

WARM AIR 28 Apr 12

Aviation Sports Club Gliding Newsletter

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

Saturday. Instructing: Peter Coveney

Towing: Marc Oliver

Duty Pilot Ben Hocking

Sunday. Instructing: Lionel Page

Towing: Andrew Sunde

Duty Pilot Enya McPherson

SUNDAY WE HAVE 30 SQN ATC - EARLY START PLEASE

MEMBERS NEWS

SATURDAY *Instructor Steve Wallace kicks off the weekend*

Saturday got underway with Jonathon Pote kindly collecting the gate key and radio from base ops. The weather forecast was for light and variable winds trending towards a light easterly in the afternoon which is pretty much what happened. We set up on 08 and David Grey was first away for some B Cert spinning sign off. All went well and we even managed a full two rotation spin which was great as this is not possible with most weight combinations in our club! Later on in the day David took MW up for his third solo and completed his 10 oral questions thus earning his A Badge. Congratulations David, your wings are well deserved and a testament to your persistence and determination.

Next up was Steve Saunders, our new member from the UK, for the first flight of his BFR. This was a pleasant 48 minute flight in which we covered boxing the tow, stalling, spinning, local area familiarization and lots more. I even learnt that in the UK the pre-landing checks are WULF as opposed to our SUFB. Some letters you will recognize, the others I'll let you guess. The BFR was completed with a simulated low level rope break from which 21 was the safest and most correct choice for a landing but with a little persuasion David was convinced to demonstrate a low level turn from the 21 approach onto 26 grass for a land back in the light downwind conditions.

It was also nice to see the singles out with Roy and Jonathon giving MP an airing and Steve Foreman enjoying strapping on VF and taking her to the heavens and back. The gliding was good too apparently.

High overcast did move in later in the day along with a fairly dark convergence overhead the field which made things a bit chilly on the ground and obviously reduced the thermal activity but Ivor and Roy still managed a nice 31 minute flight in the twin to finish the day.

All in all a nice autumn days flying, finished with a beer to ensure those weight combinations keep fully developed spins off the agenda for most of us.

Towie Peter Thorpe adds his bit. I was going to uplift the key but Jonathan-the-early beat me to it so the gate was open bright and early. AK ATIS was reporting variable winds at 5 knots both on the ground and at 2000ft but there was a light breeze from the east so we set up on 08 after the usual pushing and pulling and cleaning and polishing canopies.



A fairly slow start due to a lack of convection but instructor Steve Wallace gave Steve Saunders just about a full QGP course in preparation for a BFR which most of the assembled members listened to with great interest. All said they learnt something so it just goes to show that BFRs are a good thing :-). Flying eventually got underway and I was joined by grandson James who enjoyed being co-pilot for the day. Steve W demonstrated his mastery by remaining aloft while the singles fell back to earth but we did 10 launches for the day followed by a little scenic flight to the harbour bridge for James.

Steve Saunders completed his BFR and his UK flying qualifies him as a QGP so congratulations and welcome. We had three Steves airborne at one stage so it got a bit confusing but Steve Foreman completed his A Certificate and now has the badge and bit of paper to prove it. Well done Steve.

SUNDAY *Instructor Andy McKay has the first go at the story*

Sunday dawned with high cumulus overcast, forecast to burn off late morning with RASP predicting at least some thermal activity after lunch.



Only ten flights for the day, with Graeme and Rudolph two new potential members enjoying the mild conditions. I think the longest twin flight was 41 mins, but like Saturday, Steve Foreman took the honors with 61mins in VF. A light easterly backing north was observed for the day, with very gentle 2-4 knot thermals aloft. Quite a nice thermal day given the time of year - just unfortunate that Whenuapai lived up to the "blue hole" reputation. There was a fantastic convergence thermal over towards the West which

grew to extend from Manakau Heads to Parakai.

A lot of interest over a RC model jet burning up the skies and the usual aviation banter on the ground made for a very pleasant day, with drinks afterwards courtesy of the hangar refreshment centre.

As Duty Instructor I set a wee challenge for the day, imagining the concrete O8 threshold turning circle being the 5 foot fence over which we could practice our short field landings, and given the recent landing comp was surprised to see only one person nail the simulation - I'd like to remind our pilots that unless you can land at a pre-determined point, cross country attempts are off your immediate agenda. I can speak from experience (at Huapai Golf course) that overshooting a landing is no fun at all. When attempting an actual outlanding, the stress levels and fatigue both make the job more challenging.

On restocking the hangar with gliders and towplane, we also discovered a broken landing gear bolt on the port side of the FK9 - hopefully an easy-out or welded rod can remove the bolt stub - a surprising niggle given the landings I observed were absolute greasers.

Towie Graham adds: Well done to those who managed more than sled rides. The thermals were narrow and short duration making staying up difficult. Nice for the towpilot, not so for the glider pilots. The broken bolt put a dampener on the day, not broken on preflight but found while cleaning her at the end of the day. Not to worry though she is all fixed thanks to our friendly local LAME, Spud Spurdle and done in time for ANZAC day flying. Would have been a good day if we could have rustled up a towpilot. *Warm Air* was under strictest instruction from she who must be obeyed,..... finish the bathroom renovations. They are now finished.

ATC GLIDING

We are hosting 30 SQN ATC , the local Whenuapai unit, on Sunday morning. Early start please open up at 0830 and start flying 0900. Can we have some helpers please.

UP COMING EVENTS

- Jumpstart 5/6 May. This is parachute jumping for disadvantaged kids and kids from CanTeen. An all day affair jumping from a C130. 5th is the target day with 6th as the reserve. We will not be able to fly on whichever day they fly.
- Power section Fly-in 19 May, (this should not affect us too much)

TAILPIECE

We will not be allowed to fly while Jumpstart is on 5 May. This would be a good day for a working bee. Thinking caps please on what needs to be, and can be done.

See you at the field

WARM AIR

NEW ROSTER SOON