

WARM AIR 30 Nov 13

Aviation Sports Club Gliding Newsletter

THIS WEEKEND: Club Cellphone 021 745 433 www.ascgliding.org

Saturday. Instructing: Peter Thorpe Bank Acct 38-9014-0625483-000

Towing: Derry Belcher

Duty Pilot: Kris Pillai

Sunday. Instructing: Ivor Woodfield

Towing: Rex Carswell

Duty Pilot: Greg Rosenfeldt

MEMBERS NEWS

SATURDAY *Instructor Rex Carswell sets us off*

What a great spell of 'summer' weather we have experienced! - and it's not summer yet. I cannot recall such an extended hot period in November - ever - with my swimming pool already in daily use. Ray Burns beat me to collect the gate key, then kindly offered to get the base radio and briefing as well - thanks Ray.

A good number of our members arrived quite early - but the very 'blue' sky over our patch provided that - "I wonder how it will develop" - type of discussion amongst the more senior pilots. Well, it didn't. It stayed essentially 'blue' for nearly all our flights providing both challenging, yet rewarding, results. The tower was on watch for the day because of a number of scheduled military arrivals and departures. We were also forewarned of the probability that low level static line parachuting would interrupt our



activity mid afternoon.

First flight away was with Robert Forster to test the 'blue thermals'. Robert flew the entire sortie, ending with a good circuit and landing. Good to have Chelle Thompson back at the field - keen as ever to get flying again. A very good take-off and climb was followed by some challenging flying in the 'blue' to see her confidence returning. I think it would be fair to say both of us contributed to the circuit and landing, but it shouldn't be long to see another

solo from Chelle. Karl Bridges is concentrating on his circuits, but again the temptation of early summer

tempted us up into the blue. Good coordination and airmanship is coming together for Karl as the opportunity for a longer flight presents itself. The final flight for the twin was with Chelle's brother Sam Thompson. The trial flight was to 2500ft, and shortly after tow release was given his first 'hands on' of a real glider. Time spent flying computer simulators must have really helped because the next 30 minutes was flown almost entirely by him - my input being verbal only! What a terrific start!



The singles had one flight each. Ray Burns launched in GVF and was soon heard advising WP Tower he was changing to AA Control to obtain clearance to climb above G159. His flight duration was 79 minutes - longest for the day. Tony Prentice had an excellent flight too - with 55 minutes in GMP - gaining valuable experience and ability in this glider.

The fleet was put to bed, at about 3pm, as the C-130 commenced its low level circuits releasing two or three meat bombs (parachutists) at a time - giving us something to look at as we sipped our afternoon refreshments.

SUNDAY *Instructor Ray Burns does the honors*

After the sky-full of blue thermals on Saturday, I was expecting a ditto-day for Sunday. Blue it was, thermal it wasn't. The wind kept a steady 5-10kts straight down the strip all day, picking up as the day progressed. Apart from a little low level tossing and turning, once above 2000 the air was unbelievably smooth and uniform. There was the odd burble but nothing you could use.

The usual team of suspects arrived. Gary had hopes of possibly even Kaikohe but wisely decided against it. We started with Rudolf charging off on his own in GMW and a check flight for Nathan. Gary, Ian and Tony sniffed the air in the singles and were all back in record-breaking time, unfortunately not the kind of records you want to break!

Karl made excellent progress, Gary did the requisite check flight for the back seat; three months having passed by. Longest flight honours needs to go to Karl, there was one slightly longer one, but that was a 3000 foot tow, pro-rata'd Karl's was easiest the best effort for the day. After an early morning Boeing departure the tower came back on watch for the return leg that arrived about 1650. Nathan then proceeded to demonstrate exactly how it should be done with radio calls a 747 captain would be proud of and a pin point perfectly flared landing. Then to top it all off he polished off the 10 orals over a quiet sherbet (well, the sherbet was mine) to complete his A Cert - congratulations Nathan - Well done. 13 Launches starting at 1126 and complete by 1715.



Towie Graham Lake continues. Not supposed to be my day but CFI Peter Thorpe needed to be home to tend to just out of hospital Jenny. I rang Ray to say I was on my way, Ryan Brookes was doing and new towie U/T Jamie Wagner's type rating and I would be there as soon as I had gotten lunch and coffee. Mines a long black was Rays reply.

Towie U/T came out again later to do his three solo circuits and to come up with Graham to see how other towies fly the climbs and descents.

A nice hot day and a sky that only had sink under the clouds, such as they were. These soon blued out to produce smooth flying conditions that only suited the towie. Club members interspersed with a couple of trial flights filled in the day. Warm Air gt to try out his new long sleeved Libelle tee shirt. Done by Bill Knoll, a Libelle owner in USA these feature the Libelle logo on the back and the checklists on the sleeves. Pretty cool in white but attracted unkind remarks about whether the wearer would actually fit in his Libelle. The last flight of the day was Mrs Warm Air's uncle who thoroughly enjoyed his flight. We got his strapped in while we waited for the Boeing arrival. He was impressed when we turned the glider so he could watch the approach and landing.



REGIONALS *Ian O'Keefe gives a quick update*

If you wanna see how out two Steve's are doing at the Regionals, you can follow their progress on the following website <http://soaringtrack.com/nr2013>

Steve Wallace placed 1st today and our Hawkeye placed second in the club class.

Fascinating weather day where the lift source today was "Wave" from the Kaimai's. For Hawkeye his first taste of "wave" and what an experience with a climb to 6500ft. Would have gone higher but air space restrictions. Could not wipe off the smile, like a kid at Christmas time with new presents.



Roy and I have had the pleasure to pop down for a couple of days and watch from the ground, participated in the mass launch and a retrieve. You learn a great deal from observing and taking in all the briefings and war stories as well.

Very friendly and well organised event.

XMAS CAMP

We intend to go to Matamata around 28 Dec and stay for about a week. If you are staying over this is a good time to book accommodation as there. This camp is a multi-club event that has confirmed attendance from Auckland Gliding Club, Tauranga Gliding Club, Piako Gliding Club and even pilots from Taupo and Taranaki. In addition as the camp is to be run concurrent with the multi-class Nationals New Zealand's top pilots from both the north and south island will also be there with the latest in gliding technology (Antares, JS-1 jet, ASG29, etc). A typical day will be along the lines of club flying from after breakfast to around midday at which point club flying will stop while the competition grid is launched (typically 50 minutes). After this club flying can continue. Novice tasks of around 50km will be set and scored on a day entry basis so that novice cross country pilots will be able to have a crack at an easy task over friendly terrain. There is normally no problem spot entering one or two days of the contest, especially the novice class.

Club two seaters and club singles will be encouraged to have a go. There will be opportunities to attend daily weather briefings, task briefings, fly in gliders like the duo discus with expert cross country pilots, assist with the launch of a competition grid, retrieves, fly novice tasks, spin training in a two seat glider that actually spins, BBQ's and evenings at the bar with pilots from all over NZ. This is an opportunity that in my view our club would be silly to let pass by. It is not expected that everyone will be there the whole time, in fact it is expected that due to Xmas and New Years commitments most people will not turn up until after New Years. With the camp running until January 10th though there is plenty of time to pick a few days and come and join in.

TAILPIECE

Warm Air actually got to see and touch his Libelle today as he collected her from Sailplane Services. Only as far as Derry's place so he finish the stuff he started. Will she be finished this year so she can resume her rightful place in the hangar.

ROSTER AT THE END

DUTY ROSTER FOR NOVEMBER, DECEMBER 2013, JANUARY 2014 Final

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
NOVEMBER	2	am pm	B Hocking-	L Page	C Rook
	-	-	-	-	-
	3	am pm	B Mawhinney-	R Burns	R Brookes
	-	-	-	-	-
	9	am pm	E McPherson-	P Coveney	P Thorpe / Jamie Wagner
	-	-	-	-	-
	10	am pm	W Harman	I Woodfield	R Carswell
	-	-	-	-	-
	16	am pm	T O'Rourke-	S Wallace	D Belcher
	-	-	-	-	-
	17	am pm	K Pillai	R Burns	G Lake
	-	-	-	-	-
	23	am pm	R Pitt	R Carswell	C Rook
	24	am pm	J Pote	R Burns	P Thorpe / Jamie Wagner
	30	am pm	T Prentice	P Thorpe	D Belcher
DECEMBER	1	am pm	G Rosenfeldt	I Woodfield	R Carswell
	7	am pm	J Rosenfeldt	A MacKay	G Lake
	8	am pm	R Struyck	L Page	C Rook
	14	am pm	R Thompson	D Todd	P Thorpe / J Wagner
	15	am pm	G Healey	S Wallace	R Carswell
	21	am pm	M Belcher	P Thorpe	J Wagner
	22	am pm	K Bhashyam	R Carswell	D Belcher
	28	am pm		XMAS ROSTER	
	29	am pm		XMAS ROSTER	
JANUARY 2014	4	am pm		XMAS ROSTER	
	5	am pm		XMAS ROSTER	
	11	am pm	K Boyes	P Coveney	G Lake
	12	am pm	K Bridges	R Burns	C Rook
	18	am pm	S Foreman	R Carswell	P Thorpe
	19	am pm	R Forster	I Woodfield	D Belcher
AUCKLAND ANNIVERSARY	25	am pm	D Foxcroft	S Wallace	J Wagner
	26	am pm	N Graves	P Thorpe	R Carswell
	27	am pm	C Hall	L Page	G Lake