

WARM AIR 31 Mar 12

Aviation Sports Club Gliding Newsletter

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

Saturday. Instructing: Ray Burns
Towing: Rex Carswell
Duty Pilot Jay Harkness

Sunday. Instructing: Lionel Page
Towing: Craig Rook
Duty Pilot Roy Whitby

**WE HAVE YOUNG EAGLES BOTH SAT AND SUN MORNINGS - EARLY STARTS
PLEASE**

**DON'T FORGET DAYLIGHT SAVING ENDS ON SUNDAY, CLOCKS BACK ONE HOUR
BEFORE GOING TO BED SAT NIGHT.**

MEMBERS NEWS

SATURDAY *Instructor Peter Thorpe starts us off*

Warm Air had organised a team to wash and polish the tow plane and they were hard at work when



I arrived at 0900. There seemed to be lots of people so I focused on getting MW ready. The washing team managed to break the transponder aerial off RDW so there was some consternation until we realised that MK had an identical unit. Olly wiggled his way into the rear fuselage to retrieve it and RDW was soon repaired. The Air Force was expecting a number of visiting aircraft, including the Red Checkers so the tower was on watch to coordinate the various activities. The wind was reported to be 030/15 and

Lionel Page, Rex Carswell and Kishan Bhashyam apply the elbow grease, only one is a towie.

08 was the duty runway but the actual wind on the ground gave us near enough to a 90 degree cross wind with an occasional tail wind component. We were ready to launch by 1100 and the first flight was with Steve Saunders our new member from the UK - a bit lumpy near the ground and we released early due to low cloud but conditions were OK. Ray and I did a couple of flights trying to refine the 'landing with airbrakes jammed closed' exercise but with almost no wheel brake on MW we got good at walking back to the launch point. Good old Roy arrived with a newly repaired VF in

tow having made a special trip to Drury to retrieve it so after some discussion and a careful inspection of the documents by Neville it was rigged. We would have flown it but ran out of time when the SATCO closed us down early due to military ops. David Grey wanted to do some side slipping but we were ordered back onto the ground to allow for the Red Checkers arrival so that flight was cut short. A final no air brake landing by Ray was perfectly executed and worked out well because it turned into a hangar landing when we were told to shut up shop for the day.

Then the fun started to see if we could fit VF into the hangar along with all the privately owned rubbish that seems to have accumulated in recent weeks. It was noticeable that not one representative of the Libellers was present to assist with this evolution. *(hey! we were there in the morning and told you how to do it, even eased IV further into the hangar to make more room, can't help if you forgot the words of wisdom)*. However, with great skill and some lateral thinking all was made to fit with room to spare - five gliders, the tow plane, caravan, two tractors and MK on its trailer. We even had a celebratory beer to finish the day.

SUNDAY *Instructor Steve Wallace does the honours*

SW The forecast was for the overnight front to clear mid morning followed by mostly clear skies and a fresh South Wester. The ATC were booked in and duly rang a 0730 to confirm flying. At this point it was still dark at my place and raining. I suggested they wait and come out at 10am by which time the weather was likely to be much better. Unfortunately they had a full days activities planned on base and 10am would be too late for them so we agreed to re-book on another day. By 10am the



Ray Burns and Steve Wallace

weather had come right so we set up camp with thoughts of a coast run if the wind came a bit more round from the South to the South West. Around midday a pax ride turned up with an old voucher that we agreed to take to 2,000'. As the post frontal sky was fairly unstable we bunged off tow at 1,700' and easily climbed up to just over 2,000' at which point Amanda the pax took over (no flying experience) and happily flew the glider around for the next 25mins until it was circuit and landing time. The pax flight allowed me to confirm that the wind direction was now good enough for a coast

run so with Ray Burns in the front seat an enjoyable run to Raglan and back was had. I'll let Ray fill you all in on the details.

Towie Andrew Sunde continues: Sunday was a windy day, with only two quick flights for the tow plane. One trial flighter, followed by a tow out to Muriwai to drop Steve and Ray off for their sand-castle skimming flight down the beaches to Raglan. Interestingly enough, the tow flight was only 17 minutes which is not much more than a 3000 foot tow anyway *(Huh?? You must be remembering the ballast called the CFI parked in the right seat, should be quicker than that to 3000ft, 'bout 12*

minutes). That being the only excitement for the day a few of us hung around to wait for the glider to return, thinking of practical ways to carry out air-to-air tow line reconnection if they weren't going to be able to gain enough height to make it back... but luckily never needed to follow through.

RAY BURNS DOES THE COAST RUN

I arrived at the field early on Sunday to help with the cadets. The weather looked awful and it had rained all night, but the Metservice had been predicting a clear, but windy day by 9:30-10ish. Which was pretty much bang on. I switched on my phone to find a text from Steve suggesting the Coast may well be on. Ivor and Andrew turned up followed by Roy. We did the normal DI thing, then we sat and listened to the ATIS. "Not quite far enough around yet" was the opinion. So then we sat and yakked and then we listened. "Not quite far enough around yet" was the opinion. So then we did a brief and then we listened. "Not quite far enough around yet" was the opinion. So then we got the trailer ready (just in case) and then we listened. "Not quite far enough around yet" was the opinion (beginning to see a pattern here?). Then a trial flighter turned up and some testing of the

air was done.

Then we didn't bother listening anymore. "Let's give it a crack" was the opinion.

From here on words just don't do it justice. "You have to be there". This is the ultimate in flying. Cliff top level at 90 knots with one stop on the way down to collect enough height to make it across the Waikato and one stop in the same



place (on the other side) to cross again on the way back. Otherwise it was a straight line flight. 300 odd kilometres with two short stops. Mostly about 80 kts with some runs at 110 and some slow ups for height. And this is just the flying. The scenery matches the experience. There are bachs down there in places I cannot begin to imagine how the owners get to them.

We met OD and TX from Drury. TX had a wing mounted camera so we did a bit of flying behind to (hopefully) get some good video.

Getting back to Whenuapai proved a little more challenging. We arrived back on the coast at about 1600 feet but some more was needed. To cut a long story short "Sensai" tried several thermals to get us up a bit higher but to no avail. Eventually we sat on the cliffs and turned very gently over one spot and managed to get back to 2000. The "Let's have crack" sentiment was voiced once more. About half way back "Sensai" enquired of me how the glide angle looked. Personally I felt the two

paddocks on my left looked a hell of a lot better than the glide angle and had the temerity to say so. "No Ray-san, No" - Pretty much a straight line glide all the way (we put in one turn) to join left base for 26.

Thanks very much to Roy, Andrew, Ivor and Jonathon who waited all day for us. I really appreciate it guys.

And thanks Steve. I've been doing my best to avoid the use of "awesome" as it seems to have been somewhat devalued - but it truly was "Awesome". Thanks again.

As a foot note, I used an iphone app (Motion-X) to record the flight and to automatically send position reports every 15 minutes via email to Ivor. This worked extremely well and it was quite surprising the amount of cell coverage we were able to get. www.rayburns.co.nz/coast will have the flight track that will automatically load into google earth if you want to see where we were. Right mouse click on the track and select "show elevation profile" to get a good indication of which track is the out and which is the return. The GPS altitude record is notoriously inaccurate so I would place too much store on the reported values. Later in the week I will try to upload some of the video files we took on our phones.

WANTED - OLD KITCHEN SINK UNIT

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

YOUNG EAGLES

We are hosting Young Eagles both Saturday and Sunday mornings, four each day. Early starts please 0830 and plan to start flying 0900. Can we please have helpers both mornings.

UP COMING EVENTS

- 31 Mar and 1 Apr. Young Eagles. Four on Saturday and four on Sunday.
- Easter Landing Competition. \$5 entry fee per flight (plus tow of course) to be used for a prize pool.
- Jumpstart has been delayed until 5/6 May

TAILPIECE

Check out the upcoming events

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	F Retief	R Carswell	P Thorpe
	24	am pm	R Thomson -	P Thorpe -	R Carswell -
	25	am pm	I Woodfield	S Wallace	A Sunde
APRIL	31	am pm	J Harkness	Ray Burns	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