

WARM AIR 2 Mar 13

Aviation Sports Club Gliding Newsletter

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

Saturday. Instructing: Steve Wallace
Towing: Rex Carswell
Duty Pilot Thomas O'Rourke

Sunday. Instructing: Ivor Woodfield
Towing: Peter Thorpe
Duty Pilot Ian O'Keefe

**SUNDAY WE HAVE OUR YOUTH GLIDER - EARLY START PLEASE 0830
MEMBERS NEWS**

SATURDAY

Great soaring weather yet again...this is getting boring....don't you miss those 1500 ft cloud base with 8/8 cover and 20 knot gusts?

Tony Prentice and Genny Healey were my only students for the day. They made the most MW being free and calm conditions to sign off various A cert exercises. Tony got his 'no instruments' circuits and low level release completed and Genny getting 89min soaring flight and low level release and other exercises completed.

The usual single seat flyers turned up with Gary in MP, Steve in VF and Ray in BU with the longest flight of the day just over 4 hours.

New Silver C, Gary Patten gets to fill in some gaps. Dave Todd shared some words of wisdom on Saturday 'poor preparation piss poor performance', the five "P's" .



True, I didn't take a parachute so couldn't go north, I didn't take a chart or any of my info pack. So when I wanted to radio Auckland control it was a guessing game, my mind told me it was 124.5, the cut down laminated local chart didn't have it. I went through the radio to 124.5 passing 124.3 on the way thinking that's busy. There's a bit of inflight chatter between us so I ask Ray in BU. Warm Air Pipes up from RDW it's 124.3mhz (thanks Graham, I'm sure I owe you more than one beer). So onto 124.3 wait for a gap and say as much as possible yet be short and simple then wait, They

reply and after a short conversation and a transponder change I am granted 5000' and below. It did take a little while and patience was needed to wait for a gap or reply. Ray jumped on the band wagon and with clearance beat me to cloud base.

So guys on the right day 1000mtr height gains are possible at Whenuapai

Towie Graham Lake continues: Well done Gary, that height gain completes his Silver C, the second in the club this summer. Club stalwarts are trying to remember when we last got a Silver C before this season.

Ray Burns also called Auckland Control and got clearance to 5000ft and below. Don't be shy, call them up and see if they will let you in, if they can, they usually will.

SUNDAY *Instructor Lionel Page starts us off.*

An early start with 6 cadets waiting at the allotted time of 8.30am. I was a little late collecting the keys and base radio. Even with best intentions it was 10am before we managed our first flight and then had to change from 26 to 08 as the tail breeze was just enough to make the trees at the end of the field appear uncomfortably large.

A couple of flights myself and Ivor Woodfield kindly assisted with a couple of flights. During this time David Grey aired MP and Ian O'Keefe took VF for a jaunt to the North. After a while he was heard to call 3,500ft (or similar) at Waitoki. Unfortunately, not too much later he was heard to call getting low. A few radio relays



and we got the call that he was down and safe. Much scrambling to get a retrieve crew soon saw Tony Prentice, Mark Belcher and Greg Rosenfeldt go to fetch our intrepid aviator from his predicament.

We finished off the cadets by which time Peter Thorpe arrived with some guests as well as Steve Foreman with a pax to test his new backseater rating. Very soon the entire fleet was missing (VF being retrieved and the other two scooting around the sky at our ceiling of 3,500ft).

Eventually VF and crew arrived back and VF was re-rigged in short order while I took Tony for a hoon around with some high speed manoeuvring, thermalling, streeting and all sorts of fun. Had to call it quits at 5.40pm and returned for a great landing.

Ian O'Keefe had taken MP this time for a trip to the north and tempting fate was heard to call "3,500ft Waitoki" again. Not too long there after he was again heard to call "2,500ft near to Kaipara Flat airfield". I thought "here we go again".

Genny Healey then wanted to get some out of position worked signed and as Ian was still away we decided to give it a go. Genny was also quick to say, "If he lands out, I am on the retrieve as I need that signed off." So much for wishing him luck!!! Ian disappointed her by getting a much needed climb and returning to Whenuapai.

All finally packed up by 1830 for the mandatory cool one - thanks Ian! Another full page of flying - what a day. Thanks to all the helpers and pilots for making it one to remember. (My understanding was that Saturday was also one to remember! What a summer.)

OOPS I DID IT AGAIN AND IF YOU FIRST DON'T SUCCEED, HAVE ENOTHER BASH... *Ian O'Keefe explains all.*

Brittany Spears obviously knows about gliding hence the song title Oops I did it again... yep had another landout heading North. This time I chose a crop-dusting airstrip, not a RC airplane field. I got low in "tiger country" North of Waitoki. I was in the Pee Wee 5, and although the sky looked good, it was not good enough. The terrain in the area is rather rumped like a disheveled sheet on a bed. I had spotted this strip on previous flights. Without lift and rising ground it was time to set up my landing. The strip has a slight incline heading east. However it was very long and very smooth and proved to be not a problem. So down safely, the hardest part was working out where I was. Several calls with Hawkeye, we established I was in the middle of nowhere. Second issue was to find the landowner, as there were no crowds of people come to watch. So after a wander and back around several paddocks I found a house and a lovely lady who assisted with address details and access to help the retrieve crew find me. The Calvary being Tony, Mark & Greg duly arrived and we

tucked VF into her trailer. We got home, put our baby back together again and let Ivor take her for a burn. Now the convergence was looking really good. So to get my confidence back I grabbed MP which was free. The convergence was in the centre of the island and headed all the way North. Oh what the heck time to have another go to Kaipara Flats. This time we made it, got some really good climbs, a few moments when I thought this is not good, but otherwise a great flight. Also relieved that I made it I could not afford the Bar tab if a second landout to occur on the same day. If you want to load this strip into your GPS it is at Latitude 36°33'49.61"S Longitude 174°33'44.61"E



Now a note of caution, my model airplane landout option had a pony club competition on, so it was not available. So keep your eyes out the window for alternatives field. Many thanks to the Retrieve crew.

THE GREAT HANGAR REPAINT ... DOORS THIS TIME.

We did take the doors off the hangar at one end, stripped one of its iron, sand blasted the frame, treated the rust painted and reattached the iron. Only two more to do and we will have one end done. Well done to Derry Belcher and son, Mark, Ivor Woodfield and Roy Whitby who toiled on while the rest of us went flying. I was going to help...but the others wanted to fly....and... I was the towie so I had to go and fly.

SUNDAY

It's our regular "first Sunday of the month" for our own youth glide this Sunday morning. An early start please, airfield at 0830 and aim to start flying at 0900. Can we have some helpers please and can we please also start flying way earlier than last Sunday.

NORTH SHORE DEPLOYMENT

The North Shore Aero Club has asked if would be interested in deploying to their field for one day to give their members a chance to try out gliding. The committee reckons this is a good idea with Sunday 10 Feb being the day. We plan to take the singles too.

CLUB CLASS NATIONALS *Steve Wallace went to the Club Class Nationals in Taupo and was kind enough to send in this report. Well done Steve.*

Rather than write a blow by blow account of the National Club Class Champs at Taupo I thought I would just include a link to a You Tube video clip put together by Philip Dunlop from the Auckland Gliding Club. Philip, I believe, was on this summer's youth glide camp at Omarama so our youth glide members who attended would know him. He and his mate Campbell came down for the weekend to hang out and while doing so they put together a mini doco on day 5 of the Champs. The doco even features a few nice shots of KT's tail with Lionel's rudder, which I have grown rather fond of. Unfortunately Lionel seems rather reluctant when it comes to letting me keep it! A big thank you to Lionel though for the loan, very generous and I couldn't have competed without it.

A quick summary of the stats for what was a great contest weather wise and result wise for me. Including the practice day I flew 12 days out of 13. I had 12 launches and clocked up 44 hours flying and 3,000 cross country kilometres. I landed out twice, came 1st on three days, 2nd on three days, 3rd on two days and 4th on three days. Consistent enough for an overall win but lucky to beat a pesky Libelle that was being flown extremely well by a Wellington pilot (Mark Wilson). Unfortunately for him / fortunately for me he pushed

things just a bit too hard on Day 6 and ended up out landing in a far from suitable paddock which resulted in a broken wheel hub. The repair cost him a day and effectively took him out of the running.

Anyway, check out Phil's video, it's a great window into a day at the contest.

<http://www.youtube.com/watch?v=IJGzSWIWwGs>

RYAN BROOKES WINS AT RNZAC NATIONALS

Power stuff this time. Our newest towie, Ryan Brooks attended the Nationals held at Motueka and came away National Champion, CPL Low Flying. Well done our Ryan.

AIRFIELDS TO THE NORTH

Picked this link off West Auckland Airports site giving descriptions and positions of lots of airfield around the north. Good for the landout kings. <http://parakaiairfield.co.nz/airfields.shtml>

See you at the field

WARM AIR

Electricity, if not correctly mastered, tends to venture along unwanted paths causing all obstacles in its way to turn black and emit smoke.



Whenuapai from
5000ft

BU against the sky



DUTY ROSTER FOR FEBRUARY, MARCH, APRIL 2013

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	
WAITANGI DAY	6	am pm	D Grey -	I Woodfield/R Burns -	P Thorpe -	
-	9	am pm	N Graves -	R Carswell -	A Sunde -	
-	10	am pm	R Thonson	R Burns	R Carswell	
	16	am pm	G Healey -	R Carswell -	A Sunde -	
	17	am pm	G Hodge -	A McKay -	C Rook -	
	23	am pm	E McPherson -	D Todd -	G Lake -	Hangar Doors
	24	am pm	M Belcher -	L Page -	A Sunde -	30 Sqn ATC -am only
MARCH	2	am pm	T O'Rourke	S Wallace	R Carswell	
	3	am pm	I O'Keefe	I Woodfield	P Thorpe	Youth Glide
	9	am pm	S Foreman	P Coveney	R Brookes	
	10	am pm	J Pote	R Carswell	M Oliver	North Shore
	16	am pm	K Pillai	R Burns	C Rook	
	17	am pm	T Prentice	L Page	G Lake	5 Sqn ATC am
	23	am pm	J Rosenfeldt	S Wallace	R Carswell	
	24	am pm	G Rosenfeldt	I Woodfield	A Sunde	30 Sqn ATC All day
EASTER WEEKEND	29	am pm	S Saunders	P Thorpe	C Rook	
	30	am pm	R Struyck	D Todd	R Brookes	
	31	am pm	R Whitby	R Carswell	M Oliver	
APRIL	1	am pm	K Bhashyam	P Coveney	A Sunde	
	6	am pm	S Foreman	R Burns	P Thorpe	
	7	am pm	D Foxcroft	I Woodfield	G Lake	Youth Glide
	13	am pm	D Grey	L Page	R Carswell	Jump Start
	14	am pm	G Patten	S Wallace	R Brookes	
	20	am pm	C Hall	P Thorpe	C Rook	
	21	am pm	G Healey	D Todd	G Lake	5 Sqn ATC Am only
ANZAC DAY	25	am pm	G Hodge	L Page	R Brookes	
	27	am pm	E McPherson	P Coveney	P Thorpe	
	28	am pm	C Hall	I Woodfield	M Oliver	