

WARM AIR 5 APR 14

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: Craig Rook	
	Duty Pilot: Genny Healey	
Sunday.	Instructing: Ray Burns	
	Towing: Derry Belcher	
	Duty Pilot: Ben Hocking	

THIS WEEKEND NORTH SHORE AIRFIELD SATURDAY, EARLY START

MEMBERS NEWS

SATURDAY *Instructor Steve Wallace has first crack*

Saturday's forecast showed a big dirty 1030HPa high pressure system centred smack bang overhead. Such high pressure is caused by literally millions of tons of slowly descending air from way up high compressing the lower level atmosphere over a wide area. This descent and compression not only causes the pressure to increase but also causes the bottom layer of the atmosphere to heat up and increase temperature with height. Hence you get a temperature inversion (normally at 2-3,000ft during the day) that effectively puts a lid on thermal development as any parcel of warmed rising air stops and spreads out at the inversion layer. In the morning while it is still cool and the temperature is closer to the dew point, a layer of cloud (known as anticyclonic gloom) can form below or at the inversion height. As the sun gets higher and more energy gets through to heat the ground, the lower air heats up and starts mixing in the layer below the inversion. The gap between air temperature and dew point in this layer grows as the air in this layer warms. Eventually the air below the inversion becomes too warm to reach dew point and the cloud layer starts to burn off and ultimately the day goes blue and often becomes more stable as this whole layer of trapped air warms up. Only the occasional really hot and/or large bubble of air may be able to rise through the inversion and be cooled enough to reach dew point and form a cloud.



This is pretty much what we got on Saturday. Underway at 11.30 with weak to moderate thermals and an obvious inversion at 2,300ft. Dave Foxcroft and Tony Prentice got some nice half hour flights in MP and VF respectively and Robert got a training and another solo flight in. Edwin a trial flight enjoyed 38 minutes of soaring and hands on control and David Gray did a dual with the instructor to keep his hand in. The day was then finished off with Graham Lake getting a quick flight in IV (long enough to test the transponder before the controller gave him the

option of stay up and far away or land), *not a lot of choice with that sky so down I came.* Genny Healy getting two 1,000ft circuits and Gary Patten taking his sister, Carolyn, up for the last flight of the day.

So just 10 flights for the day on what was a lovely autumn day. The kind of day pilots coming out of winter would be queuing up to go flying on but at the end of a nice summer pilots go, yeah, nah just another nice day.

SUNDAY *Stand-in instructor Ray Burns scrawled something*

"To Rig or not to Rig, that is the question". A beautiful day but the big high that sat over most of the north island resulted in very very stable air. Dave Todd was duty instructor. Everything got set up on 26 and after three launches (two of which were Dave's BFR followed by a trial flight) we de-camped to 08. Towie Peter Thorpe did the BFR and Derry Belcher stood in a towie. Dave had a great many tasks to do and asked if I might step in for him for the rest of the day. That helped to clarify my decision as to whether to rig or not. We did 13 launches for the day. Roy Whitby, Steve Foreman, Ivor Woodfield, Tony Prentice, Gary Patten and Kishan Bhashyam all took singles to the air. Between then they averaged 28 mins. That tells you what kind of day it was. Ivor Woodfield took away longest flight honours with 40 minutes. (in the Libelle)

In the twin Andy McKay and I went for a blast of 28 minutes most of which was spent with Ivor in what seemed to be the only thermal in the sky about a 1NM South of Riverhead. It was difficult to stay in and we found ourselves above IV and then below and then above and then below several times. Kishan completed a BFR and Derry Belcher and I hangar landed at 1527 with Kishan in MP behind us for the last landing at 1539. Whilst the flying was less than exciting, the day was beautiful and the company wonderful. Thanks to all.

*Towie Peter Thorpe adds his bit.....*Sunday dawned yet another glorious late summer day. The AK ATIS said the wind was light and variable on the ground and 180/10 at 2000 ft so after the usual round of refuelling and DI-ing (RDW was immaculately clean so I didn't have to do that bit) we set up on 26. David Todd then informed me he needed a BFR and since Derry was there to tow could we do that first. Change mental gears back into CFI mode and climb into GMW front seat (after the usual detailed briefing, of course) and up to 2500ft for a spin. Well, we have both lost weight but it was not enough to persuade MW to spin properly so after three attempts and a good spiral dive recovery we did some stalls and steep turns before returning to the circuit for a brakes jammed half open exercise. The cunning testee chose to land downwind so we stopped at the threshold and only had to turn the glider through 180 degrees to be ready for another launch with a premature launch failure. A light tailwind had now developed so a release at 400ft only gave one choice - another downwind landing. All signed off and it was back to being a tow pilot. A couple more launches off 26 made it clear that we needed to change ends so the rest of the day was spent on 08. David took a trial flighter from Base and then as Ray had decided the conditions were not good enough to justify rigging the Ka6, David suggested perhaps Ray would like to take over as duty instructor so that he could go home and pacify the love of his life and do whatever task she had lined up for him. So Roy, Steve F, Andy, Ivor, Tony, Kishan, Gary and Derry all took flights in club gliders but nobody stayed up for very long. We finished by 4pm after 13 launches for the day.

VISIT TO NORTH SHORE AERO CLUB *SATURDAY 5 APRIL WITH SUNDAY AS ALTERNATE*

JUMPSTART, The annual tandem parachute ride for CanTeen and disadvantaged kids is scheduled for the weekend of 5 April. We will not be able to fly at home, NSAC are keen for a return visit so we are going there for Saturday....or Sunday if the WX is not good on Saturday. We will aerotow the fleet over and back. We will need to take over the glider trailers for the club gliders as well as the usual paraphernalia we need, radios, timesheets, tow rope, pickets, big green bat, ballast, cushions, spare charged batteries, towplane fuel, club documents, (membership forms, student sheets, temp log books, instructors forms, etc.

If the wind does turn out to be the other way favouring 21 then we will be located on the north east corner of the airfield. In this case please park no closer than Flightline Aviation's hangar on the western side. Walk from there keeping to the fence line and do not cross the top of the runway if anyone is on finals.

We will have two vehicles only to be used as retrieve vehicles.

Circuit direction is left hand.

Frequency is 118.0

Land on Grass 03 left or Grass 21 left, keeping the white painted tyres on your left. Yes that's correct...on your left.

Launches will be from the seal.

We need an early start here please 0900 at our airfield to get the gliders ready and start aerotowing. The forecast wind is a northerly. If this holds we will be operating off the South West corner of the airfield down by the 03 threshold on the same side as the clubrooms.

If the weather is unsuitable on Saturday we will defer this until Sunday. We will make the call on Saturday.

TAILPIECE

Don't forget Saturday 5 April we are going to North Shore Airfield for the day, (Sunday if it rains on Saturday. This is our chance to show NSAC members a little about gliding and to take some of them up on a trial flight. This was very popular last year and there is unlikely to be much opportunity for training in MW as that should be full of trial flights. The singles will be available for club members and we expect some private owners will take their ships. We will need lots of help to support this, launching, organising, retrieving back to the launch point and selling them on gliding.

A Pastor goes to the dentist for a set of false teeth. The first Sunday after he gets his new teeth, he talks for only five minutes. The second Sunday, he talks for only ten minutes. But the following Sunday, he talks for 2 hours and 48 minutes. The congregation had to mob him to get him down from the pulpit and they asked him what happened.

The Pastor explains the first Sunday his gums hurt so bad he couldn't talk for more than five minutes. The second Sunday his gums hurt too much to talk for more than ten minutes. But, the third Sunday, he put his wife's' teeth in by mistake and he couldn't shut up...

MATAMATA SOARING CENTRE YOUTH GLIDE CAMP, MATAMATA.

Club Youth Members, Interested??? should be a good week. Contact Bill Mace directly or via Ray Burns

Evening Sunday 21st to Sunday 28th April 2013

**Open to GNZ Club members
15 to 25 year olds.**

Designed to advance pilots from all ranges of experience as far as possible in the week.

Yes even ab-initio (as long as they have had a flight and are keen to carry on).

There will be an extensive range of briefing subjects from A & B Certificate to advanced subjects as have been delivered to the Cross Country Courses.

Please see your Club President, Secretary, or Youth Flying Coordinator for details or email direct to

Bill Mace <wajvmace@gmail.com>

Information Sheet, Registration, Consent, and Liability Release Forms can be got [here](#).

https://www.dropbox.com/sh/f2o0sgzlhqqlnm/GTXxL_dWXI/YG%20info%202013%20%26%20Consent%20Form.doc

DUTY ROSTER FOR FEBRUARY, MARCH, APRIL 2014 Final

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	
FEBRUARY	1	am pm	K Bridges -	I Woodfield -	C Rook -	
	2	am pm	B Hocking -	R Carswell -	P Thorpe -	
WAITANGI DAY	6	am pm	I O'Keefe -	A MacKay -	D Belcher -	
	8	am pm	T O'Rourke -	R Burns -	J Wagner -	
	9	am pm	G Patten -	L Page -	R Carswell -	
	15	am pm	K Pillai -	P Thorpe -	G Lake -	
	16	am pm	R Pitt -	R Carswell -	C Rook -	
	22	am pm	J Pote -	S Wallace -	P Thorpe -	
	23	am pm	T Prentice	D Todd	D Belcher	30 Sqn ATC
MARCH	1	am pm	R Struyck -	P Coveney -	D Belcher -	
	2	am pm	R Whitby -	I Woodfield -	R Carswell -	
	8	am pm	E McPherson -	S Wallace -	G Lake -	Drury
	9	am pm	C Hall -	R Burns -	P Thorpe -	Drury
	15	am pm	K Bhashyam -	L Page -	C Rook -	
	16	am pm	K Boyes	P Thorpe	D Belcher	
	22	am pm	R Forster -	R Burns -	J Wagner -	
	23	am pm	S Foreman	R Carswell	G Lake	
	29	am pm	R Forster -	S Wallace -	R Carswell -	
	30	am pm	D Foxcroft -	D Todd -	P Thorpe -	
APRIL	5	am pm	G Healey	P Thorpe	C Rook	Jumpstart NSAC
	6	am pm	B Hocking	R Burns	D Belcher	Jumpstart Alternate
	12	am pm	I O'Keefe	P Coveney	J Wagner	
	13	am pm	T Prentice	A MacKay	G Lake	30 Sqn ATC
EASTER WEEKEND	18	am pm	T O'Rourke	I Woodfield	R Carswell	
	19	am pm	K Pillai	L Page	P Thorpe	
	20	am pm	R Pitt	R Carswell	C Rook	
	21	am pm	J Pote	S Wallace	D Belcher	
ANZAC DAY	25	am pm	K Bridges	D Todd	C Rook	
	26	am pm	R Struyck	P Coveney	J Wagner	
	27	am pm	R Whitby	P Thorpe	G Lake	