

WARM AIR 13 Oct 12

Aviation Sports Club Gliding Newsletter

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

Saturday. Instructing: Steve Wallace
Towing: Marc Oliver
Duty Pilot Rudolph Struyck

Sunday. Instructing: Rex Carswell
Towing: Graham Lake
Duty Pilot Chelle Thomson

**SUNDAY: DERIG GLIDERS AND INTO TRAILERS
MEMBERS NEWS**

SATURDAY *Towie Craig Rook starts us off*

Earlier in the week there was talk of a coast run, forecast 25 knot south west wind. I was excited, would all the stars finally line up? It's been almost 9 years towing gliders and not one trip to Murawai with glider in tow. Saturday morning didn't look to flash, the wind was 280/20, 2000ft wind 290/32 with a 700 ft cloud base. The forecast however said this would swing SW by late morning, and it sure did. A call to Lionel revealed he had not paid his phone bill (disconnect tone), followed by a call from Peter Thorpe saying we got 4 guys wanting to go to the coast - Yippee - at last. Soon after midday or around 1PM - we got the first launch away with David Foxcroft in VF, wind now 240/20 and 2000ft 240/32knots. Next up was Ian O'Keefe in MP, followed by Dave Todd in HU and then Lionel Page in ON.

I took extra ballast as I expected it to be rather bumpy, but it was surprising smooth, Dave Todd actually asked me to speed up. With the 30 knot head wind, our ground speed was mere 40 knots. The ballast took the unusual form of said glider pilot Ivor Woodfield, thanks Ivor. After 4 exciting trips to the coast, the ballast then found its way into MW, for an Instructor rating flight. A quick check of the AA ATIS, the wind was now 240/30 knots on the ground, but almost straight down 26. OK, its bumpy now, time to pack up? I was actually worried RDW might blow over when parked up, so got her tucked away in the hangar quick smart, around 3PM. Awesome day flying when I didn't expect any flying at all.



Sky to the east...all happy



Sky to the west...not happy

Instructor Lionel Page adds: Well, what a day we had on Saturday. Andy had sent out an email early in the week that the weekend was looking good for a coastal run on Saturday. Numerous emails from interested parties saw a few pilots rather eager, especially when the forecast continued to look good as the weekend closed in. Unfortunately the instigator Andy had to pull out, however there ended up being 4 pilots still eager to give it a go. I arrived at the field to find only David Foxcroft waiting, however David Todd and Ian O'Keefe arrived shortly afterwards and it was decided that it was definitely on.

Gate keys were obtained, a briefing was had from Base Ops and away we were. Aircraft were



rigged, DI'd, cleaned etc and finally they were on the grid for launch. First up was David F in GVF, followed by Ian in GMP a little while before a rain shower ensured that David T waited in GHU. Once the rain cleared, David launched. I took almost 2 hours to get the 4 aircraft

out to the coast and then it was all on. We raced down to Manakau heads, did the crossing, sped down to Waikato River and then poor VF could not get enough height to cross. David T crossed twice to provide some support for GMP in his first crossing of the Waikato - a very daunting affair for anyone that has not done it. I hung around just south of the Waikato, while David T joined VF on the northern side. VF and HU then proceeded north again while GMP and I gained height to cross the Waikato again. A quick scurry up to Manakau heads saw a rain shower cut off our path. GMP attempted to sneak in front of the shower but a timely call from GHU advising that he had got a little wet, made the point that a hasty retreat was in order. A second shower forced GMP and I further south until they had cleared.

The rest was rather plain sailing as we flew north to Murawai and gained a little height for the final dash home. A great day out! Also a VERY big thank you to Andy for initiating it, and everyone else that turned up to assist in getting us out to the coast to enjoy the great conditions.

CFI Peter Thorpe adds his bit: On Saturday I had arranged to fly with Ivor to start his instructor training but I was aware the conditions were suitable for a West Coast run so when I arrived at the field early afternoon I was not surprised to see just one glider with Lionel aboard waiting for the tug to return from Muriwai. Ivor was providing some ballast in RDW for the gusty conditions and when all four singles had launched and vanished down the west coast we dragged MW out and went for a fly. Well, I have to say it was about as rough as I have experienced on tow. Ivor was flying from the rear seat and I had great difficulty restraining myself from grabbing the controls. Once off tow it was not so bad and we managed 22 minutes of useful instructional time but definitely agreed that we did not need to fly again so after a firm arrival, which told us that 65kts was not enough airspeed for the conditions, we put MW away and went home. A text from David Todd just before 5:00pm to say all four gliders were safely home was a very satisfactory finish to the day.

SUNDAY *Instructor Ray Burns starts us off*

Sunday was our first YouthGlide Whenuapai day. An early start had the A/c on the flight line and ready to fly shortly after nine. Apart from the intrepid group of young aviators, the only other club member that turned up to fly GMW was Ivor. Gary spent most of the day doing a first class job repairing GMP's trailer - thanks Gary. Warm Air spent most of the day fixing GIV's trailer. (and I finally finished painting the underside steel on mine this week as well). I will leave Enya to write more about the actual flying.

That's Enya McPherson's cue: Youth glide Whenuapai kicked off bright and early at 8 am Sunday morning. A really good turnout of us youth, - Nathan, Grant, Isaac, Jeff, Greg, Shiv and myself. The day went really smoothly with 20 minute + flights for the first few of the day. Jeff, Greg and I did circuits and tidied some loose ends up. The others worked on their A certs.

A lot of progress was made by all of us and it worked really well having 2 instructors out at the field with them

rotating for in-depth briefs and debriefs. (HINT HINT instructors, 1st Sunday of every month J) everyone who hadn't already completed their ground training syllabi worked really hard completing them before and whilst others were flying. Good to see everyone doing launch



procedures correctly J It was also really good refreshing ground training and covering some theory.

Personally, from me - a huge thank you to Ray and Jonathan for all your hard work on kick starting this initiative and Lionel and Neville for being the other instructors for the day.

Towie Peter Thorpe has his turn Sunday was my first day flying as tow pilot for five months so I needed to regain currency in RDW. It was not keen to start but after a bit of help from the red tractor I was able to complete three circuits to make myself legal and then get Ray's Youth Glide flights under way. The conditions were pleasant with a light SW wind that veered to almost straight down the vector as the day progressed. A potential new tow pilot Ryan Brookes came out and flew with me for half a dozen tows. He is ex air force and a glider pilot so he knows how we operate and will be a good addition to the team. David Todd came out and flew some circuits in 'his FK9' and then there was a hiatus as all the Youth guys had finished and nobody else wanted to fly. MW was back at the hangar by 2:00pm but then Ivor turned up so I was able to prise Warm Air away from his glider trailer restoration project (well, that's what it looked like as he had all his power tools and welder set up in the hangar) so that Ivor and I could do another training flight.

(Had to be worth it as we sailed thru the WOF). Nice conditions this time and 33 minutes was easy to achieve. Then Ray and I took a pleasant 15 minute flight to Parakai to drop RDW off for a 100 hour check. A good day's flying for me to get back into the routine. Great to see Bob Cridland out and cracking jokes with the guys in the caravan even if he is not quite up to digging trenches these days.

THE COAST RUN *Ian O'keefe offers his view of the trip*

So last Saturday the wind was blowing hard..I had looked at the met service report the night before, which mentioned 25 -30 knots NW winds and turning to SW through the day. I wondered if a run down the West Coast would be on. So when I turned up at Whenuapai and saw Dave Foxcroft at the gate I knew an attempt was on. It would appear that Lionel and Dave Todd had the same thoughts. So with some quick chats to get permissions and last minute weather checks and convince the towie to come out and take some idiots ups in these strong winds we prepared our might steed's.



After rigging and DI's completed we lined four gliders up on the grid. Dave Foxcroft in VF went first, I followed in MP. Mr Rook (towie extraordinaire) negotiated some squally showers on the way-out and dropped us off at Bethells Beach. I do recall the comment from Mr Rook who said "I do

not have enough fuel to go to Australia" as we hit the coast. I assumed this meant I needed to release from my yellow security blanket. Instantly in lift at 2500ft I found Dave miles below me toeing and froing up the coast between Piha & Murawai. It took about an hour to wait for the others to be towed out, plus a messy squally shower had delayed launches. However times passes quickly when you absorb the spectacle of the West Coast beaches, cliffs and power of the sea.

With the gaggle finally together we proceeded south where we ridge soared at 90-100 knots along the cliffs. Lionel and Dave Todd screamed ahead and made the leap across the Manukau Heads. Dave F and I followed at 1800 ft, halfway across down to 1400 and by the time of reaching the other side we were at around 800ft. Although the gap is not massive, the wild unforgiving seas make this puddle jump a tad nerve wracking. The lads in front confirmed the other side was definitely working. I passed VF on the way over who was slightly lower, which is always good to see someone lower than yourself, but comfortable. Hitting the other side rocketing along the cliff tops is an exhilarating experience. I was a tad conservative being a little further above these fascinating, gigantic craggy sand dune cliffs that have a green grass carpet on top. The ride down is surprisingly smooth and you can push out from the coastline and still be in lift. We reached the mouth of Port Waikato, where one has to get a climb to 1800 ft to then make a comfortable crossing of this puddle jump to the cliffs. VF was not able to achieve this desired height, Dave Todd kindly came

back and escorted me across to see the other side. We then decided we would return as a group to Whenuapai rather than proceed to Raglan. This was a team flight so we would stay together.



While I gathered some height Lionel became my buddy and Dave Todd followed VF North. I left the cliffs at Port Waikato at 2000 ft and made it comfortably back to the coastline and then we screamed North up the coast.

You could see the sand twirling up the cliffs. Once again the ride was smooth and MP sounded like a jet at 100 knots. The two Daves had made the jump at the Manuakau heads, Lionel and I were about to commence the run, however a squally shower was coming in over Whatipu and another one behind us. Dave Todd advised that we should delay our crossing so Lionel and I turned back and waited for the weather to clear. The reverse puddle jump was fine and although you are lower at Whatipu end, the climb up the cliffs ensures that you are not gonna landout. The two Dave's had proceeded back to Whenuapai from Murawai at this point. Lionel and I made our way up the coast to the bowl at Murawai. Both our radios were clapping out severely at this point. At 2100 ft we headed for home. This is where we hit the most severe turbulence that I have experienced at Kumeu and on downwind leg. The downwind and landing approach were (how shall I put it, less than desirable... stay high and close to 26). The wind was worse than when we took off and when you turned base you flew a massive skidding turn. With all of us safely home and we packed up and had a wee beer to assist with debriefing. So for me a most momentous flight one of the best I have experienced, thanks to my flying companions for their guidance and support and our ground and launching crews.

MATAMATA AT LABOUR WEEKEND There is only 1 weekend left.

We will need folks on Sunday to derig VF and MP...(and give *Warm Air* a hand with IV), and pock them in their trailers. We can also assemble the other stuff we need to take.

ANNUAL GENERAL MEETING

Our AGM will be Thursday 18 October 2012 on Base in the base headquarters lunchroom at 7pm (1900 for us normal folk). Naturally we are looking for volunteers for the committee.

If you are intending to come, or even might come, please let Mike Ward know. He will put your name at the main gate so you can get in.

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.

TAILPIECE

Warm Air was doing some glider trailer fixing shopping in Mitre 10 Mega when a "Hello Graham" got his attention. Former club member, CFI, towpilot, Ross Biggar. I had not seen him in many years and we had a good chinwag. HE has sold his glider and while still a member at Drury is now flying large RC gliders and Jets.

It was really nice to see Bob and Janet Cridland come out on Sunday for a short catch up. Bob has been unwell for some time and we have missed his presence.

See you at the field

WARM AIR

ROSTER BELOW

DUTY ROSTER FOR AUG/SEP/OCT 2012 V2

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
AUGUST	4	am	R Thomson	L Page	R Carswell
	-	pm	-	-	-
	5	am	R Whitby	R Burns	R Carswell
	-	pm	-	-	-
	11	am	I Woodfield	D Todd	G Lake
	-	pm	-	-	-
	12	am	K Bhashyam	A MacKay	A Sunde
	-	pm	-	-	-
	18	am	J Deetlefs	S Wallace	R Carswell
	-	pm	-	-	-
	19	am	S Foreman	L Page	G Lake
	-	pm	-	-	-
	25	am	D Foxcroft	R Carswell	A Sunde
	-	pm	-	-	-
	26	am	D Grey	R Burns	C Rook
	-	pm	-	-	-
SEPTEMBER	1	am	E McPherson	P Coveney	R Carswell
	-	pm	-	-	-
	2	am	B Hocking	A MacKay	P Thorpe
	-	pm	-	-	-
	8	am	G Hodge	L Page	C Rook
	-	pm	-	-	-
	9	am	B Mawhinney	P Thorpe	G Lake
	-	pm	-	-	-
	15	am	J Harkness	S Wallace	M Oliver
	-	pm	-	-	-
	16	am	T O'Rourke	R Burns	A Sunde
	-	pm	-	-	-
	22	am	K Pillai	P Coveney	P Thorpe
	-	pm	-	-	-
	23	am	G Patten	A MacKay	A Sunde
	-	pm	-	-	-
	29	am	I Woodfield	L Page	G Lake
	-	pm	-	-	-
	30	am	F Retief	D Todd	M Oliver
	-	pm	-	-	-
OCTOBER	6	am	G Rosenfeldt	P Coveney/L Page	C Rook
	-	pm	-	-	-
	7	am	S Saunders	R Burns	P Thorpe
	-	pm	-	-	-
	13	am	R Struyck	S Wallace	M Oliver
	-	pm	-	-	-
	14	am	R Thomson	R Carswell	G Lake
	-	pm	-	-	-
LABOUR WEEKEND	20	am	R Whitby	R Burns	A Sunde
	-	pm	-	-	-
	21	am	J Pote	Wallace/Page/Burns	P Thorpe
	-	pm	-	-	-
	22	am	K Bhashyam	P Thorpe	C Rook
	-	pm	-	-	-
	27	am	J Deetlefs	P Thorpe	R Carswell
	-	pm	-	-	-
	28	am	S Foreman	A MacKay	M Oliver
	-	pm	-	-	-