

WARM AIR 15 Dec 12

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433 www.ascgliding.org
Saturday.	Instructing: Rex Carswell Towing: Peter Thorpe/Ryan Brooks Duty Pilot Tomas O'Rourke
Sunday.	Instructing: Lionel Page/Ivor Woodfield Towing: Andrew Sunde Duty Pilot Gary Patten

MEMBERS NEWS

SATURDAY *Instructor Peter Thorpe does the report*

Saturday brought very pleasant weather with a 10kt SW breeze and promising looking clouds. In contrast to the tornado damage a few hundred metres along Waimarie Road our hangar and trailer park were untouched and even power seemed to have been on all the time.

After the usual DI-ing and cleaning we launched at 1130 with David Grey for a dual check before some solo flying. There was some thermal activity so MP was launched and Tony Prentice and I went up for some upper air exercises during which time we reached 3000ft without difficulty. Soon after that Craig announced he had broken Warm Air's yellow pet as one of the four undercarriage retaining bolts had sheared during landing. This caused some consternation and much ringing of various engineers. We were advised there were spare bolts in the hangar and after further consultation with our friendly LAME and engineering work by Gary to extract the broken end of the bolt we were able to resume operations.

David made a solo flight then Roy and, I think Steve F (or was it Ivor?), went for a shared flight in MW but came back and announced they had broken the wheel brake. The disc had sheared from its retaining drum so there was another hour of head-down bum-up work from Neville and Gary to remove the broken bits so that we could resume operations without the wheel brake. Genny was then able to do a flight to start the serious



business of converting a rusty power pilot into a current glider pilot.

By then it was getting late so we packed up, had a beer and drove away at 1730. We did three dual flights and maybe four solo which was not so bad considering the delays caused by breakages. And it was a lovely day in the sun.

SUNDAY

Gates open by 1000hrs and first launch from 08 at 1111hrs. The sky was already looking good by this stage (see photo of dual tow behind the red tractor) and Kris

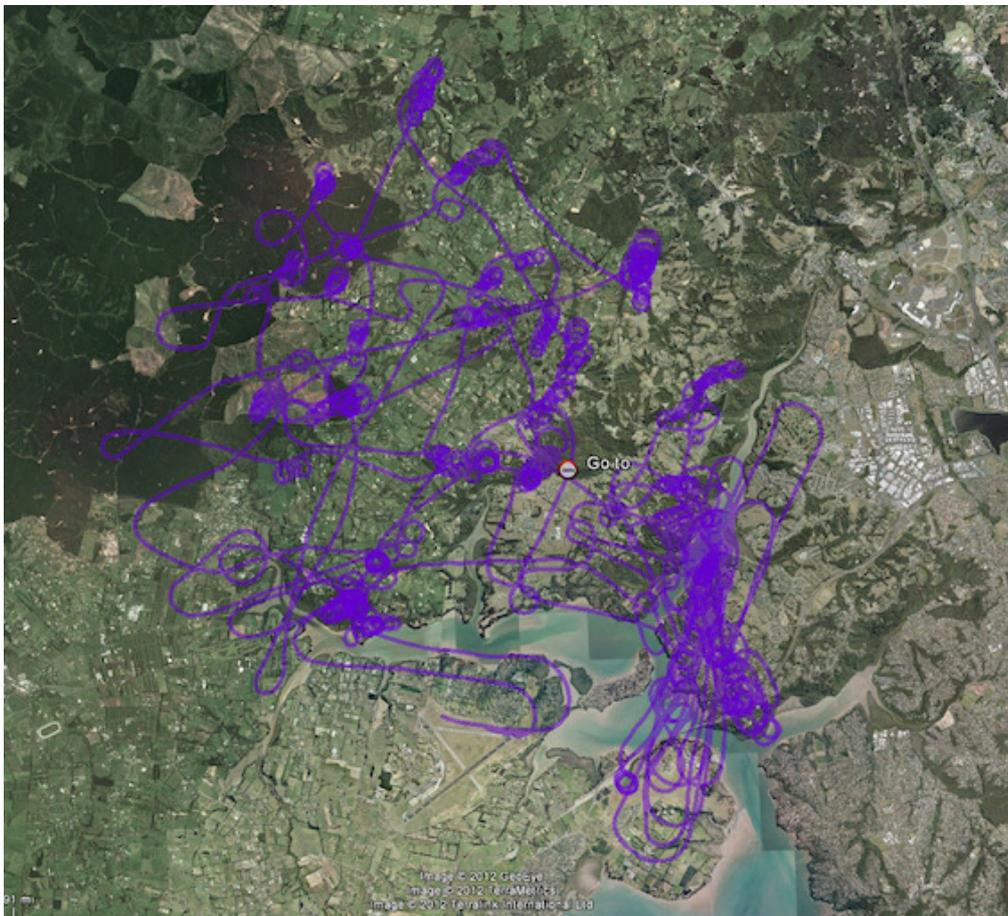
was first up in MP with a quick 40 minute flight to confirm things were indeed good. Rudolf in the twin however with Steve W instructing only managed 2 minutes, on two different occasions! (*someones paws all over the release*) Rudolf did however get his low level launch failure signed off. Steve Foreman still freshly

armed with enthusiasm and new skills from the cross country course grabbed VF, declared a 5hr badge flight, launched at 1143hrs and was not seen again for 312 minutes, a little knackered but definitely happy (see photo). Well done Steve, great effort! The good weather allowed Tony to get in some good flying and thermaling practice and with all the height he gained he was also able to get slow speed handling, stall recognition, stalls, stalls with breaks out, stall in a turn, incipient spin, full spin and spiral dives all covered off. Roy, Gary, Ian, Dave Foxcroft and Dave Todd all went flying as well in either MP, the twin or both and all had flights of an hour or more. A great day with great thermals. Summer is here and the good flights are happening. If you haven't started planning your next badge flight you better start now!

Towie Graham Lake adds his tuppence worth. Despite arriving at the crack of dawn the hordes were there tapping watches. I noticed they had not DI'd the towplane and the dirt, grass and dead insects from the previous day were still in residence. Dark mutterings about the previous day's lazy towies sprang to my lips. Friends of Graham Lake's came out and Sue Levett got a glider flight with Steve Wallace. Thanks to Steve she thoroughly enjoyed the experience. There seemed to be lift everywhere and it proved impossible to find a big patch of sink for those emboldened folk who were being unkind to the towie. There were plenty of good flights to be had while we keenly monitored Steve Foreman's five hour attempt in the PW5, willing him on. I don't know about Steve but the last half an hour seemed like an eternity to us on the ground as the sky blued out. Well done Steve, a tremendous flight in the 'Pee Wee' and excellent perseverance. Only two to go to the silver C. Yes, he did get his wallet out to properly earn the tick in the box

It was real nice to meet with an old member from the Hobsonville days, Grant Ridley. Grant was a towpilot way back and it was a good opportunity to hear some of the reminiscences and to reflect on so many names that I knew from my Air Force days.

WE GOTTA HAVE STEVE FOREMAN'S VERSION *Well I thought that would be the finish of my writing duties last week, but I am back with a gentle reminder from Warm Air*



I got out to the field Sunday morning wanting to attempt the 5hr duration (if all else fails longest flight of the day). A brief from Steve W and I was set to go. I told Steve W that I was prepared (toilet breaks) as he smiled back and said, good luck with that. Before I had time to back out Ian had written my name on the board and in brackets 5hr attempt, the pressure was on

I didn't lift off until 11.50am David Foxcroft gave me some advice and letting me know that the lift will stay late in to the day. There were nice dark flat bottom cloud streets and couldn't wait to get amongst them There not much to say about a 5 Hr

flight Tiki Touring around the field so below is my flight path. (to a trained eye it is a kids crayon drawing).

1hr I get a call from Graham telling me I had done 1hr at this point another 4 hours was mind boggling still the next hour passed and still 3 hours to go still mind boggling. I had flown furthest north I had flown and it felt comfortable I felt I could have keep going following the street and a tail wind (Springhill is calling), At this stage the pads were working well no problems. The 3rd hour and got calls you are doing well, by now I thought I could do it, it still didn't occur to me the clouds may vanish. At around 3pm there was good lift over Hobsonville to Greenhithe as I did 65 km in 30 min going back and forward some parts 80 kts and going up. At the 4th hour well I recall the words 'Good Luck with that', enough said there.

At this point I was thinking can I do it, thoughts of coming down before the 5 hrs were up entered my head, having to start all over again the clouds were starting to disappear. I didn't think too much about doing 5 hours at take off time, but it was now I wished I had taken flight earlier. Steve W was in the twin and radioed suggested I radio to get permission to go higher this is something I hadn't prepared for but should of (still some work there to do).

For the last 45 min there was one cloud left and it was mine and I was just circling not going up nor down and I didn't move far from it. I got the call from Glider Base 30 to go things got more tense it was so close I didn't want to fall out of the sky now, then the call 20 min. Earlier Dave F told me to have a choc bar so grabbed a bite of that and a drink before the landing Then 15 min call I said to myself no more calls and there were no more calls until GVF you have done it!! yeeehaaaa

How long did Ray do? I asked myself (no answer) hit some lift and was going up again but then decided no I have had enough nose down and back to the field (that one will have to wait)

Some interesting facts (for me)

My flight was 11:44 to 16:58 total of 5:14
Best climb 1541ft
Lowest height 1863ft
53 thermals 52 right 1 left
237km distance cover albeit like a spinning top



I think back to the XC course and one of the instructors asked if my favorite side was to the left as I had favored that side for the first part of the flight and had good balanced turns with good bank and speed control. In fact I do favor the right and wanted to get the best climbs so kept on turning right (thought there may have been more than one).

After seeing my flight data on SeeYou it showed my best thermal was to the left this was the 1541ft climb 8.4fps and took 3 mins. 52% time spend circling. This was a great way to end 4 weeks of flying with a total of 24hours 24 mins flight time

Thank you all for the support and encouragement (even the PeeWee 5 comments) I still have smile today and still in the clouds "Only those who risk going too far, find out how far they can go" - T.S.Eliot

RADIO SPEAK

Remember the elements of a good radio call: Who am I calling, Who am I, Where am I, what am I going to do, (or want to do if working with a controller) Who, Me, Where, What. The last bit is very important to ensure traffic in the area know what you are going to do, and thus to know if they have to worry about you or not. It is especially so when we have military traffic departing or arriving and you are still in the air. They really want to know what you are going to do, specifically how you are going to keep out of their way. For us that likely involves telling them we will stay to the west of our hangar, or above 2500ft or some other way to

ensure we will not go near the approaches or environs of 03/21. A good example is "Whenuapai Traffic, Glider India Victor, prison at 2500ft, tracking west and will remain to the west of the gliding hangar"

"Whenuapai Traffic, Glider India Victor prison at 2500ft ops normal" is a bad call if it follows a call from an incoming flight to announce they are on an 8 mile final for 21. Their obvious question is "and? They want to hear you understand they are coming and how you plan to stay out of their way.

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.

See you at the field

WARM AIR

Dear Santa,

I only wish for two things for Christmas,
A fat bank balance and a thin body.

And Santa,

Please don't get them mixed up like you did last year.

ROSTER BELOW

DUTY ROSTER FOR NOVEMBER, DECEMBER 2012, JANUARY 2013

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
NOVEMBER	3	am	R Whitby	R Carswell	P Thorpe
	-	pm	-	-	-
	4	am	D Foxcroft	L Page/R Burns	A Sunde
	-	pm	-	-	-
	10	am	K Bhashyan	P Coveney	R Carswell
	-	pm	-	-	-
	11	am	D Grey	S Wallace	C Rook
	-	pm	-	-	-
	17	am	B Hocking	P Thorpe/I Woodfield	M Oliver
	-	pm	-	-	-
	18	am	G Hodge	R Carswell	G Lake
	-	pm	-	-	-
	24	am	B Mawhinney	D Todd	P Thorpe
	-	pm	-	-	-
	25	am	E McPherson	L Page/I Woodfield	R Carswell
	-	pm	-	-	-
DECEMBER	1	am	I Middlemiss	P Coveney/R Burns	A Sunde
	-	pm	-	-	-
	2	am	L Middleton	I Woodfield/R Burns	M Oliver
	-	pm	-	-	-
	8	am	P Neely	P Thorpe/I Woodfield	C Rook
	-	pm	-	-	-
	9	am	I O'Keefe	S Wallace	G Lake
	-	pm	-	-	-
	15	am	T O'Rourke	R Carswell	P Thorpe
	-	pm	-	-	-
	16	am	G Patten	L Page/ I Woodfield	A Sunde
	-	pm	-	-	-
	22	am	K Pillai	P Coveney	R Carswell
	-	pm	-	-	-
	23	am	S Saunders	R Burns	C Rook
	-	pm	-	-	-
	29	am		XMAS ROSTER	
	-	pm			
	30	am		XMAS ROSTER	
	-	pm			
JANUARY 2013	5	am		XMAS ROSTER	
	-	pm			
	6	am		XMAS ROSTER	
	-	pm			
	12	am	R Struyck	P Thorpe	M Oliver
	-	pm	-	-	-
	13	am	R Thomson	S Wallace	G Lake
	-	pm	-	-	-
	19	am	J Pote	I Woodfield	P Thorpe
	-	pm	-	-	-
	20	am	M Belcher	R Carswell	A Sunde
	-	pm	-	-	-
AUCKLAND ANNIVERSARY	26	am	S Foreman	R Burns	R Carswell
	-	pm	-	-	-
	27	am	R Whitby	L Page	M Oliver
	-	pm	-	-	-
	28	am	K Bhashyan	D Todd	C Rook
	-	pm	-	-	-