

WARM AIR 26 Jan 13

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433 www.ascgliding.org
Saturday.	Instructing: Ray Burns Towing: Rex Carswell Duty Pilot Steve Foreman
Sunday.	Instructing: Lionel Page Towing: Marc Oliver Duty Pilot Roy Whitby
Monday.	Instructing: David Todd Towing: Craig Rook Duty Pilot Kishan Bhashyan

MEMBERS NEWS

SATURDAY Embryo instructor Ivor Woodfield (he is the one on the right), had his first session complete with trainer wheels.

After working through some lengthy paperwork issues, the day finally dawned when I was rostered on formally as a [probationary] instructor.

Having worked my way through base to collect keys and rado, and following a friendly chat with base ops, I arrived a few minutes after 9.30 to find a queue at the gate wanting to fly. The fleet was duly assembled, by which time there was a reasonable crosswind developing .. lots of learning opportunities ... ATC agreed to open G158 and G159 only until 1800 [let us know if you need more] and flying got underway. Following a recent landout, Ian had arranged to take his 'host' farmer for a flight first thing. Before he arrived Tony and I got away for a circuit around 11.30. Ian then set off with RIchard, who was so impressed with the experience he stayed around for some time after he landed and seemed very impressed with what he saw and heard. Another landout paddock for the records.



We went on to launch another 10 flights before running out of pilots, with both club and private machines taken up into what were generally quite blustery conditions. Average flight times were well over 30 mins, with Gary getting the longest flight of 74 mins, Jonathan and Rochelle getting a great bird's eye view of the arriving P3, and me getting the shortest flight of the day while practising an 'interesting' low level launch failure in quite strong winds as part of on-going instructor sessions with Peter.

Overall a good day's flying, with a well attended 'after flying session' in the hanger from 5ish. Thanks to Ray and Peter for overseeing my early instructor development and to Graham for volunteering to tow so I could get some air time with Peter.

He missed mentioning the pile of twaddle he spouted about who he could let fly. Fortunately Warm Air's little helpers were only too please to tell on him. In his world he had to give a pilot a dual check to make sure he was OK to go solo but once that was finished his instructor rating did not allow him to let anyone go solo. It seemed quite reasonable to him. The rest of us decided we would tell him we were going flying. that way were did not need to ask.

SUNDAY Towie Andrew Sunde was kind enough to give us a few words

I awoke bright and early on Sunday in eager anticipation only to find it raining outside. Rex said he'd give me a call later on if it fined up..... which it did. A few concerned looks at the state of the crosswind initially soon subsided and we whipped into the air, dodging wind shear on takeoff. I had to get the nose down on the tow plane a couple of times below 500 ft to keep the airspeed up which was apparently disconcerting to watch from the glider! After only a handful of tows we packed up and I took RDW to Parakai. Always impressed with the rate of climb in that aircraft, I tell no lies when I say I was at 2500 ft by Riverhead township. *(did he share this thermal with the rest of us??)*

And Instructor Rex Carswell's version Blimey! The weather didn't look too good at breakie time - couldn't see Sky Tower at all (just 5km away) - hidden by low mist and drizzle. Come lunch time - wasn't much better. However, by 1:30pm the air started moving and sunlight was rapidly becoming dominant. Auckland ATIS was now reporting surface wind of 190 degrees at 20 knots - a good crosswind at Whenuapai, I wondered.

2:20pm - and Roy Whitby is on the phone - "where are ya? - we're here waiting to fly!" "Okay-okay-I'm on my way!" I replied. I phoned towie Andrew Sunde, and headed off. First flight got away at 1550hrs after waiting for a C130 on instrument approach to arrive and land. Tony Prentice was up front and keen as ever to get his circuits 'sorted'. However, this wasn't the easiest of conditions in which to make a 'model approach and landing'. On the second of his two flights, a 'solid' bounce resulted in losing all the air out of the nose wheel. With Neville Swan on the field, we all got a good lesson on how to replace a tube. Thank you Nev. With MW pronounced 'fit to fly' again, it was Kris Pillai in the front seat to demonstrate his flight aptitude with a couple of flights to satisfy BFR requirements. All good - much to Kris's relief! Final flight for the day was a 'quicky' by Steve Foreman - on his own - in MW for just 14 minutes. The longest flight was achieved by Kris whilst we were doing stalls, spins, steep turns, max rate descent, and simulated brakes jammed open - and other such inefficient stuff. Yep -19 minutes in the book.

Thanks to all for "making it a go'er".

HANGAR REPAINT

Our hangar is in need of a repaint, outer walls/roof. Our trusty and hard working el Capitaine has decided this weekend is when it will be done. We need lots of club member helpers. So bright and early Saturday and Sunday mornings armed with paint brushes, rollers, extension handles, ladders,

We need to get there early to get the aircraft out. We have a cunning plan to wash the roof then we need hands to treat any rust/loose paint and to prime those areas. We may need to scrub too.

So we need:

Lots of people

Paint Rollers (the bit minus the sleeve)

Any long handles for said paint rollers.

Paint trays for said rollers.

Small pieces of either plastic or Iron corrugated - that we can put in the paint trays.

Hard bristle yard brooms that can be used for scrubbing

Any buckets for mixing the wash if we need it.

Those who have ladders and can bring them - that would also be great.

There will be Morning tea for all of our helpers.

NORTH SHORE AIR SHOW

The North Shore Air show is on at North Shore Airfield all three days of this weekend. This means a great number of movements. CAA has issued a NOTAM that hands a part of G159 to the organisers to give them room to move. Effectively we will lose all of G159 from Coatsville North from the edge of the Riverhead

forest out to the east coast. Study the NOTAM and be familiar with the no go areas. We will have to go west into G158.

GREAT NORTHERN AIR RACE

Sunday sees the Great Northern Air Race call in to Whenuapai for a lunchtime stop over. They will straggle in over about half an hour or so and depart a couple of hours later. This is usually a stream takeoff about 30 secs apart.

TOWER ON THIS WEEKEND

The Tower will be on all weekend. We will need to be careful and professional about our radio calls, give accurate position calls and do what you are cleared to do. Remember the radio formula, "who am I calling, (Whenuapai Tower), who am I, where am I ,(Including height climbing or descending) and what do I want to do. When you get tower instructions repeat those back to him and end with your call sign, eg Join Right Base grass 26, Golf India Victor. Be good and the tower should be good to us. Expect grounding periods as the Boeing 757 departs and comes back, along with a Sea Sprite

THERMALS *Derry Belcher came across this instead of his usual internet fare and decided to share.*

Came across this and it seems to have a bit more depth to it than the usual 'thermals come from heated parts of the land', and thought the link may be of use for your millions of Worm Ear readers :).

http://www.expandingknowledge.com/Jerome/PG/Skill/XC/WillGadd_Thermals/Part_1.htm

Maybe it is because it is written from a paraglider's perspective where they tend to operate at lower alts means they need more info than your average Joe Bloggs glider-driver?

TRANS TASMAN TROPHY

Tim Bromhead and Ian McCallum represented NZ in the recent Trans Tasman Trophy, this year held at Benalla. Tim has been keeping a diary in the Piako Club newsletter. His final entry: *Today ended up a no fly day. Which means... dum dum DUM... we have won the Tasman Trophy for New Zealand. All in all, I'm rather chuffed. This is the third time a NZ pilot has won in Australia, which evens it up, as it's also three times an Aussie has won in NZ. Final scores:*

Tim Bromhead 5495

Ian McCallum 5361

Well done guys and congratulations to both. It is not easy to win in Australia.

Roster has run out, should be a new one for next week.....we hope

See you at the field

WARM AIR

Inside every old person is a young person wondering what the hell happens

Steve Foreman has shared the traces of his and Gary Patten's recent flights Two successful and two not so.



