

# WARM AIR 29 Oct 11

## 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: Dave Todd Towing: Craig Rook Duty Pilot Thomas O'Rourke
Sunday.	Instructing: Peter Coveney Towing: Peter Thorpe Duty Pilot Kris Pillai

### MEMBERS NEWS

#### LABOUR WEEKEND *Some of our members experiences:*

#### GARY'S GLOAT *Gary Patten gives his view of the weekend*

Friday, A word I wasn't allowed to mention. Ha Typically in the past Labour Weekend for me was yachting, and the Coastal Classic. So Friday was always a holiday for me. Being school holidays it only seemed logical that Victoria and I go down early with the boys, and you never know the Piako guys might be flying. Friday mid morning people are arriving and gliders are being rigged. Midday Ray arrives as does Roy. Mid afternoon Ray and I catch up with Dominic, he is considering taking his young daughter up in Piako's PW6 GPK. We offer to help get the glider out and ready, and I throw



in, if his daughter is too scared he could take me out to the ridge. He launches, it's turbulent as hell, but he's gone. A short while later they return for a right base approach. He tells Roger Brown that he left at 4300ft and barely made it, and there's lots of sink on the way back.

Roger turns to me and says lets go. Roger intro's me to the glider and asks about my flying. I elect not

to do the take off considering the conditions and new to type. Roger is happy and we're off. It was bumpy as hell until we turned down wind on tow heading towards the Kaimai's. Roger starts to tell me in days like today we need escape plans, so we start looking for suitable land out paddocks in case we get there and get spat out. We release at 2000agl and are soon there and already climbing, Roger gets us established and crabbing towards the waterfall. The wind is so strong that the spray is blowing back up and over the top of the waterfall, Roger gives me control. I need to keep the

glider at 70knots as to not go back over the ridge, we are crabbing sideways at what seems like 10knots and ever climbing, I am basically looking behind the side window for true course.

In between talking about classic gliders, Roger explains how to get back, and when to know you're not going to make it, and when to turn back to the ridge to try and gain more height to try again to get home.

He gets me to turn out to the right and we head down the ridge the opposite way. Roger explains there is a place that they call the elevator, it has two shoots one that will work today and another when the wind is further south.

We get there and I turn basically up wind in between two ridge fingers, the wind has nowhere to go but in and up to get out. At 60knots I am barely moving forward, at 55knots were going backwards, yet all the time the altitude is climbing.



*Peter Thorpe*

We turn back left down the ridge heading towards the Golf ball ( transponder tower ) still climbing. We reach into the early 5000's with plenty more height to be had if wanted. Roger explains that there is wave working from the west and that sometimes it can get out of sync with the ridge and turn off very quickly. As we near the Golf ball we find ourselves in sink ( go figure ? ), Roger says *All the club singles* let's turn out towards Matamata and see if we can get in contact with the



wave.

At about 2.5 miles off the vario starts to level, Roger gets me to ease back and we seem to level out. He gets me to crab back up the valley, we're still at 5000ft, the vario shows 0/+2knts. We finally get in line with the field at 5000ft and 5miles out, instead of 7.5miles out on the ridge. We punch forward at 70knts, as we lose altitude I increase speed to keep the field constant on the canopy. Before you know it we're at 90knots, Roger elects us to land on 22, so it's a 90knot full air break

approach. Yes I was nervous, the ground was coming up at a hell of a rate. I flare, perhaps a fraction early, but it all just blended into what seemed like a normal landing, the long grass hitting the fuse in the float reminded me of the dandelions hitting Mike Whiskeys main wheel on my first solo.

What happens when you land on the strip not being used ? ..... A long wait, or a long walk. Roger chooses the walk, and I become a human picket, laughing to myself at the little condensation patch right where my head was on the canopy. It was hot up there, or was that from the approach.

That night Victoria, Nick, Andrew and I head into Matamata to the Horse n Jockey for dinner and the rugby. We meet up with Roger, Robin and Linda. The meals were huge and good, the company great, then it came time for what we all hoped was the Aussies demise. They weren't going to turn the TV on as there was a couple having a wedding anniversary, but the hostess asked and to the husbands seat moving glee we sensed a yes. Rugby we watched.

Saturday as someone was heard to say 'if I'd known it was going to be like this I wouldn't have bothered coming'. I'm sure I saw them grinning Sunday and Monday.

The Tug and GMW arrived shaken and stirred, gliders we rigged and some even cleaned.

Kids got to go to the pools and the stuff kids, like to do, thanks to great ever patient mothers.

Sunday started grey and horrible, and was supposed to get better. Victoria and I go to town with the boys for a look see. Andrew has a Paperplus voucher burning a hole in his pocket, a book, some Lego and it's off to the counter for the games to begin. Patience was needed and lots of it. The checkout lady had a shocker, that just got worse, thank god for the calmness and help from a younger co worker, and we were out of there in just over half an hour.

Back to the field to see what's happening. I get to do what we do best ( fluffing ) running wings, pushing gliders on off and sideways, and most of all watching the sky trying to convince myself it's a good time to go up. Victoria brings down a fantastic lunch ( yes I'm gloating again ), and the boys get to go for a ride with Craig in RDW.

I finally go up for a scratchy 19mins, then a scratchier 16mins.

A beautiful diner from Jan Mace, and a very intense rugby game finished the day off nicely.



*FK9 and Twin lifts off*

Monday, more fluffing , packing, paying, gassing the car for the trip home, and down to the strip for a great yet at times challenging 85min flight making a equal top honours flight to Kris. Ray probably would have beaten us if he wanted to de-rig on his own.

Mental note to self don't bother trying to photograph other gliders while thermalling, they never come out big enough, and it's a waste of height. And always take your camera when doing flights like 'Fridays'.

*Steve Wallace to go home on Sunday soaring to Drury and Lisa and family would follow in the car*  
Despite the RASP promising much the sky delivered little and I only got as far as about 25km up the road between Waitoa and the swamp. The short landing practice from the day before paid dividends though and I was able to make easy work of coming in over the near fence of a pretty standard



Waikato cow paddock and stop well short of the far fence. Photo attached. The pressure then came on though as the farmer said "I'm bringing the cows up the race in 45mins for milking so if you ain't out by then you'll have to wait until after milking". The idea of a long wait followed by a drive up a freshly cow splattered race didn't tickle my fancy. Luckily Lisa and the kids weren't far away and with everybody's help we were derigged and onto the race a mere 10 metres

ahead of a large herd of mooing and plopping cows ambling their way towards us. All round high fives were had outside the milking shed where we stopped to check we had everything and celebrate our narrow escape!

*Enya McPherson came on her first club trip. My Labour weekend to Matamata started off with a very bumpy aero tow flight.*

(Rather exciting as Peter Thorpe said) After an hour and a bit of changing weather and trying our best to stay under cloud base of 1500feet it was nice to land safely at Matamata airfield. For the rest of Saturday we rigged gliders and no other gliding was done, weather wasn't ideal and cloud base was too low.

Sunday the weather was looking a lot better and certainly picked up in the afternoon. It was a very busy



day with our club doing 26 flights in total. I had an amazing experience flying the Puchaz with Steve Care and it learnt it spins beautifully. He was impressed with my flying ability which boosted my confidence. I did a few circuits and some B cert stalling with Peter. I have learnt so so much over the weekend.

I loved my gliding experience at Matamata and I am now even closer to going solo! While I have the chance, a HUGE thanks to Peter, Graham, Rex, Ray, Steve and everyone else who helped me to master the practical and theoretical sides to gliding. I am looking forward to the next time I have the opportunity to fly different aircraft at different airfields! I had an amazing weekend!

*Club Capitaine Ray Burns adds the footnote:* Just a short note of thanks on behalf of the rest of club..

On behalf of everyone, I would like to propose a vote of thanks to all those that helped make the weekend a success. So thanks to Roy for leaving his sick bed to tow VF down on Friday even though he had to return to the same sick bed on Saturday. Thanks very much Roy.

Thanks to Gary and Krishna for towing the other trailers and the myriad of gear that comes and goes on each trip. Thanks to Rex and Peter for providing the ferry flights for the tug and twin. Thanks to Dave and Leona for providing the vehicle recovery for the flying team. Thanks to all those who helped rig and de-rig.

Thanks to Peter and Steve for the instruction, and Rex and Craig for the towing.

Thanks to the partners and kids who put up with all our gas bagging and help make the weekend a fun time.

Thanks to Jonathon and Enya and everyone else who kept the books up to date.

Thanks to Bill and Jan, Christine and the rest of the support crew for the wonderful dinner on Sunday. Your committee will send a more formal thank you in due course.

## TAILPIECE

We will need to rig the singles on Saturday morning. Helping hands to this will be appreciated.

A great weekend even if the weather did not give us the great soaring we had sought. Thanks to Ray Burns and his merry helpers for the organization and to everyone for great company.

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