

WARM AIR 18 Apr 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433	www.ascgliding.org
Saturday	Instructing: Ivor Woodfield	Bank Acct 38-9014-0625483-000
	Towing: Peter Thorpe/Jo Olszewski	
	Duty Pilot: Nathan Graves	
Sunday	Instructing: Rex Carswell	
	Towing: Derry Belcher	
	Duty Pilot: Kishan Bhashyam	

MEMBERS NEWS

SATURDAY *CFHi Ray Burns starts us off*

I arrived at the field to find there was no RDW and I thought a couple of quick phone calls were in order before we dragged everything out. But all was in hand. David Grey volunteered to run Jamie Wagner up to Parakai while Roy Whitby and I got started on getting things out. Lionel Page and Tony Prentice arrived shortly thereafter and we had MW and VF on the flight line and DI'd and ON rigged and DI'd all ready to go



before RDW returned. Even David Grey returned before the tow plane arrived. The day seemed quite pleasant but we had a fairly brisk Sou-wester providing a decent (but at least steady) cross-wind all day. Aloft there appeared to plenty of sink but very little of compensating lift. Tony and Zorro O'Keefe each had go a GVF and Lionel did a bunch of circuits in GON while the twin was kept very busy all day. David took a couple of flights and demonstrated some very nice spins and spin recoveries. A fellow radiographer of Enya's, Sam took a trial flight and thoroughly enjoyed it, Vas from Greece continued his flying and demonstrated everything he has learnt from flying

microlights in Europe. Laura Sanderson and Brendon Moore also kept on with their training each making definite progress with following that pesky yellow thing. The big news of the day however was Matt Ledger's first solo following a) a bounce recovery circuit, b) a no instrument circuit c) permission from Laura and d) passing over his pin number. Congratulations Matt. Well done.

Towie Jaime Wagner not long back from a 6 month holiday in the Gulf courtesy of Her Majesty has his first towing day for a while. Saturday began with a phone call at 9.50am from Ray inquiring as to my ETA at the club. I duly headed into the club to find a willing driver to transport me to Parakai to pick up the tow plane, to which Dave Grey kindly offered to do, as well as helping me extract RDW from Leading Edges hangar upon arrival. Landing back at WP, a queue of keen pilots and their mounts was forming at the threshold of



RWY 26. Conditions were a blustery South West wind along with plenty of blue sky and puffy cumulus. A few bumpy tows ensued as Ray and I were kept gainfully employed throughout the day with a mixture of BFR's, Intro flights and even a First Solo. There was also liberal amount of Boxing the Tow (some intentional, some not so intentional!) to keep this Pilot on his 'toes'! Personal highlights of the day were catching up with many of the clubs friendly members whom I had not seen for some time and tow out over Kumeu up to a lofty 3500ft with MW, climbing up and around the scattered 2500ft cloud base. 14 tows in total for the day meant a beer was well earned as the sun began to sink in the West.

SUNDAY *Instructor Steve Wallace gets us going*

Sunday's weather was not the best in terms of great gliding days but it was good weather for training and although the sky was a bit bleak at times there was still good thermals to be had.



First up was young Fraser Wallace strapped into his booster seat and reminding his Dad that in a few years time be it this sport or some other the bank balance will come under heavy and persistent fire. Fletch towed us through some good lift near Riverhead and then did a nice job of turning around and towing us back to that same good lift at our release height of 2,000[±]. It was then a quick climb to up past 2,500ft when I realised I hadn't opened G154 etc so the lift had to be left behind mid climb and a radio call made to glider base to get the G areas opened. This was duly done but at this stage Fraser declared he was hungry

and that we should go back. I'll note that down as a human factors lesson.

Next up was Matt Ledger for a quick 1,000ft circuit check flight after his first solo the day before. All was good so Matt then did two more flights by himself, with the last being a thermal flight of over 30 minutes. So



Matt completed both his A Cert and got a 30 minute soaring flight signed off on a day that was pretty average. Well done Matt, you've got a great gliding future ahead of you.

With no more takers that was it for the day so we packed up and retired to the bar for a celebratory beverage.

Towie Fletcher McKenzie adds some details Looking at the weather, knowing it was a Sunday and knowing Jamie did 14 tows the previous day, I thought when driving out to the airfield there will be not many, if any, tows today. Upon arriving, I found several cars parked and Steve Wallace pulling

MW out of the hanger. So I fueled up the yellow tug RDW. I read through my notes, followed by a detailed pre flight inspection. After taxiing I parked RDW next to the caravan that was already in place, seeing Tony Prentice, Roy Whitby, Nathan Graves and Neville Swan already discussing the weather and the lack of rigging.

At 11:27am I had my first tow. In MW with Steve Wallace up first, a tow to 2000' with his son Fraser. Good lift was observed and MW stayed up but Fraser was hungry and Steve landed. Matt Ledger turned up after his solo effort on Saturday. Steve and Matt went up in MW and was towed to 1000' for a check flight. I had to race to beat them down before they landed, electing no flap to ensure they was plenty of time between us. Upon landing and then checking my tow rope, I found the first knot of the day.

Matt was up for his second solo, towed to 2000'. The best lift seemed to be North West just before Riverhead. Again checking my tow rope, I found the second knot of the day - this one being a bit tighter than the last knot. Matt and MW landed after 21 mins. While we had an extended lunch there was more discussion of weather and all things gliding. Matt was ready for his second solo flight - it was an easy tow up to 2000' Matt pulled the release in good lift. Best lift for the day was 1200 feet per minute. Fraser Wallace sat next to me for the tow to see what happens from the tow plane.

Several visitors turned up to say hi, Ivor Woodfield and then Andy McKay. After 36 minutes from taking off MW landed with a very happy Matt. Sadly that was the last tow for the day at number 4 at 1:58pm. The team towed the MW and the caravan back to the hanger. With all the aircraft away, a quick beer after was enjoyed with Matt receiving his A badge. Nice work Matt!

MATT LEDGER IS SOLO

We got to the field Saturday. Ray is instructing and when my name is next on the board we go up and do a couple of circuits to get the last few exercises ticked off for my A-Certificate. Bounce recovery followed by a no-instrument circuit, it turns out doing the circuit is a whole lot easier when there isn't an airspeed indicator to keep an eye on. Not that it stopped me checking the panel every couple of seconds, each time wondering where the ASI had gone, only to realise that was the point of the exercise! We got down in one piece so Ray asked if I would like to try my hand alone and go solo. I felt like I was ready, so after a quick brief from Ray and a bit of rehydration I climbed into GMW, the back seat empty.



Jamie was towie for the day and kindly hauled me up to 2000 feet. I promptly headed for the nearest fluffy looking cloud, but couldn't find a great deal of lift. Getting lower I headed for the ridge near Riverhead, which provided enough lift to keep me aloft for a fair while, but then I wandered out of the lift and couldn't find it again. I headed off to join downwind for 26. The circuit didn't offer any surprises and I got down on the field without any issues.

The welcome committee arrived on the red tractor, Ian, Ray, Lionel & Laura. I'm still wearing the huge goofy smile that was plastered all over my face at the time :) We towed GMW back to the caravan, and there were more celebrations and congratulations. Even better, GMW was still serviceable and Ray set off with David Grey for the next flight.

Having well and truly caught the bug now, if I hadn't already, I arrived at the field on Sunday keen to complete my A Certificate with two remaining solos. After a quick check flight, Steve was happy for me to go up alone. Conditions didn't look great, but good enough. Lift was pretty scarce during my first flight but I managed to climb a couple of hundred feet before it disappeared and I joined the circuit. The second flight was much better. Fletch was towie for the day and dropped me off at 2000 feet in a great thermal which I took all the way up to 3500 feet, the limit of our airspace for the day. By this time I was getting a bit downwind of the field, so I decided to go hunting for another thermal further upwind. I found very little lift, but a quite a lot of sink. I headed back towards the prison and was able to find a weak, but usable thermal and got back up to 3000 feet before encountering the same problem as before, feeling like I was getting too far downwind of the field. I departed towards another fluffy looking cloud towards Riverhead, hoping that I would find something, I was to be disappointed. I joined the circuit and landed just as the caravan was being packed up, 36 minutes after I left.

We put the aircraft away and enjoyed a little presentation of my A Certificate and badge from Steve, followed by a few drinks.

I'd like to say thank you very much to everyone at the club who's taught, towed, run the wing, helped, advised and supported me to get this far. As I was climbing through 3000 feet on Sunday I thought to myself: 'This is really brilliant!', well, that was the clean version. I wouldn't have been able to do it without everyone at the club, so Thank You!

CFO LIONEL PAGE' CORNER

1. With the change from Daylight savings, we want to try starting at 9am with the aim to have gliders ready to start flying at 10am to 10:30am.
2. Gliding is a team sport - if you want to fly, try to be there either to help take gliders out at the beginning of the day, or be there at the end of the day to help put them away.
3. Third membership instalment (\$250) was due 31 March, if not paid, please do so as soon as possible.

TAILPIECE

Members will have noticed MP has been out of the air for a few weeks waiting for parts. This places some pressure on other club gliders. It is easy to waste time and to cost someone the opportunity to fly, especially if the queue is long and we get a trial flight or two. We must take measures that will maximise the time gliders spend in the air without compromising the time limits we have in place on sortie duration per club member.

Being well organised is a big key to this. You are next in the Glider, are you ready to jump straight in, mind in the right space, bodily comfort already attended, (Toilet, sunscreen), stuff you plan to take with you (water, food, camera etc), ready to hand, permission to fly, and self briefing done. We do need to be cognisant that any required briefings are just that, brief and to the point for the lesson about to be done. Do we have a wing runner and towie alerted. Finally where we leave the glider on landing has a big effect. Landing so as to stop on the grid eliminates the need for a tractor retrieve and leaves the glider in the right place for the next launch.

Work on it guys.

Club Member Laura Sanderson is in this Musical



MPA
MANUKAU PERFORMING ARTS

PROUDLY PRESENTS

HONK!

THE MUSICAL
By Arrangement with Hal Leonard Australia

18 APRIL - 2 MAY 2015

MUSIC BY
GEORGE STILES

BOOK & LYRICS BY
ANTHONY DREWE

DIRECTOR
JASON TE METE

MUSICAL DIRECTOR
JOSH CLARK

A LITTLE DUCK WITH A LOT OF PLUCK

SPOTLIGHT THEATRE
TAVERN LANE, PAPATŌTŌE

ITICKET
WWW.ITICKET.CO.NZ

BOOK AT WWW.ITICKET.CO.NZ OR PHONE 09 361 1000

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Feb	14	G PATTEN	I WOODFIELD	C ROOK	-
	15	R WHITBY	R BURNS	R CARSWELL	-
	21	J FOOT	L PAGE	F MCKENZIE	-
	22	N GRAVES	S WALLACE	P THORPE	-
Mar	28	K BHASHYAM	P THORPE	D BELCHER	
	1	K BRIDGES	I WOODFIELD	C ROOK	
	7	S FOREMAN	R CARSWELL	F MCKENZIE	
	8	D FOXCROFT	S WALLACE	A SUNDE	
	14	G HEALEY	I WOODFIELD	R CARSWELL	
	15	B HOCKING	R CARSWELL	P THORPE	
-	21	I O'KEEFE	P THORPE	D BELCHER	Jumpstart
	22	T O'ROURKE	L PAGE	C ROOK	Jumpstart Alt Day
	28	G LAKE	R BURNS	F MCKENZIE	-
	29	R STRUYCK	S WALLACE	D BELCHER	-
Apr Easter	3	K PILLAI	I WOODFIELD	R CARSWELL	
	4	J POTE	R CARSWELL	D BELCHER	
	5	T PRENTICE	L PAGE	P THORPE	
	6	R STRUYCK	P THORPE	C ROOK	
-	11	R WHITBY	R BURNS	J WAGNER	
	12	J FOOT	S WALLACE	F MCKENZIE	
	18	N GRAVES	I WOODFIELD	P THORPE/JO	
	19	K BHASHYAM	R CARSWELL	D BELCHER	
ANZAC W/E	25	K BRIDGES	L PAGE	R CARSWELL	
	26	S FOREMAN	I WOODFIELD	R CARSWELL	
	27	D FOXCROFT	P THORPE	C ROOK	