

# WARM AIR 4 Feb 12

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 021 745 433 <a href="http://www.ascgliding.org">www.ascgliding.org</a>
Saturday.	Instructing: Ray Burns Towing: Peter Thorpe/Andrew Sunde Duty Pilot Gary Patten
Sunday.	Instructing: Andy McKay Towing: Rex Carswell Duty Pilot Roy Whitby
Monday.	Instructing: Peter Coveney Towing: Graham Lake Duty Pilot Jonathan Pote

## WAITANGI WEEKEND.

### MEMBERS NEWS

**SATURDAY** *They did fly, five or six flights I think, but it must have been real tiring cos they did not manage a report for the day. They did send some good piccies of DML going into the container. Worth a memory and wee tear for us towies. Bye old girl. Thanks Rex and Peter.*

**SUNDAY** *Instructor Ray Burns starts us off*

Not the best of days weather wise. 15 gusting 20 with a crosswind component. Cloud base about between 2500 and 3000. I arrived early enough to meet Jonathon at the main gate collecting the



keys, a short trip to Base Ops and a refuelling stop for tug fuel then we got underway. The P3 boys took a quick circuit to check their smoke had gone from their cockpit. Then we started at 1109 with an aborted takeoff by Kishan, two flights by David and another with Kishan. Andy took a friend for a blast and Ivor scratched around in IV for 20 minutes, then it was all over before 1500. We packed everything away and retired to the local for

an ale for half an hour during which the cloud lifted and the sun came out. What's that about 5pm on Sundays Neville?



It was good to see DML's packing into the container completed (sob) and Neville's new baby arrive. Now all we need is some flying weather.

*Towie Graham Lake adds to the confusion.* Ray passed the news there were some cone markers on the runway at the other end. Apparent folk on bird scaring duty had lost control of their vehicle, the markers pointed out the evidence for later investigation. We thought it best to trek down to see where they were. Fortunately

they were right at the end and to one side so a slight adjustment to the take off roll kept us well clear. The gusty swinging winds made for bumpy and uncomfortable climbouts and while the clouds looked good the lift did not match the packaging. 4800 RPM gives a good slow acceleration resulting in an abort in good time for all of us to stop safely. Graham gave rides to both his Granddaughters. They had brought their new puppy out, more ears than body. Gary's wee dog finally found someone smaller than him and went straight into attack mode.

### **MONDAY** *Instructor Peter Thorpe starts us off*

Peter Coveney was drawing the key when I arrived and there was some initial confusion over who was duty instructor but we soon decided he needed to rest after completing a cycling race around Taranaki the previous day so he went home and the rest of us prepared to launch on grass 08. A

pleasant day with the wind on the ground from 050 at 5-10 kts most of the day. The wind aloft was more south westerly (I think) and there were some interesting cloud formations up high. Lots of thermal activity made the tows quite rough but the thermals were quite broken and irregular which made people work to stay up. Training flights for David Grey and Greg Rosenfeldt plus two trial flights for rellies of our tow pilot Craig Rook and quite a few solo



flights filled the day. Neville rigged his new Silent and made two baptismal flights watched by Maureen and Kimberly - he declared himself very pleased with its performance and handling so we can expect to see him sitting at the top of the GFA regularly in the future. Ivor Woodfield brought IV out of the hangar and joined us at the far end in time for Warm Air to arrive and take over - they claimed they were going to fly but spent all day with the instrument panel in their laps muttering about lack of power to some important component. They eventually declared it fixed but by then it was too late to fly so they popped IV back in the hangar. With DML now in its container there is room in the hangar for the Silent and IV until VF returns from repair. On that topic, some parts need to be obtained for the repair but because the glider is no longer manufactured Sailplane Services are looking for some pre-loved parts and that may extend the time frame for repair.

A nice day's flying with even some sunburn to show for it.

*Warm Air takes up the reins:* One always lives in hope that a weekend report might bear some passing resemblance to the actual events, I swear some of this should start "Once upon a time...". Warm Air did indeed come out, on the pretext of having to retrieve a document inadvertently left



in DML inside the container. Once his quest was complete, he moseyed to the other end to join the gliding throngs. Ivor did offer up IV but, at great sacrifice, WA insisted he go first. DI done and out on the grid to return just a quickly to announce he had broken her. After some modest trouble shooting the fault was found and fixed, just as everyone else headed for the hangar. Some gentle but positive guidance soon ensured that all the

gliders would go into the hangar and we retired for a well earned cold one.

## INSTRUCTORS CORNER

### CFI'S HOMILY

You will all be aware that VF was damaged during heavy landing recently caused, we think, by a rogue wind gradient or maybe a tail gust caused by a thermal popping off because the pilot seems to have been doing all the right things. Just a reminder to maintain your selected 'safe speed near the ground right down to the flare and don't be tempted to raise the nose if you see you are going low. Close the airbrakes and hold the airspeed if possible. If a heavy landing is inevitable raise the nose to generate the maximum lift and touch down on the main wheel in a tail low attitude.

I note there is still some variation in interpretation of the 'safe speed' calculation. The basic formula of stall speed + 10 + half the wind speed is correct but if the stall + 10 figure is less than the flight manual yellow triangle speed then we use the higher speed and add half the wind speed to

that. For our club gliders we use the yellow triangle speed + half the wind speed except for MW when it has two people on board when we use 55 kts + half wind speed. Calculate your safe speed before take off as part of the Eventualities check because if you have a launch failure at low level you will need to know and maintain your calculated safe speed while turning back or carrying out an abbreviated circuit. Then you don't have to recalculate during the pre landing checks but just confirm the wind has not changed.

### **A CONFESSION** *Andy McKay fesses up*

Andy was at the field Saturday after being up in the wee small hours (teething baby) - found on the return home that he'd picked up someone's "Zero Water, Mandarin flavour" bottle - ended up with 2!!

Could the person he accidentally stole this off please let me know and he'll reimburse?

### **FILM EVENING** *Neville Swan has an interesting offer:*

Had a thought, I have on loan a DVD of the old English classic film 'Those Magnificent men in their Flying Machines'. I wondered if any club members would be interested in a beer and viewing, (in my home theatre - big screen), maybe this coming Sunday evening after flying. I can seat 7 in comfort with 2 or 3 more in not so much comfort. Please let him know if you are interested otherwise he may not have enough beer.

### **UP COMING EVENTS**

- Jumpstart has been delayed until 5/6 May
- 22 - 25 Feb. Flying NZ National Championships at North Shore Airfield.
- 25 Feb will be 486SQN reunion with a Spitfire display around 1430
- 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.
- We will have ATC cadets 12 Feb and 19 Feb with more in March and April.



Gary Patten in MP over Paremoremo with Lionel in ON far below

WHAT COULD WE USE TO PRODUCE A NICE THERMAL LIKE THIS???????

A fire in the States



See you at the field

WARM AIR

ROSTER BELOW

**DUTY ROSTER FOR FEBRUARY, MARCH, APRIL 2012 V1**

<b>Month</b>	<b>Date</b>	<b>Time</b>	<b>Duty Pilot</b>	<b>Instructor</b>	<b>Tow Pilot</b>
<b>FEBRUARY</b>	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		D Todd	C Rook
	12	am pm		L Page	P Thorpe A Sunde
	18	am pm		R Burns	M Oliver
	19	am pm		P Thorpe	R Carswell
	25	am pm		S Wallace	P Thorpe A Sunde
	26	am pm		R Burns	G Lake
<b>MARCH</b>	3	am pm		P Coveney	A Sunde
	4	am pm		L Page	C Rook
	10	am pm		A MacKay	G Lake
	11	am pm		R Carswell	M Oliver
	17	am pm		No Flying	
	18	am pm		No Flying	
	24	am pm		P Thorpe	R Carswell
	25	am pm		S Wallace P Thorpe	A Sunde R Carswell
<b>APRIL</b>	31	am pm		R Burns	P Thorpe
	1	am pm		L Page	C Rook
<b>EASTER WEEKEND</b>	6	am pm		A MacKay	R Carswell
	7	am pm		P Coveney	G Lake
	8	am pm		R Carswell	M Oliver
	9	am pm		P Thorpe	A Sunde
	14	am pm		D Todd	P Thorpe
	15	am pm		R Burns	C Rook
	21	am pm		S Wallace	R Carswell
	22	am pm		A Mackay	G Lake
	28	am pm		P Coveney	M Oliver
	29	am pm		L Page	A Sunde