

WARM AIR 5 Dec 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Rex Carswell	Bank Acct 38-9014-0625483-000
	Towing: Craig Rook	
	Duty Pilot: Kris Pillai	
Sunday	Instructing: Ivor Woodfield	
	Towing: Peter Thorpe	
	Duty Pilot Jonathan Pote	

MEMBERS NEWS

SATURDAY *Instructor Ivor Woodfield reports*

Saturday was forecast to be wet and overcast, and so it turned out. The plan had been for Peter and Rex to go and collect the ATC Grob from Drury and then to fly cadets throughout the weekend. However, the cadets had canceled the Saturday, and Peter decided they would try and collect the Grob later in the day, when the weather was set to slightly improve.

While I did not expect anyone to be there, I set off at around the usual time, and arrived to find I was unable to collect the radio as the Ops Officer was out on base. Not an issue as there was no rush to open up. However, as I was eventually collecting the radio and heading out I received a call from Tony, who had just returned from his Cross Country course with GVF. I collected the key and by the time I was letting him through the gate others had also arrived. Graham and Yves also arrived to collect GIV and head off down to Matamata where Yves was entered in the Regional competition.

However, no one was wanting to fly. I went and met Gary for a quick coffee in the village, by which time the sun was out and the sky was looking 'OK'. None the less, with the radar showing more heavy rain on the way, and no expectation of any gliding activity, I eventually locked up and was back home around 1.30. The drive home was under blue skies, although not long after getting back the rain arrived, and it was indeed heavy.

SUNDAY *Instructor Ivor Woodfield, (yeah, him again) tells all*

Sunday was forecast to be much better, with some forecasts showing blue skies all day. In the event it was overcast with a very light easterly. The Grob was due to arrive by 10 so I was expecting cadets to be there early and keen to fly. I arrived to find a few cars, although no-one from the gliding club or the cadets at that stage.

Greer arrived to help with the Grob and the organisation of the cadets, and while we waited Roy and Neville both appeared and we started to get things organised. We then learned that the Grob radio had failed, and it would not be coming. So Greer headed away, just as Brendan arrived wanting to fly. As we were getting things out and heading down to the O8 end, Peter and Rex arrived with tales of their various attempts to get the Grob to Whenuapai, along with towie Fletch, who set about getting RDW ready for some towing.

With no real sign of any thermal activity, Brendan was nonetheless keen to get into the air, having not been able to fly for a few weeks. We took off shortly before 1pm, and despite not finding lift, Brendan was able to get some time practicing turns and working on circuit planning. On getting back to the caravan it turned out he had to dash away, leaving us with no-one else wanting to fly. The day was by now getting very warm and sticky, and although there were some 'interesting' looking clouds forming it seemed doubtful there would be any lift. After a while, around the time we were guessing that would be it, Rahul arrived, and was keen to get at least one launch in. So he was straight into the glider, and around 1430 he was trying out his first try at flying an aerotow. The conditions had been very still, although now the air was feeling decidedly more unstable. None

the less, Rahul did well and went on to demonstrate some good basic flying. On landing he was keen to go up for a second flight, during which he was able to control more of the tow. Shortly after release we found a thermal and were able to climb to 2500'. From this point Rahul was able to get in some good 'stick time', including some thermalling practice such that we managed nearly a half hour flight, with Rahul flying the better part of the circuit and approach, and showing that his control was definitely improving.

One final flight was called for, during which we were able to consolidate some of the work from the previous two flights and Rahul managed to get into a couple of thermals and while they were not all that nice, he was able to gain height successfully. With lift disappearing again we found ourselves heading back, and as there was no-one else to fly we checked out how landing without brakes, together with ground effect would mean that a fairly normal approach would result in us skimming all the way back down the field to the hangar. Another decent flight with several learning opportunities. Once at the hangar we found ourselves with just the regular crew of Roy, Tony and Neville left. Just enough to put everything away and shut the place down, although not before taking time out for a quick beer. Just four flights for the last weekend of Spring and back home by around 1800.

Towie Craig Roof adds a just a little.....Friday - Derry called pleading if I can please tow tomorrow, there is no one else available. Sure no problem I say, ignoring the background noise from the wife yelling no, no way!!

Saturday - Wx forecast was rubbish, and so it was on the day. AA ATIS cloud base was 600 - 800 ft all morning and it looked about the same at WP when it wasn't raining. Ivor texted advising he would open up and let me know if there was any demand to fly, which there wasn't, so no flying.

STEVE WALLACE AT THE AUSSIE SPORTS CLASS NATIONALS

In terms of a soaring site (weather and scenery) Lake Keepit is quintessential Australian. Hot and dusty, flies by the dozen trying to crawl up your nose and into your mouth, Kangaroos bouncing around the airfield, 10kt+ thermals to over 10,000' on the good days and fridges full of cold beer.

Lake Keepit is a State Park located in New South Wales about 350km north west of Sydney. The airfield itself is located on the shores of the lake and is almost exclusively a gliding airfield which makes it a great for competitions. There is minimal airspace and a great variety of terrain. Ancient volcanic hills and ranges of 3 - 5,000' are in all directions, sheep farming on the high ground to the east, beef in the lower surrounding elevations, huge wheat and barley farms on the endless flat plains to the north and west and the Piliga scrub lands, a 3,000 square kilometre patch of un-landable bush kind of like the Hauraki Plains 'swamp' on steroids.

The contest attracted 60 gliders in three classes. Club, Standard and Sports. Sports in Australia is basically a handicapped, ballasted, Open class and in this contest it was made up of mostly ASG29's and JS1's. There were 20 entries in this class with the 'top half' being made up of



Ex Club member Robert Smits, Brett Hunter and Mike Strathern

very high calibre Australian and overseas pilots. I hired the clubs Discus 2C and put on the 18m tips and found this glider a delight to fly. I didn't have the flaps or wing loading of the 29's and JS1's but this didn't really matter as the comp was handicapped. Other kiwi pilots were Brett Hunter in Sports flying his JS1 with the 21m tips on and Mike Strathern flying a Libelle in club class.

The first week of flying followed a week long period of heavy rain. This meant the ground was still relatively damp and while the thermals were well marked by nice fluffy cu's the cloud bases were low by local standards at 5 - 6,000' and the climbs weak (3-4kts). In patches where the ground was particularly damp the clouds often looked great but delivered little and a number of pilots were caught out getting low in these areas and forced to land out. Despite this we still managed to fly 350 - 450km tasks every day with raw speeds in the 100 - 125kph range.



As the first week drew to a close the sky became increasingly cloudy with high overcast resulting in one no fly day. This was followed by a period of increasing instability with three nights of spectacular lightening and days in which the storms appeared earlier and earlier in the day until eventually we had a full blown storm day in which we gridded up to the sound of thunder all around us. The task setters gambled on us being able to navigate around the storms but unfortunately this was not to be (for me at least and most others) and I found myself on the ground within 60km of starting.

Unfortunately due to no over-centre adjustment on one arm of the undercarriage it collapsed towards the end of the outlanding roll. With the lever in the down and locked position the collapse transferred a load through the non-load bearing operating mechanism and tore a weld wide open at a weak point on the lever arm that raises and lowers the undercarriage. This was a bummer as I assumed this would mean I would be out of the comp. Luckily due to the mass retrieve effort seeing gliders arrive back late into the night and a good number of other gliders with minor damage,



the next day was declared a rest day and Team Kiwi sprung into action. With the help of Mike and Brett the undercarriage was removed from the glider and driven to Armidale 150km away where a certified aircraft welder was able to repair the torn and distorted metal and assist Mike in correctly adjusting the over-centre on the arm that had none so that a collapse couldn't happen again. The metal repair took four hours and the overall repair took 15 hours, from 7am until 10pm. It was a mammoth effort but thanks to Mike and Brett I was back on the grid the next day with no points lost!



Just as well because the next week's weather steadily got better and better. As the days heated up (we went from 32 degrees C at the beginning of the week to 41C at the end) the cloud bases got higher, the tasks got longer and the speeds got faster. Tasks went from over 400km to over 500km then to over 600km. Cloud

bases went from 8,000' to 9,000' to over 10,000' and on the last day we had over 13,000' with raw speeds exceeding 150+kph in the fast ships.



By the end of the contest, even though my day placings were mostly around 7th, 8th or 9th, because I flew consistently and had no real bad days compared to some others, I actually ended up 5th overall which was quite pleasing considering the calibre of the pilots I was flying with.

In summary I would say if you are considering some Aussie flying I would definitely put Lake Keepit on the agenda. As long as you don't mind the fact that it is a little remote (a bonus in my books) then you will enjoy the variety and the fact that everything about it is classic Australia.

TONY PRENTICE' CROSS COUNTRY COURSE

It all started on the Tuesday, five days before the start of the course. I had applied to do the course weeks earlier and had been told that I could not be fitted in due to a shortage of instructors. So, I was surprised to receive an email of the itinerary for the course and on enquiry, was told a couple of lower time applicants had been recommended to leave it until next year and that I was IN! Frantic communications with our efficient CFI resulted in my gaining permission to take GVF for the week and Matamata found a spare bed for me in their bunkhouse, so it was all on.

The course began on Sunday evening with a site briefing and a lecture from Steve Care on 'Landing Out'. Generally, the week involved lectures in the morning and a flying task set in the afternoon. Lectures were comprehensive and did not generally duplicate basic QGP subjects. There were talks on thermalling, speed to fly, badge flights, ridge and wave flying, XC Soar and electronic navigation and also Jonathan Pote's usual expert address on Human Factors. Plus there was a great deal of incidental expert advice from the experienced.

On Monday I had the (probably once-in-a-lifetime) opportunity to fly the Duo Discus with Dave Moody. We managed only part of the task but were also able to enjoy a couple of hours on the ridge. The straight line performance was eye-opening but I found it heavy, probably because of its size. Still, quite an experience and it certainly had all the bells and whistles!

Tuesday I set off to try the task in GVF but after two abortive attempts to get going, ended up back on the field and somewhat unhappy. Bill Mace quickly solved the situation by sending me off in the PW6, GXY with Paul Schofield, whose scheduled pupil was not flying for some reason. We set off well and from the start line thermalled over to Mt. Te Aroha, with me receiving many (no doubt needed) tips on thermalling technique.

Alas, Mt Te Aroha was not helping us and we were quite low past the northern side. The trees were closer than my comfort zone. We turned down the slope and Paul said to me. "See that brown box on that field there? --Box about 200ft below us and just to one side-- Well, that's a fertilizer box and so that's a farm strip -- You have control!"



The threshold was about 400ft lower than the top of the strip and there would be a light tail wind. No time to think about anything much, so I guess training kicked in and I managed to put it down without drama. The

sharemilker's wife and young daughter soon drove up and after a sitting-in photo for her school, we were treated to a coffee while we waited for the retrieve. NOTE -- PW6 wings are HEAVY !

Wednesday was forecast to be wet and unflyable but eventually turned out quite nice. A toi toi fence was erected and I chose to take a local flight in GVF and after 2 1/4 hrs managed a reasonably OK landing over the toi toi.

Thursday had a five leg task set and I set off in GVF to do my first solo intentionally beyond final glide distance. On the first leg I was only about 5 mls north of the field but down to 1500 ft and selected a freshly-mown hay field but thankfully I didn't have to use it as I eventually found some lift and finally worked my way to Morrinsville. Next leg south to Piarere - worked down between hills and Waharoa but found a low point 5mls south of Matamata - down to 1000 ft, thinking of million dollar racehorses I didn't want to disturb and just about to begin a circuit on a likely field when I blundered into a thermal that I held on to up to 3000 ft and south. Worked N.E. to the next point at Gordon, west of the ridge near the tunnel. Got there OK but was down to 1500 ft and on the wrong side of the river. Managed to find a weak 1-2 kt thermal on the lower slopes and worked it exhaustively for half an hour until I made 2500 ft. I had by this time been in the air and under some stress for over three hours and was pretty well exhausted. It was also getting a bit late and I decided to call it a day and try for the airfield. Found the faintest of cloud streets and gave it a go, finally getting back at 2000 ft to do a normal landing. Very satisfying to have gone that distance and certainly with a different mindset.

Friday turned out to be a non-flying day and we were fortunate to have flown four out of five days.

What did I think of the course ? - It was certainly worthwhile, the instruction was excellent and practical and the results satisfying. While I still have no competition aspirations, going cross - country and badge attempts are definite possibilities and I am grateful to the organisers for their efforts and for the excellent instruction. Nice bunch of fellow pilots too ! Would I recommend it ? -- Yes definitely!

TAILPIECE

Warm Air

Duty Roster For Nov, Dec 15, Jan 2016

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Dec	5	K PILLAI	R CARSWELL	C ROOK	
	6	J POTE	I WOODFIELD	P THORPE	
	12	T PRENTICE	S WALLACE	R CARSWELL	
	13	R WHITBY	L PAGE	J WAGNER	
	19	J FOOT	R BURNS	R HEYNIKE	
	20	N GRAVES	R CARSWELL	D BELCHER	
Jan-16	9	K BHASHYAM	L PAGE	F MCKENZIE	
	10	S FOREMAN	R BURNS	C ROOK	
	16	D FOXCROFT	P THORPE	J WAGNER	

	17	D GREY	R CARSWELL	R HEYNIKE	
Anniversary W/E	23	B MOORE	I WOODFIELD	P THORPE	
	24	E MCPHERSON	L PAGE	R CARSWELL	
	25	G HEALEY	R BURNS	D BELCHER	
	30	I O'KEEFE	R CARSWELL	F MCKENZIE	
	31	T O'ROURKE	I WOODFIELD	C ROOK	