

# WARM AIR 14 Sep 13

Aviation Sports Club Gliding Newsletter

**THIS WEEKEND:** Club Cellphone 021 745 433 [www.ascgliding.org](http://www.ascgliding.org)  
Saturday. Instructing: Steve Wallace Bank Acct 38-9014-0625483-000  
Towing: Craig Rook  
Duty Pilot: Tony Prentice  
Sunday. Instructing: David Todd  
Towing: Ryan Brookes  
Duty Pilot: Greg Rosenfeldt

## SATURDAY MORNING ...TOWIE..GO GET TOWPLANE FROM PARAKAI MEMBERS NEWS

**SATURDAY** *Instructor Lionel Page starts the tale*

An early start was the idea, however arriving at the early hour of 9.30am still found Ben waiting patiently! A quick trip to base ops for the radio, briefing and keys and back to the gate to find a small crowd gathering.

The weather was inclement and looked like we'd only get a few flights in if we hurried - this did not appear to dampen the spirits of those eager to fly. (Or at to least stand around discussing flying!)

The crowds grew bigger and I was left wondering (quite loudly at times) why with such bad weather we had such a huge turn out (too many to fit in the caravan and out of the rain) and why the previous weekend with great weather we had hardly anyone out. Odd!



First up was two friends of mine with some super

quick turn around - down in 15 minutes from 2,000. They still thoroughly enjoyed it. Next up was Peter to do Rex's BFR so that he could instruct on Sunday. Steve Foreman had decided that his BFR had expired and that as it as a possible coast flight on Sunday, that he needed it TODAY! Up we went to try some spins but at 2,000ft and cloud base Towie Derry Belcher knew that we would get no higher and so waved us off (Twice! Because first time I thought it was only turbulence and the wave off was not very long or obvious - the second time left no doubt and we let go.) As we had not time to spin, we did a breaks locked open exercise. Remember to turn directly to the field if it happens and only when you are absolutely sure you can make the field, modify your circuit to do the landing.

Ray kindly took Kit Boyes for an ab-initio training flight while I did some of Steve's paperwork.

A second flight with Steve with another emergency - nicely handled and I was ready to call it a day, however Steve was adamant to get his BFR so up we went again. Towie Peter T spent a bit of time until finally finding a gap in the clouds in which we could climb to almost 2,500ft. Spinning out of the way and back to the field. BFR done - Well done Steve.

A few cold ones and finally packed away at about 5pm. Not a bad day for a bad day!

*Towie Peter Thorpe adds to the picture.* The usual team were on hand to DI the gliders and the ATIS said the surface wind was 240/16 so we set up on 26 and launched Lionel with a passenger just before 1100. There was some rain around which sprinkled the aircraft and kept us drying wings for a while but it soon moved away. Cloud base was scattered at around 2000ft which was OK for most training flights but became a little challenging when trying to reach 2500ft for a BFR. Derry turned up to relieve me while I gave Rex a BFR but as we were not ready he kindly went and filled the fuel containers.



Rex and I almost got to 2500ft and the glider easily entered a very well developed spin much to Rex's surprise (must be the weight I have lost recently) although later on Lionel and Steve Foreman were not so lucky (or maybe that should be skilful :-)). Getting MW to spin does seem to be a trick that none of us can predict accurately - sometimes it works and sometimes it doesn't. Obviously cockpit weight has an effect on C of G position which is the main factor in spin-ability but the exact combinations are hard to predict. A brakeless landing worked well in the brisk head wind but then Rex is an old hand at side slipping from flying his Fury. Another flight with a premature release at 400ft agl and an abbreviated circuit completed the review. Derry did another flight while I finished the paper war and then it was back to towing. A premature release for Steve F was followed by a 2500ft flight for Ray and Kit. The cloud base was lowering but Lionel and Steve F were keen to get to 2500ft for a spin to complete the BFR so we launched while there were still some blue holes. Once airborne the holes were not so apparent so we spent some time at 1800ft under the overcast looking for a gap. There was a valley in the clouds near Riverhead so we climbed into that and achieved the aim while remaining clear of cloud and in sight of the ground. It took a 14 minute tow to get there but the end result was Steve legal to fly solo on the coast the following day. All finished by 1615 after nine launches and a beer from the new fridge rounded off the day nicely.

### **SUNDAY** *Towie and temporary Warm Air spreads the word*

Arrived at the field a little bit after 1000 hrs having told Rex on Saturday I was going to watch the America's Cup racing, and the weather looked iffy anyway. (The racing was fantastic!) Needless to say, there was only Rex and a couple of others huddled at the hangar when I arrived and no queue to fly, so we pulled the Yellow-Peril out and gassed up, noting that some really thoughtful and kind person had previously filled three containers of gas the day before.... There was talk of a possible coast run and before long the 'coasters' Steve Wallace with pupil Gary Patten, Ian O'Keefe, and Steve Forman turned up and started preparing for their flight.



Our very keen newish member Robert Forster was first to go flying with instructor-Rex and we towed off runway 26 into a 20 kt westerly, up into the murky-looking sky. I was advised that G158 and 159 were open to 3500 but 10 minutes later advised they were closing again - pretty obvious that we weren't going to need them open!

With Robert and Rex back from the first training flight, Steve Wallace decided it was worth a try for the coast run with the likelihood of a paddock landing on return if the cloud base didn't lift, and as it was around mid-day, they needed to get going ASAP. We did the 3 tows out to Muriwai without drama, with Neville, Roy, and Ray (at different times of course) coming as ballast to help keep the tow-plane from bouncing around under the 1600 foot cloudbase. Para-gliders were flying at Maori Bay when I towed GMW, so obviously the coast was working.

After the last glider was launched, returned to WP and refuelled with help from Roy, then put the tow-plane into the near-empty hangar. As we were discussing whether to stick around, I remembered that the plane had to go up to Parakai for an oil change / 50hr check, so a quick call to all and sundry to check if I was supposed to take it up resulted in zilch so got hold of Bryn Lockie and confirmed that it was to come up, so off Roy and I went.

As we started the take-off roll I handed Roy the chart and asked him to work out a heading and flight time to Parakai as I thought it would be a good exercise for him after the QGP classes but all I got was the goldfish look, so I gave him a very quick nav lesson using a thumb, eyeball, and mental math as well as pointing to chart and power-lines that went in the right direction, then the tower came on the air requesting position reports. This was a bit mean as there is only so much time to hold an in-flight navigation class, keep out of cloud, carry out the obligatory SADIE checks and wait in line to talk to the tower,..... all in the seven minutes of flight time before arriving at our destination! Straight after finally talking to the tower it was time to change to Parakai on 123.5 to announce we were inbound to join, which should be in the radio memory,.....oops, not there, blast, "here Roy, you fly while I sort this out!" "Where am I supposed to be going?" says Roy. "Just keep turning till I've sorted this out. We can't go on till I get the frequency". Finally remembered how to get the Funkwerk thingy sorted and now Roy was asking where the field was and whether I'd been there before! I think he was losing confidence in his driver. I told him of course I'd been there,..... many years ago, but it may have moved. A little bit of matching up the landing chart with features got it all sorted and the field found just as I caught a real short garbled transmission with the word 'parachute' in it..... Ye Gads! You've got to be joking, they can't be jumping in this wind with such a low cloud-base!!! I quickly gave a call to find out if there was any other traffic but no one replied. I made an assumption they were jumping, and joined down wind as our four eyeballs strained to see any indications of the wind-sock, traffic, or falling objects not surrounded by an airplane.

Landing was simple - The usual, shut eyes, wait for pax to stiffen up then yank stick back, worked wonders and we were on the deck. We parked at the hangar and shut down and within minutes all these pretty coloured things started falling from the sky followed by a large turbine LSA-muncher in the form of a PAC XL750 that taxied past.

Having been on airfields with parachutists over the years, nothing really surprises me anymore with their operations. I have seen them appear out of clouds, even seen a free-faller pass my wingtip while in the circuit with a student! With the advent of GPS I would guess they are even less inclined to have sight of their landing place before jumping. In hindsight I was fully aware there were two parachute operations at Parakai and could have found out if P116 was active before taking off instead of assuming conditions were unsuitable for parachuting, and will put it on my check list to ring up first to check on ops before flying into there again.

*Instructor Rex Carswell adds* While talking with Steve Foreman on Saturday he casually mentioned that Sunday was looking reasonably good for a 'coast run' so it came as no surprise to see the sou'west clouds whipping along as I ate my Weetbix.

I met Jonathan Pote at the main gate - I had just beaten him, for the first time ever, in picking up the keys. He continued on with them whilst I got the BOPS briefing and R/T. As our gear was moved and prepared, the

numbers swelled - Derry Belcher, Roy Whitby, Neville Swan, Ray Burns, Robert Forster, Steve Wallace, Steve Foreman, Gary Patton, Ian O'Keefe - and Ivor Woodfield. The Coast Run was declared 'do-able' but with some reservations about the fairly low inland cloud base, and the fleet of three gliders would need to get away without too much waiting.



However, time enough for one 1500 ft launch with Robert to continue his conversion into gliders. All went well - no significant lift - but plenty of drift trying to take us away from the field. Robert flew the lot - I didn't need to get on the controls at all.

The first glider away to the coast (at 12 noon) was GMW with Gary Patten and Steve Wallace. Ian O'Keefe launched in GMP at 1223, and Steve Foreman at 1253 in GKP. With towing 'done' for the day

Derry delivered RDW to Parakai

for some maintenance - taking Roy along for the ride - and thus Derry got to enjoy the (very small) backseat of my Mitsubishi FTO for the road trip back to Whenuapai. That left Jonathan - all alone - monitoring the glider fleet progress - and liaising with WP Tower. (Thank you Jonathan). The persistent low cloud prevented the gliders returning to WP, so they elected to all land in the same pre-determined paddock right alongside Muriwai Road.

Maybe there is a story to share, from the participants ..

## THREAT AND ERROR MANAGEMENT

"On Tuesday, twenty-two club members attended a seminar based on Arthur Gatland's 'Threat and Error Management' articles in *Soaring NZ* three years ago. Sadly, since then the New Zealand glider accident rate has continued to fluctuate around fourteen per year, still with fatalities in what should be a safe sport. There is no sign of a trend for the better and New Zealand is significantly behind the UK, Germany and the USA with about three times the fatality rate per 100,000 launches.

TEM is more of an attitude than a factual syllabus. It involves thinking, planning and preparing for what might transpire so as to be rarely (if ever) faced with the unexpected, un-prepared for, inescapable and dangerous event. As such it entails staying within the envelope of your knowledge and skill whilst simultaneously pushing to expand that same envelope. It also entails learning from, and teaching, others.

Above all it involves always having a viable 'Plan B'. Not just "if lift fails, I'll land-out" but "If lift fails, my known land-out options are these, and I have recently successfully practised short landings without the altimeter" for example.

The number present was excellent, and included most of the recent QGP course as well as the most experienced pilots in the Club. Those who did not attend without prior engagement as an excuse perhaps need to consider if they made a mistake, as no-one is too experienced, nor too inexperienced, to benefit from the discussion.

The general mood of the evening (which took a little persuasion to terminate) was perhaps voiced by Ivor who



said "We must do this more often". I intend to include it in next year's QGP course, as the first evening to set the tone of what follows; that we have to study for and pass a few exams in order to be good, safe pilots".

*We will publish the three TEMs one by one in future Warm Air*

### **MEANWHILE BACK AT GLIDER BASE..... Jonathan Pote takes a lighter look at the coast run**

The cold wind was down the deck, the 10/10ths nimbostratus at 1500' threatening showers. The sea would undoubtedly be rough and merciless. Could this be the deck of the aircraft carrier *USS Hornet*, the date April 18<sup>th</sup> 1942, I wondered?

The ever suffering ground crew had moved the aircraft out of the hangar before the flyers arrived. As befitted his role as leader, Captain Wallace was the last to arrive, casting an experienced eye over the preparations. Lieutenant Commander O'Keefe, veteran of many such missions, was not much before him.



*Lt CDR O'Keefe and LT Foreman*

Lieutenant (junior grade) Foreman had worked with Ensign Patten, a complete rookie on this dangerous sortie, to prepare the machines. Ensign Patten was showing that mixture of excitement and apprehension everyone recognised in those about to get their baptism, Lt (jg) Foreman more composed than the previous time but still very alert. Preparations complete, the aircraft were ranged line astern. At the front an engine started; it was time to go.

First away, proving the windswept deck was long enough, was Cdr Wallace, Ensign Patten as handling co-pilot, followed at intervals by Lt Cdr O'Keefe and Lt(jg) Foreman, now senior enough

to be allocated his personal aircraft. The word from Cdr Wallace as he waited for the formation to be completed over the breaking waves was not encouraging: "I think this is going to be a one-way trip; I don't think any of us will be getting home". With that, radio contact with the formation was lost and those left behind were wondering when, or even if, they would see those brave aviators again.....

Seriously, it was a great day full of learning opportunities even for those who did not fly. I stayed to man the base radio whilst the others found useful jobs to do, working on the proposed duty pilot computer or delivering RDW to Parakai. Air Traffic came 'on' to be informed that gliding for the day had probably ceased at the airfield if not elsewhere. I was able to hear the initial chat on 133.55 MHz clearly until the Waitakere intervened although they could not hear my



*Capt Wallace and Ens Patten*



transmissions on the portable. Regular texts from Steve gave flight following although as a formation the three provided their own safety contact. Air Traffic were pleased to receive these updates and passed their support back to Glider Base. On the return trip they fleetingly picked up a transponder as the group crossed Manukau Heads, briefly visible to the SSR. I was surprised to learn that the Tower cannot monitor 133.55 MHz, so it was good to be able inform them that we had a text saying all three were safe on the ground near Muriwai and SAR Watch could be terminated. Prior to that, the Tower had pre-approved a low base leg down RW 03 with a left turn onto Grass 26 under their control.

The recovery went smoothly, with plenty of team members and all three trailers already attached to appropriate vehicles. The paddock was on the south side of the Muriwai road straddling squares 4086 and 4087 on the 50 thou map. It is not visible until the last moment from the road so it is worth stopping there if you are passing by so as to be

forewarned for a future retrieve (or landout, of course). The gate is on a dangerous corner, and the roadside rough. With three gliders down on two vectors at ninety degrees, it probably looked like 'Arnhem comes to Muriwai' initially, but when we got there all were neatly in a line on the roadside boundary. Robert came along to get up to speed on recoveries and we had no less than ten members performing a very slick recovery



*The Heavy One*

operation, proof of our great Club Team Spirit. Steve W came back with Robert and no doubt filled him with knowledge to add to my meagre offerings on the way out. Incidentally, there is another good 'pre-used paddock' on the north side of the road just towards Waimauku in square 4087. Gliders here are clearly visible in good time.

*Historical footnote: On April 14<sup>th</sup> 1942, General Doolittle led sixteen North American B-25 Mitchells (land-based twin-engine medium bombers) off the tiny deck of the USS*

*Hornet in an untried manoeuvre that proved successful. One of the Mitchells took off without flap selected, and came perilously close to the waves before getting flying speed. The flaps were missed in the pre take-off checks by both the aircrew and deck crew (who were supposed to verify flaps selected). Human factors was around then but had yet to be recognised; it was called 'pilot error' on the assumption that the average pilot was a perfect pilot. The aircraft fleetingly attacked several targets around Tokyo less than six months after Pearl Harbor in a raid that was militarily almost insignificant but of enormous propagandist benefit.*



*Landout city*

*They flew on to China where all crashed having run out of fuel due to an enforced early take-off (even so, one reached Russia!). Although none of the aircraft returned, almost all of the crews did, a long time later. Three were executed by the Japanese and another three killed in crashes.*

Many thanks to all who came out on the retrieve and to those who helped put them back together Wed evening.

Landout Video <https://www.dropbox.com/s/1zei3dv3pj5hafj/Muriwai%20outlanding.mp4>

**ON LINE COMPETITION** *Steve Wallace provides an update*

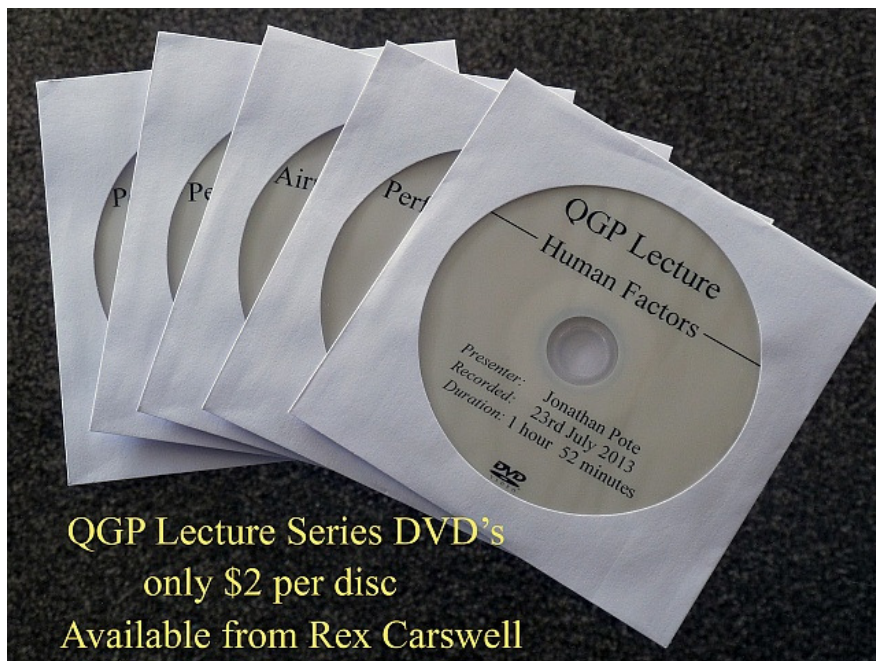
Thanks to Steve Foreman and Gary Patten ASC have just leap-frogged ahead of Norfolk in the North Island On-Line Competition (OLC). Next target is Wellington! We just need Ian to put the SeeYou recorder app onto his Smart phone and we could have got his points as well. I foresee recording and publishing of x-country flights to the OLC will need to become part of the standing orders for such expeditions. Lt Cdr O'Keefe needs to fall into line if he wishes to keep in favour with the promotions review board.

<http://www.onlinecontest.org/olc-2.0/gliding/clubRanking.html?st=olc&rt=olc>

### TAILPIECE

Many thanks to Derry Belcher, the substitute and temporary Warm Air, for last week's edition. The real *Warm Air* was so busy anticipating his holiday in warm sunny Queensland that he almost forgot to organize someone to do Warm Air. Fortuitously Derry rang just as *WA* was strolling through Brisbane Airport. "Was I coming to the airfield" he asked. The reply "I'm already at an airfield" started the downhill slide. Ever the opportunist, Derry was soon shanghied into doing the newsletter. Naturally here was some trepidation in case the real *WA* appeared in Derry's edition in a less than flattering light. Many thanks Derry.

### WARM AIR



**ROSTER BELOW**

**DUTY ROSTER FOR AUGUST, SEPTEMBER, OCTOBER 2013**

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	Notes
AUG	3	am pm	D Grey -	P Coveney -	C Rook -	- -
	4	am pm	C Hall -	I Woodfield -	G Lake -	Youth Glide -
	10	am pm	G Healey -	R Carswell -	P Thorpe -	
	11	am pm	B Hocking -	D Todd -	D Belcher -	
	17	am pm	A Mackay -	L Page -	R Carswell -	- -
	18	am pm	B Mawhinney -	P Thorpe -	D Belcher -	5 Sqn ATC -
	24	am pm	E McPherson -	S Wallace -	P Thorpe -	- -
	25	am pm	I O'Keefe -	R Burns -	D Belcher -	- -
	31	am pm	T O'Rourke -	Ray Burns -	C Rook -	- -
SEP	1	am pm	K Pillai -	I Woodfield -	R Carswell -	Youth Glide -
	7	am pm	R Pitt -	L Page -	P Thorpe -	- -
	8	am pm	J Pete -	R Carswell -	D Belcher -	-
	14	am pm	T Prentice -	S Wallace -	C Rook -	
	15	am pm	G Rosenfeldt -	D Todd -	R Brookes -	
	21	am pm	J Rosenfeldt -	R Burns -	G Lake -	
	22	am pm	R Struyck -	P Thorpe -	R Carswell -	
	28	am pm	R Thomson -	P Coveney -	P Thorpe -	
	29	am pm	M Belcher -	I Woodfield -	D Belcher -	
OCT	5	am pm	K Bhashyam -	R Carswell -	C Rook -	
	6	am pm	K Boyes -	S Wallace -	R Brookes -	Youth Glide
	12	am pm	S Foreman -	R Burns -	G Lake -	
	13	am pm	D Foxcroft -	D Todd -	R Carswell -	
	19	am pm	N Graves -	A McKay -	P Thorpe -	
	20	am pm	D Grey -	L Page -	D Belcher -	
LABOUR WEEKEND	26	am pm	C Hall -	P Thorpe -	C Rook -	
	27	am pm	G Patten -	R Carswell -	R Brookes -	
	28	am pm	G Healey -	I Woodfield -	G Lake -	



