

# WARM AIR 28 Mar 15

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 021 745 433	<a href="http://www.ascgliding.org">www.ascgliding.org</a>
Saturday	Instructing: Ray Burns	Bank Acct 38-9014-0625483-000
	Towing: Fletcher McKenzie	
	Duty Pilot: Graham Lake	
Sunday	Instructing: Steve Wallace	
	Towing: Derry Belcher	
	Duty Pilot: Rudolph Struyck	

### MEMBERS NEWS

#### *SATURDAY Instructor Peter Thorpe starts us off*

An early start was planned but I was working to an 0830 start rather than 0800 which had been promised by another instructor who had his dates mixed up so there was a huge queue of vehicles waiting at the gate when I arrived a bit after 0830 (I don't do early). No real problems as we soon had the vehicles and trailers on their way while Rex stayed to help us launch the twin and return the key. Derry was towing and Matt Ledger was the keen student who wanted to experience cross country towing and get it signed off. Airborne off grass 08 at 1005 and a very pleasant 33 minute flight down the harbour and over Ardmore to Drury with a close look at the recently enlarged Ardmore Military Operating Area (M201) on the way past. Matt learned first hand that it is necessary to keep your eyes on the tug at all times and how easy it is to get slack in the rope if the tug descends after flying through some lift but he failed to heed Warm Air's regular warning that instructors are slippery fellows because he did not get me to sign his training sheet. I am open to inducements. *Oh yeah, the other slippery instructor trick, vanish from the face of the earth on the pretext*

*"I'm flying the Grob"....riiiiiight*



The Auckland club members were welcoming as always and we soon had a local briefing completed and commenced flying on runway 01, taking off to the north towards the trees and hills. Thomas was first up and we were a bit lower than is comfortable over the trees but soon climbed away to look for some thermal activity. Initial signs were good but then Thomas led me astray to the south of the quarry looking for a better climb and the only thing that climbed was the view of the airfield in the windscreen. A straight line course back to the strip was set and it was soon clear that a straight in approach was the only

way we would be able to maintain our honour (the thought of a land out on the first flight without a trailer available gave me hot flushes) and we duly arrived safely, if a little abruptly, on the airfield after only 16 minutes. The next flight with Brendon Moore was no better due partly to our intrepid tow pilot dragging us south towards the lift when we needed to be north of the field to begin the downwind leg so most of our training time was spent getting there - only 12 minutes so there was a distinct shortage of lift as well. After rigging MP we found a problem with the rudder controls so it was grounded and left Tony P to have a go in VF. He also only managed 17 minutes but then Steve Foreman took Aida for a 40 minute flight just to prove that the lift was there even if we could not find it. At 1400 Steve Wallace announced that the conditions were working so he grabbed his toothbrush and laptop, jumped into KT and flew down to Matamata for a meeting -

just like that! Nathan took a flight in IV while I spent some time helping Ian Williams with some maintenance on the motor glider. Then at 1530 I took Matt for some circuit work followed by Laura for some A Cert stuff. Both had short flights (maybe it's me) but handled the unfamiliar Drury circuit well. All finished with gliders tied down and MP derigged by 1730 so we had time for a social drink with the AGC guys before

heading home soon after 1800hr. Thanks to Ian O'Keefe for delivering me, Derry and MP back to Whenuapai.



*Towie Derry Belcher adds some stuff:*

Thanks to everyone that turned up to help get the fleet down to Drury. The weather was forecast to improve during the day but the menacing looking black stuff to the south looked ominous as we pulled the aircraft out of the hangar and proceeded to pre-flight them. Rex's help was much appreciated with getting RDW ready for the trip to Drury.

Once GMW and the tug were down the other end of the runway ready for a 08 departure we had a brief discussion to

ensure we were all on the same page, attached life-vests to our waists, climbed into our respective steeds and headed off to Drury via the harbour to Musick Point before hanging a right and crossing over the NE end of Ardmore Airfield at 2000 feet to join at Drury. As the winch was out and gliders were on the grid for runway 01, I figured it prudent not to cross over the field during the rejoin.

Drury was fairly busy all day with the AGC gliders and Pawnee operating along with winching using two synthetic ropes laid out on the western side near the access road. As well as the AGC aircraft, both the G109 and Dimona motor-glidiers were active, so by the time our aircraft joined in it was getting to resemble something of a bee-hive of activity.

The first tow was going to be a single-seater but somewhere along the way that changed and GMW was first away, two up into a slight crosswind from the hill side of the strip. In these conditions it is advantageous to have an extra 150 horses up front as we had a good inspection of the trees after take-off. PT still doesn't know just how close he was to being cut loose on that tow, but anyway, the bad air was short-lived and we climbed away quite well and subsequently the wind backed for the other seven tows so the take-offs were not so marginal.



The consensus seemed to be that the local lift was a bit tricky at times and seemed to cycle quite rapidly although I thought there seemed to be ample lift about during the tows... I must

admit that I needed a bit of calibration to my glasses to get the descent height over the fence sorted as I managed to clip the rope on the first landing - not a good thing as that meant the rope went across the road as the fence was on the far side of the road! Thankfully no cars, cyclists or pedestrians were on the road at the time.

Unfortunately GMP was grounded after a problem with the rudder pedals was discovered by Ian during the DI and I was not happy for it to fly until we found the reason. Gary agreed to have a look for the problem and after disassembling the side of the instrument panel found the cause and a new part is being ordered.

All in all it was a very pleasant day for all involved and the AGC members were happy for us to put the towplane in the AGC hangar for the night.

### **SUNDAY** *Towie Craig Rook starts us off*

I had never towed out of Drury before so I called Derry the night before for a heads up. He mentioned operating of O1 was interesting with the pine trees and the curl over of the wind from the hills to the NE. When we arrived at Drury (Thanks Tony and Lionel for the ride) we had similar NE conditions so was a bit apprehensive for the first tow with MW. However we lifted off and climbed out quick smart, and I didn't know what trees Derry was on about. We did 8 tows for the day including an AK Gliding club member in his PW5 and he was most impressed with tow



It was nice to fly somewhere new for the day and the locals are all very friendly, one chap greeted me by saying "Hi there, do you have a license to be that ugly around here, g'day Im Doug"

Lionel and I finished the day with a 29 minute aero tow back to WP. As WP tower was on watch, I phoned them before we left and he advised they are still dropping parachutists, but would slot us in. Sure enough just as we arrived overhead they announced 2 minutes to drop, the tower advised make it 5 mins. Just as we packing the toys away we got a nice parachute display.

### **DRURY VISIT**

Many thanks to the Auckland Gliding Club folks, for their kind invitation and for the welcome and hospitality. We really do appreciate the opportunity to come and fly in a different environment and to take some launches on the winch. The latter is something we only get to experience occasionally and is much appreciated. We even helped get a car out of a ditch (he backed into there and only found a problem when his front wheel dropped into a hole). Many thanks AGC.



### **THE WALLACE FILES**

Our Steve Wallace is a member of the Matamata Soaring Centre Committee. This is the outfit that maintains and manages gliding facilities at Waharoa airfield, just north of Matamata, and is the overall umbrella organisation looking after the interests of the various clubs that have an interest in the airfield. Piako Club is one interested club, we are another, as are most clubs from Matamata northwards. Facilities like the clubhouse, cabins etc.

Steve had a meeting there Saturday evening. Now most folks, knowing they had to be there by a certain time, would jump in their car and drive down. Not our Steve. Saturday afternoon, complete with toothbrush and Laptop, jumps in his Glider with the intention of soaring to Matamata. Made it easily and came back the same way the very next afternoon. Now that's style.

**SOARING MAGAZINE** *You may have noticed there was no club news from our club and wondered when that lazy sod, Warm Air, was going to get up with the play. Well he was on time but Jill lost it. This is what we were going to say:*

Our summer season started with a series of November storms. Those of a westerly persuasion are to be hoped for as another coast run is in the offing. And so it proved with five gliders making the run in winds that were towards the bottom edge of the required strength range. Gary Patten in the PW5, Steve Foreman in KP and Roy Whitby in MP are getting to be old hands. Nathan Graves in the two seater with Steve Wallace and newbie Graham Lake in Libelle IV both made first runs. All made runs down and back to Murawai with the Libelle, PW5 and the twin getting back to Whenuapai. The other two struggled to gain enough height in softening winds and did outlandings out Murawai way. From there we went into a period of reasonably good soaring weather and we finally got to make good use of our new airspace in late November. The extra 1000ft makes it much easier to make the jump northwards and some good flights have been on offer. Our younger folks have gotten retrieves signed off too. A nice sea breeze convergence saw the fleet leap into the sky and stay there except the club singles which seemed to have a queue of folks waiting to fly them. Airways have been very good and given us the airspace every time we have asked.

We decided to stay home through Christmas and this proved to be a good choice with plenty of flying through the holidays. Good work from our somewhat shrunken towpilot group who covered all of the days. Two of our members competed in the Club Class Nationals. Well done to Steve Wallace to prevail in a closely fought contest with Mike Strathern. Our wee towplane, the FK9 MK4, assisted in the launches and did quite well even taking up some of the racing class the second week. We got to see how she performed taking offs to the North and she did not manage to scare anyone. For us she has been a good decision, meets our needs and gives us good performance even with small tailwinds. We are in the process of topping up our tow pilot pool with Fletcher McKenzie gaining his tow rating and Joanne Oszlewski next off the blocks. Fletcher is a QGP who learned to glide on the same ATC camp as Steve Wallace one or two moons ago.

There have been two new additions to our private owned fleet, Jonathan Pote has bought in Ka6 LX (in excellent condition) while Andy McKay has bought Mosquito KK.

**DUTY ROSTER FOR Feb,Mar,Apr Final**

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Feb	14	G PATTEN	I WOODFIELD	C ROOK	-
	15	R WHITBY	R BURNS	R CARSWELL	-
	21	J FOOT	L PAGE	F MCKENZIE	-
	22	N GRAVES	S WALLACE	P THORPE	-
Mar	28	K BHASHYAM	P THORPE	D BELCHER	
	1	K BRIDGES	I WOODFIELD	C ROOK	
	7	S FOREMAN	R CARSWELL	F MCKENZIE	
	8	D FOXCROFT	S WALLACE	A SUNDE	
	14	G HEALEY	I WOODFIELD	R CARSWELL	
	15	B HOCKING	R CARSWELL	P THORPE	
-	21	I O'KEEFE	P THORPE	D BELCHER	Jumpstart
	22	T O'ROURKE	L PAGE	C ROOK	Jumpstart Alt Day
	28	G LAKE	R BURNS	F MCKENZIE	
	29	R STRUYCK	S WALLACE	D BELCHER	
Apr Easter	3	K PILLAI	I WOODFIELD	R CARSWELL	
	4	J POTE	R CARSWELL	D BELCHER	
	5	T PRENTICE	L PAGE	P THORPE	
	6	R STRUYCK	P THORPE	C ROOK	
	11	R WHITBY	R BURNS	J WAGNER	
	12	J FOOT	S WALLACE	F MCKENZIE	
	18	N GRAVES	I WOODFIELD	A SUNDE	
	19	K BHASHYAM	R CARSWELL	D BELCHER	
ANZAC W/E	25	K BRIDGES	L PAGE	R CARSWELL	
	26	S FOREMAN	R BURNS	P THORPE	
	27	D FOXCROFT	P THORPE	C ROOK	