

WARM AIR 3 Mar 12

Aviation Sports Club Gliding Newsletter

THIS WEEKEND: Club Cellphone 021 745 433 www.ascgliding.org
Saturday. Instructing: Peter Coveney
Towing: Andrew Sunde
Duty Pilot Ben Hocking
Sunday. Instructing: Ray Burns
Towing: Craig Rook
Duty Pilot Enya McPherson

MEMBERS NEWS

SATURDAY *Neville Swan gives the news on power to the hangar*

We now have a power cable (two, actually) running from the 'temporary' builders pole to the inside of the hangar. This was completed last Saturday morning when I had to open up the gate at 7.00



am for Steve and Derek to get to work with a digger, which was very kindly loaned to us at no charge, by Fulton Hogan's Project Manager, Winston Smith.

By 8.30am the trench was well under way and I had visions of it being dug before we had the cable ready to lay, so a phone call to Ray had some willing workers at the field in no time and the job was completed without any problems. The original estimate was for a full day's work but it was all done by midday so we saved considerably on the labour costs, \$300 instead of the quoted \$480.

Unfortunately, neither end is connected to anything at present, so it is not of any immediate benefit. However this should change in the very near future, (could even be this coming weekend), and we will be able to indulge in cold and hot drinks, not to mention the use of a microwave (courtesy Ray Burns).

Andrew Sunde gives the towpilot's perspective on the gliding stuff. Arrived at 10 to find the guys getting serious with a large trench and cable, sidestepped the ditch and

proceeded to set up on the grass. After watching a couple of Spitfires land very close to the caravan, flying was underway. The wind was no gentle morning breeze, and some of the tows were quite rough below 500ft off the end of 26. Not ideal trial flight conditions, but the guys that went up for their first crack at gliding thought it was all good fun. I took two of the trial flighters over to the aeroclub to have a look at the Spitfires while they were parked up there. A nice pair of aircraft! Later on in the day I called in Ollie to cover for me for the rest of the afternoon, promising him there was plenty of quality flying to be had, which turned out to be a bit of an exaggeration as he informed me later that all he ended up doing was taxiing the tow plane back to the hangar! Next time I may have to offer a more lucrative deal.

Instructor Peter Thorpe gives his version: A call from Ray Burns at 0915 told me that Neville had drawn the key and that trenching for the electrical cable was underway and sure enough, when I arrived soon after there was a digger and two F-H guys plus Neville, Bob, Roy and several other club members busy laying cable. I left them to it and did the usual setting up chores on 26 with a brisk wind of 220/15-17kts on the ground and 30kts at 2000ft. I wondered how the cross wind would affect the Spitfire arrivals but the first one arrived from Ohakea at 1030 and landed on the runway with no problems. The second was due at about 1120 so we delayed our first launch as he advised he would be landing on grass 26. This guy made a perfect approach and three point touchdown right in front of the caravan, less than 50 metres from we envious spectators. Lionel had a couple of trial flighters so they went off and did their thing while we did that other skilful



glider pilot activity - gas bagging about flying. Another two trial flighters arrived so I got to do some flying - the conditions were a bit lumpy at low level on tow but OK at height and there was some good lift about, accompanied by some very good sink. My first passenger suffered from a queasy stomach so we came back a little early but the second was made of sterner stuff so a few wing overs and a loop and some thermal ling turns left him a very

happy camper and promising to come back for more. Krishna and Roy took a turn in MW but struck some very severe sink such that the finals radio call was spoken very rapidly in a voice a little higher pitched than usual but all ended well. Then we waited for the Spitfire handling display - supposed to be at 1430 but didn't eventuate until 1520 but it was great to watch followed by another touchdown right in front of the caravan. Nobody else wanted to brave the cross wind so we packed up and went home.

In the meantime, Neville and his band of helpers had finished laying the cable and filling the trench. The F-H guys did a great job and carefully restored the road crossing - all we need now are some connections at either end and we will have power on in the hangar with all the advantages of

decent lighting, power for tools and a fridge-freezer with drinks and pies that can be zapped back into edible condition. Well done guys, thanks for your efforts.

SUNDAY *Instructor Steve Wallace reports*

The day was forecast to be fine with a SW wind increasing from light to 15kts+ in the afternoon. As we got the gliders out the wind was, despite the forecast, definitely favouring 08. We hung around for a bit as the gliders were DI'd hoping it would change but eventually we were forced to concede so towed everything to the 08 end. Of course as we set up at the 08 end the wind began to favour 26. First up was Steve Foreman with instructor Steve Wallace playing the role of a nervous air sickness prone passenger. After a bit of debate it was decided to take off on 08 and land on 26. The midair runway change was arranged with Base Ops briefed to make the ATIS swap after our take-off while the caravan and MP were moved back to 26. The take-off with a quartering tail wind proved most interesting with RDW pulling off the ground just short of the newly grassed 26 construction road. Hands were certainly on the release handles as the no go decision point loomed very close. Once off the ground though all was well and the tug and glider combo climbed away at the normal rate albeit lower than usual due to the runway already used up. Both tow pilot and glider pilots carefully filed this downwind take-off experience into the 'never to be repeated folder'. *Pushing the glider back to the fence is essential to avoid repeating this one.* The rest of the flight went well with Steve F carefully explaining to his nervous passenger the happenings and joys of a glider flight. Unfortunately at the top of the second climb to 3,500' said passenger had had enough and declared imminent illness. Steve F graciously offered his hat for use as a stomach content transfer vessel but luckily due to some fresh air and a gently executed rapid decent, the 'passenger' was delivered safely back to terra firma with stomach contents intact.

Dave Foxcroft had cunningly noted MW doing well so quickly got himself airborne in MP for a nice 83 minute flight. Roger Read who was paying us a visit joined Graham for this tow and the next plus a quick circuit post the tow. *Roger told us he was pleasantly surprised at RDW's performance and with the ease of flying her. He noted a number of clubs are watching us with interest.*

Ray Burns by this time had rigged BU, gotten airborne and disappeared into the yonder for a quick (by his standards) 132 minute flight. Kishan and instructor Steve were next up with a quick tow to 1,500' for some B Cert sign off work in the circuit. Wind gradients, high wind, landing performance. Kishan however showed considerable skill to thermal away from 1,500' and soon we were 3,500' just abeam North Shore airfield. We then dolphin soared into wind arriving over the middle of the Riverhead forest slightly higher than the height we had started out at. Nice. A good long glide was then had back to the WP circuit (once Kishan had worked out where WP was) so the intended training exercise could then be carried out.

The last few flights of the day were Roy taking MP up for a bit of fresh air, Gary Patten and Steve doing some high speed work in MW and Steve Foreman getting in a quick solo in MW before Base Ops politely requested our presence on the ground due to the scheduled arrival of an RAAF 737 VIP transport carrying the Australian Governor General and entourage.

All in all a good day with 5.3hrs of glider flying had by those who chose to come out and enjoy some reasonable summer weather for a change.

INSTRUCTORS CORNER

CARAVAN POSITIONING The position of the caravan provides an important focal point for our gliding activities. We must be set so do not reduce runway length nor must we intrude into the runway area. Equally we would like to be near the gates to monitor comings and goings. For 26 the Caravan must be some 20 metres to the North of the ditch and around 50 metres to the west of the threshold. For 08 we need to be up adjacent to the MAD hut (the one with Red and White checkers) and more or less in line with the gravel parachute landing pit. We also need to lay out the landing marker each day, (to provide a better aim point than white painted tyres).

TOW UPSET The latest 'SOARING' magazine carries a good article on a recent tow upset. Essentially this came about when the glider called released and both parted ways without visually checking the tow had, in fact, released. It had not and the result was the ensemble heading vertically down, an overstressed glider that creased the wings. The rope eventually broke which allowed both aircraft to recover with their by now somewhat shaken occupants. This and the GNZ brief over the page is well worth a read to understand the dynamics of the tow upset. We teach the "two pulls on the yellow handle" release technique for a good reason. This has a very good chance of achieving a release especially for a glider out of position or with a slack rope.

WANTED - OLD KITCHEN SINK UNIT

Does anyone have an old, but in good nick, kitchen sink unit that would be suitable for hangar. Please let Neville know if you do.

UP COMING EVENTS

- 16 - 18 March. No flying for us due to filming a segment of the Movie "Emperor" in front of 5 SQN hangar. We would end up in the shot and apparently there were no yellow towplanes or fiberglass gliders around when McArthur entered Japan at the end of WWII. K6's are not welcome either.
- Jumpstart has been delayed until 5/6 May

See you at the field

WARM AIR

ROSTER BELOW



DUTY ROSTER FOR FEBRUARY, MARCH, APRIL 2012 FINAL

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
FEBRUARY	4	am pm	G Patten -	R Burns -	P Thorpe A Sunde
	5	am pm	R Whitby -	A McKay -	R Carswell -
	6	am pm	J Pote	P Coveney	G Lake
	11	am pm	Kishan Bhashyam	D Todd	C Rook
	12	am pm	Steve Foreman	L Page	P Thorpe A Sunde
	18	am pm	Kris Pillai	R Burns	M Oliver
	19	am pm	Dave Foxcroft	A McKay	R Carswell
	25	am pm	D Grey -	P Thorpe -	A Sunde -
	26	am pm	G Patten	S Wallace	G Lake
MARCH	3	am pm	B Hocking	P Coveney	A Sunde
	4	am pm	E McPherson	R Burns	C Rook
	10	am pm	T O'Rourke	L Page	G Lake
	11	am pm	F Retief	R Carswell	M Oliver
	17	am pm	Filming at Whenuapai	No flying	
	18	am pm		No flying	
	24	am pm	R Thomson	P Thorpe	R Carswell
	25	am pm	I Woodfield	S Wallace	A Sunde
APRIL	31	am pm	J Harkness	A Mackay	R Carswell
	1	am pm	R Whitby	L Page	C Rook
EASTER WEEKEND	6	am pm	J Pote	R Burns	R Carswell
	7	am pm	K Bhashyam	P Coveney	G Lake
	8	am pm	S Foreman	R Carswell	P Thorpe
	9	am pm	G Rosenfeldt	P Thorpe	A Sunde
	14	am pm	K Pillai	D Todd	P Thorpe
	15	am pm	D Foxcroft	R Burns	C Rook
	21	am pm	D Grey	S Wallace	R Carswell
	22	am pm	J Harkness	A Mackay	G Lake
	28	am pm	B Hocking	P Coveney	M Oliver
	29	am	E McPherson	L Page	A Sunde