

# WARM AIR 3 Nov 12

## Aviation Sports Club Gliding Newsletter

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

**Saturday.** Instructing: Rex Carswell

Towing: Peter Thorpe

Duty Pilot Roy Whitby

**Sunday.** Instructing: Lionel Page/Ray Burns

Towing: Andrew Sunde

Duty Pilot Kishan Bhashyam

### SUNDAY - YOUTH GLIDING- EARLY START PLEASE MEMBERS NEWS

#### SATURDAY PT Saturday Duty Instructor Report.

First day back after the Labour Weekend Camp so there was lots of sorting out and rigging to be done before flying. A good team of stalwarts were on hand and tow pilot Rex even bought the oldest functioning lawn mower in the land to trim the grass. Young Isaac Middlemass was keen to get rigging signed off for his A Cert so with lots of verbal assistance from those who thought they knew it all, VF was duly extracted from its trailer and reassembled. MP followed in turn and there was quite a bit of time spent cleaning and taping while Neville and Roy did some minor repair work on MW - namely some tape on the rudder, a new push-to-talk button in the rear cockpit and a mute switch for the speaker so that the instructor can temporarily stop the noise when he is trying to impart some essential pearl of wisdom to a hapless student. Unfortunately they could not find the correct wire to cut so that was left for another day. By then it was approaching midday and the P3 that we expected to fly some circuits departed without doing so, so we set up on 26 in pleasant conditions with about 5-7 knots almost straight down the vector.

The Power Section were holding a competition day so the control tower was manned and our ex tow pilot mate Adam Lawson was sternly instructing all airborne traffic what they could and could not do. I launched in MW with potential new member Tony Prentice who must be nearly as old as I am because he did some flying in the RNZAF in the sixties but has not done any since and is keen to cross gliding off his bucket list. We enjoyed a 40 minute flight with plenty of lift up to 3000ft but there was an awful lot of radio chatter that made conversation quite difficult. After about 30 minutes I noticed the radio messages were a bit distorted and sure enough, the radio frequency read-out was flashing and the battery voltage was low. This was a battery that had read 13 volts during pre take off checks and is a recent purchase so it has now gone to battery heaven. After switching to the No 2 battery we continued but after landing I was summoned to call the tower because our transponder had gone off the air and I was not responding to calls from the controller so naturally he was concerned about our position. This highlights yet again the need for us to monitor our battery condition/voltage when flying and to land if we suspect the battery is about to fail. Warm Air went flying in IV and I think Steve Foreman in MP and both experienced difficulty in persuading the controller that their transponders were turned on and working correctly. It seems that thermalling gliders don't always show up on the radar screen for reasons that are not clear. A couple of trial flights for friends of Kishan and an instructional flight for Isaac finished the flying day and we finished with a quiet ale in the late afternoon sun.

#### SUNDAY *Instructor Rex Carswell starts us off*

We had an 'Early Start' order to accommodate ATC Cadet flying, so it was good to see plenty of helpers at the hangar 'bright(?) and early'. However there was no immediate rush to the start grid as towie Graham Lake discovered a support spring missing from RDW's exhaust system, and needed replacing before flying - Dave Todd was on his way with a spare. As it turned out we had only two cadets to fly, with the first launch

away at 1020 hrs off '26'. Following our 21 minute flight, it became apparent we would need to 'change ends'. Fortunately, this coincided with a 'grounding' period for a P3 Orion departure.

With the fleet and gear repositioned at '08' - the P3 departed - briefing completed for the next Cadet - we were set to launch again. Well - not quite! Following a round of 'clearances' given to our solo flyers, I realised I didn't have the 'Channel 12' radio with me to pass on to the duty pilot. Much to my chagrin - it was found sitting out on the wing of MW - but not before I had pulled the caravan to bits - returned to the 'loo' - and borrowed a car to return to '26' end in search of it! "Yeah - okay okay - ageing instructors - and all that!"

Well, the sky was now getting very flyable so a string of solo flyers followed the second launching of GMW. Ian O'Keefe set off in GMP and disappeared for 110 minutes, Neville Swan in SWN for 87 minutes, Ray Burns in GBU for 122 minutes (the longest flight of the day), and Steve Foreman in GVF for 107 minutes. A party of three arrived for Trial Flight introduction which proceeded well with all three achieving close to half hour flights and enjoying the exhilaration of our sport. Upon Ian's return with GMP, Roy Whitby decided he needed a break from trying to figure out the new weather station 'thing-a-me-jig', so he left Neville to the problem whilst he took GMP for a blat. Two further flights were done in GMP - Ian O'Keefe again, and Steve Foreman with a quick circuit as the rain started.

In all - a good day, with six gliders airborne at the same time - and for a good period of time. My thanks to today's helpers - in particular to 'duty pilot' Rudolf Struyck, towie Graham for being 'key & briefing monitor', and Neville and Roy for trying to get the weather station 'thing-a-me-jig' working.

*Towie Graham Lake adds a few details:* A broken exhaust spring saw us looking for the spares normally kept in the hangar....not there. David Todd got to bring them back and be another early bird. The two ATC cadets who did come included our own Nathan Graves so they got our undivided attention. The great radio hunt added to the day. The trial flights had been pre arranged the day before and all three seemed to enjoy the experience promising to come back. It was good to see Roger Read out to visit although I got to see a lot of him in the towplane mirror doing all the work hooking up and launching. Feel free to come again Roger. The lift soon saw all the gliders in the air with six up at once. Neville flew his Silent for the first time since his prop fracture but thinks he will need to fine off the pitch some to get a better climb rate.

The quote of the day came from Ray Burns: "every time I saw the Libelle I only ever saw its belly way above me",

*Ian Okeefe scabbed a couple of flights.* Sunday turned into a lovely summer like day. The clouds were immense and the sky was promising. With a change of ends to 08 and things finally prepped I went aloft in the mighty Mike Papa. After releasing at the (no cheat) height of 2000ft I immediately found lift (must have been the towie choosing the right cloud). A nice climb ensued over the prison which became stronger and stronger to reach 3000ft (Whoa finally getting to Matamanta heights). I decided a jaunt out West to test the waters of what looked liked a convergence which was over developing was needed.

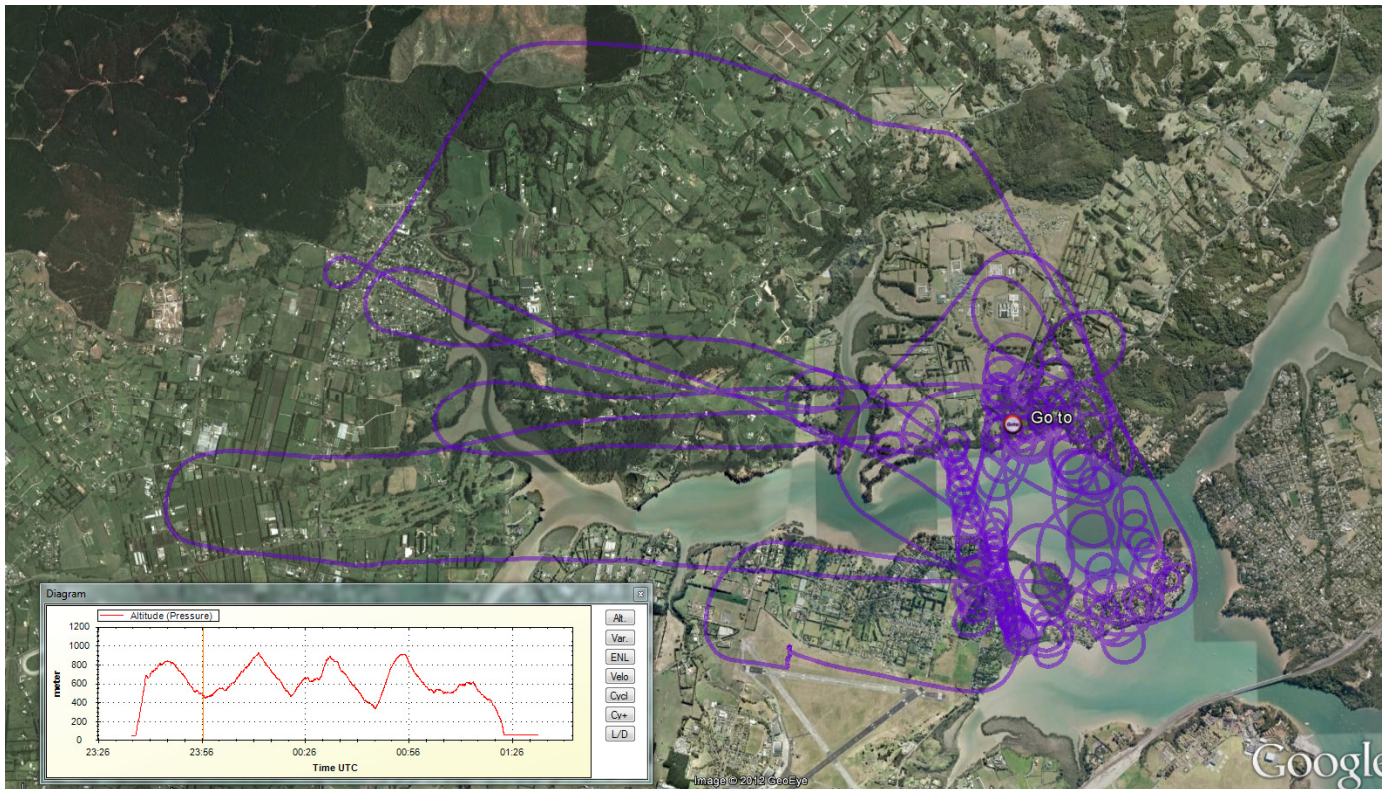
It was a mixture of some 6 down to zero sink on the way-out. Kumeu township produced some good climbs, and after to-ing and froing a trip out to Waimauku was able to be achieved. There is some lovely big ploughed fields just West of Waimauku and I am sure they produced some lovely thermals downwind. By this time the remainder of the gliders were up and soaring. A trip back to the prison found 6 gliders in different spots and heights seeking climbs. I think it was busier than Matamata. It was not the easiest day to establish climbs and the sink could really suck you back to earth, although the prison area and adjacent the airfield seemed to be consistently producing the best thermals for the day. It was a good technical day to sharpen your skill sets and recognise good and bad sky and work out your next move. One of the remarkable things about gliding that I still get a kick out of is the fact that you can get low and then get a magic climb to the clouds.

Later in the day I went for a further jaunt to practice a paddock landing with a release at 1500 ft into a very over developed sky. However I managed to find lift again which was a surprise and climbed skyward. Due to a change in wind direction a change of ends took place again, so I decided to stay aloft while the merry men of



the club relocated to 26 (yes lazy I know could have gone down and helped but hey I was supervising from above). Approaching rain was coming in from the over developed sky in the West, so after 35 minutes it was time to come home on 26 to pass the reins to Hawkeye Foreman for a paddock landing practice (he did very well). The rain set in so it was time to pack up and have a fanta and talk about the day's events. So a very satisfying day and nice to see so many others up and about. Thanks to the ground crews and duty pilot & instructor for keeping things in order while we played.

*Steve Foreman writes:* I get asked often where I go flying. According to this picture of my flight path I need to expand my horizons, but still enjoyed it, 1 hour 47 min on Sunday



## LIBELLE SHARE FOR SALE



Terry Dagnin's share in Libelle 2018 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.

See you at the field

WARM AIR

If Plan A does not work don't forget you have 25 more letters

**DUTY ROSTER FOR NOVEMBER, DECEMBER 2012, JANUARY 2013**

<b>Month</b>	<b>Date</b>	<b>Time</b>	<b>Duty Pilot</b>	<b>Instructor</b>	<b>Tow Pilot</b>
<b>NOVEMBER</b>	3	am pm	R Whitby	R Carswell	P Thorpe
	4	am pm	K Bhashyan	L Page/R Burns	A Sunde
	10	am pm	D Foxcroft	P Coveney	R Carswell
	11	am pm	D Grey	S Wallace	C Rook
	17	am pm	B Hocking	P Thorpe/I Woodfield	M Oliver
	18	am pm	G Hodge	R Carswell	G Lake
	24	am pm	B Mawhinney	D Todd	P Thorpe
	25	am pm	E McPerson	L Page/I Woodfield	A Sunde
<b>DECEMBER</b>	1	am pm	I Middlemas	P Coveney	R Carswell
	2	am pm	L Middleton	I Woodfield/R Burns	C Rook
	8	am pm	P Neely	P Thorpe/I Woodfield	M Oliver
	9	am pm	I O'Keefe	S Wallace	G Lake
	15	am pm	T O'Rourke	R Carswell	P Thorpe
	16	am pm	G Patten	L Page/ I Woodfield	A Sunde
	22	am pm	K Pillai	P Coveney	R Carswell
	23	am pm	S Saunders	R Burns	C Rook
	29	am pm		XMAS ROSTER	
	30	am pm		XMAS ROSTER	
<b>JANUARY 2013</b>	5	am pm		XMAS ROSTER	
	6	am pm		XMAS ROSTER	
	12	am pm	R Struyck	P Thorpe	M Oliver
	13	am pm	R Thomson	S Wallace	G Lake
	19	am pm	J Pote	I Woodfield	P Thorpe
	20	am pm	M Belcher	R Carswell	A Sunde
<b>AUCKLAND ANNIVERSARY</b>	26	am pm	S Foreman	P Coveney	R Carswell
	27	am pm	R Whitby	L Page	M Oliver
	28	am pm	K Bhashyan	D Todd	C Rook