WARM AIR 19 Jan 13

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:		Club Cellphone 021 745 433 www.ascgliding.org
Saturday.	Instructing:	Ivor Woodfield
	Towing:	Peter Thorpe
	Duty Pilot	Jonathan Pote
Sunday.	Instructing:	Rex Carswell
	Towing:	Andrew Sunde
	Duty Pilot	Mark Belcher

MEMBERS NEWS

SATURDAY

Pt Ollie kindly uplifted the key and radio as I was without a vehicle. A pleasant but overcast day with 5-7kts almost directly down 26 and we were quickly organised with a first flight before 1100hrs. Rudolph Struyck made two solo flights in MW to complete his A Cert but found the cloud base was only 1600ft so there was not much other early activity. The cloud broke up and blue holes appeared but the conditions remained quite difficult with thermals very tight and broken so the solo pilots were making very short flights. I made a couple of flights with Tony Prentice but after a 30 minute wait on the ground for an arriving French CASA and a flight with Ivor Woodfield to continue his instructor training, we decided to pack up at 1600. The main event of the day was the CFI towing the caravan into the hangar with the wind sock flying bravely in the breeze followed by the crash as it broke and hit the ground. No excuses but I might add the whole event was watched by two club members who did absolutely nothing to prevent me making a fool of myself. They will keep for another day! The usual post mortem discussion was held around the beer fridge before we headed home. *(how come they did not take photos for Warm Air?)*

Towie Ollie adds his view: The day started off overcast with a base at around 1600ft. This and light winds made for some very short glider flights but very smooth flying in the tug. After about 1pm there was an increasing number of blue holes in the sky that we we were able to get into for higher flights. Sorry to Ivor when I had to get into a descent at one point on the tow to avoid some cloud and carry out a reasonable quick turn. I probably should have warned you to stick some airbrakes out. A reasonably quiet day with a total of 8 tows. See you all next time.

SUNDAY *Instructor Steve Wallace starts us off*

Sunday was forecast for an East and West coast sea breeze to converge somewhere in the middle and possibly overdevelop to rain in the afternoon. It may well have rained further south but not at Whenuapai.

When the West coast sea breeze eventually won the battle for Whenuapai (after a pseudo change of ends) it did offer up in a nice 20kt afternoon westerly to cool things down.

It did however all start off as predicted with perhaps just the cloud base being a little lower than hoped for initially. This forecast meant that the Badge Hunters (Steve Foreman and Gary Patton) were out in force and
keen as mustard to knock off that 50km Silver distance flight. So Steve Foreman was first away in MP just before lunch followed 24 mins later by Gary Patton in VF. Unfortunately 40 minutes up the road for

both of them, Somewhere north of Silverdale, the sky wasn't playing ball and they both ended up in paddocks. The spirit of a 50km first cross country flight is to land out after covering the distance so at least they achieved the land out part of the flight! Well done guys. It also means that following MW's land out earlier in the week, that in the space of a week the entire club owned fleet has been landed out. Must be some kind of record. Tow pilots don't go getting any ideas. Derigging RDW onto MW's trailer doesn't sound like my idea of fun! *Im sure it's easier than MW, wing cradle across the fuse, disconnect controls, pull wing pins and fold wings back. Load onto trailer.*

While this was going on a prospective keen new member Glen took his third flight and he even brought his partner Lisa along for a flight. I assume it was the easiest way to explain to her why he won't be spending much time with her at home on the weekends very soon?

Ivor Woodfield and Derry Belcher both gave their gliders a nice airing and Tony P got in a couple more trips around the circuit. By this time both MP and VF were back from their retrieves and re-rigged so Ian O'Keefe (retrieve crew extraordinaire) took MP for a wave (atmospheric kind) chasing jaunt and the day was finished off very nicely by Mark Belcher's first solo in VF. Congratulations Mark.

A great day's flying all finished off with beers and tall stories in the hangar. 10 tows and two retrieves for the day

CFI's Memo

During the past week we have been flying while the control tower was on-watch and mostly all went well, but a couple of points did arise. When the tower is on-watch the controller owns the airfield and the airspace so we must get his approval before moving anything out of the hangar. During normal weekends we get this permission from the Duty OpsO in Base Ops but while we still need his permission to open the hangar, we also need to talk to the controller before we move anything on to the grass.

The other point is a reminder that any instruction the controller gives to a glider pilot while airborne must be followed exactly as given and read-back. If a pilot is not certain of any aspect of a clearance then you must seek clarification from the controller. Do not assume anything, be absolutely certain. A controller may issue what appears to a glider pilot to be a non standard instruction such as joining on a left or right base rather than downwind so be alert and make sure you have a mental picture of what you are required to do. The tower will be manned for the three days of Anniversary Weekend so you will get plenty of practice.

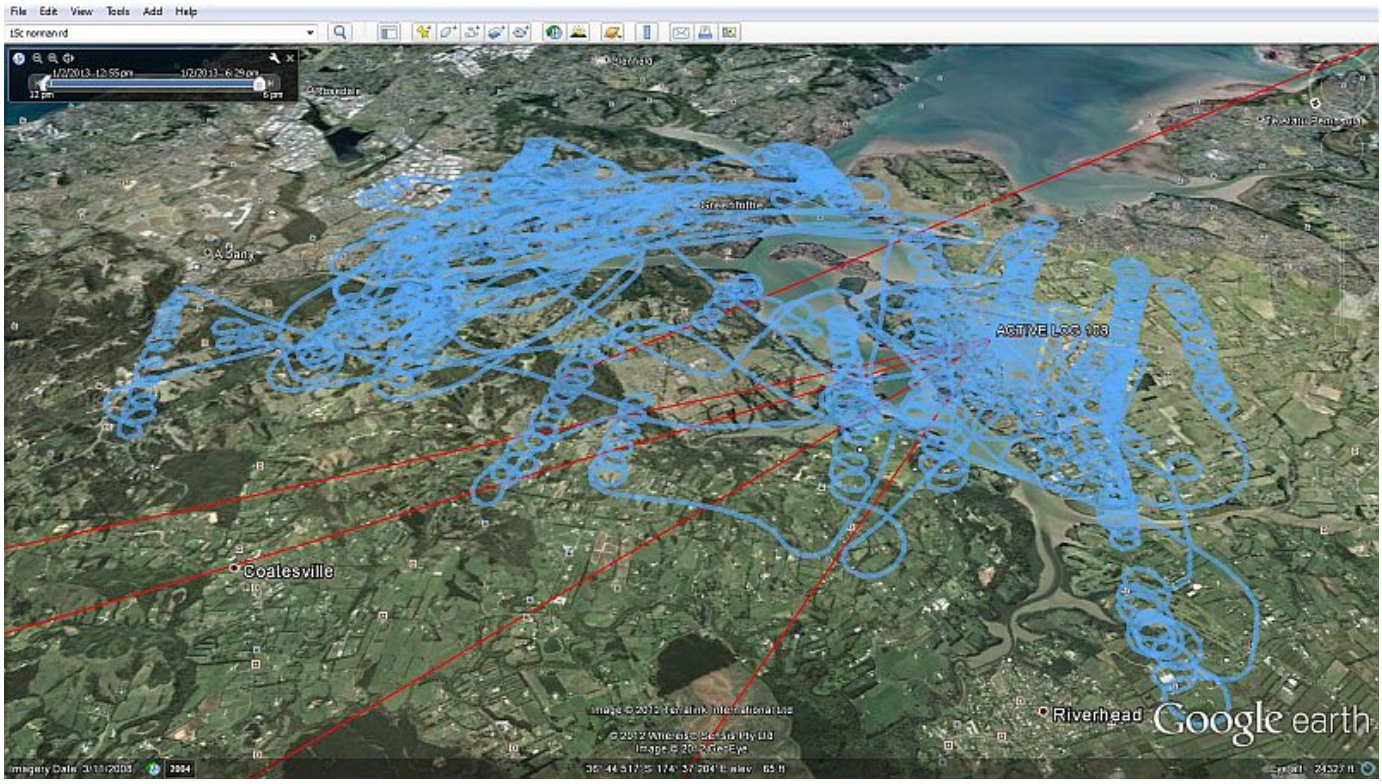
GARY PATTEN GOT HIS 5 HR TOO

It was a day that looked full of possibilities, my ideas were for later in the day with MP, but Steve Foreman and Ian O'Keefe had other earlier ideas. So that left me with VF to play with, I decided to do a flight in full cross country mode to get the feel. Parachute , gps , logger, water, snacks, bottle of juice, sunblock etc etc etc. seated in the glider with my now new best friend (the pee tube) out and ready I set off. Stand-in Towie Graham Lake *(ok he stole the towplane)* had us

thermaling on tow in what could of easily been a 1500ft release for a 50km attempt, but I wasn't planning on anything, just a get comfortable sortie.

By this time Steve had headed north in leaps and bounds, so I thought let's see how far I can get. I follow his route via the forest but reach a too larger jump, so back track and head up towards Kim dot com's place, Again I reach a point where it's be prepared to possibly go in at North Shore if the jump doesn't work, or play around locally and see what develops. I fly on and on eventually getting very low over the earth works at Riverhead (1250ft) at 1hour 22mins. MW is above and I hear Mark call his position, so I call "and VF below' managing to hang on for nearly another 3/4hour ending up at 1440ft just west of the 08 threshold and joining Graham in IV. Again I got away and flew up to 3300 with PC in KP, which was quite fun. Now was thinking it was time to try my soon to be best friend, over to Riverhead/Coastville flying a min sink, it took a while to get comfortable. And went, I did, and did and did, there was even the added thrill of the vario calling up and with a gentle turn I'm still going and climbing. My new friend and I met twice more on our flight.

At roughly 2.5 hours I radio in for a time check and cheekily suggest holding in for 5 hours. Neville replied with words of encouragement, I must also thank those who may have been waiting for a single seater for letting me carry on, I had several scratchy moments in the 1800ft mark, but could see my long waited convergence starting to build to the east. This was to make the 3.5 hour to 4.75 hour marks be some of the most enjoyable flying I've had, being joined several times by Ray and co in MW, and then Graham in IV. I tried to take a video with my phone, but having never done this before with it and a hard to read screen I failed. Which was a great shame because I think it would have been a cracker. Perhaps I need some youth glide phone lessons.



I spent the last half an hour circling of Herald Is staying high and close, oh and some friend time. With ten or so minutes of safety time I ask if I can come down only to hear Enya release at 1500ft, which was going to make our arrivals to circuit very close, but it all worked out fine in the end.

And just for Steve Forman, some interesting stats; 54% right hand and 46% left, so fairly even (I blame my friend for the 4% wanting to be on the high side) 550km flown, at an average of 99km/h

Thanks to all for your support and patience

NOW WHOSE GOT THE BIGGEST ONE *I got this one from the RC model folk at Silverdale following Ian O'Keefes landout visit, writing to their members*

Yesterday, whilst minding our own business we were surprised to find we had joined the jet setters when a glider decided to land at Lloyd International Airport on the Hibiscus Coast Fliers landing strip. Apparently air was in short supply so an urgent landing was needed and lucky for the pilot, there was a beautiful runway (not a sheep in sight) all laid out for him. New rules may have to be laid down before an A380 Airbus decides to give it a go!!!

Last time I want to hear anything about the runway being too small.

Ian O'Keefe adds: GPS co-ordinates for the Model plane club at 900 Wainui Road are:

Latitude 36°36'13.85"S Longitude 174°36'7.47"E

Down a gully and approaching from the east...powerlines and trees...Fairly smooth paddock ... should stop in time before fences. Approach from West would be a bit more difficult due to large trees on approach path.

A really good option other than the ones you found on the weekend would be at Millwater the new subdivision at Silverdale by the estuary. This is a very large sports field and some surrounding land which is flat but not designated for anything yet. Hopefully we won't need these in the future....Ok we probably will....

Taking the landowner for a flight this Saturday ...."landing fees". He is really keen on having a go...

See you at the field
WARM AIR

SOME PHOTOS FROM STEVE FOREMANS COAST RUN WITH STEVE FOREMAN

ROSTER BELOW

DUTY ROSTER FOR NOVEMBER, DECEMBER 2012, JANUARY 2013

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
NOVEMBER	3	am	R Whitby	R Carswell	P Thorpe
	-	pm	-	-	-
	4	am	D Foxcroft	L Page/R Burns	A Sunde
	-	pm	-	-	-
	10	am	K Bhashyan	P Coveney	R Carswell
	-	pm	-	-	-
	11	am	D Grey	S Wallace	C Rook
	-	pm	-	-	-
	17	am	B Hocking	P Thorpe/I Woodfield	M Oliver
	-	pm	-	-	-
	18	am	G Hodge	R Carswell	G Lake
	-	pm	-	-	-
	24	am	B Mawhinney	D Todd	P Thorpe
	-	pm	-	-	-
	25	am	E McPherson	L Page/I Woodfield	R Carswell
		pm			
DECEMBER	1	am	I Middlemiss	P Coveney/R Burns	A Sunde
	-	pm	-	-	-
	2	am	L Middleton	I Woodfield/R Burns	M Oliver
	-	pm	-	-	-
	8	am	P Neely	P Thorpe/I Woodfield	C Rook
	-	pm	-	-	-
	9	am	I O'Keefe	S Wallace	G Lake
	-	pm	-	-	-
-	15	am	T O'Rourke	R Carswell	P Thorpe
-	-	pm	-	-	-
-	16	am	G Patten	L Page/ I Woodfield	A Sunde
-		pm	-	-	-
-	22	am	K Pillai	P Coveney	R Carswell
-	-	pm	-	-	-
-	23	am	S Saunders	R Burns	C Rook
-	-	pm	-	-	-
-	29	am	-	XMAS	-
-	-	pm	-	ROSTER	-
	30	am	-	XMAS	-
-	-	pm	-	ROSTER	-
-	5	am	-	XMAS	-
`JANUARY 2013	-	pm	-	ROSTER	-
-	6	am	-	XMAS	-
-	-	pm	-	ROSTER	-
	12	am	R Struyck	P Thorpe	M Oliver
	-	pm	-	-	-
	13	am	R Thomson	S Wallace	G Lake
	-	pm	-	-	-
	19	am	J Pote	I Woodfield	P Thorpe
		pm			
	20	am	M Belcher	R Carswell	A Sunde
		pm			
	26	am	S Foreman	R Burns	R Carswell
		pm			
	27	am	R Whitby	L Page	M Oliver
		pm			
AUCKLAND ANNIVERSARY	28	am	K Bhashyan	D Todd	C Rook
		pm			