much above the hills, but there was lenticular clouds above Kapiti Island

showing wave. I arrived and was welcomed and joined in. A rain squall came through along with several landings, and hiding under wings and tails. It passed and it was my turn in their DG1000 PJ we jump in and I do the lot. Were towed out to the ridge and release at 2020ft (2000agl), it's not very strong be we are gaining height so we head north passed Waikanae towards Otaki to the next range, which is working a lot better. I work up and down this until I reach cloud base. The Duty Instructor (whose name I can't remember, maybe Andy will recognise him) asks if I've experienced wave before, as it is there. I say yes on the Kaimais the Friday of last Labour weekend. We can see what looked like wisps hanging out in front of the cloud pointing down into wind. He says get right up to the cloud base and then see if I can push out into it, I do and where out in the clear and going up. We get to 4000ft as we track south you can see a lenticular forming above the cloud line we were just under before. Amazing to be above the fluffy stuff seeing some billowing high and some just like cotton wool. Tracking South we are about to have to drop below 2500ft, this involves picking the gaps through the cotton wool to get below it again. I was like a pig in mud, turning, banking and diving to get around it and below, finally getting under it all at 120knts skimming along the cloud base. It must have taken 10km to get back to 60knts. We carried on all the way down passed Pukerua bay to the Plimmerton/Poruia Inlet on the ridge and back, where the instructor took over for a 'beat up display' for the people at the lookout. Only to give it back saying that I'll need to get us back up again to get home before what looked like a curtain of rain racing in from Kapiti Is . It was a most enjoyable 1hr 20min, finally landing in very turbulent and slight cross wind finals just as the next rain squall arrived.

The final drive home was smooth, I got a cracker fluke of a photo out the window at Mangaweka as I drove through, and got to see some spectacular wave cloud from the desert rd, it looked like it was from the Ruahine Ranges. And probably went from Dannevirke up to Napier or beyond. I arrived home just on 2200hrs.

LS-4a ZK-GKP FOR SALE *Peter Coveney has his LS-4A up for sale:*



This is a really good example of one of the nicest gliders to fly. KP comes with a Colibri secure logger, the latest Borgelt, B500 vario and B2500 glide computer, combination worth over \$7000. The trailer is a clam shell type Komet which makes rigging and derigging a breeze. Great value at \$55,000. Currently located at Whenuapai. Contact Peter Coveney at petercove@ihug.co.nz or phone 021 02251470.

UP COMING EVENTS

- Power section Fly-in 19 May
- Same weekend, maybe a visit from Jill McCaw

TAILPIECE

See you at the field

WARM AIR



ROSTER BELOW

DRAFT DUTY ROSTER FOR MAY, JUNE, JULY 2012 v2

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
MAY	5	am pm	No flying -	"Jumpstart" -	- -
	6	am pm	G Patten -	R Burns -	C Rook -
	12	am pm	S Saunders	S Wallace	A Sunde
	13	am pm	J Pote	A MacKay	C Rook
	19	am pm	F Retief	P Coveney	G Lake
	20	am pm	G Rosenfeldt	L Page	M Oliver
	26	am pm	J Pote	R Carswell	A Sunde
	27	am pm	K Pillai	R Burns	G Lake
JUNE	2	am pm	R Thomson	D Todd	M Oliver
	3	am pm	R Whitby	S Wallace	R Carswell
QUEENS BIRTHDAY	4	am pm	I Woodfield	P Coveney	C Rook
	9	am pm	K Bashyam	A MacKay	A Sunde
	10	am pm	J Deetlefs	L Page	G Lake
	16	am pm	S Foreman	R Carswell	M Oliver
	17	am pm	D Foxcroft	R Burns	C Rook
	23	am pm	D Grey	S Wallace	R Carswell
	24	am pm	J Harkness	P Thorpe	A Sunde
	30	am pm	B Hocking	P Coveney	P Thorpe
JULY	1	am pm	G Hodge	A MacKay	M Oliver
	7	am pm	E McPherson	D Todd	C Rook
	8	am pm	T O'Rourke	L Page	R Carswell
	14	am pm	G Hodge	R Carswell	G Lake
	15	am pm	K Pillai	R Burns	P Thorpe
	21	am pm	J Pote	S Wallace	M Oliver
	22	am pm	F Retief	P Thorpe	C Rook
	28	am pm	G Rosenfeldt	P Coveney	P Thorpe
	29	am pm	S Saunders	A MacKay	R Carswell