

# WARM AIR 14 Apr 12

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 021 745 433 <a href="http://www.ascgliding.org">www.ascgliding.org</a>
<b>Saturday.</b>	Instructing: Dave Todd Towing: Andrew Sunde Duty Pilot Kris Pillai
<b>Sunday.</b>	Instructing: Ray Burns Towing: Craig Rook Duty Pilot Dave Foxcroft

**SUNDAY: WE HAVE 5 SQN ATC, EARLY START AND HELPERS PLEASE  
MEMBERS NEWS**

**FRIDAY** *Instructor Ray Burns kicks us off*

Jonathon and I arrived nice and sharp, readied the twin and did a few other small jobs around the hangar. David and Roy arrived not long after and we merrily trundled down to the MAD hut. It was a cracker day; one of those cool, clear, still autumn days. Not much cloud about and a gentle zephyr down the strip. A perfect day for some solo consolidation, or getting into the feel of things again after a few weeks illness, or sneaking in some practice for the landing competition (not that it was needed Roy?).



And so it continued. David was first off at 1102. He and Kishan managed a bit more solo after the requisite check flights.. Jonathon was quickly back into the saddle. Roy and I had some fun with tight thermals, while Gary and Steve attacked VF with a vengeance and Ivor put us all to shame with 1 hour 37 in the Libelle; the next longest flight being a mere 28 minutes.

Jonathon took the last flight out landing at 1510. 12 launches for the day, 8 of them being Solo. A thoroughly enjoyable day. Thanks everyone.

**SATURDAY** *Peter Coveney the part time instructor*

Almost forgot it would be me writing up the events of Saturday as I basically handed GMW over to Peter T for The Landing Contest. First, thanks to Neville for getting the key and radio. He kindly offered to do this as he had some minor maintenance to carry out on the twin. I decided to fly KP

whilst Peter had MW so after arriving I hooked up the trailer and pulled it out onto the space that used to be occupied by the trailers.

By now Kishnan had arrived and proceeded to DI GMW and the rest of the assembled membership got stuck in and made sure everything was ready to move to the O8 end. Base Ops advised we would have a C130 departing about 10.30 (about being the word as it turned about more like 1100hrs). I completed rigging my glider with help of course and followed the procession down to the far end of the field.

Due to pending departure of the Herc there was a bit of a wait before David Grey and I took to the skies for a fairly short flight to 2500ft to do stalling in the turn and spiral dive recovery. A chance to practice for the landing contest for David. Kish was next and we did a 2000ft flight and tried to find some lift but to no avail.

By now the arrival of the CFI meant the start of the landing contest. I will let others comment. I got airborne in KP and managed to stay up for all of 24 minutes with a weak thermal over by the prison. It was quite a long day what with all the aspirants for the title of Best Lander. Those that flew later were rewarded with a much better wheel brake that fixed itself as time went on. In the end the winner was Roy.



After the last contestant had flown we moseyed back to the hangar where Ray had prepared a BBQ.

I left KP rigged and tied down with the intention of flying again on Sunday but although the afternoon was producing good lift by the time I arrived after a 100km bike ride the wind had got up and then proceeded to go round to give a big tailwind. That meant a trip to the 26 end if I wanted to fly and I was feeling somewhat fatigued after all that pedalling so I decided to derig instead. Thanks to Steve and Gary for the help to derig the LS4.

*Lionel Page continues:* Not on duty, however thought I'd pop out on Saturday to try my hand at the "landing" competition. I think I was third up and having Peter T in the back certainly added to the pressure! I hope my students do not feel that way I did. It has been some time since I concentrated that hard during a 360 degree turn. The circuit was fine and rather "normal" with a nice long finals and fairly constant airspeed. Touch down was ok although stopping GMW took some time and I ended up just through the toi toi fence (although the instructor would have been ok!) Maybe that is what ensured that I got tied third place!

The day for me was lots of hangar flying - talk of VA, VB, VRa and VNE - goes to show - I thought there was only VNE and VRa. Well that is what hangar flying is all about! (For those that want to

Know: VA is VA is max maneuvering speed. VB is Design speed for maximum gust intensity, VR is Rough air speed.)



Lots of fun talking about and watching flying, especially the landings.

All in all a great day, finished with some socialising in the hangar. Absolutely Brilliant! A great thank you to Peter Thorpe for being chief (and only) judge, Graham for towing and Ray for organising the BBQ and everything else, oh and everyone else for making a great day of it!

### Saturday Landing Competition.

The weather on Saturday was perfect for the Landing competition - wind straight down 08 at 6-10kts. A wonderful turnout of 12 club members keen to try their hand at flying a circuit with a precision landing into a toi-toi paddock. The first few guys had difficulty stopping due to the wheel brake not working too well but as the day progressed the hydraulics got better and better until by the end of the day I could feel the wheel skidding under max braking. No marks were deducted for not stopping to be as fair as possible. It was a fun afternoon with some good accurate flying by everyone and just a few interesting variations to keep me alert. Biggest faults were poor lookout (due no doubt to pilots concentrating on trying to fly accurately) and starting the circuit too high resulting in a steep approach but at least nobody looked like undershooting. The five questions worth 5 marks each for a correct answer and zero for getting it wrong cost quite a few people a heap of marks. As the final results were separated by one mark each, another 5 or 10 for getting all the questions correct would have made a big difference to the results.



Congratulations to Roy for a well deserved win and my thanks to everyone for competing (except for Warm Air who chickened out even though Rex offered to tow him, *he went home before I got my turn*), ) and to Ray and his helpers for cooking up a barbeque to finish the day.

### SUNDAY *Instructor Rex Carswell does the honors*

My neighborhood seemed eerily quiet as I consumed my Weetbix and sipped a good cuppa. I reckoned most people were still in bed - and tucking in to lots of 'choccy and marshmallow'. No time for mine - left hidden for 'laters' - gotta head off to the field. The day was nice and sunny, but a stiff southerly was blowing mostly straight across the strip. The ATIS already had '21' being broadcast (in readiness for an early afternoon Orion arrival) which dictated that '26 grass' would be used for gliding. However, as the caravan was being set-up for '26' operations, towie Peter Thorpe and I figured that if we used '08', not only would we have a miniscule headwind advantage, we would also have safer launch and landing options. A chat with Base Ops for their approval - and off we trundled to the other end.

First launch was with a mate Gary Patten introduced. Ed Ross is a keen sailing type who was cajoled

to give our sport a try. The order from Gary was to 'try a tad of the aerobatic stuff' too - so we did. Thirty five minutes of basic training - and a few 'aeros' - and Ed was smiling. Roy Whitby - still smugly smiling with his competition win - took MP aloft for what became the longest flight of the day at 73 minutes. Well done on both counts!



Prospective new member Graham Hodge, coming to us with experience in both power and gliding, was next up in MW for local familiarisation. A good 28 minute dual session flown by him. During this flight the wind shifted a little sou'west so the call was made to 'change ends' - '26' now in use. Duty pilot Steve Foreman escaped from 'minding the books' and took a short solo flight in MW and Ray Burns flew MP. Gary Patten (solo) managed just a few minutes more than Steve, but seemed happy with his lot. The late afternoon light

was glorious and the thermal streets were still tempting as Ed Ross took another dual sortie - and now getting lots of 'hands on' experience. Another convert to our sport? Final flight was conducted with past Club Captain Thomas O'Rourke returning to gain some currency in the front seat. In all 8 launches and 4 hours gliding flown for this - the third day of Easter flying - and tomorrows outlook is looking okay too.

*Towie Peter Thorpe adds a word or two:* Not quite so many keen members on Sunday morning and the wind was nearly straight across the runway but still flyable. We had a visit from Tauranga member Roy Edwards accompanied by GNZ Awards Officer Edouard Devenogues in his Pipistrel Sinus motor glider. Kind of like a sleek FK9 with longer wings, winglets, T tail and tailwheel. Apparently it soars like a PW5 and cruises at 110 kts under power (90 hp Rotax) and has a fancy electronic flat screen instrument panel. Good to see Thomas on the field and back in the air. Eight flights for the day.

**MONDAY** *Instructor Ray Burns is at it again, (good lad, this one, we should keep him after all)*

**I Remember When..**  
Years ago, Noel Johnson wrote a column for the "Gliding Kiwi" magazine titled "I Remember When." in which he re-told amusing stories from the past. I thought of this when David Grey and I landed the last flight at 1741 (and no daylight saving), into a low setting



sun, squinting to see the ground in front of us. I remember when this was the nearly always the case for the last flight of the day at Hobsonville with similar views out of the canopy of Hotel Alpha. When I stopped at Base ops for the morning briefing earlier in the day, the only movement was a C130 arrival at 1700 and I quite confidently told them we would be packed up by then. How wrong I was!

7 knots straight across the runway all day. Yet another one of those clear, cool, sunny autumn days. Warm enough for shorts but not the baking heat of summer. Lots of interesting clouds in the northern playground. First launch was 1035 and last landing at 1741, 16 Flights for the day. The two singles flew twice each with Ivor joining them in IV. The twin had 11 launches.

Jonathon managed an extraordinary 3:34 in MP and Steve and Ivor both had exactly 2:07 in VF and IV respectively. Gary champed at their heels with 1:43 in VF. So a day of great long flights - well done guys. Kishan managed 36 minutes in MW before we reluctantly called him down from 3000 feet due to a very long list for the twin. I'm sure he would have stayed up there all day otherwise.



Three trial flights were thoroughly enjoyed (well - at least none of them used the bag this weekend!), Chelle and Enya got some currency back after their summer of camp after camp before Japan trip...where do they get the time?? David Grey enjoyed the good lift and Graham Hodge and I explored the stall / incipient / side slip characteristics of our trusty GROB.

Quote of the day belongs to

Steve, landing after his 2:07 - "I'm a glider pilot! I can do this!"

*Towie Andrew Sunde adds:* A busy day on Monday with 16 high quality tows and plenty of lift keeping everyone airborne until the cold air set in. Good views from the cockpit, passenger rides, and my only 3 Easter eggs for 2012 combined to form a very productive day. At times we had 5 aircraft in one small part of the sky which kept all eyes fully employed outside the windows! Fantastic flying weather, let's hope we have more of the same soon.

## CFI's CORNER

A wee reminder to please not drag the gliders around in a circle when towing behind the tractor - it puts big loads on the tail wheel and rear fuselage. Likewise don't pull on the wing tips when moving gliders into the hangar - it will damage the wing root fittings.

I understand the white threshold markers on 26 are causing some consternation among pilots. I know they are a pain and are very distracting but all they do is mark the extreme edges of the official grass vector. We still have exactly the same amount of airfield to land in and it is really just a matter of shifting our mental attitude. We have all developed a bad habit of wanting to land

right on the threshold of 26 to avoid having to drag the glider back and hence a tendency to approach low over the threshold. There is no problem on 08 or when landing into a toi-toi paddock. Many airfields have a row of wooden marker boards across the threshold. The air force authorities have decreed that it is necessary to mark the grass vector and the requirements are that it must be 80 m from the centre of the sealed runway. After pleas from us they have reduced the number of tyres down to those currently marking the four corners and we have been instructed not to move them. Although we are still talking about trying to get them flush mounted we need to do some risk assessment and risk mitigation to keep operating safely.

There is no need for us to land anywhere near the tyres. The aiming point should be a safe distance beyond the threshold. There is no problem overflying the tyres providing the glider is a safe height - say about the height of a normal fence. If a parked glider is reducing the width, follow the procedure taught in the A Cert - close the airbrakes and land deeper into the field. Do NOT land to the left of the tyres as there is risk to the glider from the new runway lights which stand proud - our landlord would be most unhappy if we broke them. We will look at locating the caravan further down the field and maybe putting out the white threshold marker to give some guidance but really it is up to individual pilots to plan their approach to remain clear of the tyres.

Here endeth the lesson.

## UP COMING EVENTS

- 5 SQN ATC this Sunday early start 0830 to fly at 0900, helpers please.
- Jumpstart has been delayed until 5/6 May
- Power section Fly-in 19 May

## TAILPIECE

Gary conversing with Enya mentioned the fridge we now have in the Hangar. Enya, "We have a hangar?"

See you at the field

## WARM AIR

## ROSTER BELOW

**DUTY ROSTER FOR FEBRUARY, MARCH, APRIL 2012 FINAL**

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
FEBRUARY	4	am	G Patten	R Burns	P Thorpe
	-	pm	-	-	A Sunde
	5	am	R Whitby	A McKay	R Carswell
	-	pm	-	-	-
	6	am	J Pete	P Coveney	G Lake
		pm			
	11	am	Kishan Bhashyam	D Todd	C Rook
		pm			
	12	am	Steve Foreman	L Page	P Thorpe
		pm			A Sunde
	18	am	Kris Pillai	R Burns	M Oliver
		pm			
	19	am	Dave Foxcroft	A McKay	R Carswell
		pm			
	25	am	D Grey	P Thorpe	A Sunde
	-	pm	-	-	-
	26	am	G Patten	S Wallace	G Lake
		pm			
MARCH	3	am	B Hocking	P Coveney	A Sunde
	-	pm	-	-	-
	4	am	E McPherson	R Burns	C Rook
		pm			
	10	am	T O'Rourke	L Page	G Lake
	-	pm	-	-	-
	11	am	F Retief	R Carswell	M Oliver
		pm			
	17	am	Filming	No flying	-
		pm	at Whenuapai	-	-
	18	am	F Retief	R Carswell	P Thorpe
		pm			
	24	am	R Thomson	P Thorpe	R Carswell
	-	pm	-	-	-
	25	am	I Woodfield	S Wallace	A Sunde
		pm			
APRIL	31	am	J Harkness	Ray Burns	R Carswell
	-	pm	-	-	-
	1	am	R Whitby	L Page	C Rook
	-	pm	-	-	-
EASTER WEEKEND	6	am	J Pete	R Burns	R Carswell
	-	pm	-	-	-
	7	am	K Bhashyam	P Coveney	G Lake
	-	pm	-	-	-
	8	am	S Foreman	R Carswell	P Thorpe
	-	pm	-	-	-
	9	am	G Rosenfeldt	P Thorpe	A Sunde
	-	pm	-	-	-
	14	am	K Pillai	D Todd	A Sunde
		pm			
	15	am	D Foxcroft	R Burns	C Rook
		pm			
	21	am	D Grey	S Wallace	R Carswell
		pm			
	22	am	J Harkness	A Mackay	G Lake
		pm			
	28	am	B Hocking	P Coveney	M Oliver
		pm			
	29	am	E McPherson	L Page	A Sunde