

# WARM AIR 21 Mar 15

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 021 745 433	<a href="http://www.ascgliding.org">www.ascgliding.org</a>
Saturday	Instructing: Peter Thorpe	Bank Acct 38-9014-0625483-000
	Towing: Derry Belcher	
	Duty Pilot: Ian O'Keefe	
Sunday	Instructing: Lionel Page	
	Towing: Craig Rook	
	Duty Pilot: Thomas O'Rourke	

**We are going to Drury for the weekend, meet at hangar Sat morning 0830.**

### MEMBERS NEWS

#### **SATURDAY** *Instructor Ivor Woodfield starts us off*

The day started with an 8.30am phone-call from duty-pilot Genny, asking what time things would be starting. I let her know that Gary was likely already on his way to inspect GMW, and I would be opening up by 9.30. Sure enough a text arrived from Gary not long afterwards to say he would be collecting the key and radio .. thanks Gary :)

Not long after I arrived we were joined by Brendon and David Gray, both keen to get airborne, and Hawkeye, who had a couple of pax flights lined up. Gary was making good progress as we started to get things out of the hanger, and before too long had released GMW to us, fit to fly. Derry, Neville, Roy and Tony had arrived by now, and with Derry and Gary leading a few helpers with a post-repair inspection of GMP, we set about moving things down to the 08 end for the day. There was due to be a P3 departure around 2pm, but otherwise the tower was off and the sky ours. First flight of the day was with Brendon, keen to progress his training. We managed to find some lift, and got in some thermalling practice amongst the other exercises. Next up was Gary who took GMP up for a 'test flight', and then David Gray showed that he still had a good feel for the sport despite quite a long period out of the cockpit.



Next up were Steve and pax in GMW, Tony in GVF and Ian O'Keefe in GMP, all finding that there was lift about, although it was not always that easy to make use of. However, as Ian showed, the sky was improving, and by the time I got back in the air with Geoff Ledger [Matt's dad], we were able to take a good look around, with Geoff able to get some hands-on experience as well. Next up, two more training flights, one with Matt who showed some good thermalling skills, and then Lara, who demonstrated good basic handling skills, and surprised herself by flying the entire circuit and landing right down to the final few feet. A great first effort at this exercises. By now it was getting late in the day, and by the time we landed the lift had all but been used up. Steve F went up for a second pax flight which turned out to be much smoother, and shorter, than his earlier one, and then to round the day off Genny went up for a quick circuit and a long 'hangar landing', demonstrating that despite not having flown for some time she is still able to get around the sky well and safely return.

While all this flying had been going on, the wings had been pulled of the two singles, with GMP and GVF, together with GIV, being safely packed away in their trailers ready for the journey to Drury next weekend. This left just the twin and tow-plane to be returned to the hangar at the end of the day, and the fridge contents to be duly inspected. Overall a good 11 flights were achieved, with longest flight of the day of over an hour going to Ian in MP, and we were all finished by around 1830.

**SUNDAY** *Peter Thorpe starts us off*

The weather forecast for Sunday was horrid with high winds and rain expected. Rex rang me and we agreed that there was no point in flying but he kindly



agreed to meet at the airfield to help me position the Grob motor glider in the lee of the hangar. Roy Whitby was there when we arrived at around 1000 so the three of us assisted shortly by Neville Swan towed GNW to the western end of the hangar and picketed it down in front of the doors so that it was protected from the easterly wind. Then we went home.



*Rex Carswell adds a detail or two* Not a very good forecast today at all. Cyclone 'Pam' had

already smashed its way across Vanuatu, and was now situated out to the east of the North Island.

Tony Prentice phoned first thing - he was hoping to have carried out his BFR today, but he reported that winds out in the gulf were suggesting it wouldn't be a good day for it. I agreed. WP tower was on watch and their ATIS was reporting 39 knots at 2000ft and the forecast indicated it would rise.



Peter Thorpe and I had a discussion about the weather also, but the attention was now about how to make the Grob 109 safe for the anticipated wind. We met at the field, along with Neville Swan and Roy Whitby, and carefully we moved the motor glider, and anchored it down outside the western end (leeward) of the hangar.

Please note: Take care if you need to open the western end doors - the glider must be moved away first!

## **WE ARE GOING TO DRURY THIS WEEKEND**

The weekend on 21/22 March is scheduled for the Annual JUMPSTART parachute event at Whenuapai. We would not be allowed to fly while that is on, (all day). We have decided to go somewhere else. The kind folks at Drury have invited us down, so that's where we are going. Deploy Saturday morning of the 21st with an aerotow down in MW and trailer the rest (Matt Ledger has his hand up for the aerotow trip down, good way to get cross country towing signed off). We will, of course, need a bunch of volunteers to tow trailers down and back (3) Volunteers to Graham please. Tony Prentice will take one of the singles, Thomas O'Rourke will take either the other or MW trailer, (Hawkeye might decide to take MW for a flight). Assemble at the hangar at

0830 Saturday please. Jonathan has sent round a list of Camp Pack up stuff we need. Please make sure it goes down....and all comes back

Drury offers good opportunities for cross country or just local flying.....and they have a winch.

## PEGASUS FLYING TRUST

The Grob G109 Motor glider ZK-GNW was largely funded by two very enthusiastic cadet force officers, namely Rob Owens and Hapi Leonard, who are keen to see more aviation activities put back into the ATC cadet units. They have established the Pegasus Flying Trust to operate the aircraft for the benefit of the cadets and Rob has joined our club so that GNW can be operated at Whenuapai under the banner of our club. So far approved instructors are myself (Peter Thorpe), Rob Owens and Ian Williams and operations will take place at Whenuapai and Drury to suit the home locations of the various ATC units. I am hoping that Rex Carswell will join us shortly so that there will be two instructors for each site. The intention is to give initial air experience to the cadets and perhaps a little bit of basic instruction but any cadet who gets the bug and wants to learn to fly will be encouraged to join our club because a condition of the insurance is that only the nominated instructors are permitted to carry out take offs and landings. For the present GNW will be picketed out by the hangar under its brand new covers but we hope that eventually it will be able to live in the ex Monterey Park hangar. When the cadets are on the airfield they will be supervised by their officers but please help keep them safe and encourage them to take up real gliding.

## MATAMATA SOARING CENTRE TASK WEEKEND(S)

After a successful ridge weekend 2 weekends ago, we're up for another go at the great MSC Task Weekend this coming Saturday & Sunday (21st & 22nd March).

At this stage the long range forecast is for clear weather Saturday, with a good chance Sunday will be clear too until late evening.

Don't forget we will have the BBQ going Saturday evening, so bring some meat and/or a salad. The bar will be open of course as well.

The turnpoint for your GPS can be found on the MSC website:

<http://msc.gliding.co.nz/files/>

For Piako club members, contact Tim if you're wanting to have a go x-country in a twin. And book the single seaters on the website.

A task and briefing will be given at 10am both days.

See you out there!

**POSTCARD FROM BLENHEIM** *Andy McKay is down that way, he sent in this.....*

Just thought I'd share today's flight with you - with Jamie Halstead in the mighty ASH25 - GOA.

Jamie asked me to pass his kind regards on to Enya who also flew with him a while back.

The ASH is a pretty impressive machine, the first of the super-ships with around 60:1 ratio and very long, very bendy wings. I flew GTF years ago with Doug so was pretty keen to secure the back seat. GOA has the sustainer engine option (removed at present) which gives a bit of flexibility. For those that might be curious, an ASH 25 is billed at around \$52K to commercially refinish - under consideration at present. I did ask if I could beat the price, but not sure ASH wings would fit in our workshop!

We flew southeast from Omaka running ridges gradually working up to 8500', got around 82km to the south with Molesworth and Hamner just over the next ridge - covered Orchard Spur, Blairich Peak, Black Birch, Ferny Gair, Shingle Peak, Blue Mountain, and home via "the Pinnacles" - lots of ridge crossings, close-in rock-polishing, and cumulus streets with bases around 8000' in general. Some absolutely amazing scenery, goats and sheep in and on the most inaccessible bluffs and spurs, around a 3.5hr flight in ridge-assisted thermals.

Almost met up with Terry Delore in his ASH around Lake Station area, but we never quite caught sight of him. Quite a bit of chatter on 133.55 from the Chch guys, but Kapiti was silent. We had some good convergence lift between Awatere valley and Waihopai Valleys, around 8-10knots on average. Learnt heaps about mountain flying, mainly how much more there is to learn! Coming home we were 82km out, around 8100', and 2000' above glide slope with a 1000' safety margin!

Jamie is quite keen to do our Coast Run and I've made GKK freely available to him - the cost to get an ASH on the ferry must be eye-watering if the Mosquito trailer was over \$500 by itself, one way.

Marlborough Gliding use Omaka Aeroclubs' Dynamic WT9 - essentially the same engine as ours, but I feel it's a slower take-off and slower climb rate based on 4 tows now.

They charge tows out at \$6 per minute, but pay around \$3 per minute to the Aeroclub so the Treasurer is pretty happy.

Omaka run 2 x Twin Astirs (early models) and private fleet has Nimbus 2 (Rays old one), Ventus, ASH25, Kestrel (flying today) and couple of others.

For those that remember, I flew over the spot where both Warrick Cranstoun (former ASC Secretary) and Mike Dekker came to grief, about 100m apart - quite a common curl-over effect there in strong conditions (Orchard Spur Basin).

Hope all well with ASC, I'm missing GKK and have a parcel of toys ex-Cumulus Soaring to install when I get back.

**DUTY ROSTER FOR Feb,Mar,Apr Final**

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	A SUNDE	
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	A SUNDE	
	19	K BHASHYAM	R CARSWELL	D BELCHER	
ANZAC W/E	25	K BRIDGES	L PAGE	R CARSWELL	
	26	S FOREMAN	R BURNS	P THORPE	
	27	D FOXCROFT	P THORPE	C ROOK	