

# WARM AIR 15 Feb 14

## 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: Peter Thorpe	Bank Acct 38-9014-0625483-000
	Towing: Graham Lake	
	Duty Pilot: Kris Pillai	
<b>Sunday.</b>	Instructing: Rex Carswell	
	Towing: Craig Rook	
	Duty Pilot: Richard Pitt	

### MEMBERS NEWS

#### **SATURDAY** *Instructor Ray Burns makes stuff up*

Waitangi Day was a howling gale, Friday was pretty awful. When I got up on Saturday it wasn't much better, but over the space of two hours it started to look quite bright and the day turned out to be quite pleasant. There was a steady 12-15 kts down 26 all day and plenty of sunshine. We had a small turnout of members, Roy Whitby, Neville Swan, towie Jamie Wagner, Graham Lake, Thomas O'Rourke, Tony Prentice, Andy McKay, Gary Patten and Jack Foot. A slight hiccup with the rear PTT meant we were a bit late getting away with our first launch in the twin not until 1300. Jack was the only pupil flying and made two pretty good circuits, the second without any input from the rear, so excellent progress.

Graham took up IV and MP was flown by Roy, Tony, Andy and Gary. Gary and I also shared a flight in the twin. The conditions were "challenging". There was lots of strong sink and the lift that was about tended be very difficult to stay in.

Longest flight of the day award went to Andy in MP (59 mins) just edging out *Warm Air* in "Creepy" at 51 mins.

#### **SUNDAY** *Graham Lake rocked up on a reasonable looking day*

The day fining up nicely and the Dragon away for the weekend prompted *Warm Air* to venture out to the club for the second day of the weekend. Tidied the house and did the dishes in case she came home early before heading out. The Libelle must be waiting for me. Nope Ivor had gotten there first and was firmly ensconced in the sky. Roy Whitby, Gary Patten, Neville Swan, Lionel Page, Karl Bridges provided the gossip before Ray Burns burst through the gate, hooked onto his trailer (running even) and got rigging. We got to help.



*Visitors*



*How to scare away visitors*



*No this is not heavy....much*



*What do you mean, higher*

The tower was on, intending to be there for most of the afternoon. The early arrival of the Orion saw an early departure of the controller and we had the place to ourselves. Gradually they all fell out of the sky, we tucked everything to bed and while Rex Carswell to RDW up to Parakai for some maintenance we did a quality check on the beer.

## **JUMPSTART AND MILITARY PARACHUTE OPERATIONS**

We have been advised of military parachute operations 8 and 9 March that are likely to have some effect on our club activities

The annual tandem parachute ride for CanTeen and disadvantaged kids is scheduled for the weekend of 5 April. Current thinking is we will go somewhere else for both of these weekends, either North Shore or Drury. Both are keen for us to visit and see our wee towplane.

## **PW5**

Many will be aware our PW5 suffered a mishap when the wind tore the hold back staple from the holding post. The wind swung a hangar door into and damaged the leading edge of one wing. After much discussion among the experts as to the correct repair materials and who will sign off the work, it has been decided to take her to Sailplane Services.

## **TOW UPSETS**

There are a number of things that can go wrong during an aerotow. Most tow pilots keep these in mind during our towing days. Personally, the one that most bothers me is a tow upset. What is this thing and how do we prevent it ever happening.

The most common tow upset is for the glider to kite high above the tug. When this happens the glider overpowers the tug controls, pulls up the tail of the tug and causes the whole ensemble to head vertically downhill. As the glider kites over the tug it accelerates (bit like being on a winch launch) while the tug loads up and slows. The generally accepted synopsis is from the glider at around 30 degrees above the tug to the whole lot vertical is about 2 seconds. About 800 feet is required to recover the tug to level flight.

Lateral upsets can also produce a similar effect

Prevention is fairly easy, stay below and directly behind the towplane. A good sight picture is the horizon around 200 to 300mm below the tug wheels. Another way is to go down until you get into the tug slipstream then go up around 10 feet.

The Rules:

- On takeoff stay no higher than the tug vertical fin until the tug lifts off.
- Stay below and directly behind the tug during the tow
- If you do accidentally go high and lose sight of the tug, release immediately if not sooner, (the tow pilot does not care how low you are)
- If you get a slack rope fly the slack out gently
- Make sure the tow rope has released before you bank away
- No out of position manoeuvres below 1500ft AGL
- Use long ropes (around 50m) not short ones
- Avoid aerotowing using a belly hook
- Don't scare the tow pilot, he is likely to dump you. Try not to lose the tow rope.

## TAILPIECE

*A recent article in the Dominion Post reported that a woman, Anne Maynard, has sued Wellington Hospital, saying that after her husband had surgery there, he lost all interest in sex.*

*A hospital spokesman replied:*

*"Mr. Maynard was admitted for cataract surgery. All we did was correct his eyesight."*

New Roster

**DUTY ROSTER FOR FEBRUARY, MARCH, APRIL 2014 Final**

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	
FEBRUARY	1	am pm	K Bridges	I Woodfield	G Rook	
	-	-	-	-	-	
	2	am pm	B Hocking	R Carswell	P Thorpe	
	-	-	-	-	-	
WAITANGI DAY	6	am pm	I O'Keefe	A MacKay	D Belcher	
	-	-	-	-	-	
	8	am pm	T O'Rourke	R Burns	J Wagner	
	-	-	-	-	-	
	9	am pm	G Patten	L Page	R Carswell	
	-	-	-	-	-	
	15	am pm	K Pillai	P Thorpe	G Lake	
	16	am pm	R Pitt	R Carswell	C Rook	
	22	am pm	J Pote	S Wallace	P Thorpe	
	23	am pm	T Prentice	D Todd	D Belcher	30 Sqn ATC
MARCH	1	am pm	R Struyck	P Coveney	J Wagner	
	2	am pm	R Whitby	I Woodfield	R Carswell	
	8	am pm	E McPherson	S Wallace	G Lake	Military Para Ops
	9	am pm	C Hall	R Burns	P Thorpe	Military Para Ops
	15	am pm	K Bhashyam	L Page	C Rook	
	16	am pm	K Boyes	P Thorpe	D Belcher	
	22	am pm	G Patten	R Burns	J Wagner	
	23	am pm	S Foreman	R Carswell	G Lake	
	29	am pm	R Forster	S Wallace	R Carswell	
	30	am pm	D Foxcroft	D Todd	P Thorpe	
APRIL	5	am pm	G Healey	P Thorpe	C Rook	Jumpstart
	6	am pm	B Hocking	R Burns	D Belcher	Jumpstart Alternate
	12	am pm	I O'Keefe	P Coveney	J Wagner	
	13	am pm	T Prentice	A MacKay	G Lake	30 Sqn ATC
EASTER WEEKEND	18	am pm	T O'Rourke	I Woodfield	R Carswell	
	19	am pm	K Pillai	L Page	P Thorpe	
	20	am pm	R Pitt	R Carswell	C Rook	
	21	am pm	J Pote	S Wallace	D Belcher	
ANZAC DAY	25	am pm	K Bridges	D Todd	C Rook	
	26	am pm	R Struyck	P Coveney	J Wagner	
	27	am pm	R Whitby	P Thorpe	G Lake	