

WARM AIR 31 Jan 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433	www.ascgliding.org
Saturday	Instructing: Ray Burns	Bank Acct 38-9014-0625483-000
	Towing: Peter Thorpe	
	Duty Pilot: Thomas O'Rourke	
Sunday	Instructing: Rex Carswell	
	Towing: Andrew Sunde	
	Duty Pilot: Gary Patten	

MEMBERS NEWS

SATURDAY *Instructor Lionel Page starts the weekend*

A slow start on Saturday, with a good turn out of willing helpers to put GMW together when I noticed that some Aileron covers were lying on the table next to GMW - best to wait for an engineer. Good that I did as there still appeared to be quite a bit to finish her 9000 hour check.

Ray arrived just in time for the "assembly" of GMW - she must have been scared of our new CFI as she went together without a hitch. The fastest I have ever seen her go together.

Then there was much waiting as we tried to sort out a radio issue with RDW. The tower could not make out any of the transmissions and understandably denied us permission to fly. Much discussion and frustration on our part but eventually Derry tried the radio and the tower was happy that they could hear him. (He obviously has a suitably loud enough voice (or was shouting!)). (*moved RDW away from the fence and big metal hangar, both were attenuating the radio*) Needless to say, all's well that ends well. A few final checks for GMW and we were finally ready to start the actual gliding.

I was first up with David Grey for a nice long flight with plenty of hands on by David. The radio traffic was fairly significant with aircraft transiting the zone, displays by the Sea Sprite in Auckland and lots of gliders getting airborne. A low cloud base precluded us from initially opening G153 to 4,500ft but soon GBU was hitting the upper limit of 3,500 near North Shore and requested the tower to open G153. Duly granted and the entire fleet was enjoying the new freedom up at 4,500ft. It certainly opens up the possibility of travelling a fair way away from the airfield in the knowledge that we are still within safe gliding distance of Whenuapai.

GMP, GVF, GBU, GLX and obviously GMW, all made use of the brilliant day. GBU had the longest flight with 217 minutes - one minute longer than Tony in GMP. *Well done Ray getting up to Warkworth*



Graham took Caleb, his Aussie grandson (or more correctly grandson back from Australia), for a 87 minute flight in GMW. A hasty descent from 4500ft was initiated when he realised he was late for dinner.

GLX landed late in the day while we sat and enjoyed a cool one watching his antics enjoying the great lift to the last. Packed up well into the evening - thanks to all for making it yet another memorable day.

SUNDAY *Towie Craig Rook starts off*

I thought I had turned up on the wrong day for towing, as Rex was there and had topped up the fuel and oil in RDW, but no, he was just helping out and gave me a briefing on the radio. The tower was on watch most of the day, and we had no issues with the handheld radio. Thanks Rex. It was a very hot day and just as we all wilting in the heat, Roy returned with a cold watermelon and shared with us all, perfect, thanks Roy. Only 7 flights, but a very pleasant day out.

Went to Nelson WOW / Car museum over the holidays and saw this, by our Mike Ward?



Instructor Peter Thorpe adds: I was actually first at the field but by 1000 a few others appeared and we set up on 08. I usually photograph the time sheet so that I can use it as a diary for writing this report but someone else said they had done so and would email it to me but they obviously forgot so I will have to make it up. First flight was with Rudolf who wanted to practice his thermalling and we did quite well - it would have been an hour long flight if I had not forgotten our take off time so we ended up back after 48 minutes or so. The next time I did get the timing right and Jack Foot had a good hour to refine his thermalling. Then Matt Ledger went up for some stalling but we must have released in sink because by the time I had finished talking about HASELL checks and demoed a stall we were down to circuit height. Ivor Woodfield needed a BFR so that took two flights and then another flight for Matt. I can't remember who else flew but Roy Whitby, Tony Prentice, Neville Swan, Nathan Graves and Graham Lake were present and Gary Patten and Aida visited for a while. It was one of those days where the seat belt buckles in MW felt like branding irons unless they were hidden from the sun so we were pleased to complete the day with a quiet beverage in the hangar.

MONDAY *Towie Derry Belcher explains*

Ivor Woodfield and I showed up at the gate around 09:30, opened the hangar but decided to wait to see if anyone would turn up before getting things out as the day wasn't looking very inviting with all the cloud about.



As it turned out, we didn't even get to sit down for a natter or a coffee before 'Ian-the-duty-pilot-OKeefe', Neville Swan, and Tony Prentice turned up and the show got on the road. The Yellow-Fellow RDW was gassed up and checked over ready for towing, and before taxiing down to 08 I gave Neville Swan a hand to extricate his 'Silent' Self-Launcher ZK-SWN from the hangar as he was keen to see if he had solved his engine problem. The cloud cover did nothing to instil vibrant eagerness to aviate so by the time we were set

up at the 08 end of the field and ready to go it was lunch-time-ish, and the sky was definitely looking more soarable. Once lift was proved to exist up yonder after the first flight we had more eagerness and eventually did eight aerotows, plus Neville did two flights in his self-launcher, the second of which definitely returned the smile to his face.

Two notable things happened near the end of the day that caused concern:

1. Just after lift-off the airbrakes came open on a glider. Rapid rudder waving of the tug was quickly interpreted and the climb then continued uneventfully.
2. Unreadable radio calls were heard and through a process of elimination it was found they were from GMP. This can be a major problem for us operating in the military control zone / MBZ at or below 2500 feet, or in the upper areas of airspace, as these can be closed by ATC at any time so a listening watch is essential. G155 and 153 were in fact closed by the tower just after 1645 when they came back on for a Herc arrival scheduled for 1800. This action followed a request for aerobatics over Woodhill Forest area, so we mustn't get complacent and think that we always shut the areas. To add insult to injury we sighted GMP late downwind to land so a quick advisory call from glider-base to the tower briefly advised him of the predicament and may have helped our cause. *(or simply make the appropriate call from Glider base as though you were the glider).*

About the same time, the tower also had a power-section Cessna seemingly NORDO in the circuit as well, so things got a bit tricky for a few minutes with the tower flashing a white light at the plane (ICAO light signal to return to the apron and call the tower - Usually only given when taxiing, but the pilot did not see this and eventually must have turned his volume up and all worked out well).

Thanks go to the ATC controller as he was busy for a few minutes getting his airspace under control with errant planes in his circuit. I found it interesting to see all this play out as it is never just one thing that seems to happen but a combination of events that can cause a snowball effect. All in all, an interesting day with some good flights done and the couple of problem flights that will need follow ups. It is all a part of gaining experience and if no one is hurt and the gliders are still serviceable afterwards then that is what counts the most.

Ivor Woodfield adds his bit Monday dawned overcast, and looking not so good as previous days. Derry and I were the first to arrive, and almost as soon as the hanger doors were open we had been joined by Ian O'Keefe, Jonathan Pote, Tony Prentice and Neville Swan. The wind was almost straight down 08 to start with, although was to turn more northerly from time to time as the day wore on. After a brief chat with Base Ops, we got things out and checked and set off to establish ourselves at the 'far end'.

The sky was not looking too good to start with, although RASP was promising good things from 12, and Jonathan was keen to get airborne in GLX, which he did around 1230. During his flight things started to visibly improve, and shortly after 1pm Neville took to the sky in SWN, keen to see how the motor would perform after having worked through most options following some recent issues. The launch was a great success, and while there was still not a lot of lift available Neville was pleased with how things went. We were joined by Brendon, a potential new club member around this time, looking for a good flight to finalise his decision to join up. The sky continued to look better, and shortly before 1400 Tony took off in GVF. Before long he was at 3500', and asking for the new G153 to be opened up, which was quickly done. I then took off with Brendon, while Neville had another go in SWN. It was not long before we were up at 4500', which provided lots of opportunity for Brendon to work through some basic flying manoeuvres and show that he was comfortable in this new activity. While we were up we were joined by Roy Whitby in MP and Kris Pillai also arrived keen to fly following his recent BFR. Another arrival was Rene Burton, another potential new flying member, and so reluctantly we had to bring MW back to the field, giving Brendon the opportunity to experience some rapid descent options, all of which he was very comfortable with.

By now the clouds were beginning to thin out noticeably and there were some significant patches of lift forming which were starting to catch people out. Roy was replaced by Kris in MP shortly after 1530, while Rene and I climbed up over Kumeu a short while later to try and make use of the new upper airspace. Initially

the sink was much more effective than the lift. However after a few ups and downs we were there at 4500', with Rene really enjoying the view. His previous experience of gliding here had been short, with no real lift, so this time he really got to experience a lot more. We watched while Jonathan climbed up to join us in GLX, and Rene set about working through some basic flying exercises. As there was no-one waiting when we took off we were expecting to work through some basic flying, take some photos and land back at the hanger end. However, as the lift was starting to run out, and the cockpit was starting to get a little over warm from the afternoon sun, we got a call to say there was another pilot waiting, so we worked our way through some high speed flying and checked out the effect of brakes on our way back down through what was more and more sink.

Final flight of the day was with Genny Healy, who wanted to get some airtime as she had managed to fit in very little flying over the summer. With the sky going blue and the tower coming on just as we hooked up, we took off to try and catch the last of the lift. Sadly it was not to be, and despite Genny's best efforts, and some good attempts to make use of a couple of really small thermals, it was not long before we were back on the ground, and people were starting to pack away.

Having made sure the club gliders were packed away I went to help Jonathan de-rig. Ray had also arrived to join us for a beer, and soon we were pulling the wings off GLX. Kris came across to join us for the heavier bits, and with some back and forth the Ka6 was safely tucked away. Sadly, while this was happening, the others that were around had finished their beers and gone home, meaning that we were left with little option but to lock up, leaving the social side for another day :-). A bit of a low finish to what had otherwise been a good day's flying with a total of 10 flights, many getting up to the ceiling of G153, a successful run for SWN's engine, and potentially another 2 new club members.

'COME FLY WITH ME' - HOBSONVILLE POINT SATURDAY AND SUNDAY 14/15 FEB *Jonathan Pote provides an update and requests for help*

The ASC 'stand' at the Hobsonville event is on track. There are so far half a dozen volunteers, mainly newer members of the Club. That is great, because they can probably empathise well with potential new members, but we do need a few more veterans to answer those awkward questions. If you can give up the time, please contact me NOW rather than letting it drift. Press ganging starts soon....

The public hours are 0900 - 1500, probably to coincide with the Farmer's Market held in the Sunderland hangar. That should solve the refreshment problem, and I hope means we can get the gliders inside there afterwards to save de/re-rigging as well as giving security for them overnight.

We still need a sun (or rain...) shade, and a way of supporting the corners of the rope barrier (possibly on a tarmac surface). I would strongly suggest everyone brings their own sunshade, and plenty of water.

The morning shift is the less magnanimous as you can then nip off to fly. Conversely, you need to get to WP very early to get VF and 'the stuff'. I will do a written list for this. I'm proposing that those who do support ASC at Hobsonville are "on duty" and thus get priority on the board for a flight when they go over to WP later. The afternoon shift are the true heroes (but might be able to fly afterwards) so perhaps a free beer for them after flying ends at WP (and those who flew have put the gliders away).

We need to de-rig VF after flying on Sunday 8th (chance to get that signed off).

Graham has done a very nice 'flyer' to hand out. **Collecting email addresses is a prime need.** There will be 'Trial Flight' vouchers to sell, but realistically not many visitors will have \$150 cash on them so I must chase them later.

It would be nice to show some gliding videos. This is quite beyond me technologically, so can someone take that project on? We should have mains power via an extension lead and a screen bigger than a laptop would be great if you can organise that.

I'm possibly letting the side down: I have elective surgery on the Tuesday before, probably home on the Friday, which is cutting it fine. I still intend to be there, maybe not for the full day.

Please get in Touch if you can help. Many hands.....

CGM CORNER *Chief Grease Monkey AKA Derry Belcher*

I am still looking into why the battery in GMP gave out as it was showing 13.48 volts on the multimeter with 12.9 v at the panel back in the hangar and the radio was working fine, but the pilot stated the voltage in flight had dropped below 12v in flight with the electric vario becoming totally erratic, so we will do a drain test on the battery and follow up to find the cause of this problem.

If you find that the power level is getting low in flight, immediately turn off vario, transponder, and any other device being used. If you know the battery is flat don't even bother to select the 7600 transponder code to indicate you have a radio failure as this won't work if the battery is flat (with the battery under load, anything under 12v should be regarded as flat even though it is possible for a battery to discharge to very low values although by this stage the battery is putting out negligible useful power.

Turning off everything including the radio for 5 or ten minutes may allow the battery to recover sufficiently to use the radio briefly for joining the circuit.

Transmitting uses more power than receiving so keep transmissions short!

CLUB CLASS NATIONALS *Towie Peter Thorpe took RDW to Drury to help out with the Nationals*

Last Tuesday I flew RDW down to Drury to help launch the fleet competing in the 2015 NZ Club Class Champs. There are 16 gliders entered with just about one of every type from Ka8, PW5, ASW15, Astir cs, Libelle, LS1f, DG200, PW6, Std Cirrus to Discus, Mosquito, LS4, LS3 and ASW20. There are five tugs being two Pawnees, Fk9, Foxbat and Wilga although only the Pawnees and RDW were used for the first three days



with the Foxbat joining us on Friday. The first day was an informal practise day with no set task but I did five tows just to get the feel for things. After a briefing at 1700 from Rob Lyon the Contest Director I hooked a ride back to Whenuapai with Steve Foreman who is competing. Steve Wallace is a task setter and is of course also competing.

Day 1 started with a briefing and all the gliders were lined up in a grid three abreast but I was rather alarmed to see the grid was set forward so that any glider landing back could stop short and join the back of the grid. This gave about half the runway length available for take off and it sure looked short. We were

using 19 so there was only a fence to clear and flat ground immediately to the south so I judged it would be sufficient and so it proved. All the gliders were launched inside 45 minutes and the start gate opened 15 minutes after that. The gliders all vanished on task and we were left to enjoy the lunch provided by Marian Moody and her team in the kitchen until either the gliders returned or the land out phone started to ring. The routine was the same each day but there were enough differences to keep us all alert. Days 2 and 3 used runway 01 to the north so the take off was up hill towards rising ground and trees. Full runway length was available so we were able to get airborne without scaring anyone. I towed Mike Strathern in his ASW20 without difficulty but Day 3 did demonstrate how fortunes can vary for no apparent reason. Tim Bromhead from Piako flying a nice LS1f landed back twice and I towed him up on his third launch. Half an hour later I went with Steve Care on a road retrieve to fish him out of a paddock near the quarry. He just could not get away and was forced to retire and yet the following day he won the day.

At the time of writing, Steve Wallace led for the first six days but had dropped to second after a bad Day 7 while Steve Foreman had a couple of land outs early on but is now running about sixth. The most noteworthy retrieve so far was Rae Kerr in the Ka8 who landed out near Pio Pio and took nine hours to get home. I brought RDW back to Whenuapai on Friday so that it was ready for club flying over the weekend and Rex will take it back this week to join a larger fleet now joined by another seven racing gliders entered in the Matamata Soaring Centre Contest which started on Saturday.



TAILPIECE - THE JOBS NOT DONE UNTIL.....

Contrary to appearances gliding is very much a team sport. Lots of support is needed to get gliders out of the hangar, rig gliders that are in their trailers, get them to the launch point, put them on and off the grid, retrieve them from the middle of the airfield, and to launch them through the day. At the end of the day they all need to be put away, some in the hangar and some to be derigged into their trailers. many hands make light work and we cannot, or should not open the bar until it is all put away, including those going into trailers, and the hangar doors are shut. After all, socialising and bragging rights are also a team sport for all members.

DUTY ROSTER FOR Feb,Mar,Apr Final

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Feb Waitangi Day	6	K PILLAI	S WALLACE	A SUNDE	
	7	J POTE	L PAGE	F MCKENZIE	
	8	T PRENTICE	P THORPE	R CARSWELL	
	14	R STRUYCK	I WOODFIELD	C ROOK	
	15	R WHITBY	R BURNS	F MCKENZIE	
	21	J FOOT	L PAGE	R CARSWELL	
	22	N GRAVES	S WALLACE	P THORPE	
Mar	28	K BHASHYAM	P THORPE	D BELCHER	
	1	K BRIDGES	I WOODFIELD	C ROOK	
	7	S FOREMAN	R CARSWELL	F MCKENZIE	
	8	D FOXCROFT	S WALLACE	A SUNDE	
	14	G HEALEY	I WOODFIELD	R CARSWELL	
	15	B HOCKING	R CARSWELL	P THORPE	
	21	I O'KEEFE	L PAGE	D BELCHER	Jumpstart
	22	T O'ROURKE	P THORPE	C ROOK	Jumpstart Alt Day
	28	G LAKE	R BURNS	F MCKENZIE	
	29	G PATTEN	S WALLACE	A SUNDE	
Apr Easter	3	K PILLAI	I WOODFIELD	R CARSWELL	
	4	J POTE	R CARSWELL	D BELCHER	
	5	T PRENTICE	L PAGE	P THORPE	
	6	R STRUYCK	P THORPE	C ROOK	
	11	R WHITBY	R BURNS	J WAGNER	
	12	J FOOT	S WALLACE	F MCKENZIE	
	18	N GRAVES	I WOODFIELD	A SUNDE	
	19	K BHASHYAM	R CARSWELL	D BELCHER	
ANZAC W/E	25	K BRIDGES	L PAGE	R CARSWELL	
	26	S FOREMAN	R BURNS	P THORPE	
	27	D FOXCROFT	P THORPE	C ROOK	