

WARM AIR 15 Jun 13

Aviation Sports Club Gliding Newsletter

THIS WEEKEND: Club Cellphone 021 745 433 www.ascgliding.org

Saturday. Instructing: Peter Coveney
Towing: Rex Carswell
Duty Pilot: Thomas O'Rourke

Saturday. Instructing: Ray Burns
Towing: Ryan Brookes
Duty Pilot: Kris Pillai

MEMBERS NEWS

SATURDAY *Instructor Lionel Page remembers he was there....*

Well, what can I say - a brilliant day. Started with only Ben Mawhinney and I to open up at 9.30am. Towie Marc Oliver had said that he was only going to be able to make it at midday.

Not too long afterwards Nathan Graves arrived and we started moving aircraft out. Then... Marc Oliver arrived, change of plans and he was able to fly now but had to leave by 3pm. First up was Ben with a check flight before his second solo. Very well managed. Although the sky gave an optical illusion that aircraft were much lower than they were. Hence why I eventually gave in to my concern and call him to check his altitude -



all was good though. (Later in the day I had Roy Whitby and Neville Swan checking my altitude as they thought I was low!)

Nathan then did a no instrument circuit - again very well handled and I thought that he was really ready for his first solo. A extremely keen power pilot, Robert, arrived to do his second trial flight. And stayed to help pack up. Fingers crossed, he will be back - please make him welcome!

Neville did an independent check flight with Nathan and announced him **READY**, even though the wind was occasionally swinging across the runway.

A great first solo by Nathan. That makes two solo's in two weeks - what a roll! (Maybe running out of ab-initios soon!) **WELL DONE** Nathan!

I then took Karl Bridges, a new member, for his 4th flight - coming along nicely.

Neville ended the day at 3.30pm with a final trial flight for Sally, a friend of Genny Healy's. All in all, the longest flight of the day was Robert and I with 31 minutes.



What a great winter's day.

Towie Ollie continues, After finding out work wasn't until the afternoon instead of the morning



I quickly made my way out to the field so we could get underway. Luckily there was enough people out there to get some gliding done. There was a steady trickle of people throughout the day but I thought there would have been more people out there considering the weather. Well done to Nathan for his first solo flight.

The last flight for the day was Sally, Genny's friend. She seemed to love the experience. Unfortunately I had to shoot off at around 1530 but a total of 11 tows for the day which was a reasonable effort. See you all next time.

SUNDAY *Towie Graham Lake does the honors.*

A grey miserable rainy dawn suggested the scheduled ATC cadets were about to be disappointed. And so it proved as the rain continued and the towie stayed at home. A quick exchange of texts saw David Grey meet me at the hangar so we could continue with the installation of lights and power points.

A clearing sky with large blue patches prompted a call from Genny Healey, she would like to fly. No problem but you need an instructor. She rang David Todd and he came out and they both got MW ready and set up on 08. The towie joined them just as the only scheduled Air Force movement departed, talk about timing.

With just the three of us in attendance we resorted to wing down take offs, all handled well by Genny Healey, especially once she mastered the magic words "all out". Five dual and one solo, all for Genny, saw us finish just after 1600. Back at the Hangar Derry belcher and associated club members had been busy de rigging the singles in readiness for the annuals and were waiting eagerly for MW. That lot spread round in the hangar left no room for RDW but she needed a 100hr check anyway so off to Parakai. Mark Belcher came to bring me back and his friend, Eddy, got to come on the flight to Parakai.



ITS RIGGING SATURDAY THIS WEEKEND

Following the annuals at least one glider (MW hopefully) will require rigging. Maybe all three. We will need lots of helpers for MW, one leader lots of workers....not the other way round then you can glide. That will give time for Rex to get to Parakai and bring RDW back.

HUMAN FACTORS

Our Jonathan Pote has re written the Human Factors study notes for the QGP exams. These are posted on the GNZ Site at

<http://www.gliding.co.nz/sites/gliding.co.nz/images/documents/Training/AvMed%20and%20HF%20for%20GNZ%20v8.pdf>

A MEMORABLE DAY AT DRURY *Jonathan Pote helped at Drury with their QGP courses*

On Saturday I visited the Auckland Gliding Club at Drury. David Hirst is organising their winter QGP Ground School, and started off on Saturday leading a seminar on 'Threat and Error Management'. After an outline of a theoretical 'pristine flight' (which may end as the glider halts, wings level, exactly where you intended but starts well before take-off), we discussed what can go wrong (and many things always do) and how to develop plans and above all attitudes to minimise those problems. It was very educational, and something our Club could very usefully repeat.



After a couple of hours discussing that, we emerged to a perfect gliding day; blue sky, a gentle northerly breeze and a cloud street forming directly overhead. A very smart PW6U GXY was on the grid, but I'm a type-hog so the Schleicher ASK21 GAK beckoned. Standard procedure: Put name on the list and get stuck in to dragging cables and running wings. When my turn came, Ross Taylor sat in the back and we were off on the winch.

Although (many years ago) I did my first solo off a winch, and had watched perhaps a dozen launches that morning, I was still taken totally by surprise by the initial acceleration and unbelievable angle of climb. Being used to our FK9 five degree climb to clear the boundary by a couple of hundred feet is no preparation for reaching fifty knots and getting airborne in the length of the glider and then being well over a thousand feet before the end of the thousand metre strip.

Once released, and brain having caught up, it was sheer perfection soaring under the street. The airspace limitation is 3500' and we easily made it up almost to that limit, four or five other gliders sharing the lift. We went a fair way South, Ross pointing out all the landmarks, and then a lesser distance North until conscience dictated some side-slip practice to get down to circuit height and a satisfying landing after half an hour.

The next student was in a wheelchair. No problem, Schleicher have an approved hand-operated rudder, looking like a large black trim lever, which fits easily onto the left side of the cockpit. Thus the Auckland Club can offer training to some disabled people and has a very enthusiastic person benefitting from that.

I launched again just before five with Nigel McPhee, on the last flight of the day. By now the cloud had dissipated and the air was silky smooth so after a much better handled launch there was just a few minutes to enjoy the very pleasant handling of the ASK21 before a hangar landing.

Lurking in the depths of the AGC hangar was a novel potential tug. Spitfire Tr Mk IX MH367 suffered a partial engine failure a few days ago and was lucky to find the strip within gliding range although it nosed over in the soft ground on arrival. If the ground gets any softer, it may have to leave by road. Interestingly, a

few Spitfires were used to tow GAL Hotspur light assault gliders (eight troops, L/D of 20:1) during the Second World War but I would not have liked to be at either end of the rope.

A great day and it is worth remembering that as GNZ members we have reciprocal membership with all affiliated clubs to fly dual at their members' rates. This is an excellent way to broaden experience launch methods, gliders and sites and of course make new friends. To fly solo requires full membership of that club, but again remember that not having to pay the GNZ or Soaring NZ costs again, and paying by the minute for glider time, annual fees drop to around \$200 for an additional club membership. A winch launch cost \$16 and took me to around 1500', half the cost of a comparable aerotow.

WARM AIR



ROSTER BELOW

DUTY ROSTER FOR MAY, JUNE, JULY 2013 final

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	Events
MAY	4	am pm	T Printice -	P Thorpe -	R Carswell -	
	5	am pm	K Bhashyam -	D Todd -	G Lake -	YOUTH GLIDE
	11	am pm	K Boyes -	P Coveney -	C Rook -	
	12	am pm	S Foreman -	S Wallace -	R Carswell -	
	18	am pm	D Foxcroft -	I Woodfield -	P Thorpe -	
	19	am pm	N Graves -	L Page -	M Oliver -	5 SQN ATC
	25	am pm	D Grey -	R Burns -	R Carswell -	
	26	am pm	C Hall -	I Woodfield -	R Bookes -	
- JUNE -	1	am pm	G Healey -	R Carswell -	G Lake -	
	2	am pm	B Hocking -	P Thorpe -	C Rook -	YOUTH GLIDE
QUEENS BIRTHDAY	3	am pm	B Mawhinney -	S Wallace -	P Thorpe -	
-	8	am pm	E McPherson -	P Coveney -	M Oliver -	
-	9	am pm	I O'Keefe -	D Todd -	G Lake -	5 SQN ATC
	15	am pm	T O'Rourke	P Coveney	R Carswell	
	16	am pm	K Pillai	R Burns	R Brookes	
	22	am pm	R Pitt	R Carswell	C Rook	
	23	am pm	J Pote	P Thorpe	M Oliver	
	29	am pm	M Belcher	S Wallace	P Thorpe	
	30	am pm	G Rosenfeldt	R Burns	R Brookes	
JULY	6	am pm	J Rosenfeldt	P Coveney	R Carswell	
	7	am pm	R Struyck	I Woodfield	G Lake	YOUTH GLIDE
	13	am pm	R Thomson	L Page	C Rook	
	14	am pm	M Belcher	D Todd	M Oliver	
	20	am pm	K Bhashyam	R Carswell	P Thorpe	
	21	am pm	K Boyes	S Wallace	R Brookes	5 SQN ATC
	27	am pm	S Foreman	P Thorpe	G Lake	
	28	am pm	D Foxcroft	R Burns	R Carswell	