

WARM AIR 21 Apr 12

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433 www.ascgliding.org
Saturday.	Instructing: Steve Wallace Towing: Peter Thorpe Duty Pilot David Grey
Sunday.	Instructing: Andy McKay Towing: Graham Lake Duty Pilot Jay Harkness

MEMBERS NEWS

SATURDAY *Instructor Dave Todd starts us off*

After a slow start Saturday weather improved and keen pilots started arriving.

Kishan Bhashyam started the day and finding zero sink over the prison keeping us up longer than the sky look like offering. New member Graham Hodge, after 30 plus years off gliding, is quickly getting back into the groove of circuits.

Steve Forman thought he have a go at beating his previous weekend flight of well over 2 hours with an 11min sled ride in VF. Roy Whitby and Ray Burns flew MP, Kishan kept MW up for another 36 min solo. Kris Pillai had a PAX arrive for a flight in MW.

I got bored with everyone else doing the flying so I took MW up myself with Kishan as PAX to show how to thermal properly - another sled ride quickly followed. Matt from 6 Sqn managed to keep MW up for 45 mins at the end of the day doing some nice thermalling after only 3 glider flights.

Towie Andrew Sunde continues: Filling in on Saturday, I turned up amongst rain showers to find Ray (who I believe actually lives in the back of the hangar since he always seems to be there early), with Dave Todd turning up soon after. It didn't look like we'd get anyone flying so Dave and I dragged the tow plane out for a few circuits. We were ready to call it a day at 10.30, but everyone turned up and wanted to fly, with 10 or so flights launched as the weather improved. The only excitement was a rogue Lear jet throwing the traffic system into disarray with circuits on 21, but handled well by all aircraft in the pattern, showing the flexibility that can be achieved safely with good communication and situational awareness.

SUNDAY *Towie Craig Rook gets in first*

Many eager glider folk gathered on Sunday morning for what the weatherman promised to be a great day. However that insignificant little dashed line imbedded in the big high on the weather map proved us all wrong. It hung around all day and kept the cloud base low until we all packed up at about 2:30.

Not even all the glider pilot gas bagging could lift the cloud base any higher than 1500 ft.

Ivor Woodfield & Bob Cridland were first up at about 12:30. It looked to be OK as we headed for 2000ft, then all of a sudden we were at cloud base at 1500 so I levelled off for 30 sec or so but Ivor bunged off in a hurry - turns out he couldn't see the tow plane!!

Next up was a very keen cadet, (I think has joined the club), not the best day for an intro flight be we managed 2000ft in very still air. The last flight of the day was Graham Hodge who also managed 2000ft - all short flights as there was not much lift about all day - until the beers were opened at 2:31

Over the years of observing the weather patterns, I have noticed that the frontal dashed line in the isobar weather maps have always hampered or ruined a good flying day, so watch out for them.

Instructor Ray Burns continues: You know it hasn't been a flash day when you are sitting at home writing the report before 4pm. Still Air, very still, not even much sink. A gentle breeze favouring 08. Roy Whitby, Jonathon Pote, Dave Foxcroft, Graham Hodge, Bob Cridland, Neville Swan, Gary Patten, Steve Saunders, Ivor Woodfield, Craig Rook and myself on hand to set up on 08 and even towed MP down. Ivor and Bob managed 10 minutes after bunging off at 1500 to avoid the cloud. A Cadet arrived and managed the longest flight of the day at 16 minutes and Graham did a bit more time in the seat, landing long at 1408.

The ability to enjoy an ale at the end of the day turned a poor days flying into an uplifting and scholarly discussion of many things aviation and as time passed the conversation became more and more cerebral causing one member to ponder why we bothered getting the aircraft out at all and that we could possibly dispense with this unnecessary interruption in the future.



The Pipistral at Whenuapai as part of GNZ Webmaster, Roy Edwards safari around North Island clubs. GNZ Awards Officer Edouard Devenoges joined him for this visit. The blog of their tour is posted on the GNZ website.

CFI's CORNER

A wee reminder to please not drag the gliders around in a circle when towing behind the tractor - it puts big loads on the tail wheel and rear fuselage. Likewise don't pull on the wing tips when moving gliders into the hangar - it will damage the wing root fittings.

I understand the white threshold markers on 26 are causing some consternation among pilots. I know they are a pain and are very distracting but all they do is mark the extreme edges of the official grass vector. We still have exactly the same amount of airfield to land in and it is really just a matter of shifting our mental attitude. We have all developed a bad habit of wanting to land right on the threshold of 26 to avoid having to drag the glider back and hence a tendency to approach low over the threshold. There is no problem on 08 or when landing into a toi-toi paddock. Many airfields have a row of wooden marker boards across the threshold. The air force authorities have decreed that it is necessary to mark the grass vector and the requirements are that it must be 80 m from the centre of the sealed runway. After pleas from us they have reduced the number of tyres down to those currently marking the four corners and we have been instructed not to move them. Although we are still talking about trying to get them flush mounted we need to do some risk assessment and risk mitigation to keep operating safely.

There is no need for us to land anywhere near the tyres. The aiming point should be a safe distance beyond the threshold. There is no problem overflying the tyres providing the glider is a safe height - say about the height of a normal fence. If a parked glider is reducing the width, follow the procedure taught in the A Cert - close the airbrakes and land deeper into the field. Do NOT land to the left of the tyres as there is risk to the glider from the new runway lights which stand proud - our landlord would be most unhappy if we broke them. We will look at locating the caravan further down the field and maybe putting out the white threshold marker to give some guidance but really it is up to individual pilots to plan their approach to remain clear of the tyres.

Here endeth the lesson.

03/21 IS BACK IN OPERATION

At long last the runways works are complete and 03/21 is back in operation. For us a return to the normal of a year and a half ago when military flights took off and landed on 03/21 while the ASC clubs used 08/26. This requires some special care and paying attention to radio calls, listening to what is being said and making clear calls yourself. There are some basic rules for us:

- When we are operating on 26 we must be aware of military takeoffs and landings on 03/21 and ensure that landing gliders do not get anywhere near the centerline of 03/21. This means your base leg is to the west of our hangar and we land deep.
- When we are on 08 do not take off when there is a takeoff or landing on 03/21.
- When soaring keep clear of the centerline of 03/21 if aircraft are taking off or landing from this runway.
- Listen carefully and communicate clearly.

ANZAC DAY

We do intend to fly ANZAC day if we can rustle up an instructor and towpilot. We will let you know.

UP COMING EVENTS

- Jumpstart has been delayed until 5/6 May
- Power section Fly-in 19 May

TAILPIECE

See you at the field

WARM AIR

ROSTER BELOW

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
FEBRUARY	4	am pm	G Patten -	R Burns -	P Thorpe A Sunde
	5	am pm	R Whitby -	A McKay -	R Carswell -
	6	am pm	J Pote -	P Coveney -	G Lake -
	11	am pm	Kishan Bhashyam	D Todd	C Reek
	12	am pm	Steve Foreman -	L Page	P Thorpe A Sunde
	18	am pm	Kris Pillai -	R Burns	M Oliver
	19	am pm	Dave Foxcroft -	A McKay	R Carswell
	25	am pm	D Grey -	P Thorpe -	A Sunde -
	26	am pm	G Patten -	S Wallace	G Lake
MARCH	3	am pm	B Hocking -	P Coveney -	A Sunde -
	4	am pm	E McPherson -	R Burns	C Reek
	10	am pm	T O'Rourke -	L Page -	G Lake -
	11	am pm	F Retief -	R Carswell	M Oliver
	17	am pm	Filming at Whenuapai	No flying -	- -
	18	am pm	F Retief -	R Carswell	P Thorpe
	24	am pm	R Thomson -	P Thorpe -	R Carswell -
	25	am pm	I Woodfield -	S Wallace	A Sunde
APRIL	31	am pm	J Harkness -	Ray Burns -	R Carswell -
	1	am pm	R Whitby -	L Page -	C Reek -
EASTER WEEKEND	6	am pm	J Pote -	R Burns -	R Carswell -
	7	am pm	K Bhashyam -	P Coveney -	G Lake -
	8	am pm	S Foreman -	R Carswell -	P Thorpe -
	9	am pm	G Rosenfeldt -	P Thorpe -	A Sunde -
	14	am pm	K Pillai -	D Todd -	A Sunde -
	15	am pm	D Foxcroft -	R Burns -	C Reek -
	21	am pm	D Grey -	S Wallace	P Thorpe
	22	am pm	J Harkness -	A Mackay	G Lake
	28	am pm	B Hocking -	P Coveney	M Oliver
	29	am	E McPherson -	L Page	A Sunde