

WARM AIR 26 May 12

Aviation Sports Club Gliding Newsletter

THIS WEEKEND: Club Cellphone 021 745 433 www.ascgliding.org

Saturday. Instructing: Ray Burns
Towing: Andrew Sunde
Duty Pilot Jonathan Pote

Sunday. Instructing: Rex Carswell
Towing: Graham Lake
Duty Pilot Kris Pillai

MEMBERS NEWS

SATURDAY *Towie Graham Lake starts:*

We had an early start with a 0745 briefing for the power section fly in. Awfully early for a Saturday morning so Ray and I were forced to go to the Whenuapai Cafe for breakfast and coffee. We probably should have skipped breakfast if we wanted beat Jonathan to the gate. We had promised to make the grass available for those visitors who wanted to use it so arranged the launch point accordingly. It's the way we should do it every day as it keeps the grid to the side of the strip.

As promised Jill McCaw joined us taking a flight in the FK9 before renewing her acquaintance with MW. Turns out she flew her many times during her training. She did comment on the difference on takeoff performance with and without the glider on the back. She wondered if I had held her

down for a bit. Nope that's just a glider on tow takeoff when you don't have a big Pawnee. Four glider flights and one short scenic in between a number of interesting arrivals and departures. Finally all was in bed and a beer got opened

Instructor Ray Burns continues:
PC Called on Thursday to say he had been



struck down with a cold. Due to the annual fly-in the day started with an early briefing at Base Ops with the all the parties concerned (Power, ATC, Base Ops and ourselves). About thirty aircraft

were due to arrive by 1030 and start departing about 1430. A few tail draggers were keen to use the grass so we endeavoured to keep the vector as clear as possible all day.

Graham and I retired to the WP café for leisurely bacon and eggs before the start of festivities. We met Jonathon at the gate in good time and before long we were joined by David G, Roy, Neville, Bob, and Steve. Gary joined us a little later in the day. The Weather was pretty true to forecast, occasional showers and brisk S'westers. Combined with ATC on watch, this gave us a good opportunity to hone crosswind landings and radio procedures. David Grey was first up and managed the longest flight at 35 minutes. There was actually quite a lot of lift though somewhat finicky. We did manage to get back to 2500 from 1500 so definitely do-able. A trial flight arrived about 1200ish and we managed a respectable (for the day) 24 mins. It was nice to be visited by Jill McCaw and very nice to sit in the back while she flew us around the area. Steve finished the day with a short flight but dealt to the tower to sign off the appropriate practical radio bits for QGP.

So that was the day; four launches for MW 1.5 hrs flying time.

SUNDAY Towies turn first, Andrew Sunde gets first use of the crayons

The only steady thermal on Sunday was the one pouring out of the heater vent in the tow plane, and I made the most of every degree it had to offer because boy was it cold. Apart from my pitiful lack of resilience to adverse temperatures we made 13 flights, with a handful of cadets starting us off



early. They're always as keen as mustard when it comes to flying, and you can certainly tell the cadet has the wheel behind you, when the glider starts to veer off on it's own tangent into space only to be snapped back in line by a solid nudge of tow plane rudder. We ventured over the field a few times on the tow to sample the cloud action further south, which turned out to

be fruitful for more than one glider, but this really can only be done when there's no traffic at the field to conflict with. The day ended with Kishan and I taking the plane up to Parakai for maintenance, Kishan's first flight somewhere useful with a motor attached.. hopefully showing him what he's missing out on.

Instructor Lionel Page continues: Arrived nice and early to find that Jonathan was even earlier and had picked up the keys and advised me via text message - not so helpful when you have left your phone at home! Thanks Jonathan - it is appreciated. Even though I was early, the ATC were ready

and waiting. A really good eager bunch! So with Jonathan, Neville and Andrew we had GMW and RDW out and DI'd and on the flight line is fairly quick time.

The day started with almost no wind at all, however soon progress to a nice and fairly strong cross that occasionally appear to swing straight down the 26 vector just to keep me on my toes. Initial ATC flights were sledge rides however that was good to demonstrate primary effects of controls and adverse yaw. All the cadets tried their hands at flying and all did really well. (Great to be young and able!) Stalwarts Jonathan and Roy were seen digging trenches to drain some muddy patches.

Just goes to show - you are never too old (not saying you're old!) to play in the mud. Once through the ATC flights, (with Neville assisting - thanks) I got to take a new member Rudolf up for some instruction in soaring. And soaring we did - 54 minutes at up to 3,500ft. Flying from Westgate in the south to almost North Shore (and a lot of in between). Only a call from glider base made us realise that we may have overstayed our welcome.

Steve Foreman asked for permission to fly VF and after a briefing from Neville showed all members how it was done by staying up for 58 minutes I think. (And maybe also just to show the members present - he later went for the shortest flight of the day - 8 minutes.) In between his flights Gary aired VF for a significant time as well. You can see that it is still possible to have some excellent soaring flights on cold wintery days.

Neville then took Jonathan to refresh his back-seater rating and I took Kishan for what ended up to be slightly more than a sledge ride, with a small cloud over Hobsonville just keeping us at 1,700ft for a few minutes before we headed back. Enya also managed to air some of the gathering cobwebs from her flying (not having flown for a while now).

All packed up with RDW leaving for Parakai for a service at about 4pm. Graham (and others) were forced (just in case anyone asks!) to stay and provide entertainment during the refreshments part of the day. Another brilliant day (although somewhat cool).

PARACHUTE TRAINING

We are looking at organizing an evening with PTSU to get some basic parachute training, Rigs, DI of rigs, correct fitting, basic egress, operation and handling of the canopy and landing. Can I please have expressions of interest in joining this training.

INTRUDERS ON THE AIRFIELD

A wee while ago we had an event where a couple were noted wandering down the active runway. For future events of this nature, please ask to see a Base Pass and if they do not have one please call Base Ops for assistance.

TAILPIECE

See you at the field

WARM AIR

ROSTER BELOW



You asked – *we listened*. The 2012 AvKiwi Safety Seminars focus on using the radio.

Brush up on your pronunciation, improve your situational awareness and make great radio calls.

This seminar is vital to anyone in the aviation industry, whatever type of aircraft you fly, we cover:

- The principles of good RTF
- RTF discipline and phraseology
- Hear some good calls and bad calls
- Get some hot tips, and
- Take home the new GAP booklet.

But wait there's more....

Not only will you get the fantastic seminar in your region, when you come along you can take home the CAA's all new electronic education course – Plane Talking – an interactive course that helps you keep your RTF standards high. But... you have to attend a seminar to get a copy of the course.

Our presenters are Jim Rankin, RNZAF Instructor, and Carlton Campbell, CAA Training Standards Development Officer – collectively they have 80+ years' experience in practising and teaching RTF.

Our local presentation is at North Shore Aero Club Wed 20 June at 1900.

LS-4a ZK-GKP FOR SALE *Peter Coveney has his LS-4A up for sale:*



This is a really good example of one of the nicest gliders to fly. KP comes with a Colibri secure logger , the latest Borgelt, B500 vario and B2500 glide computer, combination worth over \$7000. The trailer is a clam shell type Komet which makes rigging and derigging a breeze. Great value at \$55,000. Currently located at Whenuapai. Contact Peter Coveney at petercove@ihug.co.nz or phone 021 02251470.

DUTY ROSTER FOR MAY, JUNE, JULY 2012

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
MAY	5	am pm	No flying -	"Jumpstart" -	- -
	6	am pm	G Patten -	R Burns -	C Rook -
	12	am pm	S Saunders	S Wallace	A Sunde
	13	am pm	J Pote	A MacKay	C Rook
	19	am pm	F Retief	P Coveney	G Lake
	20	am pm	G Rosenfeldt	L Page	A Sunde
	26	am pm	J Pote	R Burns	A Sunde
	27	am pm	K Pillai	R Carswell	G Lake
JUNE	2	am pm	R Thomson	D Todd	A Sunde
	3	am pm	R Whitby	S Wallace	R Carswell
QUEENS BIRTHDAY	4	am pm	I Woodfield	P Coveney	C Rook
	9	am pm	K Bashyam	A MacKay	A Sunde
	10	am pm	J Deetlefs	L Page	G Lake
	16	am pm	J Harkness	R Carswell	M Oliver
	17	am pm	D Foxcroft	R Burns	C Rook
	23	am pm	D Grey	S Wallace	R Carswell
	24	am pm	S Foreman	P Thorpe	A Sunde
	30	am pm	B Hocking	P Coveney	P Thorpe
JULY	1	am pm	G Hodge	A MacKay	M Oliver
	7	am pm	E McPherson	D Todd	C Rook
	8	am pm	T O'Rourke	L Page	R Carswell
	14	am pm	G Hodge	R Carswell	G Lake
	15	am pm	K Pillai	R Burns	P Thorpe
	21	am pm	J Pote	S Wallace	M Oliver
	22	am pm	F Retief	P Thorpe	C Rook
	28	am pm	G Rosenfeldt	P Coveney	P Thorpe
	29	am pm	S Saunders	A MacKay	R Carswell