

# WARM AIR 29 Sep 12

Aviation Sports Club Gliding Newsletter

**THIS WEEKEND:** Club Cellphone 021 745 433 [www.ascgliding.org](http://www.ascgliding.org)

Saturday. Instructing: Lionel Page  
Towing: Graham Lake  
Duty Pilot Ivor Woodfield

Sunday. Instructing: David Todd  
Towing: Marc Oliver  
Duty Pilot Francois Retief

## MEMBERS NEWS

### **SATURDAY** *Instructor Peter Coveney starts the report*

The wind blew and the clouds formed and we had a good crowd turn up for what promised to be a good day. I visited Base Ops to learn we would be having two arrivals - a 757 and a Gulfstream around about 1500 hrs so that seemed pretty good. Waiting patiently at the gate was Isaac and his Dad who wanted a quick flight then off to some prior event and Rudolf keen to get some stuff signed off on his syllabus sheet.

We got the gate open and then the hangar as the numbers rapidly increased. Ivor Woodfield, Dave Todd, Roy Whitby, Neville Swan, Kishan Bhashyam and Kris Pillai. Also appearing Lee Middleton (no relation to Kate apparently) and a trial flyer whose name escapes me.

In remarkably short order we got down to the O8 end and put Isaac in the front seat of MW. He had a good flight but we were a little early for the good lift that developed later. Covered off stalling with brakes out and a good circuit and landing.

Rudolf was next and this time we did find the stronger lift and experimented around the prison area to reach over 3000ft. Flight time 42 minutes. Whilst on tow we had some practice at out of position and alerting the tow pilot to an inability to release (minus radio). *The tow pilot did not notice*

Neville gave me a break so I could have my lunch and took the trial flyer up who seemed to enjoy the experience although Neville managed to find the opposite of what he wanted and they reached terra firma a wee bit earlier than planned. It really was that sort of a day.

I took Kish up to explore spiral dives and this was greatly assisted by some strong lift (8 knots) that took us to 3500 ft. They went off without a hitch but we decided to lose height quickly and get down as the Tower was on watch and there was that 757 due in earlier than planned. I was unaware we would have air traffic control when I had by Base Ops brief but the guy was great and everyone who flew made good positive radio calls and readbacks.

The singles had an airing too. Kris P and Steve F got some stick time in VF and MP and Dave Todd rigged and flew GHU but eventually the good lift ran out and the cloud came over with a noticeable change in temp. Brrrr.

Lee Middleton started gliding 52 years ago flying Grunau Babys and Olympias. He had break and returned recently to fly in places like Whangarei and Taupo. We took a flight up 2000 ft to brush up some skills and complete a circuit and landing. He is keen to get some more time in the Twin.

I had a couple of interesting flights with Ivor who is keen to become an instructor which is welcome news. He had yet to fly the Twin from the back seat so it was a bit of a steep learning curve to get the hang of the different perspective and deal with a fairly new student about to learn stalling. He was not put off though and we repeated the experience but with me being a more experienced student. Went pretty good.

Finished this flight with a nice hangar landing. Must have been the great instructing from Ivor.

All done and dusted by 1530.

*Towie Graham Lake adds some details.* What a difference, actual lift and quite strong for the first part of the day. The winds aloft kept it moving but the early birds got some good lift. A couple have obviously forgotten what lift feels like and ignored the good lift delivered by the towie at 1500 and again at 2000ft, they bunged off at 2500..... in sink. We had the tower come on around noon and made for a pleasant change to work with the most helpful controller. Most of our folk showed excellent radio procedures and were not overawed by the occasion. Our time on the ground waiting for the military movements was minimized. The later part of the day was not so good as cloud killed the lift and we ended at around half three for a deserved beer. 13 tows in all with Dave Todd claiming the longest.

Nice to see Ann Pillai, kids and Grandparents out for a period. It did not seem so long ago we were announcing the birth of their first.

**SUNDAY** *Towie Craig Rook gets to start this time*

A bright and early start at 0845 with half a dozen cadets, but we didn't get the first flight away till 0950 as I managed to flatten the battery trying to start RDW. Gary Patten went to fetch the jumper leads which were in the caravan, down the other end on 08. With the oomph of the Toyota battery, she soon burst into life and was no trouble for the rest of the day.

The first 5 flights we struggled to get 2000ft as the cloud base was about 1900 ft, and it was a race with the glider back to the airfield with absolutely no lift about. Andy gave some demo competition finishes, which looked like a lot of fun and hopefully gave the cadets a thrill as they all had only 7 to 10 min flights, except Ben who managed 16 minutes. Next up Lionel took Gary up for a 16 minute flight as some lift developed, then RoyWhitby and Graham Hodge followed with a 24 minute flight. Just to prove who was boss for the day, Kishan Bhashyam went up solo for the longest flight of the day with 35 minutes, in rather blustery 10 to 15 knot NE conditions.

Just as we were about to pack up at 2pm, Ivor Woodfield turned up for a back seat flight with Andy for some sort of rating I think. Dave Todd was up next in GHU when most of the fluffy stuff blew away, but still managed a 29 minute flight. Last up for the day was Ivor & Kishan for a 17 min flight, and we were all packed up by 3pm with 12 flights for the day.

*Instructor Andy McKay adds to the tale:* Cadets from Rodney came flying Sunday and the weather made for some interesting tows with a moderately strong easterly, low cloud base early, and occasional drizzle. Five flights for the cadets, typically effects of controls, mild manoeuvres etc.

Ben McWhinney took a flight working through his syllabus, coming to grips with aerotow, but flying a nice circuit and pretty much landing himself. Ivor Woodfield took several flights over the weekend to gain his back-seat rating - making it tough was the 6'4" instructor he had to look past in the front, celebrating by taking his first pax ride from the back later. David Todd turned up and aired GHU with a short flight, and Kishan Bhashyam stole the longest flight of the day with a great effort in the conditions for over 30 minutes. Gary and Roy also took a flight in GMW.

Still some tractor issues with the yellow tractor starter / solenoid, but cleverly solved by Roy and his spanner hands. A nice day in all, despite the breeze and lack of lift - roll on summer.

Thanks to Craig for towing, Gary, Graham and Roy for running the ground operation and to all the helpers.

**YOUTH GLIDE** *Club Capitaine Ray Burns tells of a club initiative directed for our younger members. (Yes it was in last week's Warm Air but this is different.....I've changed the font colour)*

As most of you will know, there are an increasing number of "younger" members in our midst. This is great news for us all.

Manu of you will have read the reports from Youth Glide Omarama camp in issue 26 (Feb/Mar 2012) of the Soaring Magazine. The Canterbury club has a Youth Glide initiative that focuses the training of their younger members. Having spoken to Jill McCaw and Roger Read (to ensure we learn from those who have gone before us) we have decided to establish Youth Glide Whenuapai to try to smooth the way through the A & B Cert syllabus for own group.

Our plan is to have a second instructor on the field on the first Sunday of every month specifically aimed at accelerating the development of our "youth" team. This will improve our ability to do thorough pre and post flight briefings and to provide a focal point for the group.

Jonathan has volunteered to provide a mentoring role (as soon as he returns from his northern hemisphere sojourn) and I have volunteered to be the second instructor on these days. It will be an early start for the group aiming to be at the field by 0800 and launching by 0900.

Whilst many in the group have joined through their involvement with ATC, this is not an "ATC" group but recognition of those younger members of our club who have made a conscious decision to join up and to be a part of our club. Expect to see more of the Youth Glide Whenuapai name and try not to confuse the first Sunday of the month with an ATC group. These people are a section of our own membership that deserves our time, our advice and our encouragement.

If you have any questions or comments please feel free to call me anytime. 09 4170344, 021 2770115

**MATAMATA AT LABOUR WEEKEND** *Club Capitaine Ray Burns writes:*

Planning is underway for Labour weekend. There are only 3 weekends left. VF's trailer is having some remedial work. MW trailer is warranted, and MP's hopefully soon.

Please make sure you have booked accommodation if you are planning on staying on the field. Visit <http://msc.gliding.co.nz/accommodation/> and send an email to Ralph Gore via the link on the page. *(Graham L has a single room booked but if anyone wants a room and cannot get one, let him know as he can stay with family in Te Awamutu).*

Matamata is a great spot for badge flying. I did my (first!) five hours there on Labour weekend 1993. So why not take the opportunity. If you think this sounds like an idea, start planning now. Find yourself an OO (PC, Peter T, Lionel, Steve Wallace, Gary and myself), tell them what you would like to do and enlist their help NOW.

We have volunteers to tow three trailers (VF, MP and MW) to and from Matamata. I also seem to have a volunteer to be at the airfield on the Saturday of Labour W/E and organise the "stuff" to go down (parachute's, volksloggers, batteries, chargers and so on). I have a list so it is a case of making sure the things on the list have been thought of and packed. We probably also need a group of volunteers to do the actual transport of said "stuff". i.e. some vehicles that will have spare room. It will be an early start. There will be a briefing at Matamata before any flying. I did the organisation last year, but I will be flying in the back seat this year and would very much like to be focussed on the flying and flying prep on Saturday and not get distracted but other things.

Could you please email me if you can help with anything.

### **ANNUAL GENERAL MEETING**

Our AGM will be Thursday 18 October 2012 on Base in the base headquarters lunchroom at 7pm (1900 for us normal folk). Naturally we are looking for volunteers for the committee and we are calling for remits. Can we please have remits in by 1 October 2012.

If you are intending to come, or even might come, please let Mike Ward know. He will put your name at the main gate so you can get in.

### **LIBELLE SHARE FOR SALE**



Terry Dagnin's share in Libelle 201B GIV is up for sale. GIV has done a touch under 3000hrs and had some 1540 aerotows. There are two other partners. She has a Borgelt vario, winter vario airspeed, altimeter and compass, O2, radio and transponder and parachute.

Ill health prevents Terry flying solo again so his share is available. He is open to offers. Call him on 021 181 5664. See Graham or Ivor for more information.

### **MOSQUITO SYNDICATE?**

Is anyone interested in forming a 2 or 3 person syndicate for purchase of GKK - a Glasflugel Mosquito currently in Taranaki. List price is \$31,000 and is fully equipped with O2, electric turn and bank, Mode A & C Transponder, radio, trailer & wingwalker. Fresh annuals, trailer reg and WOF. Estimated running costs are \$2800 per annum. Item is on Trademe and I have several additional pics for any interested parties. Large cockpit, but no chute included. Replies to Andy McKay please...

## TAILPIECE

Don't forget all the admin stuff, membership forms, security forms and the AGM

See you at the field

## WARM AIR

### *STUFF*

When women ask for your opinion  
They do not want to hear your opinion  
They want to hear their opinion  
....In a deeper voice

For those who have not seen it, check out Avspecs Facebook page for video pf the De Havilland Mosquito taxiing under its own power. It looks so cool.

## ROSTER BELOW

**DUTY ROSTER FOR AUG/SEP/OCT 2012 V2**

<b>Month</b>	<b>Date</b>	<b>Time</b>	<b>Duty Pilot</b>	<b>Instructor</b>	<b>Tow Pilot</b>
<b>AUGUST</b>	4	am pm	R Thomson -	L Page -	R Carswell -
	5	am pm	R Whitby -	R Burns -	R Carswell -
	11	am pm	I Woodfield -	D Todd -	G Lake -
	12	am pm	K Bhashyam -	A MacKay -	A Sunde -
	18	am pm	J Deetlefs -	S Wallace -	R Carswell -
	19	am pm	S Foreman -	L Page -	G Lake -
	25	am pm	D Foxcroft -	R Carswell -	A Sunde -
	26	am pm	D Grey -	R Burns -	C Rook -
<b>SEPTEMBER</b>	1	am pm	E McPherson -	P Coveney -	R Carswell -
	2	am pm	B Hocking -	A MacKay -	P Thorpe -
	8	am pm	G Hodge -	L Page -	C Rook -
	9	am pm	B Mawhinney -	P Thorpe -	G Lake -
	15	am pm	J Harkness -	S Wallace -	M Oliver -
	16	am pm	T O'Rourke -	R Burns -	A Sunde -
	22	am pm	K Pillai -	P Coveney -	P Thorpe -
	23	am pm	G Patten -	A MacKay -	A Sunde -
	29	am pm	I Woodfield -	L Page -	G Lake -
	30	am pm	F Retief -	D Todd -	M Oliver -
<b>OCTOBER</b>	6	am pm	G Rosenfeldt -	S Wallace -	C Rook -
	7	am pm	S Saunders -	R Burns -	P Thorpe -
	13	am pm	R Struyck -	P Coveney -	M Oliver -
	14	am pm	R Thomson -	R Carswell -	G Lake -
<b>LABOUR WEEKEND</b>	20	am pm	R Whitby -	R Burns -	A Sunde -
	21	am pm	J Pote -	Wallace/Page/Burns -	P Thorpe -
	22	am pm	K Bhashyam -	P Thorpe -	C Rook -
	27	am pm	J Deetlefs -	P Thorpe -	R Carswell -
	28	am pm	S Foreman -	A MacKay -	M Oliver -