

# WARM AIR 16 Nov 13

## 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: Steve Wallace Towing: Derry Belcher Duty Pilot: Thomas O'Rourke Bank Acct 38-9014-0625483-000
<b>Sunday.</b>	Instructing: Ray Burns Towing: Graham Lake Duty Pilot: Kris Pillai

### MEMBERS NEWS

#### SATURDAY *Towie Peter Thorpe gets first go*

I was late arriving at the airfield because I had to run in to Parnell to deliver some forgotten goods to my daughter at the La Cigale market but I was not too worried as I knew RDW was fully fuelled and clean from last Sunday. I found PC, Ray, Jonathan and club member from long ago Roger Read all busy getting things ready. Roger said he needed a BFR and asked if I would do it and an instructor validation check. That was an interesting challenge because Roger is one of the most experienced instructors in GNZ. In his air force days he flew A4s and led the Red Checkers aerobatic team and he currently flies B777 with Air NZ but during his time as GNZ National Operations Officer he wrote the training syllabus as we know it today and is presently the leading light for Youth Glide at Omarama. His son Toby was one of Enya's instructors last year so there was no pressure!



Fortunately Warm Air himself came out to check I was fit to fly after some minor surgery on an ear last week so he was able to tow while Roger and I did our thing. There was some Air Force activity so it was after midday when we launched for the obligatory spinning exercise which worked nicely on the second attempt then some stalling and back for a brakes locked closed landing. Then a second launch for a rope failure at 400ft and an abbreviated circuit. It is always a privilege to fly with a really skilled pilot and I am sure I learned lots more than Roger did. Even Warm Air commented that flying the tow plane was easy when

exercises such as boxing the tow are flown so smoothly. Roger is one of the nicest guys you could hope to meet and notwithstanding his background he spent the whole day with us, probably ran more wings than anyone else and helped put the aircraft away at close of play. A true club member.

Then it was back to being tow pilot for me. New tow pilot-to-be Jamie joined me for several tows to learn how it is done, Karl Bridges did three flights with PC and even Warm Air went for a dual check just in case IV comes out of maintenance before Xmas while Tony, Jonathan, Roy and Gary all went off by themselves. Roger took Ka6 BU for a 74 minute flight that was easily the longest for the day. A total of 13 launches and 10 tows for me - not a bad day at all.

*Instructor Peter Coveney adds his bit* Last time I was rostered on the winds favoured a Muriwai-Raglan coast run so Steve Wallace flew Genny Healey in MW and I went home and did some chores. This time the day didn't look that great with a high overcast and cool breeze out of the south west. With Exercise Southern Katipo happening we could expect to have a few military movements taking place throughout the weekend and that was the case with a Singaporean C-130H, an Australian C-130J and a couple of Kiwi Hercs. This meant we would be flying with the Tower on watch.

A pleasant surprise was to see Roger Read come to visit us with the hope of getting a BFR carried out. Initially I was in the gun for this (I wondered who would be getting checked?) Then I remembered that I cannot do BFRs for instructors and that Peter Thorpe would have to do it. Of course Peter was the Duty Towpilot but as luck would have it Graham arrived to solve that problem.



So first couple of flights were Peter and Roger doing spins and things and a nice low low level circuit back onto the airfield.

My flying consisted of three circuits with Karl Bridges who has now reached the stage where he is learning to put the glider safely on the ground. He has take off and aerotow in hand now so we did our first 1000 ft circuit with me prompting him all the way. Second one I kept my prompting to just the odd comment here and there. The last one was to be just a 1500 ft circuit to incorporate the rejoin but fortune smiled on us and we got away from 1400 ft up to 2100' for a nice 48 minute sortie. The landing this time was with me being very quiet and Karl doing a nice landing half way up the strip. As you can see there was some lift around and good flights in the singles were had by Jonothan Pote, Gary Patten, Andy Mckay, Ray Whitby Ray Burns and Roger who got to fly a Ka-6 for the first time since his Ohakea days when his normal commute was an A4-K Skyhawk. Need I mention he got the longest flight of the day.



Last flight for me was in the front seat of MW with Warm Air enjoying a 32 minute trip in patchy lift between Paremoremo and Riverhead. And that was it. Thank you Jonothan for letting me escape a wee bit early to get my groceries shopping done.

### **SUNDAY** *Instructor, Ivor Woodfield does the honours*

The day was perhaps not looking as good as the forecast I saw, but none the less looked reasonable. While collecting the radio from base ops I learned that there were to be several military movements, including the arrival, and later departure, of a C17. The tower would be on watch most of the day.

I arrived at the hanger and was just starting to open things up when people started arriving. Pretty much first in were William, the duty pilot and Rex, who was towing, so we had a full team. Rudolf, Jonathan and Roy joined us and we started getting planes out of the hanger. No-one dared move the K6 that seemed to have been left there, and we decided we would return for VF as and when someone wanted to fly it.

There was a reasonable SW breeze, and first up was Rudolf Struyck who was wanting to practice landing without brakes. We towed to 1500' and on approach flew a deep base leg out over the middle of Herald

Island. All looked good until the tricky wind shear caused Rudolf to drop the nose. On rounding out over the threshold we were going way too fast, and ended up needing brakes to avoid arriving in the fence at the far end of the runway. We discussed options on the long walk back, and were confident things would go better on the next attempt.

Next up was William Harman, whose duty pilot duties were covered briefly by Jonathan. In quite bumpy conditions, William managed a good aero-tow, and at 2000' went looking for some lift. None to be found so we practised some slow-speed handling, and were on our way back when we flew through some slight lift. Without hesitation William banked into it, and for a while we looked like we might get away. Sadly, despite some good effort the lift was too broken and after a while we were heading back down. The landing was a good one, and overall William managed a 20min flight.

Rudolf then went up for another brakes free approach from 1000'. This time things went better, and we were soon back on the ground after a much shorter landing roll. This was certainly tricky in the conditions, and something that requires regular practice to perfect.

I then flew with Rene, who is a potential new club member. The conditions were still very 'lumpy' and while we had a reasonable flight we were back on the ground before too long.

While we were airborne, Jonathan went up in MP, and managed a very creditable 37 minutes for the longest flight of the day. There being no-one else waiting, it was also the last flight of the day. Just 5 flights in total. After packing away we managed a couple of beers, during which time Steve Foreman turned up with some interesting tales from his flying at Taupo during the week. Congratulations on managing to achieve a very pleasing third place :)

## **CFI'S CORNER**

The good soaring season is upon us and multiple gliders in thermals mean we can get quite close to each other. Remember that LOOKOUT is vital for safety and peace of mind. Remember the thermaling etiquette that says you must turn in the same direction as any other glider already in the thermal you are joining and to position your glider so that the other pilot can see you. If you feel uncomfortable about the presence of another glider either talk on the radio or just move away - there are no points awarded for giving yourself a fright or risking a collision.

## **CENTRAL PLATEAU CONTEST 2013 - A FIRST TIMERS EXPERIENCE. *Steve Foreman shares***

When I arrived at the field, Tom Anderson was cleaning up after planting and tidying up around the place. Tom was the contest director and gave me a warm welcome and showed me around the Club. A lot of effort has been put in over the years and Taupo now has great club rooms, it's a pity we couldn't make use of the buildings at the 08 end. Tom is an instructor and also a tow pilot and he had just passed his medical so another two years of flying. He is out there pretty much 7 days a week and what is more amazing is that he is 81!

### **Practice day**

Being new to Taupo I was keen to have a dual flight and Joe Ward took me up; I had met Joe at the X/country course last year so was great to catch up, go flying with him and gain some local knowledge (even the place names were a problem). It was his first competition as well, After an hour in the air, we came down and KP and I took to the air with Joe taking the Jantar ML. He had a good laugh at my pronunciations!

Now in the club rooms at Taupo in the centre of the wall is a picture of the Jantar: You know those old faded 70s looks. I had asked Joe who was flying it and he wasn't sure but thought it may have been Trevor Terry. On my return to WP, Rex asked if they still had that picture of the Jantar as it was him in it. Rex is holding up better than his picture (Warm Air's comment) (*no its not*)

Day 1 Out to the field bright n early, wiped KP down, DI etc, briefing.



I was a little nervous about being in the air with 21 other gliders, thinking it would be a bit like being on a scooter in Ho Chi Minh City but surprisingly there was nothing to worry about. In fact, apart from the radio, at times it seemed that it was just me up there. The start was an interesting time;

being one of the first up I was hanging around until the start gate opened. The call came that the gate is open and that we are off so I circled some more and then crossed the line on my way. What a feeling of excitement and nerves but a great feeling leaving the field behind. This is what the past year is all for, the hours put in to get to this point, my first comp. I had decided at the X/country course to enter competitions; now it was happening.

Rob Lyon - The day's forecast was for overdevelopment on the high ground (which includes the Urawera range to the East, The Kaimanawas to the South and most of the Western Bays located to the west). The Task was set as Start A -> Galatea -> Poronui -> Tokoroa -> Home. The day did not overdevelop quite as badly as forecast and instead gave great convergence lines up to Galatea, then back down to Poronui. This area gave the best soaring of the day for most pilots; a fairly large blue gap between Poronui and Taupo meant most pilots then had to make a long glide from Poronui into the Reporoa Valley area to pick up another climb before heading off to the Tokoroa area.

Some of the Club Class and I had to land back, but most of the Open Class were able to get into the area around. I clocked up 151 kms and was happy to have made it across the forest which was daunting; I had a firm grip on the controls and mostly stayed at 6500' in a convergence apart from one spot after I crossed the forest where I climbed out of a hole. It was great flight to have under my belt learning where Normans Corner (which seem to work everytime I was there) was, also Goudies, the finger and the strip in the middle of the forest (which I didn't see).

I placed 15 out of 20 gliders in all classes and thinking it can only get better I was keen for the next day

## Day 2

Rob Lyon - Today, the RASP forecast that the North Island would be a fantastic place to go flying unless you happened to want to fly from Taupo. Oh Well.... We gridded anyway on the hope that the weather would be a little better, and to be fair it was. Unfortunately it was not good enough and the task was cancelled after the last Club Class glider was launched and the first two Club Class guys were already back on the airfield. I managed 23 minutes.



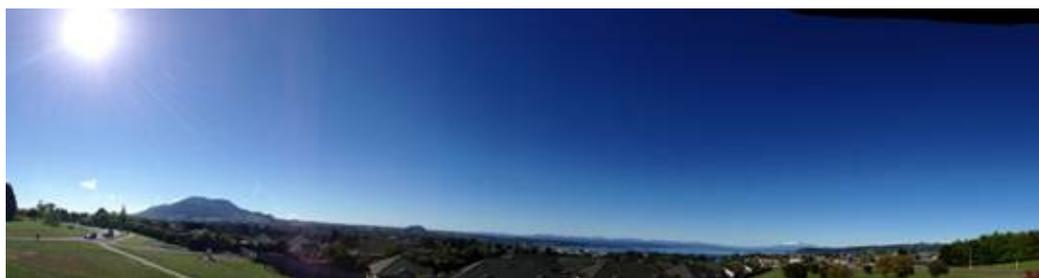
## Day 3 Rain!

The good thing about the rain was that after the briefings we had talks on general gliding issues. This was a friendly comp and



## Results for the last day

1.	<u>XA</u>	Colin / Karl McGrath / Barrie	Taupo	Std. Cirrus	13:05:34	144.6km	334
2.	<u>NM</u>	Trace Austin	Taupo	Discus CS	13:28:52	129.4km	299
3.	<u>YL</u>	David Jensen	Tauranga	Duo Discus	13:48:05	128.6km	297
4.	<u>HW</u>	Bill Walker	Omarama	Discus 2T	13:57:32	104.4km	241
5.	<u>VR</u>	Brett Hunter	Tauranga	JS 1 Revelation	13:45:26	100.2km	231
6.	<u>ML</u>	Joe Ward	Taupo	Std. Jantar	13:18:34	97.9km	226
7.	<u>KP</u>	Steve Foreman	Aviation Sports	LS 4	13:33:24	91.4km	211
8.	<u>GP</u>	Hadleigh Bognuda	Auckland	LS 8	13:53:04	91.1km	210
9.	<u>HB</u>	Graham White	Hawkes Bay	G 103 Twin III SL	13:02:59	75.8km	175
10.	<u>TT</u>	Trev Terry	Taupo	Duo Discus T	14:03:31	69.0km	159
11.	<u>XT</u>	Team Tauranga	Tauranga	Duo Discus XL	15:18:56	66.3km	153
12.	<u>TX</u>	Conal Edwards	Auckland	Ventus cT 17.6m	13:48:01	65.4km	151
13.	<u>SW</u>	Hugh deLatour	Taupo	Ventus cT 17.6m	13:48:57	61.7km	142
14.	<u>XN</u>	Ross Gaddes	Auckland	Discus CS	13:52:03	53.4km	123
15.	<u>XP</u>	Tim Bromhead	Piako	Discus b	13:56:25	46.1km	106
16.	<u>DF</u>	Adam Cumberlege	Auckland	ASW 20 15m	14:02:28	13.2km	31
DNF.	FR*	Jonathan Cross	Auckland	Discus 2cT			0
DNF.	IW*	Marc Morely	Auckland	Nimbus 2			0
DNF.	ME*	Terry Jones	Clutha Valley	G 103 Twin II			0
DNF.	VV*	Glyn Jackson	Taranaki	Ventus 2a			0
DNF.	IA*	Peter Cook	Taupo	Libelle			0



I feel that had I had more time in the air I could have improved the distance flown and had we had better weather (Taupo members say the bad weather comes from Matamata with only two days fit for a task) that would have helped. Overall I came 13<sup>th</sup> out of 21 competitors and I look forward to the Regional's keen to complete a task.

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At the Saturday night dinner (the food was great - the ladies really looked after us, cut lunches, toasted sammies) I was surprised to get 3rd in the Club Class (9 in Club Class) There was an early bird entry prize too: All names into a hat and bingo:- mine was drawn out for a PLB. So overall my first competition was a success and I could hardly sleep on Saturday night (may have been from the Appletons Rum Trevor pulled out for his 70th...) and yes I have been having dreams... not the the cold sweaty dreams, but ones of flying past Duo Discus's and Ventus's and LS8's



What a Great bunch of pilots, very friendly and helpful and everybody made me feel most welcome. It was fantastic and it would be a great experience if our whole fleet could go there one year. Surely that couldn't be too hard to arrange? Some of the pilots shared gliders for an overall score.

## TAILPIECE



Roger in the K6, the man has no pride at all.

**NEW ROSTER BELOW**

**DUTY ROSTER FOR NOVEMBER, DECEMBER 2013, JANUARY 2014 Final**

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
NOVEMBER	2	am pm	B Heeking-	L Page	C Rook
	-	-	-	-	-
	3	am pm	B Mawhinney-	R Burns	R Brookes
	-	-	-	-	-
	9	am pm	E McPherson-	P Coveney	P Thorpe / Jamie Wagner
	-	-	-	-	-
	10	am pm	W Harman	I Woodfield	R Carswell
	-	-	-	-	-
	16	am pm	T O'Rourke	S Wallace	D Belcher
	17	am pm	K Pillai	R Burns	G Lake
	23	am pm	R Pitt	R Carswell	C Rook
	24	am pm	J Pote	R Burns	P Thorpe / Jamie Wagner
	30	am pm	T Prentice	P Thorpe	D Belcher
DECEMBER	1	am pm	G Rosenfeldt	I Woodfield	R Carswell
	7	am pm	J Rosenfeldt	A MacKay	G Lake
	8	am pm	R Struyck	L Page	C Rook
	14	am pm	R Thompson	D Todd	P Thorpe / J Wagner
	15	am pm	G Healey	S Wallace	R Carswell
	21	am pm	M Belcher	P Thorpe	J Wagner
	22	am pm	K Bhashyam	R Carswell	D Belcher
	28	am pm		XMAS ROSTER	
	29	am pm		XMAS ROSTER	
JANUARY 2014	4	am pm		XMAS ROSTER	
	5	am pm		XMAS ROSTER	
	11	am pm	K Boyes	P Coveney	G Lake
	12	am pm	K Bridges	R Burns	C Rook
	18	am pm	S Foreman	R Carswell	P Thorpe
	19	am pm	R Forster	I Woodfield	D Belcher
AUCKLAND ANNIVERSARY	25	am pm	D Foxcroft	S Wallace	J Wagner
	26	am pm	N Graves	P Thorpe	R Carswell
	27	am pm	C Hall	L Page	G Lake