

# WARM AIR 5 May 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: No Flying .....JUMPSTART is on Towing: Working Bee Instead Duty Pilot
Sunday.	Instructing: Ray Burns Towing: Craig Rook Duty Pilot Gary Patten

### THIS SATURDAY NO FLYING FOR US BUT THERE IS A WORKING BEE MEMBERS NEWS

#### **SATURDAY** *Rostered Towie Andrew Sunde gets to start*

Unfortunately didn't get a chance to fly this weekend, so nothing to report.. (For some reason, parades or some such stuff, Andrew could not be there in the morning and could someone stand in for him. Sure, said the ever helpful Warm Air. So he got the only two tows of the day. Thanks Andrew.

*Instructor Peter Coveney starts the real report:* All I knew for Saturday was that it was very windy and wouldn't be a whole lot of fun instructing or taking trial flights in those conditions. I followed Jonothan onto Base to visit Base Ops and pick up the handheld radio. Our trusty secretary already had the key so back round to the gate to open up for Dave Foxcroft who informed me that conditions were looking good for a run to Raglan and back. I hadn't really noticed the wind direction but he was right with the only niggle that I knew the wind was predicted to drop later in the day and of course that usually means a change in direction. Still if we didn't hang around and managed to get Dave away by 11am he should be OK. Sunday's Duty Instructor was Steve Wallace and he determined that he would like to make the run in MW. Meanwhile Neville, Roy, Steve Saunders and David Grey swelled numbers to help get everything onto the field. The wind being what it was meant we didn't have to go very far.

Steve arrived and all we needed was a volunteer to go as pax. *Warm Air* suggested Steve Saunders who had no major objection so it would be the two Steves going to Raglan and hopefully back. Dave launched first and was away then MW. Whilst they were on route to Muriwai we tidied up a bit and departed with contact numbers in case things turned pear-shaped. No point in hanging around as the flights would be about 3 or 4 hours duration. Dave had Andy MacKay as retriever and I volunteered to do the same for MW.

Around 1pm I heard that Dave had landed at Piha. I checked with Steve and he advised the two Steves were returning from Raglan. Next call I got was they had successfully reached Muriwai but were concerned that they might not have enough height to get all the way back to Whenuapai. However half an hour later Steve advised they were safely home. Next call was from Andy who was at the airfield and after contacting Dave Grey and nabbing our MW passenger proceeded to Piha.

I am sure the Raglan bound crews will advise of their adventures in this issue so I will leave it to them.

*Steve Wallace in the back of MW gives his version:* Winds were South West 25kts gusting 35kts in the morning easing to 15kts in the late afternoon, which was pretty much what happened. Nice quick trip down to Raglan in the stronger winds with Steve Saunders in the front seat. Dave Foxcroft was initially well ahead of us in MP but we caught up with him at Port Waikato going north. Crossing the Manukau Harbour we squeaked in just ahead of a shower at Whatipu and with Dave F a couple of minutes behind us the rain and light winds were always going to make his life a bit difficult which became apparent when he phoned in to say he had landed at Piha. Patience and a bit of assistance from some marginal cu clouds was needed at Muriwai to get the required height for a glide home but we got there in the end and had a nice glide back to WP. 2hrs 40min was the total trip time leaving enough of the afternoon available for Andy Mackay, David Grey and Steve Saunders to go and get Dave from Piha and hopefully have a few beers on Dave as well.

*Beach king Dave Foxcroft in MP.* Saturday looked great for a West coast run, with reported winds 20-25 Knots at 220, so I decided to take MP down to Raglan. After a gusty tow down to Muriwai, I headed off South. Steve Wallace and Steve Saunders took off and were leaving Muriwai when I crossed the Waikato. It was a fast run down to Raglan, passing MW on the way back to the Waikato. MW caught up and passed me by the time we go back to Manukau Heads. I followed them across, about 5 minutes behind. I caught the tail end of a fairly heavy rain shower, just south of



Keri Keri, which made MP fly like a lead duck, notwithstanding the manufacturers claims that the flight characteristics are not significantly affected by rain... By the time I arrived at Piha my altitude was such that it would have been a dodgy to try and climb up away from the beach. I landed North to South, just North of Lion Rock. Having a glider on the beach was a source of fascination to the residents, almost all of

whom asked whether I had intended to land there. Andy MacKay, Steve Saunders and David Grey arrived a couple of hours later, and MP was back at Whenuapai at around 18:10. Thanks to Andy, Steve and David.

*Steve Saunders got his first look at the coast.* I am not sure where to start with this as on Saturday I really did not plan to fly that day, just to help out. There were only a few of us and the weather was a bit windy - gusting 25-28 Kts @ 240. I was just having a general chat with Peter, when he mentioned that Dave was going to do a 'west coast' run in the Astir. An aero-tow to Muriwai, and a run south, down to Raglan a total flight of some 260Kms. I had heard of this and seen some footage on Youtube.

Peter asked if I was interested as Steve Wallace was coming in and was the only one who could authorise these flights. I said yes but was not sure what I had let myself in for. Several club members offered food and drinks as it was expected to be 2-3 hours flying, and I may need something to get rid of excess fluids!

Steve W arrived, Dave was launched and Steve W and Steve S had a chat about the forthcoming flight, what to expect etc... 'MW' was launched at 11.40 with a 'bumpy' aero-tow out to Muriwai. We released over Muriwai and headed south towards Raglan - little did I know what was to come. It was, as far as I am concerned, one of the best flights I have ever had, absolutely awesome!! - much better than my 5 hours of soaring with a 'stork'. Steve W had control on the first half, down to Raglan, whilst I took in the scenery, with a running commentary from Steve on the do's and don'ts of running this particular 'ridge'. The last ridge I ran was back in the UK and was only about 25km long and had nice soft grass to land on, - making sure you miss the sheep on the landing. Sheep have a habit of jumping in the air when scared which makes landing in fields with them interesting.

Most of the flight was 600-900ft above the waves with one or two exceptions, the first was the jump across the Manukau, where additional height was required, Steve W took this in his stride. The rest of the run down to Waikato was uneventful. The jump across the Waikato was more interesting, a bigger gap and more height needed, but Steve W's excellent skills made light work of it. The final stretch down to Raglan was made easy by Steve W, halfway down, Dave in 'MP' called to say he had turned Raglan and was heading back and we saw him shooting past several hundred feet above us.

Raglan came into sight, and we turned at the end of the spit for the return home - hopefully! I took control under the guidance of Steve W, I had not flown that close to rock before so found it a bit intimidating, but got the hang of it very quickly. The run back up to the Waikato was great fun, climbing up to 1400ft just before the crossing - we even managed to overtake Dave in 'MP' as we crossed the gap. The flight up to the Manukau was carried out with relative ease, gaining enough height to cross the next gap - we had to time this just right to avoid an incoming rain shower. We got across the Manukau and only just caught the leading edge of the shower, but nothing to stop us continuing on to Muriwai. We arrived back at Muriwai, just as Steve W got a phone call to say Dave in 'MP' had landed on the beach - just not sure which one - later it turned out to be the north end of Piha. He got caught in the rain shower we just manage to avoid.....

As we reached Muriwai, the wind had dropped off and was not producing enough updraft to get the 2000ft min to get back to Whenuapai. Steve W took the controls and played a waiting game trying to gain more height. We spent about 20 minutes going up and down, till the sun came out to help us get enough height to get back. We gained a little on the final glide back and arrived with height to spare at 2.20pm.

As I have already said I had an awesome flight thanks goes to those that launched us and especially to Steve W for taking me - when can I do it solo? To sign off, I offered to help on the retrieve from Piha along with Dave and Andy to collect Dave and MP - now that's another story.....

### **SUNDAY** *Instructor Steve Wallace starts*

Early start with cadets waiting and ready at the gate by 0830hrs. With the help of cadet power MW was given a good clean and polish to rid her of the previous days salty excesses. The wind was forecast to pick up in the afternoon which it did but for most of the day it was pretty much zero. With an overcast sky and no heating the flights were smooth sled rides. Three

cadet flights were followed by training flights with Rochelle Thomson and Greg Rosenfeldt. Kishan was then up to test his boxing the tow and wing over skills before taking MW for a solo flight. Last up for the day was Ben Hocking to shake a bit of the rust out of his flying and with no more takers and ever increasing amounts of rain we packed up for the day.

*Stand in Towie Peter Thorpe continues:* Andrew was busy in the morning so I offered to fill-in as tow pilot. Early start but zero wind meant take off rolls were quite long so no passengers in RDW for the day. Only three cadets but Chelle and Greg also flew as did Steve F and Ben H. Roy led a team that assembled MP - they obviously need more practise cos it took ages and the classic aileron-links-around-the-wrong-way meant the wing had to come off again. Then they towed it down to the MAD Hut where there is a water tap and, after Ivor went home to fetch a hose, gave it a good wash to get rid of large amounts of black sand that seemed to have spread all over one wing and a few other places. Well done guys, I reckon the pilot who put it in the sand owes you a beer or two.

Eight launches for the day and an early finish not long after Andrew arrived having spent the morning 'playing' with the Coastguard at Ardmore. It seems they have a fancy C182 he is keen to get his paws on.

### **NO FLYING SATURDAY - WORKING BEE INSTEAD**

This Saturday is Jumpstart, the annual Parachuting day for teens from Project K (At risk kids) and from CanTeen (Teens with Cancer). The Airforce provides a C130 and Parachute Instructors together with volunteers from the Parachute community. We will not be allowed to fly that day (Its too dangerous) so we will have a working bee instead. Neville Swan will crack the whip. He writes:

I have arranged, with a very helpful guy on base, to have a truckload of clean topsoil (and some grass seed) to be delivered to our site this Friday. We would need Bob's trailer, a couple of wheelbarrows and lots of shovel/spades and a rake or two plus, of course, huge numbers of willing (?) volunteers.

Apart from runway maintenance it would be a good chance to have a major hangar clearout.

### **CONGRATULATIONS TO GARY PATTEN**



Gary attended the recent Glider Engineers Course held at Rangiora in the South Island. He was successful and has graduated as a Class 2 Glider Engineer. Well done Gary. He made a proper road trip of the whole thing,

That story next week.

## LS-4a ZK-GKP FOR SALE *Peter Coveney has his LS-4A up for sale:*

It is with much regret I have decided that I do not fly KP enough to make economical sense and remain a sole owner of one of the nicest gliders that I have ever flown.



I have three options:

- a) Stuff the economics and let things stay as they are,
- b) Sell the glider for about \$15,000 less than I paid for it and its new Borgelt vario and glide computer,
- c) Sell **two** shares in it to bring the annual costs down to an acceptable rate. (I am not interested in a 50/50 partnership at all).

The glider is worth and is insured for \$55,000 and has a B500 and B2500 Borgelt vario and glide computer system that is very accurate and capable. I have had the aircraft maintained regardless of cost at Sailplane Services so it is in pretty good condition. Being a flapless glider it is as easy to fly as MP so if you have no problems with her then KP will be a breeze. Performance is about 1:40 and it has a high VNE of 135 knots. It has heel operated wheel brake so stops very well should you have to land out. Those who have seen KP's trailer know it is one of the easiest ones to deal with when rigging and derigging being that it opens up "alligator" style and it tows really well.

So if you think you might be keen let me know. I would prefer the third option as at least I still would get to fly KP. As for option one.....well I have tried that for the last year and it really is no longer an option.

Home 09 4737979

Mobile 02102251470

### UP COMING EVENTS

- Jumpstart 5 May. 6<sup>th</sup> is weather alternative
- Power section Fly-in 19 May

### TAILPIECE

This took my fancy not gliding but....

<http://thelawdogfiles.blogspot.co.nz/2008/08/pink-gorilla-suit.html>

### WARM AIR

## NEW ROSTER BELOW

**DRAFT DUTY ROSTER FOR MAY, JUNE, JULY 2012 v2**

<b>Month</b>	<b>Date</b>	<b>Time</b>	<b>Duty Pilot</b>	<b>Instructor</b>	<b>Tow Pilot</b>
<b>MAY</b>	5	am pm	No flying	"Jumpstart"	
	6	am pm	G Patten	R Burns	C Rook
	12	am pm	S Saunders	S Wallace	A Sunde
	13	am pm	J Pote	A MacKay	C Rook
	19	am pm	F Retief	P Coveney	G Lake
	20	am pm	G Rosenfeldt	L Page	M Oliver
	26	am pm	J Pote	R Carswell	A Sunde
	27	am pm	K Pillai	R Burns	G Lake
<b>JUNE</b>	2	am pm	R Thomson	D Todd	M Oliver
	3	am pm	R Whitby	S Wallace	R Carswell
<b>QUEENS BIRTHDAY</b>	4	am pm	I Woodfield	P Coveney	C Rook
	9	am pm	K Bashyam	A MacKay	A Sunde
	10	am pm	J Deetlefs	L Page	G Lake
	16	am pm	S Foreman	R Carswell	M Oliver
	17	am pm	D Foxcroft	R Burns	C Rook
	23	am pm	D Grey	S Wallace	R Carswell
	24	am pm	J Harkness	P Thorpe	A Sunde
	30	am pm	B Hocking	P Coveney	P Thorpe
<b>JULY</b>	1	am pm	G Hodge	A MacKay	M Oliver
	7	am pm	E McPherson	D Todd	C Rook
	8	am pm	T O'Rourke	L Page	R Carswell
	14	am pm	G Hodge	R Carswell	G Lake
	15	am pm	K Pillai	R Burns	P Thorpe
	21	am pm	J Pote	S Wallace	M Oliver
	22	am pm	F Retief	P Thorpe	C Rook
	28	am pm	G Rosenfeldt	P Coveney	P Thorpe
	29	am pm	S Saunders	A MacKay	R Carswell