

WARM AIR 3 Aug 13

Aviation Sports Club Gliding Newsletter

THIS WEEKEND: Club Cellphone 021 745 433 www.ascgliding.org
Saturday. Instructing: Peter Coveney Bank Acct 38-9014-0625483-000
Towing: Craig Rook
Duty Pilot: David Grey
Sunday. Instructing: Ivor Woodfield
Towing: Graham Lake
Duty Pilot: Campbell Hall

SUNDAY - OUR YOUTH GLIDE - EARLY START PLEASE MEMBERS NEWS

SATURDAY *Instructor Peter Thorpe takes the crayon.*

When I went to draw the key I found that Derry had picked it up at 0800 and my first thought was that he was very keen to rig MW but when I arrived at the hangar I found that he was away in RDW getting a type rating so that he can join our talented band of tow pilots. We had been promised that MW would be repaired for this weekend and sure enough, the fuselage appeared behind Gary's vehicle soon after 1000hrs. A good crowd of members turned up to help with the rigging so after carefully cleaning and greasing the fittings, the dance of the jiggling wings commenced under the direction of master choreographer Gary. It actually went pretty well and took about 20 minutes to get the wings self supporting and then followed the detail work of connecting and certifying. The new rear canopy looks pristine and Derry and Gary have trialled a simple spring metal latch to prevent the canopy opening even if it is not locked. Initial trials look promising although the rear latch needs repositioning because opening the air brakes fully removes skin from the back of the instructor's hand.

Derry brought RDW and his instructor back and then departed for three solo circuits to complete his rating. All he needs now is a dual aero tow with me to revalidate his tow rating and he will be back in the thick of it. Well done Derry, just like old times.

The wind was a moderate south westerly so 26 was the vector of choice and Rudolph was first away soon after midday for a dual check after some weeks off flying. Robert was next up to continue his quest to convert his power flying experience into the glories of soaring flight. Like most power pilots he has yet to connect his feet to his hands so there was a fair bit of adverse yaw demonstrated on tow but by his second flight later in the day he was making great progress and will soon rapidly move through to solo and beyond. Ben Mawhinney was hoping to complete his third solo for the award of an A Certificate but as he had not flown for several weeks a dual check was needed. This caused him some consternation as he had only brought enough money for one 2000ft launch. I fixed that by pulling the release at 500ft and testing his ability to conduct a modified circuit. He did that well so he was then able to take a 1500ft tow solo. He had to dash away before completing the A Cert but tomorrow is another day.

The weather was quite cool and although there were clouds in the sky they did not look very active and this was confirmed when the longest flight for the day was 36 minutes. Roy, Gary, Steve F and Tony P all tried but without much success so at 1530 after nine launches we called it a day and went home to the warmth.

SUNDAY *Stand-in Instructor Ray Burns tells the story:*

The forecast suggested fine with light southerlies. We got fine with light southerlies, so no complaining. The southerly picked up during the day to provide a definite crosswind - good practice for some. A CT4 departure at 1400 dictated tower operations in the middle of the day. Must have felt a bit like a full military parade in

honour of an A-Cert (or possibly a 21 gun salute for the birth of a small child ...). I was there bright and early for a 5 SQN ATC day, Graham and Jonathan both arrived fairly shortly thereafter. Turnout was a little on the low side - just the one; Matt Pawley. Matt's father Lance was on hand and was a huge help in getting things out and moving. The low turnout was in Matt's favour as he managed three flights for the day and made a big leap forward with a truly admirable display of turning with the nose pretty well nailed on the horizon and the AoB not altering by much at all.

Ben came out and completed his third solo flight and the 10 oral question grilling by yours truly. This completed his A-Cert - so well done and congratulations to Ben.

I had the great pleasure of some more flying with Kit and Jonathan. Steve F gave a KP another good thrashing, Jonathan, Tony and Gary aired VF, while Andy, Ivor and Gary all took to the air in MP. Line honours to Ivor in MP with 67 minutes but snapping at his heels was Tony in VF with 53 minutes. Last flight of the day landed at 1606 - 16 flights for the day.

For those of us unaccustomed to operating with the tower on watch, it is time to get our radio calls polished. From 1 July the Tower will be on watch for ALL Military movements. Remember we are holding the Radio exam on the 3rd of September to be preceded by a lecture on what to say and what not to say. All are welcome. In the meantime have a read of

http://www.caa.govt.nz/Advisory_Circulars/AC91-9_AC172-1.pdf and

<http://www.gliding.co.nz/sites/gliding.co.nz/images/downloads/MOAP/Advisory%20Circulars/AC2-11%20Radio%20Procedures%20v2.pdf>

(if these links have not made it through the email system, feel free to email me and I will email the documents back to you). It is most important that we get our readbacks correct. Our friendly controllers are here to help us (and they do) but we need to help them in return - making sure we get readback correct is step one.

YOUTH GLIDE THIS SUNDAY

We are hosting our own Youth Glide this Sunday morning. Can we have an early start please (0830) and some helpers. Some Youth would also be good.

CAMPBELL HALL WENT SOUTH. *Since he got a good trip he also got to write it up... seemed only fair*

During the recent school holidays I headed down south to Christchurch to see my girlfriend for a week. Her father (Michael Oakley) has a passion for flight and runs Canterbury Ballooning. Fortunately he also has shares in an ASH25, bonus for me as I got to have a flight in it during my stay. I was eagerly sitting around waiting at Springfield airfield for the 'right time' to launch. At



approximately 1245 we were all geared up gloves, bennies and jackets at our fingertips in case we got 1 or 3

feet up. We got winched up and found it hard work around the local area, and the decision was made to land back at Springfield. Without hesitation we were back on the grid with FMT at our nose ready for an aero tow. We released at 4000ft and hit some thermals, pushing us up to about 5000ft. I was in the back seat and Michael was telling me everything that was about to happen. We were back down to 4500ft when "You see that road just ahead, when we get to it there will be a little bit of wave". Sure enough we got to the road and our vario started screaming at us. Back up to 5000ft we pushed around the corner onto the ridge which was working really well. We ran up and down the ridge several times, and until you run those ridges you will never

understand the beauty of the landscape down there. As we approached Michael's local ski field Broken River, we saw some skiers at the top, so why not show off you ASH25 with some amazing 'ridge soaring'. We did several runs along the ridge and it was working so well that we used the brakes to come back down just to do some more ridge soaring. We had enough height to push over the back of the valley into some lift on the other side which was either a good thermal or some weak wave. Neither of us was really sure. That took us to 7500ft and insight of the wave



towards the west coast. We cruised our way over towards it and never have experienced such turbulence! The wings were going crazy sort of looked like they were.. Waving.. (note to self-secure straps before entering wave). We got into the wave and ran up and down it for a good 20min getting up to 12,000ft. With Mt Cook in sight we decided it was time to glide back to Springfield. I was in control and had to find my way back, 80km final glide and only lost 5000ft. We were now 7,000ft over Springfield and opened the brakes to come down to 4000ft where we did some aerobatics overhead. As much as I wanted to stay up there it was time to come down and finish up for the day. I do highly recommend if you ever have the chance to do flying like that take it! You will never want to fly a Grob again though..

QGP GROUND COURSES *Jonathan Pote has this year's QGP ground courses organised*

"The QGP course is running well (although not always as planned!). On the first night an IT glitch prevented Peter from covering Air Law, so I had to ad lib Human Factors from just about a standing start. Rex has produced an edited DVD of that, and indeed will do so for all the presentations. These will be available very cheaply indeed - just \$2 per disc - and I am very grateful to him. Please contact Rex to order."

The program remains as published before except that Air law will now replace HF in the last slot. The attendance is phenomenal, with twenty people present on Tuesday. Everyone is welcome, of course; please try to be early (no seats left if you are not there by 1850)

Program

6th August	Performance and technical	Andy
13th August	Meteorology	Steve
20th August	Air Law	Peter
27th August	Exams	Peter
3rd September	RTF	Ray

Do not trust this schedule after this week; check in the then current 'Warm Air'!"

CHRISTMAS CAMP

The Matamata Soaring Centre is proposing a big multiclub camp at Matamata over the post Christmas period, 26 December to Friday 10 January. This period also coincides with the Multiclass Nationals so offers exposure to competition flying as well as the chance to fly in someone else's playground. The club intends to go for a fair bit of this period as seeks expressions of interest on who will attend some or all. For those who have not been before Matamata airfield has a largish camping ground together with a number of cabins and good communal facilities. Please email Ray Burns with your indication of attendance.

TAILPIECE

Good radio calls are the essence of good airmanship. The basic formula is pretty much the same for every call:

Who am I calling	<i>Whenuapai Tower</i>
Who am I	<i>Glider India Victor</i>
Where am I	<i>Riverhead 1000ft</i>
What do I want to do or what am I going to do.	<i>Joining downwind grass 26.</i>

Think of what you will say before you press the transmit button then make it clear, concise and accurate.

WARM AIR

A hangover is the wrath of grapes

NEW ROSTER BELOW

DUTY ROSTER FOR AUGUST, SEPTEMBER, OCTOBER 2013

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	Notes
AUG	3	am pm	D Grey	P Coveney	C Rook	
	4	am pm	C Hall	I Woodfield	G Lake	Youth Glide
	10	am pm	G Healey	R Carswell	P Thorpe	
	11	am pm	B Hocking	D Todd	R Brookes	
	17	am pm	A Mackay	L Page	R Carswell	
	18	am pm	B Mawhinney	P Thorpe	D Belcher	5 Sqn ATC
	24	am pm	E McPherson	S Wallace	G Lake	
	25	am pm	I O'Keefe	R Burns	R Brookes	
	31	am pm	T O'Rourke	P Coveney	C Rook	
SEP	1	am pm	K Pillai	I Woodfield	R Carswell	Youth Glide
	7	am pm	R Pitt	L Page	P Thorpe	
	8	am pm	J Pote	R Carswell	D Belcher	
	14	am pm	T Prentice	S Wallace	C Rook	
	15	am pm	G Rosenfeldt	D Todd	R Brookes	
	21	am pm	J Rosenfeldt	R Burns	G Lake	
	22	am pm	R Struyck	P Thorpe	R Carswell	
	28	am pm	R Thomson	P Coveney	P Thorpe	
	29	am pm	M Belcher	I Woodfield	D Belcher	
OCT	5	am pm	K Bhashyam	R Carswell	C Rook	
	6	am pm	K Boyes	S Wallace	R Brookes	Youth Glide
	12	am pm	S Foreman	R Burns	G Lake	
	13	am pm	D Foxcroft	D Todd	R Carswell	
	19	am pm	N Graves	P Coveney	P Thorpe	
	20	am pm	D Grey	L Page	D Belcher	
LABOUR WEEKEND	26	am pm	C Hall	P Thorpe	C Rook	
	27	am pm	G Patten	R Carswell	R Brookes	
	28	am pm	G Healey	I Woodfield	G Lake	