

# WARM AIR 4 May 13

Aviation Sports Club Gliding Newsletter

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

Saturday. Instructing: Peter Thorpe

Towing: Rex Carswell

Duty Pilot: Tony Prentice

Sunday. Instructing: David Todd

Towing: Graham Lake

Duty Pilot: Kishan Bhashyam

**YOUTH GLIDE THIS SUNDAY MORNING... EARLY START AND HELPERS PLEASE**

## MEMBERS NEWS

### THURSDAY

*I hear we flew on ANZAC day but no report*

**SATURDAY** *Instructor Steve Wallace starts us off today*

0800hrs, wind 25kts, showers. Standing in for Peter C as instructor I receive a call from Peter T saying the 19 Sqn cadets are ready and waiting to go flying. Getting to the field a bit after 0830hrs I see the cadets are still struggling to put up their tent for the day so this gives the ASC team a bit of breathing space in which to get the twin and tug out and on the line ready for the first flight. Ray does a sterling job organizing the cadets in order of weight from lightest to heaviest so that we can start with max weights and progressively reduce as the cadets get bigger.

One cadet is so light that it is necessary to put a parachute on him along with all the lead weights to get the few extra kilo's needed to hit the 70Kg mark. The ATIS says the 2,000' wind is 38Kts 240 degrees. Nice day for the coast. Gary is ready and waiting should we get through all the cadets and still have enough time left in the day. Five cadets gets us through till just after midday when a large band of rain comes through and ceases flying so we all go for lunch. Post the rain band the sky brightens up nicely and sunnier weather settles in, not that it was cold even without the sun. The cadets get back from lunch towards 1330hrs and with a 20 minute turn around for each flight it takes another two hours to get through the remaining six cadets. Unfortunately for Gary this does not leave enough time in the day for a coastal run. Genny however has arrived and is as keen as ever to go flying. Nice flight but in the tough conditions the landing does not go so well so we aim to have another go until Base Ops gets on the radio and informs us that all gliders must be on the ground by 1630 for a Boeing 757 arrival which we find out later has an ETA of 1653! With nicer weather forecast for tomorrow we decide to call it a day and get everything packed away in time for a quick beer and chips before it gets dark.

*I suppose we should let the towie in on the act... Peter Thorpe tells it from his end of the string. An early start was ordered for the 19 SQN ATC cadets camp but the weather was not looking good with strong westerly winds and scattered cloud. We didn't make Warm Air's 0800 start time but we were well under way before 0900 and we set up on 26 while the cadets wrestled with a tent - not easy in 18-20 knot winds. The first nervous cadet was launched just after 1000 on a fairly vigorous flight to 2000ft. It was quite turbulent below 1000ft and RDW was dancing all over the sky while Steve said that in MW it was a lot more stable. All flights were towed to 2000ft near Kumeu and in most cases the tow plane only beat the glider back by two or three minutes because the 2000ft wind was 38 knots. Ray was chief organiser on the ground and all went pretty smoothly with an hour's break at midday so the cadets could go for lunch. We flew 11 cadets by 1510 and Genny Healey did a flight and would have done another but BOPS insisted all gliders be on the ground 30*

minutes prior to a B757 arrival so we packed up and went home at 1530 rather than wait. The only problem was an oil leak from RDW's engine which dropped oil on the exhaust and produced burning smells with the odd puff of smoke in the cabin. A good clean down with a 'rag spanner' was a temporary fix but a permanent repair is needed.

### **SUNDAY** *Instructor Ivor Woodfield has first turn this week*

The day started early with a visit to base ops around 8am to collect the radio. They let me know that there were to be no movements, and the forecast was for a relatively gentle SW wind for the day .. perfect. We were hosting 19th Squadron cadets, the first group of whom had flown Saturday.

A quick stop off for the gate key and I was opening up the hanger around 8.15. By the time I had the hanger opened up and was heading back to put our lock on the gate Ray had arrived with fuel for the tow plane, and very shortly afterwards the cadets arrived, having spent the night on base. Very shortly afterwards Craig had joined us and we were ready to begin. We dragged the tow plane and the twin out of the hanger and set about getting ready to fly. The wind was pretty much straight down 26, so while Ray demonstrated a DI to the cadets who were to fly first, I set up the caravan and the remaining cadets set up their tent and got things ready to go.

Craig had the tow plane ready to go by the time I had things set up. I had G158 and G159 open but had not been able to raise base ops on the radio. We then had an interesting period, during which Craig announced he was starting up, to be told he needed clearance. While he dealt with that I got a response from base ops and informed them we were about to start operations, only to be told that we should have arranged this before starting up the tow plane. Apologies all round and we swung into action. Ray volunteered to do the first flight, and we were ready to go just before 10. A quick check on ATIS followed by a quick chat with base ops to get gliding added in, and we were away. Ray and I then alternated flights for the first 6 cadets. The weather was not ideal, although some limited lift did develop and flight lengths went from 13 mins to 26 mins. Steve Foreman also got in nearly an hour in MP just around mid-day, by which time we were taking a brief lunch break.

We re-started at 1.30, with the weather still fairly uncertain, and flew another 7 cadet flights during the afternoon, with each flight being around 16 mins. Roy, Gary and Steve also took turns in trying to keep MP aloft, with varying degrees of success.

Our last flight landed around 5pm, at which point Craig headed off to Parakai with RDW, which had a slightly worrying oil leak to be investigated. We packed everything away while the cadets packed up their base, and following a short beer and debrief we were heading off before 6pm. Many thanks to all those who helped out, including Gary who spent much of the day launching gliders and Tony who pretty much ran the books for the day in the absence of the rostered duty pilot. Thanks also to Ray who shared the training for the day, and to Jonathon Pote who ran an impromptu theory session for the cadets during the afternoon. Judging by the feedback we got from the cadets the day had been a real success from their point of view, and some talked positively about coming back and joining the club. Overall a good days flying.

*Towie Craig Rook boasts of his new record.....*News Flash: A new world record was set, I arrived at the field before 0900. Before that I bumped into the "best instructor of all time" at the WP bakery, Ray had beat me to it and had already filled up the gas cans. This obviously sets a new duty instructor procedure to collect key, collect radio, unlock gate, collect and fill up petrol containers. Nice one Ray Burns and he wasn't even the duty instructor.

It was blowing 8 to 12 knots from 210 most of the day but with a claggy cloud base of 2300 ft and not much lift about. We had about 11 cadets and the first flight was airborne just after 0900 I think, with Ray and Ivor Woodfield alternating the instructing.

In between the cadets Steve Foreman (2 flights), Gary Patten and Roy Whitby all had a flight in MP, with Steve achieving the longest flight of the day just under an hour.

The cadet instructors Geoff and Pete had the last 2 flights of the day just after 4 PM. Pete's flights was the most spectacular mix of cloud and sun I've ever seen. The sun was low, there was a big cloud bank to the west as we flew up to the east of it, a large hole opened up and the sun poured through it and below it, with a dazzling display of reflected golden light and haze, looked sensational.

We did 17 flights for the day (thanks Ollie, swapping your 4 flights for 17 sounds perfectly fair to me, no doubt this will give Warm Air something to gripe about!!).

Then just after 1700, I flew RDW to Parakai for maintenance. I was surprised to see they were still jumping when I arrived. Thanks to Steve Foreman for the ride back to WP.

## YOUTH GLIDE

This Sunday morning is Youth Glide, an early start please and some helpers. We need an instructor or two, a launcher/duty pilot helper, a towpilot and flyable weather. Oh yeah....we need the young folk too"come out and fly.

*Warm Air* was towpilot last time we had Youth Glide, none too keen to be getting out of bed at the crack of dawn and "thrilled to bits" when we had no youth...none..... no one.



No....Not youth glide.....Bob Cridland, Roy Whitby, Janet Cridland, and Neville Swan during the weekend

WARM AIR

NEW DRAFT ROSTER BELOW

**DUTY ROSTER FOR MAY, JUNE, JULY 2013 final**

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	Events
MAY	4	am pm	T Printice	P Thorpe	R Carswell	
	5	am pm	K Bhashyam	D Todd	G Lake	YOUTH GLIDE
	11	am pm	K Boyes	P Coveney	C Rook	
	12	am pm	S Foreman	S Wallace	R Brookes	
	18	am pm	D Foxcroft	I Woodfield	P Thorpe	
	19	am pm	N Graves	L Page	M Oliver	5 SQN ATC
	25	am pm	D Grey	R Burns	R Carswell	
	26	am pm	C Hall	I Woodfield	R Bookes	
JUNE	1	am pm	G Healey	R Carswell	G Lake	
	2	am pm	B Hocking	P Thorpe	C Rook	YOUTH GLIDE
QUEENS BIRTHDAY	3	am pm	B Mawhinney	S Wallace	P Thorpe	
	8	am pm	E McPherson	P Coveney	M Oliver	
	9	am pm	I O'Keefe	D Todd	G Lake	5 SQN ATC
	15	am pm	T O'Rourke	L Page	R Carswell	
	16	am pm	K Pillai	R Burns	R Brookes	
	22	am pm	R Pitt	R Carswell	C Rook	
	23	am pm	J Pote	P Thorpe	M Oliver	
	29	am pm	M Belcher	S Wallace	P Thorpe	
	30	am pm	G Rosenfeldt	R Burns	R Brookes	
JULY	6	am pm	J Rosenfeldt	P Coveney	R Carswell	
	7	am pm	R Struyck	I Woodfield	G Lake	YOUTH GLIDE
	13	am pm	R Thomson	L Page	C Rook	
	14	am pm	M Belcher	D Todd	M Oliver	
	20	am pm	K Bhashyam	R Carswell	P Thorpe	
	21	am pm	K Boyes	S Wallace	R Brookes	5 SQN ATC
	27	am pm	S Foreman	P Thorpe	G Lake	
	28	am pm	D Foxcroft	R Burns	R Carswell	