

# WARM AIR 13 Apr 13

## Aviation Sports Club Gliding Newsletter

**THIS WEEKEND:** Club Cellphone 021 745 433 [www.ascgliding.org](http://www.ascgliding.org)

Saturday. Instructing: Lionel Page  
Towing: Rex Carswell  
Duty Pilot: Jonathan Pote

Sunday. Instructing: Steve Wallace  
Towing: Ryan Brookes  
Duty Pilot: Gary Patten

### MEMBERS NEWS

#### **SATURDAY** *Instructor Lionel Page starts off*

An early morning call from Ray confirmed that it was raining at Whenuapai as well as where I was - nice and cosy at home in Albany. Ray had arrived REALLY early with Ian O'Keefe to get the trailer's WOFd and ready for Springhill. His early start had managed to get him on the wrong side of Base Ops. Waking him up at too early o' Clock in the morning did not bode well for improve working relationships.

As I had promised to be there at 9am (and Ray had done all the hard work with collecting keys, radios, getting base ops offside etc ) I dragged myself out to the field - not expecting much. On arrival it appeared that a blue hole was trying desperately to make its presence felt.

It was not too long before Steve Foreman (acting, no sorry - actual Duty Pilot) arrived and we started pulling aircraft out and DI'ing them. A call to Base Ops for permission to start and I got a very friendly approval - maybe Ray just is not a Base Ops friendly type person!

All carted down to 08 and first up was Tony for a check flight before another solo. (Had to wait a little while, while he chased Peter T down for his A badge). He has obviously learnt that if you want something from an instructor - do not wait for them to get to it - make it happen! This goes for other students - if you want 10 questions signed off etc - do not wait for the instructor to get to it - study the questions and when you are ready - ask an instructor - make it happen.

Steve Foreman has managed to do what numerous, various committees, myself very much included, have not - that is set a racing type task for our club. And what a success it was!!!! Steve (from now on, our resident contest director) set two tasks, one was a small task - Coatesville - to Riverhead - to Prison, finishing at Coatesville - this was considered too easy by all participants and so his larger task was "the task of the day". "DotCom Mansion" to "Waimauku" to "Prison" to "DotCom Mansion".

Active participants were - Ian O'Keefe, Steve Foreman (I set the rules - with number one rule being: Whatever happens - I win!), Graham Lake (without logger - so no one could dispute his obviously brilliant success at doing the task twice - once the wrong way round and then the correct way round in the mighty Libelle), Andy Mackay (I am cancelling this attempt), Ray Burns (in the magnificent K6 GBU) and Gary Patten (what can I say!).

There was as much enjoyment on the ground as we listened to the progress as I think there was in the air. (A large blue hole over the Airfield certainly made it a challenge to make the turn points and there were no obvious direct routes to be had.)

This comment from Gary: "Graham must have won, me fastest but went high and wide, you (Steve Foreman) technically cleaned up, Ray just took too long, and Ian the tortoise actually won,'

And Roy and Lionel need a more expensive camera to be able to be the media."

Tony did 2 solos, both just shy of a full 30 minute soaring flight required for his B Cert. Richard continued his training and trying to get the co-ordinated turns right (the hard part!) Ivor popped over for 30 minutes but as with this gliding club - was seen 4 hours later flying GBU for the final flight of the day.

All pack up for a cold one (after much de-rigging of GBU and GIV) by 1900. Even the friendly Base Ops popped over to collect the keys and radio (talk about service!)



**BRILLIANT DAY!!** A huge thank you to all.

**STEVE FOREMANS TASK DAY** *We have all talked of setting tasks, finally someone, Steve did something about it and set a task. What a great day*

After going to Matamata cross country course and completing my Silver C Badge and I'm setting myself a few goals yet to be completed, 300km down the coast and 3000m height gain to gain my Gold Badge. While it's great fun trying to get the longest flight or the shortest flight I decided I need to hone my skills or lack of to gain some experience in semi competition mindset that I first experienced at the x country courses I am not too green for the regionals. On the off chance that we weren't going to be doing doors, I had prepared a task for the day.

After we set up I suggested to the Troops that we attempt a task we use my Colibri to record the results, I had a print out of the task from SeeYou (which I am still learning) which went up on the board.

## THE RULES

Maybe not the official rules of a competition but simple enough to follow

1. Cross the start line 2000 or below at DotCom (*this one must have been in invisible ink*)
2. Enter the cylinders at the turn points
3. Fastest time wins.
4. No handicaps. (sorry Ray, although I am mucking around with the handicaps on See You now)  
*You forgot rule five, only the organiser shall know the rules, I think he has mastered the handicap system.*

## THE GOSS

First up was Ian O'Keefe in MP who took off at 13.00 and towed to Riverhead then a call from Ian he had started the task excitement level on the ground grew the comp was on. Ray Burns in BU was keen as and took to the air maybe a little too keen as he had put the turn points in the wrong order in his Colibri

Gary Patten took to the air in VF and was back on the ground in 13min Lionel Page and Roy Whitby went to do the media coverage and trying to get pictures of Ian as he was pressing on to the finish line Ian O'Keefe was the first to complete the course with a flight time of 92min, now the pressure was on us all to get around.

Graham Lake with a quick look at the task took to the sky in IV

Then it was my turn in MP here we go, I can do it.... got through the start line below 2000 and was off great feeling as at least I had started I got over the forest in sink and that was it back to the field tail between my legs for 33min (this couldn't happen it was my task) Just before landing Gary went back up in VF and was back again in 22min.

Graham landed with a flight of 120min claiming he had done the task twice, first around the wrong way then realising that he went around the correct way. (and he has witnesses at all the turn points...don't need IGC files either). Andy got up in MP followed by me in VF, I had a great tow straight to the start line thanks Peter T and dropped in great lift, dropped down to the start line and back up to 3500ft while thermalling with Andy, Ray had landed and had clocked up 203min happy as, completed the course as well as the longest flight of the day and was seen everywhere in the sky.

I watched Andy head off and I followed a few minutes later, East of Riverhead Andy called to saying he was aborting the task as I was flying over him still at 3000ft heading to Waimaku I got around the course and back on the field in 49min and was confident I had entered the zones and start finish lines correctly because the Colibri said so! returning to base Ian commented how big my head was (and he was right) Gary then took his late afternoon flight and was back on the ground in 57min completing the task in MP with a nice final glide from Huapai around the prison through the finish line at DotCom and back to the field.

## THE RESULTS

**Ian MP - First at 48min**

**Ray BU -** Had the wrong task set up altho with overlapping in on to the correct task it appears he got around the course sometime in the 203mins

**Gary MP -** Crossed start line at 3400ft and didn't enter the prison zone but had a time of 28mins

**Steve F VF -** Did not cross the start and finish by 100 metres but had a time of 37min

**Andy MP -** Crossed the Start DNF

**Graham IV -** Waiting for IGC file

Graham in the mighty Libelle out-climbed Ray in his vaunted K6.....just saying

### ***Task Information***

**Type: Triangle - (33.0km)**

**Task distance: 33.0km**

Style	Points	Latitude	Longitude	Dis.	Crs.
Take off	AF Whenuapai	S36°47'16"	E174°37'49"		
Start	DotCom	S36°43'39"	E174°39'39"		
1.Point	Waimaku R/J	S36°46'09"	E174°29'31"	15.8km	253°
2.Point	Prison	S36°45'24"	E174°38'40"	13.7km	84°
Finish	DotCom	S36°43'39"	E174°39'39"	3.6km	24°
Landing	AF Whenuapai	S36°47'16"	E174°37'49"		

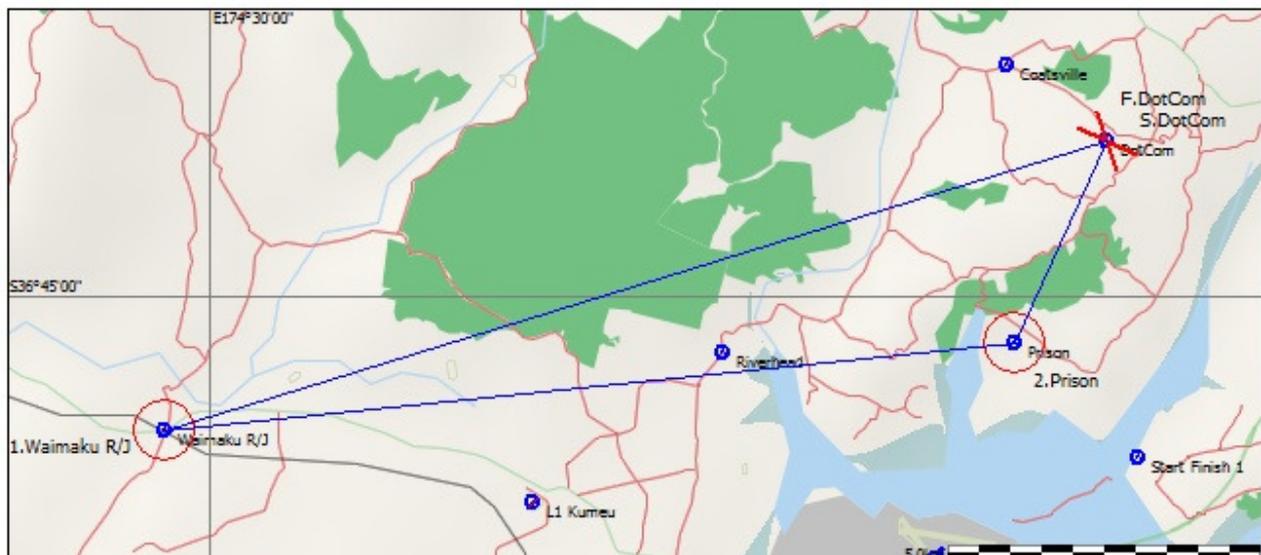
Observation zone description:

Start DotCom: To Next Point, Line 3281ft, Max.alt. is 2001ft

1.Point Waimaku R/J: Cylinder R=1640ft

2.Point Prison: Cylinder R=1640ft

Finish DotCom: To Previous Point, Line 3281ft





## THE EXCUSES

A very good lesson for me. I missed the start and finish as the Colibri was set to a 500 metre cylinder instead of a line, while I can say that it was Gary's Colibri, it was I that had set it that morning while my own was prepared perfectly. If I had used my own Colibri it would have been my glory  
Steve.F

I don't think it's valid without handicapping !!!!  
Ray.

Handicapping wouldn't have helped me !! There's a bitter-sweet feeling in seeing a former student (I believe this was me) out-fly you in a lesser performing glider, but I could raise all sorts of excuses about having to hard-reset my Winpilot in flight and reload the task - and boy was I rusty - haven't flown GMP since November (assuming my logbook is up-to-date).  
Andy.

What 2000ft or below start gate.  
Gary.

I went around twice without a Colibri don't need it!  
Graham.

### Gary's Summary

So for Warm Air 'Graham must have won, Me fastest but went high and wide, Steve F technically cleaned up, Ray just took too long, and Ian the tortoise actually won,' And Roy and Lionel need a more expensive camera to be able to be the media.

## **SUNDAY** *Towie Graham Lake gets the crayons*

Oh dark hundred, or so it seemed, way too early even if daylight saving had ended. Instructor, check. Towie, check. Helpers, check. Youth glide members ?????????? Where were you? We obviously need to ring them all up beforehand to make sure they get organized and come along.

After much hanging about we set up on 26 and started the day with a trial flight. This lady's awesome flight proved to be the best of the day as a Southerly change rolled in, killed the lift and saw all three airborne gliders back on the ground in short order. We swapped ends.. From there the only one really enjoying the flying was the towie reveling in the nice smooth conditions. Optimism abounded as the overcast started to break and up they went again to come back real soon.

*Instructor Ivor Woodfield continues:* This being a Youth Glide day, I had convinced myself it would be possible to get over to the field extra early. At least the clocks had gone back, so daylight was well established by the time I had organised myself and my lunch. Despite best intentions I did in fact end up with a couple of unplanned distractions, which meant I did not arrive at the base until around 8am. By the time I had chatted with Base Ops, learning amongst other things that it was a '26' day and the only movements would be a few Seasprite circuits, and collected both sets of keys as well as the radio, I knew I would be late getting to the gate. There I found Ray waiting patiently ..... on his own.

We duly opened up and hauled DSM out of the hanger. It was indeed a '26' day, although hardly any wind, and after some discussion about the forecasts, which were all for more easterly air, we set up on '26'. Still no-one had appeared from the Youth Glide group.

However, someone had arrived with a voucher, and with the sky looking like it was still to develop I finally got airborne around 11.30. My trial flighter had admitted to be quite nervous, and I had predicted a smooth and gentle flight around the area. However, as it turned out she was both enthusiastic and very excited by the whole idea of gliding and while we were up the sky turned from benign to really quite unstable, with loads of lift but also loads of turbulence. Nonetheless, with such an enthusiast in the front seat we went out exploring the area, first heading out west, then out past Coatesville where she used to live, and a photo circuit over the Mega mansion. We were joined in the air by Neville, who had launched in SWN and was looking good as he flew past. Then it was out over Greenhithe where she currently lives for yet more photos before descending down through the bouyant and still turbulent air back to the field. About mid downwind we were advised that we now had a strong easterly, and could we turn around and land '08'? Good advice as it turned out given the strong headwind faced as we landed. One very excited trial flighter who seemed keen to do more gliding. She also enjoyed her run in the towplane with a single on the back.

In the meantime the sky had turned pretty mean, with heavy clouds about and rain to the south and north. Neville was still up, as were Gary and Steve in MP and VF respectively. Before long however all three were back on the ground. For the next little while we watched the sky darken and the rain threaten. Gliders sat on the ground and lunches were eaten. Then around 2 things started to clear, and gliders were launched. Ray, Steve and Ian all got in some short flights, and Richard and I went up in MW for some stalling practice, and well as more balanced turning. The air had become very smooth and stable, with no hint of thermals. Tony went up for another short solo flight, followed by a very smooth landing, and Neville took SWN up for the last flight of the day.

All back on the ground by 5pm, after just 12 flights, all but two of which were solos. And sadly no sight of any of our normally keen Youth Glide crew ..... hopefully next month ...

## **SPRINGHILL (JUMPSTART) WEEKEND** *(that's this weekend folks)*

Helpers, please meet at our airfield 0800 ish to get organized, pack up gear take trailers etc.

We have three volunteers to tow three club trailers to Springhill and three to bring them back, I think. We will aerotow MW with Genny parked inside for a cross country tow. We will need to gather our usual paraphernalia needed when we go to somewhere else, pretty much the stuff we take to Matamata.

There are motels in Wellsford and in Warkworth 5 to 10 minutes in either direction but it is not a long distance to be a day trip. We can camp on the airfield but not sleep in the clubrooms. Directions to Springhill have been emailed to all members.

### SOME PHOTOS

Ray Burns has sent in some air to air photos of something called a K6 which, apparently, is something worth looking at. Word on the street has it was a trial to see if the flash expensive camera could make anything look good. What do you think?



### TAILPIECE

We as a club have talked of setting tasks for years.....but that's all we did. Last Saturday Steve Foreman turned Talk into action and generated a great deal of interest, laughter, fun, bragging, excuses and a thoroughly enjoyable day all round. Well done Steve and thank you.

cheers

### WARM AIR

**DUTY ROSTER FOR FEBRUARY, MARCH, APRIL 2013**

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	Events
<b>WAITANGI DAY</b>	6	am pm	D Grey -	I Woodfield/R Burns -	P Thorpe -	
-	9	am pm	N Graves -	R Carswell -	A Sunde -	
-	10	am pm	R Thonson -	R Burns -	R Carswell -	
	16	am pm	G Healey -	R Carswell -	A Sunde -	
	17	am pm	G Hodge -	A McKay -	C Rook -	
	23	am pm	E McPherson -	D Todd -	G Lake -	Hangar Doors
	24	am pm	M Belcher -	L Page -	A Sunde -	30 Sqn ATC -am only
<b>MARCH</b>	2	am pm	T O'Rourke -	S Wallace -	R Carswell -	
	3	am pm	I O'Keefe -	I Woodfield -	P Thorpe -	Youth Glide
	9	am pm	S Foreman -	A McKay -	R Brookes -	
	10	am pm	J Pote -	R Carswell -	M Oliver -	North Shore
	16	am pm	K Pillai -	R Burns -	C Rook -	
	17	am pm	T Prentice -	L Page -	G Lake -	5 Sqn ATC am
	23	am pm	J Rosenfeldt -	S Wallace -	R Carswell -	Not allowed To fly
	24	am pm	G Rosenfeldt -	I Woodfield -	A Sunde -	30 Sqn ATC All day
<b>EASTER WEEKEND</b>	29	am pm	S Saunders -	P Thorpe -	C Rook -	
	30	am pm	R Struyck -	D Todd -	R Carswell -	
	31	am pm	R Whitby -	R Carswell -	P Thorpe -	
<b>APRIL</b>	4	am pm	K Bhashyam -	I Woodfield -	G Lake -	
	6	am pm	S Foreman -	R Burns -	P Thorpe -	
	7	am pm	D Foxcroft -	I Woodfield -	G Lake -	Youth Glide
	13	am pm	J Pote -	L Page -	R Carswell -	Springhill
	14	am pm	G Patten -	S Wallace -	R Brookes -	Springhill
	20	am pm	C Hall -	P Thorpe -	C Rook -	19 Sqn ATC All day
	21	am pm	G Healey -	D Todd -	G Lake -	19 Sqn ATC All day
<b>ANZAC DAY</b>	25	am pm	G Hodge -	L Page -	R Brookes -	
	27	am pm	E McPherson -	P Coveney -	P Thorpe -	
	28	am pm	C Hall -	I Woodfield -	M Oliver -	