

WARM AIR 5 Oct 13

Aviation Sports Club Gliding Newsletter

THIS WEEKEND: Club Cellphone 021 745 433 www.ascgliding.org
Saturday. Instructing: Ivor Woodfield Bank Acct 38-9014-0625483-000
Towing: Craig Rook
Duty Pilot: Kishan Bhashyam
Sunday. Instructing: Steve Wallace
Towing: Ryan Brookes
Duty Pilot: Kit Boyes

SUNDAY MORNING - OUR YOUTH GLIDE - EARLY START PLEASE 0900 MEMBERS NEWS

SATURDAY *Instructor Peter Coveney does the honours, another one afraid of wearing out the keys*

Not much from me this weekend. I made a very brief appearance Saturday morning to uplift the money from the cupboard and have a chat to Steve Hawkeye before heading off. As Steve W and Genny would be using MW and Peter T was happy to cover for me I needed to use the time for other domestic stuff.

Now that the coast runs are becoming almost commonplace I am keen to do a run in MW with Steve and then maybe KP. (What on earth makes you think you will be allowed to get into KP)

SUNDAY *Decided to let normally garrulous new towie Derry*

Some cars have silver ladies, Three point stars, prancing horses....we get this. Ray Burns checks if there is any wind

Belcher have first go.....big mistake



A fairly straight-forward day in the office with the wind blowing straight down runway 26, except when rain-bands moved through, whereupon the wind would decide to play silly beggars and swing around for a bit. Ten flights with nothing broken and no angry punters means the day was a success.

Instructor Ivor Woodfield has got to be better.....Sunday was expected to be a reasonable gliding day, and as there had been no opportunity for general flying the day before, I expected a big group of pilots. Add to that the fact that daylight saving had started, so the night had been shortened and the flying day extended by at least an hour, and it all pointed to being potentially a long day.

Ray had arranged a crew to take the three club trailers for WOFs early in the morning, so I just had to collect

the radio and check for movements. A King Air and a DC3 leaving by 10 and a Hercules coming in at 19.30, so we had the air largely to ourselves. I got to the gate before 9.30 and opened up, only to find Derry Belcher working in the hanger and Ray Burns already back with the first trailer. It was not long before the other two trailers arrived, all successfully have collected a WoF, and pilots had started to appear, by that stage Rudolf Struyck, Robert Forster and Tony Prentice

The day however did not look as good as expected, with rain on the horizon and strong gusts blowing down the vector. None the less we set up on 26 and set about getting ready to fly. Well before 10.30 we had everything in place, and base ops gave us the go ahead to begin operations. The first flight up was Rudolf, and fairly quickly we discovered that the air was even more turbulent than it had looked from the ground, with 25+ knot winds up at 2000' and lots of active air movement. With significant cloud cover and rain squalls threatening it was not long before we were heading back to the runway. It had been decided that we would do a simulated brakes-locked-out approach, and we got a very clear demonstration of how effective full brake is, especially in strong wind conditions. From 800' mid downwind we did a nice approach and landing, albeit with very little spare height approaching the field boundary.

From then on the day continued to be challenging, and despite a brief period around midday when it looked like things would settle down nicely, we continued with the pattern of strong gusty winds with rain squalls all around and some 'interesting' wind shear effects on approach. Robert managed to make good use of the few available thermals for a 25 minute flight, and Tony took the PW5 up for what was an 'interesting' 10 minutes.

Many thanks to Jonathan Pote, who was keen to simulate cloud flying by flying with eyes closed, and offered me the chance of trying this also. A very interesting exercise in how quickly things change from what you think is happening, and how little [if at all] you are aware of roll without being able to see the horizon. A very useful exercise and opportunity.

Mention also to Genny Healey who wanted to try the brakes locked out exercise in the difficulty conditions, and managed to demonstrate a very interesting approach and landing once she had crossed into the field, much to the interest of those watching from the caravan. The manoeuvre ended off in a very nice landing.

Overall we managed 10 flights for the day, 9 for MW. Genny took the last flight of the day at around 16.30 .. 14 mins solo in MW, after which we all repaired to the hanger for a long session of story telling, and a few beers. Listening to the banter it seemed like a good time had been had by all.

GENNY'S COAST RUN

Wow what a privilege it is to do the "Coast Run" with the cool, calm, confident Steve Wallace. He & Dean Barker are of the same ilk. I gained my PPL in 1976 training over the Southern Alps, followed by flying in PNG & Rabaul, magical mountains, have also spent a day flying Monument Valley & the Grand Canyon & a few trips in Fiordland NP. Nothing compares to the exhilaration of the coast run, no engine adding to the thrill.

It was a very different flight to my first at the club 25/11/12 with Lionel Page on a gentle thermalling day. I soon heard about the "Coast Run" and made that a goal along with getting my QGP. Steve W said it was a first come first served, so I began keeping an eye on the weather. I contacted him Sunday 22/9/13 saying the long range looked good for Saturday 28/9 & was first in the queue. Gary Patten, Ian O'Keefe & Steve Foreman began making noises too. It was Steve W's Wedding Anniversary on the Saturday, some people have a life outside of gliding! In the end Thursday looked the best day & Ian in MP & Steve in KP took off after Airforce clearance with Craig Rook being the obliging towie. Gary & Roy Whitby were the ground crew and I joined them at lunch time. "Chewing the cud" while one waits is an invaluable learning experience. Gary had kindly sent me a very comprehensive list of different weather sites & pointed out the importance of checking weather wind direction was given as magnetic or true. The wind direction being critical for a successful coast run.. Aviation & Marine forecasts are magnetic but not all sites are.

The impact of wet wings on performance along with massive sink, meant the level headed Steve Foreman made a very impressive landing, where were you Karl? Subsequently the "land out king" Ian O'Keefe showed how its done landing by the gate to make for an easy retrieve in fading light. An impressive feat by both Ian who logged over 7hrs & Steve over 5hrs, the Air Force had requested no movements so they just went down the coast again! Awesome guys. The plan was for Gary to fly MP on Saturday & Steve KP & I'd my fingers crossed for the weather, it was looking marginal.

Saturday dawned I was up at 6am checking weather, looking good, some rain. I was like a kid in a candy store. Steve W would meet me at the field between 1230 & 1300 & we'd leave after the likely lads.

What do they say about best laid plans! Gary was first away only to return on tow because of turbulence & a squall. MW was now well cleaned, thanks Kishan & Tony for your help. The added problem was we were going to be grounded at 1330 due to a Memorial Service on the base. Our CFI Peter Thorpe was also our towie so I knew any decisions made re going would be thoroughly

thought out and executed. There was much muttering, Steve W arrived, suddenly MW was being towed out to the grid. So quick trip to the ladies, thanks for the nappies Steve F. Ian had kindly set up his Go Pro in MW, a quick run through, more than one button to push is too much for me, checks & we were rolling. Soon we were bouncing around the sky, the turbulence was strong, the brakes were out & I was concentrating on the yellow bug for dear life. Eventually I yelled out "you have control" to Steve W & relaxed to enjoy the most spectacular scenery one can ever hope to see as well as the most thrilling flying. The number of waterfalls coming down the cliffs rivalled Fiordland. There were swamps & sand dunes & white horses a plenty. There were people waving from vantage points & others running oblivious to us aloft. The noise at speed was very different to the quiet of thermalling. Crabbing into wind as we barrelled along close to the cliff to ridge soar was a new skill for me & thanks for signing off a few more of my B Cert Steve W. Gaining height, glide angles, keeping in ridge lift, crossing the Manukau Bar & Port Waikato. I learnt new skills & gained confidence, it is something to be experienced & words cannot do it justice.

Without Gary giving up his tow to me I would never had this most amazing experience. It is humbling to have had this awesome experience made possible by so many great club members. Thanks to Ian I've a permanent record of the trip. Roy, Neville, Tony, Kishan, Ian & sadly Gary & Steve F back on the ground. Peter T for the tow & Steve W for giving up family time. I have a debt of gratitude to you all, it truly did make my spirit take wings, thank you..

IAN O'KEEFE'S MID WEEK *occasionally it all comes together, weather, instructor, towie and we are allowed to fly that mid week day... Ian and Steve Foreman managed a cracker*

Up & Down, Up & Down...

So that was sum up of my flight last Thursday as we did the coast run. Yes you say a Thursdaywell we were very fortunate through the work of Gary and our Air Force counterparts to get permission to fly two gliders out onto the coast. The conditions were perfect for such a flight and as Steve Wallace said the best he had seen in a very long time. The wind was at 230 degrees and blowing a constant 22 knots with gust of up to 32knots. Cloud base was at 2000ft. So an early morning start and a briefing with Base OPS who were marvellous and helped us slot into their operational day. Then off to the hanger to get everything checked and rechecked and onto the launch pad. Our illustrious towie (Rookie) took us out into the western yonder, the



aero tow was a crawl due to 40 knot head winds at 2000ft. On release we headed to the start point and commenced our run South. It was smooth and relatively straightforward run Raglan. Before long we were turning back and heading to Piha then back to Port Waikato and then back to Muriwai to hear the Collibri (navigation tracker) beeping saying I had completed the 300km task. Well that phase of the task, meanwhile Hawkeye was whipping up and down the Southern end of the Manukau Heads and called for a second run down the coast and back to build up some mileage. So off we trundled again. Again it was a good run, although that green parachute I was wearing was digging into my back. There was quite a few sea birds soaring and at one point I had to dodge a shag (cormorant for official bird people) who was in fact flying quite high at 800 ft and I was amused as the cattle stop chewing their grass to look up at this great big whistling sail plane flying overhead. (MP needs a muffler)



The crossing at Port Waikato and Manukau Heads were good and comfortable. The next technical aspect is getting home. Now being late afternoon the wind had lessened reducing our climbs to 1800ft and some low cloud was starting to sweep in. You really have to slow down and fly efficiently to squeeze as much lift as you can. Hawkeye managed to get to 2000 ft and talked with the Tower that he was coming home. I was just getting the 1800 ft, but noted my wings surface were wet and glinting and I really needed another 300 ft to feel comfortable before setting off. Some phone calls from glider base confirmed sink was heavy on the way home and the option was to land on the beach or paddocks. Our usual landing haunts were full of sheep or cattle. My back up field seemed free and I opted for that and I have to say made a pretty text book landing into it and parked next to the gate. I do recall telling the tower I was on finals for the "paddock" (I think they confirmed cleared to land, nah only joking). The trusty retrieve crew rolled up soon after and before long we were heading home. A meal at Bubba's helped with complete debriefing.

So some quick stats - 7 hours flight time.... 543 km flown...6 crossing of the Manukau Heads, 4 of Port Waikato ...

This is the longest flight I have personally undertaken and it is important to keep focused.. About $\frac{3}{4}$ into the flight you can lose attention, so I would set little housekeeping tasks, such as sipping water, rechecking the ATIS on the handheld, recheck instruments straps, and reward myself with a chocky at certain points e.g Port Waikato to keep the head clear.

I wore my SPOT Tracker throughout and this seemed to operate extremely well and allowed Gary and Base Ops to keep up to date with my location and progress. I could also send I am Ok and my landout co-ordinates message which sends a txt message to assigned club members phones. So if you are undertaking X-country it is a peace of mind device to have on board.

A big thank you for the the exceptional teamwork and support from Gary (the Grant Dalton of the Gliding world), Roy, Genny and Rookie....& Hawkeye for being a great wingman. Our thanks to Base ops and the Tower who were great support throughout. We really appreciate it.

MATAMATA FOR LABOUR WEEKEND AND CHRISTMAS

Booked your accommodation for Labour weekend? Volunteered to take a trailer down and/or back, They all have flash new WOF thanks to Ray Burns. Time is a running out, we are October already and there are three weekends to go. Will Derry finish the mighty Libelle in time?

If you wish to stay for the weekend there are some nice but somewhat basic cabins and a good camp ground on the airfield. Cabin bookings to Ralph Gore Gore.Family@xtra.co.nz. Check the Matamata Soaring Centre website for the cabin sizes and layout. The Piako club now have a winch so it will be a good opportunity to get winch ratings or renewals.

We will also have a presence over Christmas with at least the singles over the 28 Dec to 6 Jan period. With enough interest the twin will go too. We will be leaving the PW5 behind as we are lending it to the Youth Nationals the following week.

ANNUAL GENERAL MEETING

Our AGM is scheduled for Tuesday 22 October in the Base headquarters lunchroom starting at 1900.

Notices of Motion/remits are sought from members. These need to be with the secretary (Ivor Woodfield) by 1 Oct 13.

A review of our finances for the past year indicate a need for a fee increase either the flying fee or the tow rates.. A heads up with more information to come.

Volunteers for the committee are also sought please, usual positions, President, club captain, secretary, treasurer, tugmaster, committee members please

BMGC THERMAL SOARING PRESENTATION *Member Rudolph Struyck sent us this*

Watched this very informative presentation. This was most useful for me as a beginner in thermalling and it might be worth mentioning it and placing the URL in Warm Air sometime for other beginners. There may be better ones around of course.

http://www.youtube.com/watch?feature=player_detailpage&v=UzUo89eAPsU

TAILPIECE

Many thanks to Derry Belcher and Neville Swan for helping change the PW5 shock-absorber rubbers today. With the aircraft rigged it is much appreciated to have another pair of hands.

WARM AIR

ROSTER BELOW

DUTY ROSTER FOR AUGUST, SEPTEMBER, OCTOBER 2013

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	Notes
AUG	3	am	D Grey	P Coveney	C Rook	-
	-	pm	-	-	-	-
	4	am	C Hall	I Woodfield	G Lake	Youth Glide-
	-	pm	-	-	-	-
	10	am	G Healey	R Carswell	P Thorpe	
	-	pm	-	-	-	
	11	am	B Hocking	D Todd	D Belcher	
	-	pm	-	-	-	
	17	am	A Mackay	L Page	R Carswell	-
	-	pm	-	-	-	-
	18	am	B Mawhinney	P Thorpe	D Belcher	5 Sqn ATC-
	-	pm	-	-	-	-
	24	am	E McPherson	S Wallace	P Thorpe	-
	-	pm	-	-	-	-
	25	am	I O'Keefe	R Burns	D Belcher	-
	-	pm	-	-	-	-
	31	am	T O'Rourke	Ray Burns	C Rook	-
	-	pm	-	-	-	-
SEP	1	am	K Pillai	I Woodfield	R Carswell	Youth Glide-
	-	pm	-	-	-	-
	7	am	R Pitt	L Page	P Thorpe	-
	-	pm	-	-	-	-
	8	am	J Pote	R Carswell	D Belcher	-
	-	pm	-	-	-	-
	14	am	T Prentice	S Wallace	C Rook	
	-	pm	-	-	-	
	15	am	G Rosenfeldt	D Todd	R Brookes	
	-	pm	-	-	-	
	21	am	J Rosenfeldt	R Burns	G Lake	
	-	pm	-	-	-	
	22	am	R Struyck	P Thorpe	R Carswell	
	-	pm	-	-	-	
	28	am	R Thomson	P Coveney	P Thorpe	
	-	pm	-	-	-	
	29	am	M Belcher	I Woodfield	D Belcher	
	-	pm	-	-	-	
OCT	5	am	K Bhashyam	R Carswell	C Rook	
	-	pm	-	-	-	
	6	am	K Boyes	S Wallace	R Brookes	Youth Glide
	-	pm	-	-	-	
	12	am	S Foreman	R Burns	G Lake	
	-	pm	-	-	-	
	13	am	D Foxcroft	D Todd	R Carswell	
	-	pm	-	-	-	
	19	am	N Graves	A McKay	P Thorpe	
	-	pm	-	-	-	
	20	am	D Grey	L Page	D Belcher	
	-	pm	-	-	-	
LABOUR WEEKEND	26	am	C Hall	P Thorpe	C Rook	
	-	pm	-	-	-	
	27	am	G Patten	R Carswell	R Brookes	
	-	pm	-	-	-	
	28	am	G Healey	I Woodfield	G Lake	
	-	pm	-	-	-	