

WARM AIR 25 Apr 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433	www.ascgliding.org
Saturday	Instructing: Lionel Page	Bank Acct 38-9014-0625483-000
	Towing: Rex Carswell	
	Duty Pilot: Karl Bridges	
Sunday	Instructing: Ray Burns	
	Towing: Peter Thorpe	
	Duty Pilot: Steve Foreman	
Monday	Instructing: Peter Thorpe	
	Towing: Craig Rook	
	Duty Pilot: Dave Foxcroft	

ANZAC WEEKEND - LEST WE FORGET MEMBERS NEWS

SATURDAY Duty Instructor Ivor Woodfield starts us off

Despite the forecast being for heavy rain through the night and into Saturday, there was quite a bit of blue sky when I looked out, and as I headed into Base Ops around 9 it was still dry. The met report they had was for lots of rain so they were doubtful we would be flying, and sure enough by the time I got to the gate it was pouring with rain. Rather than get out of the car I called Peter, who was towing, to tell him about the rain and to say that I would let him know if anyone turned up to fly. He informed me that Graham Lake and Jo Olszewski were planning on flying some circuits in RDW, and sure enough Graham arrived just as the rain started to ease.

I opened up, and Graham did the pre flight on RDW in the hangar as it was still too wet outside, finishing just as Jo arrived. They spent the next while talking about flying, and we watched the rain come and go. Peter Thorpe arrived to check the cover on the motor glider, which had been reported to have shifted in the recent strong winds. Sure enough there had been some movement so Peter checked and adjusted the straps on the covers in between the showers. There was also a great deal of reminiscing about the design and serviceability of old US vs UK aircraft, with some great story telling by Peter and Graham, during which time Roy appeared. Amongst other things Roy and Peter took the opportunity of the heavy downpours to check out the drainage and guttering on the north side of the hangar, deciding that some work was needed at some stage to prevent leakage into the hangar.



Having exhausted the discussions about towing techniques, Jo and Graham took all the fuel containers to get filled, and while they were away Peter and Roy decided it was time to head home. By now the sky was clearing, and by the time Jo and Graham returned it was flyable, so they headed out in RDW for some test circuits. As the rain had ceased a distinct change had come through, with the

surface wind changing from a mild north-westerly to a strong gusty southerly, giving Jo some interesting challenges in the circuit. They worked their way through half a dozen circuits, and on landing it was clear that Jo had thoroughly enjoyed the experience. Despite the clearing skies no more pilots had arrived, so we cleaned and packed away RDW and locked the place up by around 1430 without a single glider having taken to the air.

Graham adds. An interesting day that changed big time when the southerly came through. A considerable wind gradient, much turbulence and a big fat crosswind made for challenging conditions and our six circuits were probably at least two more that we would have gotten had it been a gliding day. It gave Jo a chance to get a feel for RDW without the glider on the back. She said she enjoyed it and learned heaps.

SUNDAY *Towie Derry Belcher gets first hack at the crayons*

Quite a busy day on the field with Peter Thorpe instructing ATC cadets in the G109 and Rex Carswell running our operation. In fact, when I arrived there seemed to be people everywhere and I thought for a moment my watch had stopped but a quick reappraisal of the scene showed that PT had his head inside the bonnet of GNW and his followers were all clustered around the G109.

Slowly our mob arrived and with the aircraft extracted from the hangar Roy Whitby tried to find cause to ground GMW but was eventually pacified and agreed to sign off the DI and we trekked to the far end of the runway to set up.

The wind was across the runway from the North but didn't seem to cause any undue problems for anyone during the day and cloud-base was about 2500 feet so it was a local soaring day for everyone with some reporting slightly tricky conditions even though lift seemed quite good on tow. Even our cross-country guru Steve Foreman didn't venture too far from the field....

The tower came on late in the afternoon and was very obliging, even clearing our last glider take-off with a jet on approach for 03, and vectored us on a tiki tour out over and beyond Hobsonville with a right turn back over the field again between the passing showers backlit with the sun. A very pleasant last tow for the day. Baa humbug - I'm getting sentimental in my old age!

Twelve glider flights in total were done and I ended the day with a local scenic flight down the harbour with my brother-in law Martin Jacomb, and we watched the Pacific Pearl ocean liner leaving her berth with seemingly thousands of passengers lining the rails getting a last look at Auckland bathed in sunlight after the band of grey weather had moved through. To say it all looked magical would sound a bit over the top, but it certainly looked spectacular. Just a pity I didn't have my camera :(.

Instructor Rex Carswell adds some needed details: Not a bad day with the weather - very pleasant indeed, and quite good conditions prevailing for a bit of autumn soaring. Peter Thorpe had started earlier with a contingent of ATC Cadets to fly in the Grob motor glider, so many people were at the hangar when I arrived.

The dominant high pressure system was centered south east of us, so the anticlockwise winds denoted we would be operating off '08 grass' for the day. First launch of the day was by the motor glider. But, our club operations weren't far behind, with Gary Patten and Roy Whitby launching in GMW at 11:25am. They were



very aware of a growing waiting list for the twin, so timed their landing perfectly after 29 minutes aloft. However, 'glider spy' had it on hearsay, that they had actually run out of sustainable lift....

The single seaters had plenty of air under their wings - Kishan Bhashyam flew GVF for 20 minutes, Andy Mackay in his Mosquito GKK for a 141 minutes (the longest flight of the day), Tony Prentice in GVF - 17 minutes, Steve Foreman in his LS4 GKP - 80 minutes, Ray Burns in GVF for 23 minutes, and Ian O'Keefe also in GVF with 19 minutes.



Dual training was carried out with two flights for Matt Ledger, and one with Brendan Moore. Tyler Flanagan, the son of a friend of Graham Lake, enjoyed some 'hands on' time during a good 20 minute sortie, and final flight of the day with Martin Jacomb - a brother-in-law of towie Derry Belcher.

In all, 12 launches on a day that wasn't always easy to read. Satisfying durations went to those that managed to get high initially - and stayed high. Thanks to all who pitched in with helping - including assistance to our private owners with rigging and de-rigging, and my thanks in particular to Neville Swan who was with us the entire day, and returned the radio and keys at day's end - after an ale, of course.



MP Derry Belcher reports

The parts have arrived for GMP and we are in the process of fitting them so all things being equal it should be flying again on Saturday. My thanks to Neville for being on call to draw the gate key (I am waiting patiently for my security clearance from Wellington and the associated base clearance so I can get in to do maintenance. It is a real inconvenience at the moment and I only hope I can get a pass asap.)



MATT AND LAURA ARE LEAVING

Get your social calendar out and pencil in **Sunday the 3rd May at 6 pm** for a dinner at Baba's Curry Cafe at Whenuapai Village.

As you may be aware Laura and Matt are returning to the United Kingdom in early May and staying there for the foreseeable future. So to give them a fitting farewell, join us for a good ole curry and a chinwag.

Appreciate if you could let me know if you can join us by Thursday the 30th April. email: ian.okeefe@xtra.co.nz

Kind regards

Ian (aka Zorro) Club Skipperoo



DUTY ROSTER FOR May, Jun, Jul 2015 Final

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
May	2	D GREY	I WOODFIELD	J WAGNER	
	3	B MOORE	S WALLACE	D BELCHER	
	9	E MCPHERSON	R CARSWELL	J OLSZEWSKI C ROOK	
	10	G HEALEY	L PAGE	P THORPE	
	16	I O'KEEFE	R BURNS	R CARSWELL	
	17	T O'ROURKE	S WALLACE	J WAGNER	
	23	G LAKE	I WOODFIELD	D BELCHER	
	24	G PATTEN	R CARSWELL	J WAGNER	
	30	K PILLAI	P THORPE	F MCKENZIE	
	31	J POTE	L PAGE	R CARSWELL	
Jun	1	T PRENTICE	R BURNS	D BELCHER	
	6	R STRUYCK	I WOODFIELD	J WAGNER	
	7	R WHITBY	R CARSWELL	D BELCHER	
	13	J FOOT	S WALLACE	J OLSZEWSKI C ROOK	
	14	N GRAVES	L PAGE	F MCKENZIE	
	20	K BHASHYAM	R BURNS	R CARSWELL	
	21	K BRIDGES	P THORPE	J WAGNER	
	27	S FOREMAN	I WOODFIELD	P THORPE	
	28	D FOXCROFT	S WALLACE	D BELCHER	
Jul	4	D GREY	L PAGE	J OLSZEWSKI C ROOK	
	5	B MOORE	R BURNS	F MCKENZIE	
	11	E MCPHERSON	P THORPE	J WAGNER	
	12	G HEALEY	I WOODFIELD	D BELCHER	
	18	I O'KEEFE	S WALLACE	P THORPE	
	19	T O'ROURKE	L PAGE	J OLSZEWSKI C ROOK	
	25	G LAKE	R BURNS	F MCKENZIE	
	26	G PATTEN	P THORPE	J WAGNER	

