

WARM AIR 21 Sep 13

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433	www.ascgliding.org
Saturday.	Instructing: Ray Burns	Bank Acct 38-9014-0625483-000
	Towing: Graham Lake	
	Duty Pilot: Jeff Rosenfeldt	
Sunday.	Instructing: Peter Thorpe	
	Towing: Rex Carswell	
	Duty Pilot: Rudolph Struyck	

MEMBERS NEWS

SATURDAY *Instructor Steve Wallace does his bit.*

Saturday's weather went pretty much as forecast. 25kts of wind, a bit south early on and then coming around to the southwest late morning. A bit of rain and low cloud in the morning, clearing nicely mid morning until about 3pm when it was to get rainy again with the arrival of a trough. The two magic ingredients (25kts and South West) were enough to have a coastal crew in the hangar early, cleaning and polishing the gliders ready for another coast run. Gary Patten had put up his hand nice and early (as per usual) to gain permission for a solo mission to take MP on a 300km attempt (his 2nd time on the coast), Steve Foreman was in on the action of course, Ian O'Keefe decided to give VF a go on the coast and Kishan although leaving his request late was still first in ahead of other club members to make contact and request a seat in MW.

As Gary had a long flight on the line and with potential for the day to be cut short by the arrival of the trough he was first away, followed by KP, MW and then VF. Instead of flying as a group the briefing was to get onto the coast and just go for it. So it was that four Whenuapai gliders ended up strung out along the West coast between Raglan and Muriwai. Everybody had a great run South but the run North became a race against the rain as long bands of heavy rain started to move in. KP and VF managed to just get to Muriwai in time, climb up ahead of the rain, turn tail and skedaddle home. MW and MP being further South when the rain hit were forced to find a safe spot on the cliffs with landing and retrieve options (Kariotahi) and wait it out. As soon as this main band of rain had passed it was back to Muriwai for a climb and run home. Just to keep life interesting though and because I had tickets to the rugby game at Eden Park, after a slight misjudgement MW did end up at very low level in light winds on the bush clad slopes just above North Piha beach. This hole did take some digging to get out of but with a bit of persistence we managed to climb our way back up the slope one wind blown bush at a time.

So another exciting day of coastal flying. Following on from Tuesday's well received class on Threat and Error Management organised by Jonathan Pote it was pleasing to see that everybody was able to respond to the various challenges that the day thrust upon us with some good quality safe decision making.

Congratulations to Gary on his 300km flight, as long as all the paperwork and records are in order then there should be a gold badge heading his way soon.

Don't forget to check out the OLC. The season finishes on October 1st and with a late flurry and as long as Ian and Kishan load their traces, Aviation Sports should finish up 4th or 5th on the North Island club ladder. Bring on next season!

Towie Craig Rook continues: There was talk on Thursday of a coast run looking good for Saturday. By Saturday morning the AK ATIS was 190/20Kts, too far south I thought, but the Manukau Nowcast was 220/19kts, and by 10AM the AK ATIS was still 190/20Kts and the Nowcast was more favourable at 240/31Kts. What to believe??

I arrived at the airfield bright and early well before 10 (0955), and to my disbelief there was no tow plane. Oh yeah, now I did read about that somewhere... it was at Parakai. Tony offered to drive me to Parakai to fetch RDW and with a 12 minute flight I was back at WP with 4 gliders ready to roll.

First up was Gary in MP, & we were airborne about 1120. It was a very slow trip to the coast with ground speed down to 45 knots, but that confirmed the wind was in fact 210-220/25 to 30knots, so all looked good for the coasters.

Steve was next up in KP with the GoPro all set to record the action. Shortly after take off Steve advises the camera has fallen off and can we look for it on the runway - yeah right, that's history I thought. We landed back at WP with Tony as Pax and as he was jumping out of RDW, I said you may as well check the strip for the camera, then out the corner of my eye 25 meters away, there it was sitting on the ground recording the grass growing!! Really want to see that clip Steve.

Steve & Kishan was off next in MW in a somewhat bumpy ride to the coast, followed by some (accidental I think) boxing the tow just before release (I actually thought they broke the rope). Last up was Ian in VF to complete the quad-Murwai coast run. Awesome days flying.

SUNDAY *Instructor David Todd gets first go*

A quiet start to the day with only 3 people at the hanger at 10.30. America Cup viewing took priority. By the time we were setup on the grid more had arrived and the weather look like it was improving.



First flight for 32mins with Rudolph and being limited to 2500ft as I forgot to open G158 and G159. Brakes jammed open exercise caught Rudolph out (as it does for most students including myself) showing just how little distance you can travel. Always head straight to the nearest land-able area (in our case the airfield) without detour.

Newer student Karl is progressing well through A-Cert now starting into the circuit bashing consolidation phase with 3 flights for the day.

Steve Forman not content with a Coast run the day before took KP out for yet another blast - now exceeding 28 hours in KP since buying his share 3 months back. He also has over 100 hours total in the last year gliding which goes to show his level of addiction. Those interested in assisting with an intervention for Hawk Eye the gliding addict please contact me.

Neville took Genny for a good flight in MW and then so did Ray and his son so I took the opportunity to take MP for a sled ride from 2000 ft.



Genny got the last flight of the day in MW solo and timed the last thermal cycle of the day for the longest flight of the day at 36 mins.

GARY PATTEN COASTS TO A GOLD DISTANCE

Whenuapai - Raglan - Muriwai - as Ensign Patten 08/09/13

Gold distance 300k Coast run - As Lieutenant (jg) Patten 14/09/13

I have had the bug to do this since retrieving Kris and Steve W off Muriwai beach back in September 2010. I didn't go solo until December 2010. So a lot of waiting between then and now, with a few missed opportunities, one with gliders out on the grid waiting for a rain squall to pass, then called off. And several car park wait n sees. Now it must be a record two coast runs in 7 days

On the 8th everything lined up except for the cloud base, but it was supposed to lift later in the day. So with three cars ready with trailers hooked up and ready to go, retrieve crew organised we were off with Ian in MP and Steve F in KP. The take-off was low and our climb rate lower, Derry elected to do a right hand 'S' turn hopefully to gain some height within landing range for us if we had to abort. We made it out, although low, and with no chance of a glide home.

Every cross-country flight we must be ready and prepared to 'land-out', in or case we had selected a suitable paddock on the way out to the coast.



The trip was great, learning the do's and don'ts, where's and why's of the coast run. And a near the end, won't do that again moment where that extra 10 for mum was worth its weight in gold. We arrived back at Muriwai to low cloud and couldn't even see our out-landing paddock. Steve W back on the controls and in the paddock we go, let's just say it was short and steep approach around a few obstacle's and hindsight's a wonderful thing. So a quick radio call to Ian and Steve F to do south bound

circuits had them doing rather nice landings.

Out of courtesy Steve W and I walked up to the farmers' house while waiting for the convoy, to let the farmer know our predicament, he gave us the grumpy bothered response's, but offered to unlock the main gate to make it easier for the trailer access. At the gate I said what's your poison? A box or a bottle, now he grinned, with a beer is good reply, so I gave him a green bottle or amber bottle choice. Later that night I dropped back a box of Heineken for his troubles.

Thanks to the many hands and drivers on the retrieve crew making it a simple fun event.

That night still buzzing I look at the 7 day forecasts, one site said game on again next Saturday, the other two said no. Monday Steve F and I joke about it with one of his favourite sites also showing game on again for Saturday. I wasn't convinced but the Aussie site was now showing promise, so 2.5 out of 4 weren't too bad. Come Tuesday evening I had 4 out of 4 although sketchy. So at Jonathan's great TEM talk I asked Steve W

for permission to do a 300k attempt in MP Saturday. By Thursday I was convinced enough to lodge and official request.

Preparation - as part of the QGP syllabus there's a whole section on X/country soaring, for this I had planned for a Springhill 50km run and made myself check lists for any x-country flight. This meant Friday night I was ready to go and relaxed.

Saturday arrived all the weather sites looked great from around 1030/1100hrs to 1500hours, so off I trundle early to gas the car, pick up the keys and base radio, and do a supplementary inspection on MW. Well Kishan was already there and waiting so we opened up and got things rolling. Before long we had a full hanger and then an empty hanger with the gliders all lined up ready to go. Tony arrived back from taking Craig up to Parikai to fetch RDW, which meant it was time to saddle up.

The aero tow out would be the bumpiest I've ever had but managed to keep the rope taught enough and stay in behind the yellow peril. I could see our paddock from last week was still clear of sheep, and held on till practically the coast at 2500ft it looked good although south. I was down to 1800ft before I was established and settled gaining height so crossed my start line and headed down towards the heads. Crossing Piha I could feel some body pressure building now being relaxed and finding the lookout to be in good lift I managed to climb to 2500ft which allowed me to test MP's latest addition a little out to sea. Test completed and pressure gone Steve F was now on the coast in KP and heading my way, so off I go across the Manukau with Steve in KP not far behind. I started at near on 100knots on the cliffs on the south side but was still high, so increased gradually to a quite comfortable 120knots. Approaching Kariotahi I gradually pulled the speed back to gain height, radioing Steve in KP prior each time as to not get rear ended. Steve in the lovely LS4 KP out climbed me at Port Waikatio and crossed first. I left at 1900ft and was around the headland and back on the cliffs tad over 8km later at 950ft and hurtling along to Raglan with KP just insight 2ish km's ahead. We could now here MW and VF on the coast, although I never got to see Ian in VF.



Steve in the ever slippery KP was now at Raglan and turning back He went under me heading north when I was about 3km out. Now around my Raglan turn point and back into higher ground I could put the pedal down again finally reaching the last high point south of Port Waikato Just as KP was leaving to cross. As I back tracked up and down to gain more height Steve F disappeared never to be seen again during my flight.

Once across and approaching Kariotahi I could see Steve W and Kishan approaching low in MW, we probably crossed paths at 150knots as I headed north. I had a good quick trip back up to the Manukau and up to the Piha lookout for my next turn point. It was great and sunny up there when I arrived but turning back south I could see several rain squalls heading inland. I crossed the Manukau for the 3rd time and headed south back to Port Waikato It looked quite grey as I approached south head but not wet. There was a big shower heading in just north a Kariotahi so I keep the pedal down and raced south passing MW again in opposite directions. I made my last turn point just before the port Waikato entrance and turned north with my foot to the floor making it passed the approaching shower. But now further north looked bleak and the north side of the heads were just a shadow I looked behind me thinking it's going to be a push to get back south before that arrives. Steve W in MW radios they don't think they'll get across the Manukau, I radio back that I'm turning south again.



I make it back before the worst of it wishing I had ear plugs from the noise of the rain on the canopy. Just south of Kariotahi I'm in the clear and pull back to 50/55knots and just cruise up and down maintaining a comfortable height. I look north willing MW to appear it seems too long, I have thoughts of how long the retrieve would take, then I have thoughts of the weather predictions for 1500hrs. But it's too early I think looking at my watch, then MW appears out of the grey low' they carry on down then head back and join the up and down wait. There are a couple more shower bands that will engulf us where we are out to sea Steve W says we can land here if we have to, I say the tides coming in and there won't be much beach shortly. They come back saying the rain radar shows it,s clear behind what's keeping us south so I head north to the edge of it and you can see light behind it. I do a couple more beat up and downs and can now see the north door about to open as the south is slamming shut. I'm sitting on 50knots I've got 2knots up and am crabbing north at just

under 20knots the rain noise is terrible but eventually the rain clears north, looking south the sky is near on black. I keep at this gentle climb rate and am slowly able to increase my forward speed; again I wonder where MW has gone. Finally I see them coming back from the heads low needing to build height for the crossing. I'm at 1400ft and top out at 1500ft being able to increase speed as I approach the jump point.

As I cross the Manukau for the 4th time the wind is lighter and clocked north, more like last Sunday's conditions. I get around the heads and into good lift but need to do a couple of beats to get to the top to carry on north. It's straight forward to the Piha lookout so I do another height top up there to do the Piha, Anawhata, Bethells jump back to Muriwai. I cross my finish line at 1250ft give or take and start the climb for the run home, getting to 1800ft easily, and then losing it back to 1650ft just as easily. MW arrives and I'm back to 1700ft, they enter a bay down from me and make a big climb. I finish my loop and extend it to where the just were and climb to nearly 1900ft, and say to myself it's time to go, I tell Steve W and Kishan in MW I'm off on 133.55, the change to 134.50, The hangers are in view in the sun and seem a long way away, I'm trying to maintain a fast min sink, it's going well, then 4 down, I speed up then hit 2 up I ease up for it still ok, approaching Huapai/Kumeu I have some doubt I do a quick pull up to a high circuit speed . She comes up nicely so I push down again not to lose anything. Getting closer there's that urge to pull up, No! I push it down some more. I make what feels like a jumbled radio call, then another as I pull up to 70knots at 400ft, crossing the 03 threshold at around 350ft, gear down I feel like I'm running out of height. I pass the tower and Vortac still at 70knts I do a wide shallow turn onto 26 watch the wing tip and balance, easing out to 65knots I quite possible have my best ever touch down in MP letting her roll on making sure MW had plenty of room in behind.

Thanks again to all those who helped make it possible and stood by for the just in case.

MATAMATA FOR LABOUR WEEKEND AND CHRISTMAS

As usual we intend to go too Matamata for Labour weekend. We will take all the fleet and will need volunteers to take down all the trailers (the singles will be in the trailers and we will Aerotow MW). If you wish to stay for the weekend there are some nice but somewhat basic cabins and a good camp ground on the airfield. Cabin bookings to Ralph Gore Gore.Family@xtra.co.nz . Check the Matamata Soaring Centre website for the cabin sizes and layout. The Piako club now have a winch so it will be a good opportunity to get winch ratings or renewals.

We will also have a presence over Christmas with at least the singles over the 28 Dec to 6 Jan period. With enough interest the twin will go too. We will be leaving the PW5 behind as we are lending it to the Youth Nationals the following week.

ANNUAL GENERAL MEETING

Our AGM is scheduled for Tuesday 22 October in the Base headquarters lunchroom starting at 1900.

Notices of Motion are sought from members but you do not have forever to get these to us.

A review of our finances for the past year indicate a need for a fee increase either the flying fee or the tow rates.. A heads up with more information to come.

HANGAR ELECTRICAL REPAIR

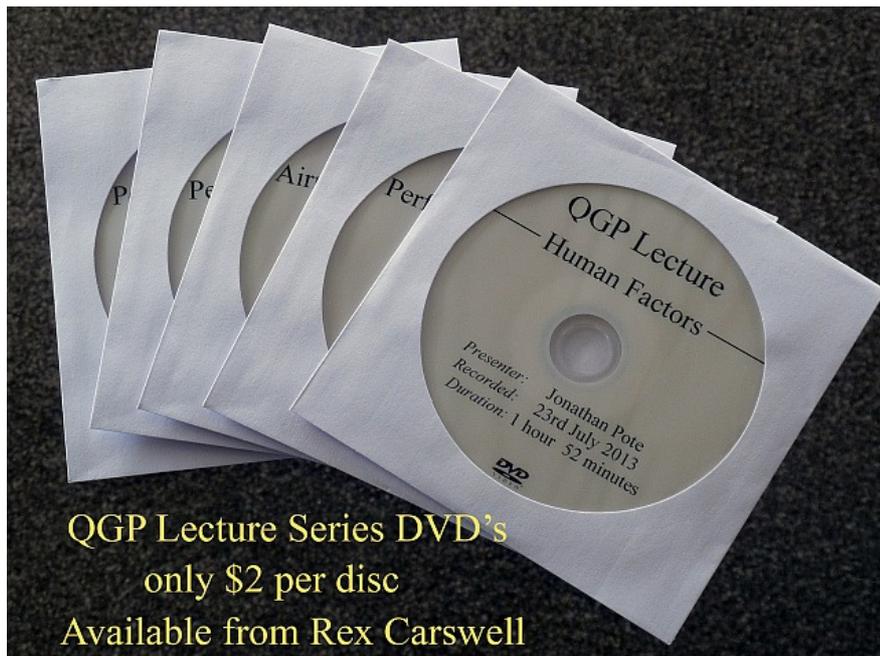
Many thanks to Grammar Electrical for their prompt work in fixing up the damage and restoring power after the lightening strike



TAILPIECE

Jess, Genny Healey's special girl, passed away last Friday. Jess seemed to enjoy her time around our club (used to bring Genny Healey along too) and made friends with us all. Jess proved the mistress of getting head scratches and rarely left doubt as to what she wanted. Pretty good at scrounging food with the big pleading brown eyes. She will be missed and our thoughts are with you Genny.

WARM AIR



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ROSTER BELOW

DUTY ROSTER FOR AUGUST, SEPTEMBER, OCTOBER 2013

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	Notes
AUG	3	am	D Grey	P Coveney	C Rook	-
	-	pm	-	-	-	-
	4	am	C Hall	I Woodfield	G Lake	Youth Glide-
	-	pm	-	-	-	-
	10	am	G Healey	R Carswell	P Thorpe	
	-	pm	-	-	-	
	11	am	B Hocking	D Todd	D Belcher	
	-	pm	-	-	-	
	17	am	A Mackay	L Page	R Carswell	-
	-	pm	-	-	-	-
	18	am	B Mawhinney	P Thorpe	D Belcher	5 Sqn ATC-
	-	pm	-	-	-	-
	24	am	E McPherson	S Wallace	P Thorpe	-
	-	pm	-	-	-	-
	25	am	I O'Keefe	R Burns	D Belcher	-
	-	pm	-	-	-	-
	31	am	T O'Rourke	Ray Burns	C Rook	-
	-	pm	-	-	-	-
SEP	1	am	K Pillai	I Woodfield	R Carswell	Youth Glide-
	-	pm	-	-	-	-
	7	am	R Pitt	L Page	P Thorpe	-
	-	pm	-	-	-	-
	8	am	J Pote	R Carswell	D Belcher	-
	-	pm	-	-	-	-
	14	am	T Prentice	S Wallace	C Rook	
	-	pm	-	-	-	
	15	am	G Rosenfeldt	D Todd	R Brookes	
	-	pm	-	-	-	
	21	am	J Rosenfeldt	R Burns	G Lake	
	-	pm	-	-	-	
	22	am	R Struyck	P Thorpe	R Carswell	
	-	pm	-	-	-	
	28	am	R Thomson	P Coveney	P Thorpe	
	-	pm	-	-	-	
	29	am	M Belcher	I Woodfield	D Belcher	
	-	pm	-	-	-	
OCT	5	am	K Bhashyam	R Carswell	C Rook	
	-	pm	-	-	-	
	6	am	K Boyes	S Wallace	R Brookes	Youth Glide
	-	pm	-	-	-	
	12	am	S Foreman	R Burns	G Lake	
	-	pm	-	-	-	
	13	am	D Foxcroft	D Todd	R Carswell	
	-	pm	-	-	-	
	19	am	N Graves	A McKay	P Thorpe	
	-	pm	-	-	-	
	20	am	D Grey	L Page	D Belcher	
	-	pm	-	-	-	
LABOUR WEEKEND	26	am	C Hall	P Thorpe	C Rook	
	-	pm	-	-	-	
	27	am	G Patten	R Carswell	R Brookes	
	-	pm	-	-	-	
	28	am	G Healey	I Woodfield	G Lake	
	-	pm	-	-	-	