

# WARM AIR 29 Mar 13

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 021 745 433 <a href="http://www.ascgliding.org">www.ascgliding.org</a>
Friday.	Instructing: Peter Thorpe Towing: Craig Rook Duty Pilot: Steve Saunders
Saturday.	Instructing: Dave Todd Towing: Rex Carswell Duty Pilot: Rudolph Struyck
Sunday.	Instructing: Rex Carswell Towing: Peter Thorpe Duty Pilot: Roy Whitby
Monday.	Instructing: Ivor Woodfield Towing: Graham Lake Duty Pilot: Kishan Bhashyam

### MEMBERS NEWS

#### **SATURDAY** *Instructor Ray Burns gets in the first word*

Steve was away and asked for a stand-in. No worries I said, we can't fly that day anyway but if anything changes I'll cover for you. Relaxing at home about 10ish I checked my email and found indeed things had changed...

DSM Taxied past me as I left Base Ops, but there appeared to be no rush as an inspection was still being done on MW when I arrived at the Hangar. Ben and Jeff had arrived early and had rigged GMP with Rex by the time I arrived. We then rigged GVF and DSM finally arrived after some sustained gas bagging by Warm Air at the power section (there was some excuse about it not starting ...).



While the Wingco regained currency in the 172 MW and the caravan were towed down to 08. Rex did the mandatory three circuit currency trick and then we were off.

Ben was on for 1000 foot circuits performed nicely even climbing away to about 2000 on the second 1000' tow. With no one else to fly Jeff and I launched planning to stay airborne for as long as we could. Although this flying thing is a relatively new experience for Jeff by the end of an hour he had mastered the basic skills, worked out how to trim and had a play with the airbrakes. In between times the thermalling skills were well exercised. The attached picture of the back of his head

shows him in the middle of a 6 knot climb that he took to 3500'. Well done.



Genny and I finished the day with an interesting mix of aerotow and baulked approach coming to a stop at 1752. Gliders away and quick beer finished the day. Honours to Gary (the only other flight) with 2hrs 35 in GMP.

**SUNDAY** Instructor Ivor Woodfield is also allowed the first word

The day started early, with me grabbing breakfast before dawn, brewing up a flask of coffee and collecting my stuff together, then off to base Ops shortly after 8am to collect the radio and learn there would be no movements to distract us all day. Despite this early start I arrived to find Dave

Foxcroft and a couple of ATC cadets waiting at the gate!

We quickly got the twin, DSM, single Astir and red tractor DI'd and ready to go, then following a short call to base ops I was ushered off to the O8 end with the twin, to set up and get ready. Unfortunately the yellow tractor clearly felt the same way as I had about early Sunday mornings, and was very reluctant to start. However, it was finally persuaded to get going, and we eventually got airborne with our first cadet by 9.45am.

From there, the twin [and I] flew pretty much continuously all day, stopping only to re-fuel DSM around midday. In total, as well as 6 single launches, we flew just five cadets, followed by 4 club members and 4 trial flights in the twin.

These included our own CEO Mike Ward as well as his son who was one of the cadets, Peter who had been a gliding instructor in Europe many years ago and a young enthusiastic Chinese trial flihter who had a second flight at the end of the day. He explained how gliding was not possible in China and the small number of PPLs there need to get government permission prior to every flight. He will be back in NZ before long and would like to continue gliding here when he gets back.



Despite a little light rain mid way through the day, the weather behaved well, delivering some quite unstable air conditions. While this made for some challenging aero-tows it also resulted in usable lift which meant reasonable flight times throughout. This led to the last flight of the day landing shortly before 7pm, and the last of us not leaving the field until well after 7.30. All in all a long and enjoyable day's flying.

*Towie Graham Lake adds to the tale. This O8whatever start is not a great idea. I managed to leave my coffee on the bench at home and did not have time to make lunch. I will have a pie from the freezer during a break in flying. Another fail as we did not seem to have one of those.*





Second day with the borrowed towplane We have to get used to the much heavier plane and the nuances of operating a 172 again, air cooled engines and all that requires taking care of the rate of cooling the engine. Quite different to RDW. The other difference showed at the fuel pump. We used roughly three times the fuel we would have used in RDW. Still it was nice to get back in the groove of operating a 172 and being well and truly current. We are grateful to the DSM syndicate for agreeing to lease us the aircraft.

Our ATC cadets enjoyed a turn in the towplane as well as their glider flight. Happy faces for the opportunity to see the world from the other end of the string. We also provided the same opportunity to the family of our Czech ex gliding instructor. The lad could not wait to get to school to tell his mates while the lady just enjoyed the sensations and the view. Some happy customers.

A long day with 3.5 hours flying, 19 tows and a finish at 1900.

## JUMPSTART WEEKEND

Last week we suggested we would go to Springhill while Jumpstart was on. A missive from one of our towies, much more familiar with Springhill than most of us, has cast some doubt on that idea. He suggested this is a pretty confined strip that offers few choices in any sort of event during the initial climb. Lots of obstructions, (hills and trees close in) and very turbulent in any reasonable to strong winds from the south. We are having second thoughts and will let you know.

## BANK ACCOUNT

We have a new bank account with Kiwibank. This one has internet banking.

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## WARM AIR



**DUTY ROSTER FOR FEBRUARY, MARCH, APRIL 2013**

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	Events
<b>WAITANGI DAY</b>	6	am pm	D Grey -	I Woodfield/R Burns -	P Thorpe -	
-	9	am pm	N Graves -	R Carswell -	A Sunde -	
-	10	am pm	R Thonson -	R Burns -	R Carswell -	
	16	am pm	G Healey -	R Carswell -	A Sunde -	
	17	am pm	G Hodge -	A McKay -	C Rook -	
	23	am pm	E McPherson -	D Todd -	G Lake -	Hangar Doors
	24	am pm	M Belcher -	L Page -	A Sunde -	30 Sqn ATC -am only
<b>MARCH</b>	2	am pm	T O'Rourke -	S Wallace -	R Carswell -	
	3	am pm	I O'Keefe -	I Woodfield -	P Thorpe -	Youth Glide
	9	am pm	S Foreman -	A McKay -	R Brookes -	
	10	am pm	J Pote -	R Carswell -	M Oliver -	North Shore
	16	am pm	K Pillai -	R Burns -	C Rook -	
	17	am pm	T Prentice -	L Page -	G Lake -	5 Sqn ATC am
	23	am pm	J Rosenfeldt -	S Wallace -	R Carswell -	Not allowed To fly
	24	am pm	G Rosenfeldt -	I Woodfield -	A Sunde -	30 Sqn ATC All day
<b>EASTER WEEKEND</b>	29	am pm	S Saunders -	P Thorpe -	C Rook -	
	30	am pm	R Struyck -	D Todd -	R Carswell -	
	31	am pm	R Whitby -	R Carswell -	P Thorpe -	
<b>APRIL</b>	1	am pm	K Bhashyam -	I Woodfield -	G Lake -	
	6	am pm	S Foreman -	R Burns -	P Thorpe -	
	7	am pm	D Foxcroft -	I Woodfield -	G Lake -	Youth Glide
	13	am pm	D Grey -	L Page -	R Carswell -	Jumpstart
	14	am pm	G Patten -	S Wallace -	R Brookes -	Filming
	20	am pm	C Hall -	P Thorpe -	C Rook -	19 Sqn ATC All day
	21	am pm	G Healey -	D Todd -	G Lake -	19 Sqn ATC All day
<b>ANZAC DAY</b>	25	am pm	G Hodge -	L Page -	R Brookes -	
	27	am pm	E McPherson -	P Coveney -	P Thorpe -	
	28	am pm	C Hall -	I Woodfield -	M Oliver -	