

WARM AIR 14 Jan 12

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433 www.ascgliding.org
Saturday.	Instructing: Lionel Page Towing: Graham Lake Duty Pilot Enya McPherson
Sunday.	Instructing: Peter Thorpe Towing: Craig Rook Duty Pilot Gary Patten

MEMBERS NEWS

HAPPY NEW YEAR EVERYONE

THE HOLIDAY PERIOD

What truly horrible weather, rain wind low cloud and more rain....just for a change. Gary Patten summed up most folks feelings:

2009, December 27 my first trial flight with Ian O'keefe, 41min great day and great summer. Didn't get back until the 9th of January.

2010, December 29,30,31 total of five flights totaling 95mins with my first solo. January 2,3,4,8,9
2011 total of five flights totaling 174min, so 269mins over the break period.

This break period, between work and rain, 27-12-11 flight of the day 18mins, 4-1-12 late in the day, a whole 13mins from 1500ft, 6-1-12 last flight of the day 19mins from 2000ft, a grand total of 50mins. Next weekend had better be good (especially Sunday)

THE CHRISTMAS CAMP AT WHENUAPAI *Jonathan Pote sums up the holiday period,*

Christmas/New Year 2011 - 2012 promised over two weeks of possible flying for us, but sadly the weather had other ideas. First a 'low' from the north-west dumped a hundred millimetres of rain on us starting a few days after Christmas, then its friend came in from the north and added another twenty-five millimetres over the last weekend. Nevertheless, the Club spirit saw that the flyable days were used, and plenty of launches achieved. In covering two weeks without comprehensive notes, I have had to rely heavily on my logbook which makes this account more personal than I would wish. For the omissions and errors, my apologies.

Christmas Eve, a Saturday, saw a lovely unstable day with some nice clouds. Towie Warm Air and Instructor Lionel Page spread the word around. Lionel, in fact, seemed to be off the tranquilisers when he arrived, telling everyone to get a move on as he wanted to fly ZK-GON - but he did not do so until all requested instructing was covered, with Neville Swan to share the load. Kishan, David Grey and Chelle Thomson had flights, Enya McPherson then being aloft almost an hour with Neville - the latter graciously saying "We'll try to get down" when requested to return. It was that sort of a day. I had a dual with Lionel only to find Krishna had 'stolen' VF whilst I was airborne. After a sled ride, he launched again for over an hour before landing back to try MP. The delay helped me, as I then flew for over an hour and a half in VF: it really was a great soaring day. New tow pilot candidate, Andrew Sunde tried the other end of the string, Lionel was away in ON for nearly an

hour and Chelle then had a long flight with him before Enya finished the day with another solo. Thanks Graham and Lionel for seizing the day.

Instructor Lionel added his thoughts: Warm Air, Graham Lake kindly arranged everyone to get the day going. Arrived early so that I could possibly get back into GON which had been languishing in its trailer since labour weekend. I gave Chelle a lift and we headed straight to Base Ops to collect the radio and key - which Jonathan had already been kind enough to get. I arrived at the gate just in time to read the text from Jonathan to say that he was getting the key and radio. Aaaaah well - thanks 2 Degrees for your speeding text delivery system - just in time to be too late!

Everyone got things going and I started with a couple of circuits with Krishan and then a circuit with Jonathan. I think it was about that time that Neville arrived and very kindly took over my instructing duties so that I could remind myself of what a great aircraft the Mosquito is.

Back to have one more quick circuit practice and then a bit more instructing. I took Chelle up and as the lift over Kumeu was so good we were able to get to 3,500 ft and to go hooning around at 80knts just below cloud base - absolutely brilliant.

All packed up and a quick beer at the local ended a great day - a very good reminder of what it can (and should) be like. (Come on Summer!)

Back to Jonathan:

The Tuesday after Boxing Day was not nice, but the hardier ones were there again. Peter Thorpe took me for a circuit in rough weather, and courageously sent me off alone afterwards. As he no doubt hoped, even if he did not expect, I did far better the second time. Who'd be an instructor! Others flew too, but the memory has faded.

With the first depression arriving, I did not fly again until Wednesday (4th) although on the Tuesday 'Warm Air' towed whilst Ray instructed and Andy flew MP for a total of six launches.



David Grey Craig Rook and Ray Burns for Craig's 1000th tow

After a wet start on Wednesday, the weather steadily improved and after lunch Peter T again let me loose in MW before I finally tried MP for the first time. It's a very tight fit for me, but a lovely aircraft to fly. It was an odd day; an East/West line, a blue shy to the South but a very angry sky to the North, with a cloud base nearly a thousand feet below those few wispy cumuli to the South: a convergence of two very different air masses I presume. Whatever the cause,

there was excellent lift along the line and it was a novel experience to have climbed a thousand feet "sunward" above the nearby cloud bases, to be "high in the sunlit silence" to have "wheeled and soared and swung" , sharing these "footless halls of air" with MW nearby. After forty-five minutes, with the lower cloud base moving towards where I would have to rejoin, discretion brought me down after one of my most enjoyable flights ever, a true 'High Flight' experience. Ray was also instructing, no longer the apprentice but now an independent practitioner of that art/science, and Craig Rook towing. Craig made his 1000th tow and David G was the very deserving beneficiary of Craig's generosity in paying for the 'millennium' tow. Hopefully, tow pilots footing the bill will now become commonplace, (*dream on*). Perhaps tow pilot and glider pilot could toss a coin each time in future?

Thursday started even worse than the day before, and although it became quite good in the afternoon, the hangar doors stayed shut.

On Friday at last we had a good day. I flew MP four times for a total of over two hours in a sky where indifferent cloud streets belied the quite good lift along their line giving me a gentle introduction to 'dolphin soaring'. Dave Todd also flew MP twice, 'getting away' the second time for



nearly an hour, showing a little exuberance in the distance on his return. Between instructing, Ray took two of his visitors for flights and it was nice to see Francois back after a bit of a gap. Gary, as on the Wednesday, turned up after a full day's work to get in another flight and help put the aircraft away. That's enthusiasm!

Over the final weekend the second (ex-tropical) cyclone meant no flying yet again; of six weekend days in the period, four were write

Inkeri travelled all the way from Finland to realise a lifelong ambition of flying in a glider"

offs and one was Christmas Day. Thank heavens for the chance to fly during the week, with the added discipline off full radio procedures, the Tower being on watch.

BABY INSTRUCTOR'S VERSION *Ray Burns recalls:*

What shocking weather. Before being let loose on my own on the instructing roster five hours of instructing need to be done under the supervision of a B cat. This sounded straightforward in early December and the Wingco and I scheduled three weekends in a row which should have dealt to it. Christmas came and went and still the five hours had not been finished. However a few fine days and a couple of good soaring flights with David put a good hole in it and I finally finished it on the 4th. So many thanks to everyone for their patience and understanding over the last few months.

The third and fourth and sixth were useful flying days for practicing radio procedures with the tower. We are not usually graced with their all-seeing eye so it was a good opportunity to get and confirm real clearances and work within the limits they provided. I found the controllers a very understanding lot. They did their very best to provide us with the best flying environment possible.



Time to cut the grass

If you have not flown with a controller before, start by listening to other flights. The general flow will be similar for most flights. Typically expect to request a **"clearance to join for grass xx"** before you start the downwind leg. The reply is likely to be along the lines of **"continue approach report left/right base no 1"**. Readback is critical.

If in doubt read back everything. If

you do not understand or did not hear the call clearly then ask the controller to **"say again"**. If you are cleared **"number 2"**, then you should identify the other traffic and report **"traffic in sight"** or **"looking for traffic"**. If you are asked to report on base leg, then call **"Whenuapai Tower glider xx base for grass xx"** once you turn base. If not asked report anyway. At this stage you have not been cleared to land only to continue in the circuit. Expect a clearance of **"land at your discretion"** to which you should reply **"at my discretion glider xx grass nn"**. Note that **"land at your discretion"** is quite different from **"cleared to land"**. In the first the controller has basically said "it's your call". In the second the controller is taking a more active role. Do not mix them up although for us as glider pilots there is no practical difference since we are committed to land regardless. On occasion you may find you cannot make a base leg call because there is other radio traffic going on. Keep flying the circuit as normal and make the call as soon as there is break in the traffic. Once you have been given a clearance to land there is no need for further radio calls - try to avoid cluttering the radio with unnecessary calls. Remember - **aviate, navigate, communicate IN THAT ORDER.**

One point worth noting is a provision in our MOU with Airways which essentially says Grass 08/26 is not part of the airfield under tower control while we are gliding, hence the "land at your discretion" call. Primarily our calls to the tower are more of an advisory nature, especially with respect to joining to land as there is little the tower can do to alter the inevitable. Nonetheless all of our calls to the tower should be clear and concise and, wherever possible do what you say you will do. If you find you cannot then tell the tower. Pretty much we work thru the tower as this makes co-ordination much easier. Our calls to the tower are to ensure the controller knows what's happening and to ensure good co-ordination of all traffic.

We are not under tower control when we are above 2500ft or outside the WP control zone. In the case where we are outside the WP Zone, we can ignore tower calls to "land within a certain time" so as to be on the ground for a military flight. We just need to be sure we can stay out of the zone until the military flight is done.....but if we have to come back there ain't a lot they can do. They will be unhappy with us but the options then are to make some room, ask us to do a modified circuit to keep clear of the centerline of 21 ... or we land somewhere else, North Shore, Parakai, a paddock etc. If you are outside the WP Zone you should be on the frequency for the area you are in. These are 118.0 for the North Shore CFZ, G151 and the part of G159 that is out of the WP MBZ and 119.1 up around Parakai. Glider Common 133.45 is also useful but not for hearing other non glider traffic.

INSTRUCTORS CORNER - GROUND TOWING GLIDERS DOWN THE RAMP TO THE HANGAR

Twice during this fortnight I scared myself as MP was being towed down the slope back to the hangar. On the first occasion, it was a double tow, VF being left front, MP right rear with wing wheel attached on the port side, wing walker on the starboard. I was driving the red tractor, and MP started running downhill to overtake VF. The wing walker could only hold back on his wing, causing the port tip to describe an arc that nearly hit VF. I should have accelerated to pull VF forward and luckily an alert Kishan manoeuvred VF to avoid contact. On the second occasion, it was just MP on tow down the slope with the wheel on the port and myself on the starboard tip. Again MP overtook its rope and I could only hold back on my tip, causing the port wing to get too close to the tractor for my liking.

The answer lies with the tractor driver. He/she must keep moving and the tow ropes tensioned until the rear glider is down off the slope and on the flat. That way the separation between the gliders is maintained until the ensemble can be stopped with everyone on the flat.

MEMBERSHIP FEES FOR NEW MEMBERS

Your committee has approved an additional membership fee structure for new members who are not QGP. This will apply for their first year of membership only and is only applicable to those who are not QGP preferably pre A cent.

The annual club fees, GNZ fees, Soaring magazine and insurance excess stay the same and are paid up front. The flying fee is not paid up front but is charged at the rate of \$1.00 per minute until the member has paid \$500.00. At that point they are now a full paid up member and will no longer be charged the 'per minute' rate for the glider. The idea is to encourage those who may not be sure if this is for them to give it a go and not be committed to a large up-front cost.

See you at the field

WARM AIR

ROSTER BELOW

DUTY ROSTER FOR NOVEMBER, DECEMBER 2011, JANUARY 2012 Final

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
NOVEMBER	5	am	G Patten	D Todd	R Carswell
	-	pm	-	-	-
	6	am	J Pote	S Wallace	G Lake
	-	pm	-	-	-
	12	am	K Pillai	R Carswell	C Rook
	-	pm	-	-	-
	13	am	G Patten	P Thorpe	M Oliver
	-	pm	-	-	-
	19	am	F Retief	P Coveney	P Thorpe
	-	pm	-	-	-
	20	am	G Rosenfeldt	L Page	R Carswell
	-	pm	-	-	-
	26	am	R Thomson	P Thorpe	G Lake
	-	pm	-	R Burns	-
	27	am	R Whitby	R Carswell	C Rook
	-	pm	-	-	-
DECEMBER	3	am	J Deetlefs	D Todd	M Oliver
	-	pm	-	-	-
	4	am	I Woodfield	S Wallace	P Thorpe
	-	pm	-	R Burns	-
	10	am	S Foreman	A MacKay	R Carswell
	-	pm	-	-	-
	11	am	D Foxcroft	P Thorpe	G Lake
	-	pm	-	R Burns	-
	17	am	D Grey	P Coveney	C Rook
	-	pm	-	-	-
	18	am	J Harkness	S Wallace	M Oliver
	-	pm	-	-	-
XMAS	24	am	tba	tba	tba
	-	pm	-	-	-
	25	am	tba	tba	tba
	-	pm	-	-	-
JANUARY	31	am	tba	tba	tba
	-	pm	-	-	-
	1	am	tba	tba	tba
	-	pm	-	-	-
	7	am	B Hocking	R Burns	P Thorpe
	-	pm	-	-	-
	8	am	J McIver	A MacKay	R Carswell
	-	pm	-	-	-
	14	am	E McPherson	L Page	G Lake
	-	pm	-	-	-
	15	am	G Patten	P Thorpe	C Rook
	-	pm	-	-	-
	21	am	T O'Rourke	D Todd	M Oliver
	-	pm	-	-	-
	22	am	K Pillai	R Burns	P Thorpe
	-	pm	-	-	-
AUCKLAND ANNIVERSARY WEEKEND	28	am	J Pote	S Wallace	R Carswell
	-	pm	-	-	-
	29	am	F Retief	P Coveney	G Lake
	-	pm	-	-	-
	30	am	G Rosenfeldt	R Carswell	C Rook
	-	pm	-	-	-