

WARM AIR 23 Feb 13

Aviation Sports Club Gliding Newsletter

THIS WEEKEND: Club Cellphone 021 745 433 www.ascgliding.org
Saturday. Instructing: Dave Todd
Towing: Graham Lake
Duty Pilot Enya Mcpherson
Sunday. Instructing: Lionel Page
Towing: Andrew Sunde
Duty Pilot Mark Belcher

**SUNDAY WE HAVE 30 SQN ATC - EARLY START PLEASE 0830
MEMBERS NEWS**

SATURDAY *Towie Andrew Sunde Starts us off*

It was a slow day on Saturday with only a few flights, so I managed to get some C Cat study in while on the ground. I'd also been up since 2am to see a P3 out on a search and rescue flight, making it a long day! Adequately sustained by eating roughly half of the carrot cake Genny kindly brought along, I powered through until we packed up at about 5.

Instructor Rex Carswell continues with some stuff about actual gliding instead of the feeding of the face stuff from our towies.....sheesh. The 'great glider flying summer' seems to be going on and on let's absorb the stuff whilst it continues. The first two flights for the day were for 'trial flight' returnees. Both expressed keen interest by 'having another go at it'.

Conditions were great and we easily achieved half hour flights for both Ben and Scott. It was good to cement their keenness through allowing plenty of 'stick time'. Both have declared they will be returning - and both have taken Application for Membership information. Newby instructor Ivor Woodfield was next up for his Biennial Flight Review - conducted by CFI Peter Thorpe. Ivor is happy - gotta new sticker in his log book.

'Keen as Mustard' - Tony Prentice - is working hard, with particular emphasis on his circuit procedure and landing. Not a long flight today, from just 1500 feet, but gaining valuable experience with each flight. The 'singles' got some time too. Roy Whitby launched for a flight time of 39 minutes in GMP, and Steve Foreman launched twice (yes twice) in GVF - because he landed back after 20 minutes and Roy was still up there! I don't think he got out of the glider - just launched again to justify the situation. Got 55 minutes this time to claim longest flight of the day. Final flight was a dual with Genny Healey - could have easily have been the longest flight, but we could feel the 'vibes' from below as everything was being packed away. A good 50 minutes flown with steady progress.

It was great to see past member Kerry Greig call in to say 'g'day'. He stayed around and enjoyed our 'fellowship' after the flying was done.

SUNDAY

Fine but not a great day lift wise. The usual suspects, Roy Whitby, Steve Foreman, Gary Patten, Tony Prentice and Jonathan Pote hung around hoping things would improve and were off the moment it did. Not lengthy flights though and they all came back more or less together. Good to see Andy McKay back instructing although he did seem to rest in a deck chair a lot while Rex Carswell did all the work. Graham Lake came out checked out the sky for a while, decided it was not worth dragging out the Libelle and went back home to accumulate some brownie points.

THE GREAT HANGAR REPAINT - THIS SATURDAY

The next stage of this is to tackle the doors, especially the corrosion in the door frames. The plan here is to remove the corrugated iron from each door frame and then sand blast and PA10 the door frames. While this occurs others will paint the Iron while it is on the ground. This is planned for this Saturday so an early start please. This should not involve everyone allowing gliding stuff too.

ATC CADETS SUNDAY

We are hosting 30 Sqn ATC (our local Sqn) this Sunday morning. An early start please airfield at 0830 and aim to start flying at 0900. One issue we do have is the amount of waiting round by the cadets and parents. This time expect the cadets in two groups of about three each. One arriving at 0830 and the other at 1000. Can we have some helpers please.

GARY PATTEN DOES HIS 50 KM

Planning for this seemed to be the most important key for me, which started over a year ago, resulting in my QGP x country soaring syllabus being signed off on the 28/1/12. What this meant was I knew where to go, radio frequencies and where to change them, air space and heights. Airstrips and their degrees, also many good land out strips on the way. A year of watching the weather predictions and what really happens.

How this all helped, is I could concentrate on flying and trying to read the clouds. A great lesson with a failed attempt several weeks back, had me confident in landing out, and a taste of when the cool sea breeze wins.

RASP you say? Yes I like it for more than just gliding; it gives a prediction two days out and the morning of the intended day. The first lot of teasers for the 9th from rasp looked incredible, the other sights backed the trend, so I sent an email out with my intent. The day out weakened my enthusiasms but still showed the trend and power. The morning of the 9th showed it was on the cards if the sea breeze wasn't too strong or cool. Looking to the sky as the painting progressed I saw the day I was hoping for developing. Several words of 'you had better get a move on if you're going to give it a go' were encouraging. I didn't want to rush it or forget any important steps, perhaps I should have as it looked to be cycling out above then an end change meant further delays. I wasn't going to let any of it bother me and carried on at my own pace



Ready set action... well after a chat with Andrew of my intentions we were off and I released beyond 03/21 at 1800ft for a dive through the Vortac and 08/26 seal at 1200ft and I was off slowly from leveling out at around 1500ft and climbed away to 2800/2900. So off I went the first jump was good but it went downhill quickly from there. Recognising this from the failed attempt I turned back early and tried to recover, only getting ever lower as I crawled back to the field. Trying to read the sky on the way, I saw a glimmer of hope which was either the hanger or glass houses at Kauri rd. I was right and at 1191ft and ready to join I

felt it, and turned ever pulling up as I slowed. It was weak, but remembering a conversation between Roy and Ian about the little train that could, I continued edging higher to the words in my head 'I think I can I think I can... I heard Chelle call early downwind; getting her visual I relaxed again. This was to be my second best climb of the day. Seeing Steve Forman below in the same predicament I mentally wished him luck, and tracked north carefully with a small top up just after the dot com mansion. Carrying on north I change to North Shore

118.00 and announce myself and intentions. Tracking toward Okura bush to what looked an extremely good set of clouds I encounter a lot of sink, but press on with a quick check of the North Shore vectors I decided it will be there or my Silverdale bowl with a 1400ft for my break off point to land.

I reach 1640ft and get a fantastic thermal to the glass ceiling and I'm away, now just dolphin soaring all the way up past Warkworth, where a stop for a top up to get over the tiger country, and some photos. As I am now on 119.1 and can now go to 4500ft I carry on willing the cloud base to lift over the Dome Valley but end up on the western edge of the convergence 3km east of Springhill airfield. I get a good climb to the then cloud base of 3990ft and push out into the blue towards Springhill, flying over the strip and turning north over my imaginary gate, yes I done it ☺.



Seeing a weak cloud a little north I push on about 3.5km from the airfield, it's not good enough so with camera out I head back to the tiger country via Springhill Airfield for some photos (faffing about really, enjoying the moment of success). I get back to the edge of it at around 2300ft (not AGL at all), maintaining zero for a short while, then slowly losing height. There are two choices push deeper into tiger country low, or head out to that welcoming airstrip. With another 200ft gone the choice is easy and kind of exciting at the same time. I make the call on the radio and head out for a 'long final' as called, simple turn that turns into an 'S' and I

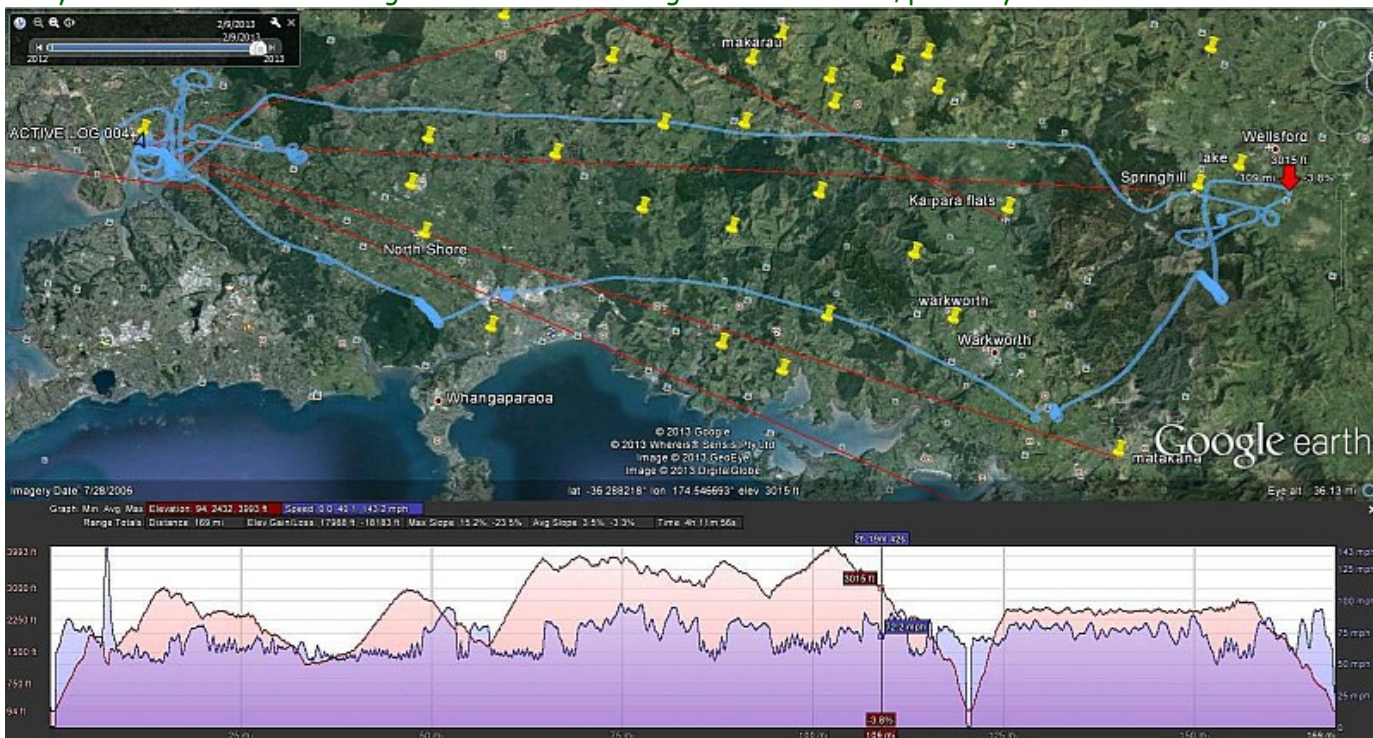
make the call 'Springhill Traffic Glider Mike Papa long Finals For 16'



Having done a drive out there for a reconnaissance trip last January, and several fly byes in the last 5 or so minutes I knew I would have to cross a line off trees that may well be turbulent, so I carry some extra speed until clear for an uneventful landing as far north on the strip as was safe. Yahoo where's the beer..... Ha-ha, ok a juice will do and another meal bar. I call the airfields Mob and get a very helpful gentleman from the model club. He and another guy come out to say hi and offer there clubrooms for drinks or services.

I think it all made their day as much as it did mine. I call the gliding club and a very helpful Chelle has an aero tow retrieve under way, yes I think fantastic, to great achievements in one day.

I take a few photos then my phone rings, its Steve Forman above in VF. The sky over the field is blue with one ok looking cloud north, Steve makes it and I watch him slowly climb. Interestingly the guys a Springhill had heard my radio calls but couldn't see me, and I had now just lost Steve, but not for long, I've had over three years of glider spotting training. He makes it back to the edge of the tiger country as Andrew announces himself to 119.1 in RDW. With his arrival and some local help we push GMP down to the northern end of the strip, they warn us of possible cross wind gusts mid strip where the trees end, and I give them a wing run lesson. I reset and seat myself got through my checks and call Andrew to take up slack, then all out all out. Andrew radios his intentions to the airwaves and we're off, my wing runner does great. The cross wind isn't as bad as it could have been and were climbing up over the tiger country heading west of Kaipara Flats Airfield. They radio calls are interesting with the traffic being a little confused, probably between Steve in VF and



ourselves. Andrew in RDW is every the professional with the radio calls. Me I've still got the gear down for drag and brakes open to varying degrees which is quite a heavy operation to do. I am regretting the radio channel change with having to close them. I had practiced for this on the ground at Springhill and found it easier to turn the radio off then on again would get me back to 118.0 and 134.5 where then it would just be a toggle up and down. Andrew makes the call leaving and changing, so it's my turn as well. I close the breaks and flick the switch off, the glider starts to overrun so I ease the stick back and crack the breaks, sensing a snap I yaw slightly and we take up nicely. Now I've got to flick the radio back on again, I gently try easing the breaks full open, it feels terrible and I lose some elevator authority. So it definitely won't be a right hand movement. As I close the breaks this time I give a little stick back and flick the radio back on, still needing a little yaw. Now back on track with my right hand I flick from 134.5 to 118.0, Andrew is just finishing his call on 118.0. It seemed like a lifetime to do the change, but I guess time flies while you're having fun.

By the time we change to Whenuapai on 134.5 my left hand on the break is getting uncomfortable, so I try several different grips as we hurtle home. Now we're back in familiar territory and I am eager to release, but hang on until just on the prison once I know where all the traffic is. I catch a thermal and hang about for five or so to get so blood flow back in my left arm. There's a lot going on RDW, MW, IV somewhere, and Steve low and skinny in VF, I wait my turn with height to burn. Funny thing is I don't seem to be able to pull up on the wheel break. Oh well I need to stretch my legs and we've got the tractor.

Thanks again to everybody's help guidance or assistance over the past three years Gliding is a team sport and you're all part of it for me Oh I'm going to have to do it all again to get my height gain; sorry I only got 2800ft ;-)

THE PW5 RETURNS STEVE FOREMAN DOES HIS 50KM, HIS HEIGHT GAIN AND GETS SILVER C

After the Task Master gave the all clear from hanger duties it was time to get on to the 50km distance.. Attempt no 3. Gary had got to the field early (I am sure it was just to do the painting) He claimed MP so I claimed VF, the winds were light, so either machine was good I told myself. Gary lined up and took off then Graham L then at 12.50pm my turn, I released over 08/26 and used the vortex as the start line got off at 1800ft in lift and up to 2500ft and headed north. I had prepared mentally for a long flight and as I flew over the prison I saw Gary low heading back to the field, as any glider pilot would think glad I am not down there.

A few minutes later I was down there 1200ft heading back to the field thinking that I would have to land back. I hit some weak lift then 100m away saw my friend the Hawk so over to him and up we went he went south I went north at 2500ft. I wanted to get to 3500ft before leaving G159 get high and stay high. Over NE edge of riverhead forest topped up to 3500ft again and with a couple of circles on the way made it to west of Orewa. I was getting to close to the east and wanted to be more up the centre of the island, Heading inland hitting good lift not to many clouds around but could see them forming taking my time over the hills taking lift often. Entering into the Kaipara Flats area I could see the Kaipara Flats field the glass houses heading to them finding good lift and continued thru dome valley with good ups, which I was happy to take Seeing MP on the ground I flew over head at 2.35pm taking 1h 44m to complete Whenuapai to Springhill, Having height I continued over Wellsford and just to the north, thinking not to push my luck headed back to Springhill.

I flew around Springhill area for 25 minutes, I wasn't sure weather to land or fly back, Thoughts of a few weeks ago when Gary and I had attempted the 50km and he had got further and a longer flight in the PW5 than myself in MP thought I may as well be in the air instead of waiting on the ground, Gary's retrieve crew not needed for him I decided to see how high I would be once thru the valley. In the valley I had my best climb of the day (2300ft) climbed to 4500ft so pressed on to Warkworth topped up some more height to 4500ft. Recalling the start when I was at 1200ft wasn't the best feeling but now I thought I was close to complete a 1000m height gain as well, which I wasn't sure about until I was able to check my Colibri back on the ground, Yes height gain completed as well.

I was able to glide from Warkworth to south of Puhoi in a convergence about 15km, it felt good, here I come Whenuapai! I had to lose 1000ft to get back down to 3500ft in the North Shore zone. Being mindful of Dairy Flat I choose to come down the west side the way I came up. Between Riverhead forest and Coatsville I was low at 1500ft thinking I would have to land out, the air was buoyant and I dolphin soared leaving the forest at 1300ft I made my way back to the ridge at 800ft, with the ridge and houses I was able to complete a normal circuit. Springhill to Whenuapai 54 minutes Total time 3 hours 3 minutes. I now have a time to beat next time.

Many Thanks to all for the Support and Encouragement!

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

Day eight and Steve Wallace is leading, just 800 points ahead of Mike Strathern of Nelson

APOLOGIES FROM REX *Instructor Rex Carswell wrote this note to accompany his Saturday report:*

Late (as usual) with my report - sorry. Just returned from Kaipara Flats. My Fury is 'sorted' and it took to the air this afternoon. Coincidentally, the flight marked a milestone for me - gliding and powered - total: 2000 hours. It was supposed to have been on Sunday whilst flying with my grandson, but I 'bombed out'. So that's why this report is late today!

Congratulations Rex quite a milestone. One reason why his landings look so good.

Past member Steve Tollestrup writes You guys have probably all seen this . . . but just in case you haven't a not very old, but very bold glider pilot. You have to appreciate the intensity and stress and on his face for the stuff he is doing. <http://www.youtube.com/watch?v=J3NyptGJzLo>

See you at the field

WARM AIR

May you live to be so old that your driving terrifies people

ROSTER BELOW

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	P Thorpe	
	3	am pm	I O'Keefe	I Woodfield	R Carswell	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	