

WARM AIR 6 Apr 13

Aviation Sports Club Gliding Newsletter

THIS WEEKEND: Club Cellphone 021 745 433 www.ascgliding.org

Saturday. Instructing: Ray Burns
Towing: Peter Thorpe
Duty Pilot: Steve Foreman

Sunday. Instructing: Ivor Woodfield
Towing: Graham Lake
Duty Pilot: Dave Foxcroft

SUNDAY - OUR YOUTH GLIDE - EARLY START PLEASE MEMBERS NEWS

FRIDAY *Instructor Peter Thorpe starts us off*

A fairly leisurely start to the day with the first flight airborne on 08 just after midday for a quick refresher for David Grey who had been off sick for a few weeks. We did OK too for a 32 minute flight. There was a gap while we waited for the B757 to return from the air show at Omaka then Neville launched followed by Tony Prentice and Richard Pitt. At this point all the singles launched with Lionel, Kris, David Grey, Roy, Steve F and Neville for a second flight of 48 minutes. I then got a flight with Genny and Kris tried again but only managed 12 minutes to score the shortest soaring flight of the day (we won't count Lionel's 8 mins off a 1500' tow). At that stage Craig had to leave owing to a bereavement in his close family so I took over the towing while Lionel gave Richard the benefit of his wisdom. Final flight of the day was Steve F and Roy doing I'm not sure what in MW, but they only managed 16 mins. A quick beer and off home soon after 6pm. 15 flights for the day.

SATURDAY *Dave Todd reported*

No flying Saturday, (apparently it rained)

SUNDAY *Towie Peter Thorpe starts this time*

Another northerly day with some scattered low cloud to start with. First flight was David Grey in VF at 1230 followed by Rex Carswell and Tony Prentice for a check ride that was then followed by a 1st solo for Tony - well done. Steve Foreman took a couple of flights in MP followed by Ian O'Keefe.. Rex got to take a very attractive young blond for a trial flight (I notice he took forever to brief her while I sat in DSM getting all hot and sweaty) and then Genny Healey had a go at some out of position flying - DSM is nice and heavy and hardly moved at all. Tony made a second solo and the final flight was to be another for Genny but by 1000ft there was a lot of black cloud in front of us so they released early and scuttled back to the field. It then actually rained so we all got wet and had to dry off the aircraft as we put them away. DSM quite sparkled so that Warm



Air would have been very happy the next day except for the very dirty belly which I left for him (I bet he didn't clean it) (*correct*). Another very pleasant day flying with a total of 10 launches and I got back in the groove flying a C172.

Hinstructor Rex Carswell carries on:

Congratulations! - Tony Prentice has gone solo! Yes -following consistent attendance, and a determined effort, Tony has the entry in his log book - complete with sticker marking the start of his first 'BFR period'. But let's go back to the start of day... Weather looked a little 'dodgy' at first, but gradually the cloud base lifted and the likelihood of showers seemed to go away. The light northerly favoured '08', so with MW 'D.I'ed - off we trotted.

First flight got away at 1247 hours with David Grey - solo - achieving a benchmark time of 21 minutes and a very nice landing. I hadn't flown with Tony Prentice for about 6 weeks, but I was advised he was 'very close to solo', so his brief was to conduct this flight as if I wasn't on board. The 1500 foot launch and subsequent circuit planning and flight completion, was 'right on the money'. Another briefing - and Tony was on his

way. Another good landing - well done!

Steve Foreman arrived and hauled MP to the launch pad - announced he'd be back in "about an hour". On arrival back 13 minutes later was heard saying "I'll just wait till the sky improves a bit" - it did - and thus achieved 15 minutes on his second flight! Whilst this all happening, trial



flighter Melissa enjoyed a 21 minute flight, followed by Genny Healey gaining more confidence with 'out of position' tow and recovery - yet another 21 minute flight.

Ian O'Keefe rocks up and declares confidently "I'll go and have the longest flight of the day". He did - all 35 minutes of it. That leaves just two flights to mention:- Tony flew another solo, and as the rain band seemed to be getting closer Genny & I thought we could sneak another dual flight before it reached us. Not quite - we released at 1000' feet and headed straight for the circuit - in the rain. SOME of us got very wet putting stuff away

Thanks to Duty Pilot Roy Whitby for managing us all, and Towie Peter Thorpe for inviting us to follow him.

MONDAY *Instructor Ivor Woodfield does the honours*

The sky looked good on arrival at the field, with no rain forecast, so a good day's flying looked on the cards. Dave Foxcroft arrived saying that RASP was looking good from 11ish, so we should get cracking. The hanger was opened up, and with a few others having arrived, we were soon busy checking aircraft and getting set up on 26.

During the DI of MW I discovered that the electric vario was not working. The problem turned out to be a blown fuse, and as we could find no suitable replacement, David Grey kindly went home and collected one from his stock. While he was away we got everything else set up, and Dave Foxcroft launched shortly after 11 into a marginal looking sky. At around the same time, David returned with a fuse, which was fitted and MW declared airworthy, so I went up with Tony for a check flight. We found just a couple of small patches of lift which

Tony tried to engage, before flying a good circuit followed by a safe landing. Having gone solo over the weekend he was keen to try again, and based on this flying and the good conditions, he managed to get his 3rd solo flight in a little later in the day.

Congratulations Tony Prentice. Just the ten questions to A cert



The day continued to be dogged by little issues. First the towplane refused to start for a while as the starter did not want to engage. However a little prop turning and before long the engine fired up without further issue. We also stopped for a while with what appeared to be an issue with the radio in MW. After several people had taken a look, and people had gone off to track down the hand-helds, it was declared to be the volume setting, and again we were back flying. (funny how the radio is hard to hear when it is turned right down)

Despite these issues, and the arrival and departure of a Sea King later in the day, we managed a total of 9 flights in MW, and further 6 in the singles. Neville also got 90 minutes in the Silent, which now has its original prop blades back and appears to be performing well. Roy and Gary also both managed over an hour, although overall the lift was not plentiful and people generally described staying up as hard work, with lots of time turning in weak thermals.

Last flight landed just after 5.30, so a reasonably full days flying yet again.

Towie Graham adds some details: 15 tows in all on what was a mostly scratchy day. After a couple of days towing with DSM I have around 6 hours on her and am getting back into the groove. Not quite there with being at the right speed on base and one landing was well down the other end.

Ivor's friend, Renee Burton came out for his first glider flight and shot some good pictures. Steve Foreman continued his pattern for the weekend with another contender for the shortest flight of the day. Genny Healey did the last three launches of the day while Gary Patten remained airborne around Herald Island in generally good lift that finally came within reach. He came down in response to us asking if he was OK putting the glider away by himself



YOUTH GLIDE

First Sunday of the month and it's our youth glide Sunday Morning. Early start and can we have some helpers please.

JUMPSTART WEEKEND (13/14 APRIL)

Last week we reported some concerns at the confined nature of the strip. Rex flew his Fury up to visit. He reported: *Because there was no wind there (that I could determine), I was able to fly circuits in both directions. From my evaluation there, I tend to agree with Ryan's concerns. Yes - towing the singles out in either direction I expect can be done with reasonable safety.*

With GMW on tow - I don't foresee too many compromising issues with towing out if runway 34 is in use (ie wind from northerly quadrant on the day). However, should the wind favour 16, I feel operational safety would be compromised with GMW on tow. The topography, I suspect, would produce turbulence right to ground level - even with fairly light winds. But, should a southerly quadrant wind rise to moderate levels, I fear the downdraft from the hills to the immediate south, might negate the climb rate of the tow combination!

After a little more consideration we have decided we will go to Springhill as planned but we will not necessarily fly the twin if the wind is brisk from a southerly direction. We will evaluate the conditions as we go along.

So we need three volunteers to tow three club trailers to Springhill and three to bring them back. We will aerotow MW so there is a vacancy for a cross country tow. We will need to gather our usual paraphernalia needed when we go to somewhere else, pretty much the stuff we take to Matamata.

There are motels in Wellsford and in Warkworth 5 to 10 minutes in either direction but it is not a long distance to be a day trip. We can camp on the airfield but not sleep in the clubrooms.

Can we please have volunteers for trailer and stuff to Gary Patten or Warm Air.

WARM AIR



DUTY ROSTER FOR FEBRUARY, MARCH, APRIL 2013

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	Events
WAITANGI DAY	6	am pm	D Grey	I Woodfield/R Burns	P Thorpe	
-	9	am pm	N Graves	R Carswell	A Sunde	
-	10	am pm	R Thonson	R Burns	R Carswell	
	16	am pm	G Healey	R Carswell	A Sunde	
	17	am pm	G Hodge	A McKay	C Rook	
	23	am pm	E McPherson	D Todd	G Lake	Hangar Doors
	24	am pm	M Belcher	L Page	A Sunde	30 Sqn ATC -am only
MARCH	2	am pm	T O'Rourke	S Wallace	R Carswell	
	3	am pm	I O'Keefe	I Woodfield	P Thorpe	Youth Glide
	9	am pm	S Foreman	A McKay	R Brookes	
	10	am pm	J Pote	R Carswell	M Oliver	North Shore
	16	am pm	K Pillai	R Burns	C Rook	
	17	am pm	T Prentice	L Page	G Lake	5 Sqn ATC am
	23	am pm	J Rosenfeldt	S Wallace	R Carswell	Not allowed To fly
	24	am pm	G Rosenfeldt	I Woodfield	A Sunde	30 Sqn ATC All day
EASTER WEEKEND	29	am pm	S Saunders	P Thorpe	C Rook	
	30	am pm	R Struyck	D Todd	R Carswell	
	31	am pm	R Whitby	R Carswell	P Thorpe	
APRIL	4	am pm	K Bhashyam	I Woodfield	G Lake	
	6	am pm	S Foreman	R Burns	P Thorpe	
	7	am pm	D Foxcroft	I Woodfield	G Lake	Youth Glide
	13	am pm	D Grey	L Page	R Carswell	Jumpstart
	14	am pm	G Patten	S Wallace	R Brookes	Filming
	20	am pm	C Hall	P Thorpe	C Rook	19 Sqn ATC All day
	21	am pm	G Healey	D Todd	G Lake	19 Sqn ATC All day
ANZAC DAY	25	am pm	G Hodge	L Page	R Brookes	
	27	am pm	E McPherson	P Coveney	P Thorpe	
	28	am pm	C Hall	I Woodfield	M Oliver	

