

WARM AIR 17 Jan 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433	www.ascgliding.org
Saturday	Instructing: Steve Wallace	Bank Acct 38-9014-0625483-000
	Towing: Peter Thorpe	
	Duty Pilot: Robert Forster	
Sunday	Instructing: Ray Burns	
	Towing: Ryan Brooks	
	Duty Pilot: Steve Foreman	cos he did not do his turn last week, went flying instead

MEMBERS NEWS

WE FLEW THROUGH THE CHRISTMAS BREAK.....these are their stories

Wed 7th Jan 2015 *Ray Burns reports*

Another very pleasant day on the airfield. Not too much action. The day started with a trial flight followed by a couple of flights with Alex Hood before he took off to Singapore for the rest of the week. Roy had a thrash around in MP and Andy in KK. The day finished with a BFR for Krishna. All over by 16:00.

Towie Derry Belcher adds heaps of detail Flew 7 flights with no problems to report.

Thursday 8 Jan *Ivor Woodfield this time*

When I arrived at 10 the sky was not looking all that inviting. None the less, Ian O'Keefe had a passenger coming out who he was keen to fly, and who was leaving Auckland Friday, so we were committed. We got the twin out and ready while Rex sorted out the towplane, and I called the base to ask for permission to set up. It seems the day was potentially going to be busy with several IFR approaches booked as well as some P3 movements. However the tower was happy to work with us and so we headed down to the 08 end and got ready.



First flight away, at around midday, was Ian and his colleague. They were up for over half an hour, during which time the sky definitely did not improve. Next person wanting to fly was Dave Clarke, who is airforce and based on Whenuapai. He remained keen to fly and so we went up for a look. Despite it being fairly unsettled and with a definite lack of lift, he really enjoyed the flight, and the brief opportunity he had to try out the controls before we were back in the circuit. While we had been flying, Tony Prentice had arrived and decided he would be keen to fly "as the sky was looking better now". I accepted the offer to sit in the front and we were away. In actual fact conditions had very definitely not improved, and I doubt there is a better ride to be had at Rainbow's End than the one we got. Conditions in the tow out were 'interesting', and although we did find some interesting, if very narrow patches of lift, the sink was the dominant feature. We were aiming to land back at the hanger end, with Tony wisely opting to come in with plenty of height on final approach, giving us some spare energy to cope with the patches of strong lift, and stronger sink, we encountered while skimming back down the runway. It certainly was not something I had encountered to that extent before, and Tony wisely chose to put us down on the ground early rather than wait for a big patch of sink to catch us. It had certainly been a good learning opportunity we agreed once we had stopped and got out. In the meantime the report from the tow pilot was enough for people to be packing up, and we agreed, so that was flying done for the day sadly. It was also decided by the few that were left that it was a little too early for a beer, so we were packed up and away before 3, having managed three flights in GMW for the day.

Friday 9th. *Steve Wallace does the honours*

Hot day that started off a bit overcast. Obviously after the run of exceptionally good weather the early overcast was enough to put people off and after waiting for some punters until 2pm I handed the key to Derry to lock up (as he was still working on Ray¹'s glider) and went home.

SATURDAY *Towie Craig Rook got the crayons*

- Part Timer & Wannabes. A beautiful day for flying with a promising looking high cloud base forming early in the morning with a street from the Waitakere's all the way North as far as you could see. and Warm Air was stuck looking at cars for his dear lady.....sob..... and could see the convergence from where he was.....sob



There was a rush of activity prepping gliders from 10am with the likelihood of getting airborne soon after, but a lot of gas-bagging ensued and the first flight wasn't launched until 12:30 - well not by me, part-timer Andrew Sunde stole the first 2 tows to get back into the swing of things. Just as I got rid of him and claimed the tow plane back, wannabe tow pilot Jo Loszewski turned up and introduced herself. Two more single gliders were set to go so I took Jo up to show her

what it's all about. I don't think I managed to scare her off and she seemed to really enjoy it.

Soon after that, what da know, another wannabe tow pilot turns up, Fletcher McKenzie. Andy was ready to go in his new ship KK, so I also took Fletch up for a flight as well. It was fun showing Jo & Fletch the ropes and I hope they both come back for more.

Only 7 flights for the day but everyone managed to say up for over an hour, except for Fletch who has previously flown gliders, got the last flight of the day just as the thermal's faded away.

SUNDAY *Towie Derry belcher has a turn, hope he does better than his last piece of verbosity*

A SW wind with cu,s that didn't have that solid well-defined look meant that nobody was too keen to aviate till around lunch-time, and the sky blued out later on. Having said that, 8 flights were done and there was good lift about for those who could stay in it. Steve Foreman, flying his LS 4 KP proved the day was workable, managing a tiki-tour up to Whangaparoa Peninsula and around about.



Graham shoe-horned himself into the Libelle GIV, and Tony and Roy flew VF, Nathan flew MP, Gary took a friend up in MW for her first glider flight, Genny even took a break from her busy midwifery work to have a fly with Ivor in MW to keep her hand in, and Neville tried to sort out a problem with his Silent motorglider and only did one short flight.

Fletcher, a soon to be new tow pilot from the 'other side', spent the day listening to the usual gas-bagging going on in the shade by the caravan, helped out on the flight-line and went up for a few flights in the tug to learn the ropes. At the end of the day he was cleaning, patting and preening RDW, so from this we should deduce he is fairly keen and we'd like to welcome him into the fold.... *This really means Derry conned Fletch into cleaning the towplane while Derry looked on and did nothing. Talk about taking advantage. And....Derry left the fuel cans empty. I'm sure he will be on this coming Saturday.....no..... wait..... Oh dear.*

Instructor Ivor Woodfield's version Saturday had been good, and as Sunday's sky held much less promise, I was not expecting much activity when I opened up around 9.30. However tow pilot Derry and duty pilot Steve Foreman [fresh in from a holiday/wedding in Asia] were soon in evidence and we set about extracting and getting ready the entire fleet. The wind was favouring 26 and although things looked a little 'fluffy', GKP and SWN were soon out and ready as well, and GIV had also been extracted in anticipation of Graham's arrival later in the day.

First flight up around midday was Neville in SWN. Unfortunately it was soon confirmed that the engine problem which had affected him previously, and for which a potential cure had been put in place, was still not gone, and he was quickly low in the circuit and back on the ground. Next up was Tony in VF who found little lift anywhere, followed by Steve in GKP who managed the longest flight of the day at just over 2 hours, even venturing up above 3500' once the tower had kindly arranged for G153 to be opened for us. Gary was next up in GMW with Michelle, rounding off a week of adventure with the two of them having only just returned from a great trip up into Northland. Over the next couple of hours there were a few more flights, with Nathan, Graham and Roy getting flights in MP, IV and VF respectively. I also had a couple more flights in the twin, with the last flight of the day being an refresher with Jenny who flew well throughout despite there being next to no lift left by the time we launched.

We had managed a total of 9 launches with most people finding at least some lift in what looked like a marginal sky. Once the fleet was packed away it seemed there was much to be talked about, so the fridge was raided and thirsts were slated. We finally locked up and left around 1730 after what had been another good days gliding.

CFI CORNER

I have been asked by ATC to remind everyone that there is to be no thermalling in the circuit. We should consider the "circuit" to be anything over the water or the land between the water and the airfield, base leg and final approaches 1500 feet and below.

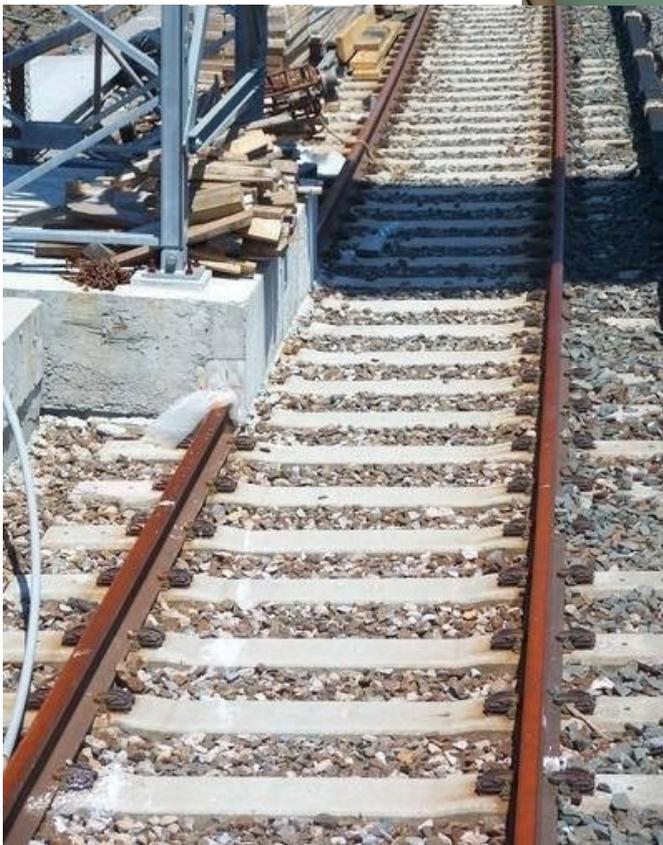
AVIATION DAY AT HOBSONVILLE POINT

The Hobsonville Land Company is planning a series of summer events at Hobsonville point. One of these will be "Come Fly With Me" on Feb 14 and 15 between 0900 and 1400 each day to acknowledge and celebrate Aviation in the area through a wide-ranging weekend of displays, activities and free public engagement. There will be kites, model aircraft, retailers, a market, workshops and opportunities for exploration of the area.

We have been invited and will be there with VF and possibly ON as well. We will need members to be there, to man our stand answer questions and to recruit new members. This event drew 8000 people last year so there is plenty of opportunity.

MAKING AN IMPRESSION

Just after Christmas we took a lady up for a trial flight. She enjoyed it tremendously, had a great flight and said that Rex was super- instructor and influenced a very positive experience that she had !! Very well done young Rex



Whats Wrong here

You can see exposed rebar, the concrete hasn't been compacted and is poorly levelled plus the polyethylene has been left in the concrete.

And don't get me started on the gap between the concrete and the ground!

Club Class Nationals 2015

January 21-31, 2015

Auckland Gliding Club, Drury



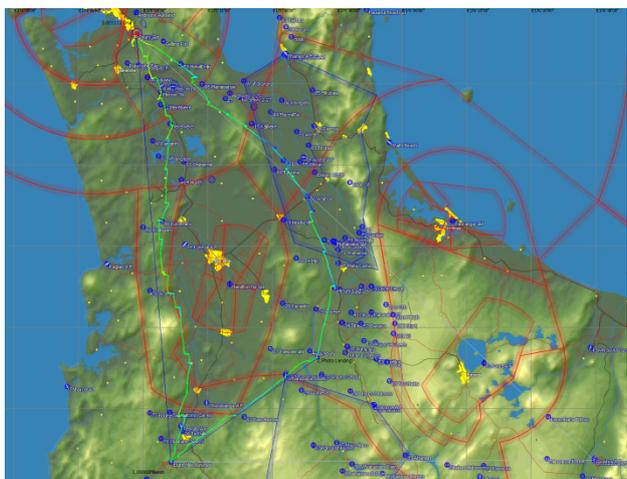
You'll really enjoy our site:

- Located at the foot of the Drury Hills, where the bush-clad slopes provide an early start to thermal activity
- Just 2 glides to the early convergence along the Firth of Thames
- Easy access to the Swamp and Kaimai Ridge takes you onto the edge of the Central Plateau for longer tasks
- Convenient forest at Maramarua for evening

thermals to get you home

Or alternatively, try a different type of terrain:

- Access the hill country West of the Waikato River without airspace worries
- Pio Pio via back of Pirongia Mountain, 300 km out & return
- Plenty of airstrips in the hills
- How about "around Hamilton airspace"?



And on the way home, either way, convergences set up to make your life interesting.

Longest flight from our site: Patrick Driessen, 730 km FAI Triangle!

Camping and Catering on site!

Accommodation handy (lots of options)

Plenty of "wet day" activities nearby

Email: clubclass@glidingauckland.co.nz with your enquiries; we already have a list of top class competitors to make this a serious contest. Entries limited to 30 by size of airfield.

Duty Roster for Dec 14 Jan 15

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Dec	26		Nothing	Rostered	
	27		R CARSWELL	P THORPE	
	28		S WALLACE	D BELCHER	
	29		L PAGE	R CARSWELL	
	30		I WOODFIELD	P THORPE	
	31		R BURNS	D BELCHER	
Jan 15	1		Nothing	Rostered	
	2		S WALLACE	P THORPE	
	3		L PAGE	R CARSWELL	
	4		R BURNS	A SUNDE	
	5		I WOODFIELD	D BELCHER	
	6		L PAGE	R CARSWELL	
	7		R BURNS	D BELCHER	
	8		I WOODFIELD	R CARSWELL	
	9		S WALLACE	D BELCHER	
	10	K BRIDGES	P THORPE	C ROOK	
	11	S FOREMAN	I WOODFIELD	D BELCHER	
	17	R FORSTER	S WALLACE	P THORPE	
	18	D FOXCROFT	R BURNS	R BROOKS	
Anniversary Weekend	24	G HEALEY	L PAGE	R CARSWELL	
	25	B HOCKING	P THORPE	C ROOK	
	26	I O'KEEFE	I WOODFIELD	D BELCHER	
Jan/Feb	31	T O'ROURKE	R BURNS	P THORPE	
	1	G PATTEN	R CARSWELL	A SUNDE	