

WARM AIR 29 Jun 13

Aviation Sports Club Gliding Newsletter

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

Saturday. Instructing: Steve Wallace

Towing: Peter Thorpe

Duty Pilot: Tony Prentice

Saturday. Instructing: Ray Burns

Towing: Ryan Brooks

Duty Pilot: Greg Rosenfeldt

MEMBERS NEWS

SATURDAY *Instructor Rex Carswell tells all.*

Advice was received late on the Friday that Runway 26 would be closed for the morning, due to a planned 'burn-off' at The Whenuapai Golf Club. Subsequently, it was suggested that we arrive "10:30 ish" so we would be ready to start at 1pm. Upon visiting Base Ops just after 10, I was informed that the fire 'didn't happen', so we were cleared to start as soon as we were ready.

The day wasn't the best for most flyers - moderate sou'wester with a few stroppy showers passing through. However this was exactly what Steve Foreman was waiting eagerly for - all week. Yes a chance at attempting a 300km (Gold Distance) task on the west coast. Gary Paton was busy with completing GMP annuals, as the rest of us shuffled gliders in and out of the hangar all day. GMW was D.I.'d in case someone got the urge to

go flying - but in the end - didn't fly at all.

By now all focus, centered on getting Steve and GKP out to the 'start grid' - and away! Time was precious - it was the shortest day of the year! The rest is now history. Steve completed his 300km task, and made the return hop back to Whenuapai - landing at about 4:50pm. For those of us there - monitoring his progress - and awaiting his return -



it was all worth it to experience his elation.
Congratulations Steve! - Brilliant!

SUNDAY

We met the local scouts who had booked in for a mornings gliding. Alas the weather was doing its best to help them with a series of squalls and showers. As fast as they dried MW in came another squall. They eventually got set up one 26 and got going. Just four managed to get a flight before they finally gave it away around 2pm and started to bring everything back into the hangar. Apparently the wind was also cold and they were not thrilled to discover the hangar light installers, David Grey, Mark Belcher and Graham Lake did not want the gliders inside at all. They did want everyone to hang around to help get the gliders inside, just not yet. An hour or so of mentioning how cold it was went by before finally they were allowed to start to get stuff in. Of course just after they all gave it away the weather fined up and became quite pleasant.

Good progress on the hangar lights with most now installed as well as extra power points along the north wall. Pretty much just the testing, certification and turning on to go.

BOB CRIDLAND

Long time club member, stalwart, whip cracker and organizer, Bob Cridland died early Wednesday morning (26th) after a long and courageous battle. Bob was just one month shy of his 81st birthday. Bob's funeral will be held on Monday 1 July at the Helensville RSA. More details will be in the Herald on Thursday 27 June. Our sympathies and thoughts go to Janet and the family.



300KM ON THE COAST - 22/06/13 *Our latest badge, Steve Foreman tells how he did it*

The forecast for Saturday was looking good for a Coast Run, I had checked in with Coast Guru - Steve W Friday night to make sure my thoughts were correct and to get any information that would help the attempt..



Hoping to be away by 1030hrs an email arrived soon after I had spoken with Steve saying we couldn't fly until 1300hrs because of a burn off so a phone call to Graham to get the run down, After talking to Rex and Craig arranged to be at the gate at 1030hrs and hope to get away before 1300hrs anyway the burn off didn't ignite and where cleared for flight.

We got GKP lined up ready to go did a Radio Check and nothing, quick thinking from Gary soon had it working and a smile back on my face.

Waiting for a shower to pass, we soon launched and headed to the coast. Mentally I hadn't been prepared for the amount of showers, but after a good tour of Muriwai I released. I quickly looked for the paddock that myself and Steve W landed out in, this was my safe field if all else fails. I soon lost height and was at 1280 ft and crossed the start line at 1305hrs

I headed down the coast I was out of reach of the safe field and Muriwai beach, 900 ft at Anawhata I was able to climb to 1850ft and continued past

Piha I dropped down to 1500 ft for the Manukau crossing heading across and arriving at 720ft this was the most intense part of the flight from releasing to getting across the Manukau Harbour... I had two voices you can do it! What am I doing here! Monkey Mind had joined me on the flight.

Aiming for the cliffs gritting my teeth hoping like hell there would be lift (visions of the shark glider crash on the rocks) Got to the other side and what a beautiful sound the Vario made yes, yeehaa. (before I crossed I got an update from the Manukau Weather Station showing it gusting 31kts steady 20kts from 214 degrees so nothing to worry about really). I cautiously flew over the cliffs at 1100-1400 ft at 60 kts and looking where I could land if the wind changed.

At Karioitahi I climbed to 2000 ft and headed south to cross Port Waikato, as I left land I was down to 1580 ft remembering Steve W said that 1600 ft would be ok so carried on across once again heading straight for the cliffs and arrived at 900ft hitting lift.

Hugging the cliffs next stop was Raglan made radio calls on 119.1 for Raglan Traffic and 133.55 glider chat but nobody about. It took 1hr 22m to make the Raglan turn.

I was expecting to see a few gliders from the Auckland Club, They had planned to be flying out of Raglan for the day. Flying back hugging the cliffs again, stopping for showers to pass by. Arriving at the Port again at 700ft. A big rain shower was passing right over the Port, then one coming straight in line with me

I spend 30 minutes dodging rain and getting height, It forced me to move south, as it came in I got lift, with another rain shower to the south I was caught in between the 2 showers. When they passed I headed across at 1700ft arriving the other side at 800 ft. My Yaw string was wet and stuck to the canopy for pretty much the rest of the flight. This stretch of beach from Waikato to Manukau was a great run my confidence had grown and was flying faster and lower than the trip down.

I soon reached the Manukau again and easily up to 1500 ft and crossed, I didn't notice it before but the cliffs there are spectacular with people on the lookout out by Mercer Bay I was 1300ft one figure eight and was at 1600ft and headed to the Piha turn point. Another 1hr 22min from the Raglan turn-point

After rounding the turn... Monkey Mind was back should I head back down again? It had taken 2.75 hours to get this far time was getting short. FEED THE MONKEY



The Monkey reached for the banana and I couldn't believe it... it was stuck under the lever.

This is where I discovered the lever was in the wrong position I pushed it forward and up went the wheel, the cockpit went quiet, KP floated up... Duh! My thoughts turned to Warm Air..... how can I explain this...note to self ...Eat banana earlier. *(no chance of keeping it quiet, his mates dobbed him on Sunday).*

Back across the Manukau Harbour easy as this time, flew down to Port Waikato 100kts just above the cliffs stopping for

showers, to my surprise the end of the shower was marked by a rainbow so knew once the rainbow reached land away I went again, also came across a rainbow in a full circle.

Rounded the Port Waikato turn-point in 26mins, 48kms from Piha. Flying this next leg with the right wing in line with the cliff, I flew over sand yachts, horses, people fishing and walking I felt like a super hero flying past. Waved my wings as a group of people waved back.

I flew through a shower which didn't seem much but at 100 kts it was seemed heavy but came out the other side, within a minute wings were dry again. At the fourth crossing of Manukau Harbour more showers had to wait ...attempted to go across twice but turned back because of rain.

Arrived back on the other side... was now thinking about the climb back up to 2000ft to get back home it was getting late, I made a radio call to Glider Base but no reply I had thought something was up battery or the microphone, I called Gary on the phone they had packed up and reminded me of the flying hours were becoming limited as the time was 1635hrs.

I climbed through 1800ft above Piha, Flew over the finish line at Kirikiri at 2245ft at 1640hrs This leg was the fastest 58kms in 24mins, by the time I got to Muriwai I was 2400ft.



I was very happy I didn't have to scratch around for altitude not even one turn after crossing the harbour, after a radio call that I was going to commence final glide...I turned to WP joining left base 26. From crossing the finish line to landing was 23 km in 9 minutes

Task-310km Task Time-
3hrs35min Flown -
456km Total Time - 4hrs
6 mins

Although I had started

out slow by the time I had finished I had shaken off Monkey Mind.

Thanks to Steve W for the introduction to the west coast and the sharing of knowledge

Thanks to Gary P for being OO

Thanks to Roy and Gary for being the retrieve crew

Thanks Rex for briefing before the flight and Craig for the tow and update on route to the coast.

Thank you all.

It's been four days I am still smiling and can't stop thinking about the flight I had, and wondering when I can do it again this time with the GoPro cameras and no Monkey.

"More than anything else the sensation is one of perfect peace mingled with an excitement that strains every nerve to the utmost, if you can conceive of such a combination." -- Wilbur Wright

WARM AIR

ROSTER BELOW

DUTY ROSTER FOR MAY, JUNE, JULY 2013 final

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	Events
MAY	4	am	T Printice	P Thorpe	R Carswell	
	-	pm	-	-	-	
	5	am	K Bhashyam	D Todd	G Lake	YOUTH GLIDE
	-	pm	-	-	-	
	11	am	K Boyes	P Coveney	C Rook	
	-	pm	-	-	-	
	12	am	S Foreman	S Wallace	R Carswell	
	-	pm	-	-	-	
	18	am	D Foxcroft	I Woodfield	P Thorpe	
	-	pm	-	-	-	
	19	am	N Graves	L Page	M Oliver	5 SQN ATC
	-	pm	-	-	-	
	25	am	D Grey	R Burns	R Carswell	
	-	pm	-	-	-	
	26	am	C Hall	I Woodfield	R Bookes	
	-	pm	-	-	-	
-	1	am	G Healey	R Carswell	G Lake	
JUNE	-	pm	-	-	-	
-	2	am	B Hocking	P Thorpe	C Rook	YOUTH GLIDE
-	-	pm	-	-	-	
QUEENS BIRTHDAY	3	am	B Mawhinney	S Wallace	P Thorpe	
-	-	pm	-	-	-	
-	8	am	E McPherson	P Coveney	M Oliver	
-	-	pm	-	-	-	
-	9	am	I O'Keefe	D Todd	G Lake	5 SQN ATC
-	-	pm	-	-	-	
	15	am	T O'Rourke	P Coveney	R Carswell	
	-	pm	-	-	-	
	16	am	K Pillai	R Burns	R Brookes	
	-	pm	-	-	-	
	22	am	R Pitt	R Carswell	C Rook	
	-	pm	-	-	-	
	23	am	J Pote	P Thorpe	M Oliver	SCOUTS
	-	pm	-	-	-	
	29	am	M Belcher	S Wallace	P Thorpe	
	-	pm	-	-	-	
	30	am	G Rosenfeldt	R Burns	R Brookes	
	-	pm	-	-	-	
JULY	6	am	J Rosenfeldt	P Coveney	R Carswell	
	-	pm	-	-	-	
	7	am	R Struyck	I Woodfield	G Lake	YOUTH GLIDE
	-	pm	-	-	-	
	13	am	R Thomson	L Page	C Rook	
	-	pm	-	-	-	
	14	am	M Belcher	D Todd	M Oliver	
	-	pm	-	-	-	
	20	am	K Bhashyam	R Carswell	P Thorpe	
	-	pm	-	-	-	
	21	am	K Boyes	S Wallace	R Brookes	5 SQN ATC
	-	pm	-	-	-	
	27	am	S Foreman	P Thorpe	G Lake	
	-	pm	-	-	-	
	28	am	D Foxcroft	R Burns	R Carswell	
	-	pm	-	-	-	