

# WARM AIR 25 Oct 14

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 021 745 433	<a href="http://www.ascgliding.org">www.ascgliding.org</a>
<b>Saturday</b>	Instructing: Ivor Woodfield	Bank Acct 38-9014-0625483-000
	Towing: Peter Thorpe	
	Duty Pilot: Enya McPherson	
<b>Sunday</b>	Instructing: Peter Thorpe	
	Towing: Rex Carswell	
	Duty Pilot: Kishan Bashyam	
<b>Monday.</b>	Instructing: Ray Burns	
	Towing: Graham Lake	
	Duty Pilot: Karl Bridges	

### THIS WEEKEND - LABOUR WEEKEND - MATAMATA MEMBERS NEWS

**SATURDAY** *Instructor Peter Coveney does the honours:*

The forecast during the week indicated that no gliding would take place on Saturday 18<sup>th</sup> October. This was a shame as it would be my last stint as a gliding instructor for who knows when.

As it turned out, despite a grim Auckland Weather Radar picture, by 10am the weather didn't look too bad as Graham Lake, Rudolph Struyck and myself teamed up to run the show ably assisted by Roy Whitby. We were soon joined by Gary Patten and Neville Swan and Trial Flighter Matt Ledger. Roy needed his BFR completed after he had wisely carried out the spin recovery earlier with Steve Wallace in more suitable weather conditions. As it happened the day was marked by low 1400ft cloud patches and a higher 4000ft layer. The wind was right across the vector from the north.



*CFI Ray Takes over from CFI Pete*

I gave Matt a brief on our Twin Astir before Graham threaded us through the fluffy clouds to 2500ft where I let Matt fly the glider through some straight and Level and turns before letting him fly the downwind leg and half of base leg. I think that considering his only other gliding experience was a single flight in England he did extremely well and I predict if he keeps it up he will make a good glider pilot.

Next up was Roy and that BFR featuring a good dose of sideslipping. We also revisited stalling and for his emergency we carried out flight with problematic airbrakes. All good and BFR signed off.

Matt's wife Laura was next although she had no idea the reason her husband brought her out involved getting airborne. We did have to wait for a break in the showers before we towed off behind RDW. The flight did involve a lot of cloud dodging but Graham got us safely into a nice gap that we exploited once off tow. I was keeping a wary eye to the north of the forest at a solid rain squall. It stayed away long enough for us to

complete the flight and get everything back in the hangar. As we enjoyed a refreshing beverage we heard the rain hammering the hangar roof and that was it.

*Towie Graham Lake continues:* Although not a promising forecast the three initial folks decided to open up and see what developed. Trial flight Matt Ledger was expected and Roy wanted to complete his BFR. matt took the first flight going to 2500. Once airborne it was easier to see where the scattered lower cloud was located and go around these areas. Nice fun flying for the towie. Matt enjoyed the experience and vanished to go get Laura from work. Roy grabbed his flight, again weaving among the lower cloud. The tow for Laura showed this was probably our last and so it proved. Not a bad day from nothing with a little patience and perseverance. Graham also scored two short private flights, one with a possible towpilot and one as a weather check with Matt that confirmed our decision to pack up was well justified and just in time. Looked a better option than taxiing back to the hangar.

### **SUNDAY** *First instructor Peter Thorpe gets first go*

I volunteered to instruct on Sunday because I needed some currency flying as my BFR is due next weekend. We rocked up at 0830 and joined the gaggle of ATC cadets and Neville Swan waiting at the gate. Craig Rook soon joined us and we did the usual prep of the gliders and set up on 26. The tower was on watch for the Power Section competition but they were very helpful and we were soon under way after packing every bit of ballast we could find into MW to compensate for a very light (35kg) cadet. The conditions were smooth to start with and the cadets all seemed to enjoy what was for most of them, their first experience in a light aircraft (some had flown all over the world in heavy metal). After five flights I was nice and current so I handed over to Andy who also wanted to do some hands-on flying and thought about going home to the garden. I don't enjoy gardening so I thought maybe since the sky was beginning to work that I should take a single for a play. So, out with VF, a good DI and a look at the flight manual to remind me of the important figures and then off I went. Lots of promising looking clouds and MW had just had a good flight so I was sure I would beat my last flight in a single of 16 minutes. I did too - by two minutes!! I then observed Warm Air climbing Creepy in what was obviously good solid lift so I went home in disgust to the garden.

*Second Instructor Andy McKay carries on:* Peter Thorpe and I shared the Sundays instructing - a busy day for the two seater with nine ATC flights with 30 Squadron folks. The cadets enjoyed the conditions and assisted on the ground between flights.

Rochelle Thomson and Christina Keil both took GMW flights, with much better conditions after lunch meaning flights were time limited somewhat. Steve Foreman, Roy Whitby, Jonathan Pote, Ray Burns, Graham Lake and Ian O'Keefe all took flights - even our CFI was seen launching in GVF! Yesterdays trial flighter, Matt Ledger returned to take a second flight.

Some excellent thermal conditions with a light south-westerly /southerly - the only issue of the day was an aborted launch in GMW when we believe we had a tailwind gust just as the glider became airborne - I think Craig and I released the towrope within a few seconds of each other!

I think the last flight of the day was around 5pm and conditions were still strong, with a street run from Lincoln Road right out to the Albany airspace border all run at 80-90knots at 2500 feet. Christina showed that flying her own LS1F in Germany translated pretty well into GMW, now just awaiting the paperwork so she can be let loose with GVF and GMP - although I did see her take a good close look at both the Libelle and LS4 on the field.

Thanks to all the ground helpers, Craig Rook (towing) and Neville for running the books.

*Graham Lake adds:* The end of the day saw a gathering of trailers and a mass derig in preparation for our deployment of Matamata this coming weekend. Ivor Woodfield arrived just as the door to the Libelle trailer was being closed. He thought he might get a flight...hohohoho....no. He did get to help derig MW, VF and KP

PETER COVENEY IS LEAVING US --- KINDA

So with some sadness I bid farewell. I got back into gliding in 2005 after a 16 year lay off. Since then I have done a couple of instructors courses, flown a few contests and won a trophy and a bottle of wine. I have landed out 7 times and been the proud owner of KP, now ably flown by Steve Foreman. But the best thing has been seeing how well our students have progressed. Steve and Gary stand out but so do the other pilots who fly so well and safely.

I became involved in road cycling about 3 years ago mainly because my old knees could not handle any more long distance running. I had often see these Lycra clad folk when running and sort of envied their smart kit and flash bikes. Once I became involved I did find it not as easy as I thought and after my first race of only 58 km I was exhausted. Luckily my group (NZ Cyclists) were very accommodating and before too long I had gotten the hang of it and upgraded to a very expensive Italian bike. Nowadays a 140kms is not that hard and in two weeks will be doing the 190km K2 race for the 3<sup>rd</sup> time. All this distance requires a lot of training and we ride 3 or 4 times a week. For this reason I have had to put my gliding on hold until I slow down a bit.

So I do hope to be back in the cockpit one day but in the meantime will still be a Social Member. I will no doubt pop in on one of my rides in the area and say Hi.

Til next time

## ANNUAL GENERAL MEETING

We held our AGM on Tuesday evening with a good turnout of members. Highlights included the news our CFI was to step back to deputy and Ray Burns is our new CFI. Ian O'Keefe is our club captain, Lionel our Treasurer, Ivor the Secretary with associated ruff raff, Graham, Roy, Gary and Jonathan as the committee.



CEO Mike Ward gave us a challenge, we are not big enough and need to grow in size so we can properly fund the things we want, like a replacement fleet. His challenge, each one of us needs to find a new member by the end of the year. He spoke strongly of the need to have a positive plan to update the fleet.



The Student Cup went to Jack Foot, Landing cup to Nathan Graves, CFI award to Steve Wallace and best flight in the PW5 cup to Jonathan Pote.

## SOLAR PANELS

Our move from Hobsonville meant we had a hangar with no power and no means to charge our glider batteries. Club member David McClement loaned the club a 64W solar panel and associated controller. Over the next ten years or so this did superb service until we were able to get mains power to the hangar. The solar panel was then diverted to the top of the caravan so we now had power there too when we were out on the field.

David recently wrote to advise he would be leaving Auckland to join family on Kawau island He intended to donate the panel to us. David has been most generous to us over the years and this gesture is very much appreciated. Thank you, David, and please come and visit with us on an occasion when you are back in Auckland.

## TAILPIECE

This weekend - off to Matamata. Have you: Booked accommodation? told Ray Burns whether you want to join the Jan Mace dinner? Got yourself organised?

Taking gliders:

Gary Patten - MP Friday

Tony Prentice VF Friday

Roy Whitby IV Friday

Graham Lake MW Fri (weather permitting)

We will also need to organise all the stuff, (radios, pickets, timesheets, tow ropes, chairs, shade, batteries and battery chargers etc. Most of the stuff we need id in bins stacked i readiness. The Friday leavers will take as much as they can

<b>DUTY ROSTER FOR AUG, SEP, OCT 2014 Final</b>						
<b>Month</b>	<b>Date</b>	<b>Time</b>	<b>Duty Pilot</b>	<b>Instructor</b>	<b>Tow Pilot</b>	
<b>OCT</b>	11	am	R Whitby	S Wallace	R Carswell	19 Sqn
	-	pm	-	-	-	ATC
	12	am	T Prentice	R Burns	P Thorpe	Camp
	-	pm	-	-	-	Both days
-	18	am	R Struyek	P Coveney	G Lake	
-	-	pm	-	-	-	
-	19	am	N Graves	D Todd	C Reek	30 Sqn ATC
-	-	pm	-	-	-	
<b>LABOUR WEEKEND</b>	25	am	E McPherson	I Woodfield	P Thorpe	Matamata
		pm				Matamata
	26	am	K Bashyam	P Thorpe	R Carswell	Matamata
	pm				Matamata	
	27	am	K Bridges	R Burns	G Lake	Matamata
		pm				Matamata



# Club Class Nationals 2015

## January 21-31, 2015

### Auckland Gliding Club, Drury



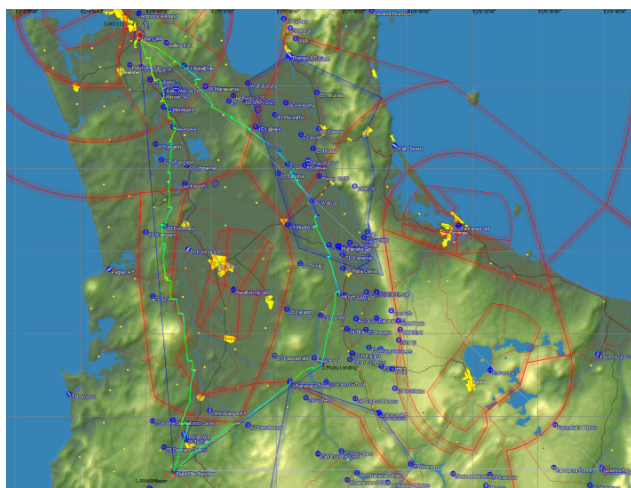
You'll really enjoy our site:

- Located at the foot of the Drury Hills, where the bush-clad slopes provide an early start to thermal activity
- Just 2 glides to the early convergence along the Firth of Thames
- Easy access to the Swamp and Kaimai Ridge takes you onto the edge of the Central Plateau for longer tasks
- Convenient forest at Maramarua for evening

thermals to get you home

Or alternatively, try a different type of terrain:

- Access the hill country West of the Waikato River without airspace worries
- Pio Pio via back of Pirongia Mountain, 300 km out & return



- Plenty of airstrips in the hills
- How about "around Hamilton airspace"?

And on the way home, either way, convergences set up to make your life interesting.

Longest flight from our site: Patrick Driessen, 730 km FAI Triangle!

Camping and Catering on site!

Accommodation handy (lots of options)  
Plenty of "wet day" activities nearby

Email: [clubclass@glidingauckland.co.nz](mailto:clubclass@glidingauckland.co.nz) with your enquiries; we already have a list of top class competitors to make this a serious contest. Entries limited to 30 by size of airfield.