

# WARM AIR 6 Jul 13

## 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: Peter Coveney Towing: Rex Carswell Duty Pilot: Jeff Rosenfeldt Bank Acct 38-9014-0625483-000
Sunday.	Instructing: Ivor Woodfield Towing: Graham Lake Duty Pilot: Rudolph Struyck

### MEMBERS NEWS

#### SATURDAY *Towie Peter Thorpe starts us off*

RDW was at Tauranga for the new engine to be installed so bright and early on Saturday morning David Todd delivered me to Auckland Airport so that I could fly to Tauranga courtesy of Air NZ. On the ground there soon after 0900 and after duly inspecting the aircraft and being briefed by the engineer who fitted the engine, I was soon airborne heading north. It was an absolutely glorious day for flying - not a cloud in the sky and the air sharp and clear. A fast one hour trip had me on the ground at Whenuapai by 1120 ready for towing duties. Not that the team were ready of course.

We set up on 08 and commenced flying at 1230. After a slow start due to a lack of convection, the singles eventually launched, some up to 3000ft, and we finished the day with 15 launches. Not bad for a mid winter day. The new engine goes well and we were able to put the aircraft into a hangar brilliantly lit by a zillion fluorescent lights. Well done to Graham Lake and David Grey, Mark Belcher, Gary Patten and helpers.



*Instructor Steve Wallace fills in some gaps. Saturday produced some beautifully fine stunning winter weather. Mill pond calm with the lightest of easterly drifts and clear blue skies. Slow start of course because it was a bit chilly first thing. While we got the gliders ready Peter T was enjoying an hour long scenic flight back from Tauranga in RDW with the new engine freshly installed. With Pete arriving just before midday we got underway at 1240hrs. First up was almost new member Robert Forster making use of his second and third trial membership flights. With some previous power flying experience Robert started getting the hang of*

*things quite quickly. I'm sure he will have no trouble getting through the pre-solo stuff so I can see our single seaters being in high demand this summer. New member Karl Bridges was next up. Another flying talent we are likely to see solo come summer, Karl had a couple of flights to get a good few initial items signed off in his A Cert training log. Following Karl was another potential new member and friend of Genny Healey, Sally Cain. Sally was back to also use up her second and third trial membership flights and with the weather just perfect she seemed to really enjoy these flights and become a bit more comfortable in the glider. With Genny as a*

friend I'm sure Sally will have no choice but to join up and we look forward to helping Sally through her training. Genny also got in a solo flight of her own in MW with a text book landing that impressed all on the field.



While MW was busy training a gaggle of singles gathered on the ground and prepared for flight. At one point we had VF, MP, KP and ON all lined up ready to go. Unfortunately ON had to be pulled OFF the grid and put back in her box due to the radio / battery not being up to standard but Dave Foxcroft was seen to get in and try her on for size. Our reporters will keep you posted on any developments regards flying arrangements here but come the next South Wester we may see a

whole squadron of Whenuapai gliders out on the coast!

Jonathan Pote and Tony Prentice both got in one or more flights in VF, Roy Whitby and Ian O'Keefe both got in flights in MP with Roy timing his flight perfectly, getting the longest flight of the day at 50 mins by making use of the only lift of the day in a small convergence that formed up just West of the field at around 1500hrs. Peter Coveney and Steve Foreman also both took KP for a ride which was great to see.

So 15 flights all up for the day which was great to see considering the late start and beer and chip late finishes now possible with the fantastic new hangar lighting!

**SUNDAY** *Instructor Ray Burns starts us off>*

The second Saturday of the weekend, (OK, OK just cos I had two Saturdays in last week's Warm Air...Sheeeesh) started a bit dampish in the early hours but cleared up enough for some pleasant winter flying. The forecast was light westerlies with the occasional shower, which was exactly what we got. The day started with the temperature and dew point exactly the same but no fog to be seen at WP. We had three forces movements for the day which caused the usual delays however we still managed 12 launches, so a good effort.

Jeff Rosenfeldt stood in for his brother Greg to be duty pilot and arrived not long after myself. We hauled out the aircraft and DI'd the twin, Tony Prentice arrived, shortly followed by Roy Whitby and we had everything setup and ready to go by 1100 hrs. Kris Pillai took a quick currency flight to start the ball rolling, Jeff and I started the aerotow training and did a bunch of stalling. Sally Cain was out again to have another crack and had a good go at trying to keep everything in balance in the turn.

The singles got a good thrashing. 4 Launches for MP, 1 for VF and 2 for KP with a couple of MW solo's for Genny Healy to be thrown in for good measure. Longest flight honours to Gary in MP with 30 minutes - it was that kind of day! Unfortunately our twin suffered a mishap with the rear canopy opening in flight at about 50 feet. This resulted in the twisting and consequent shattering of the perspex. This is now in the hands of our trusty engineers, so watch this space for news. *(new canopy has been ordered).*

We ended the day enjoying the usual ale but this time bathed in glorious 5,000 degrees Kelvin of colour temperature emitted from our shiny new hangar lighting. Many thanks to Warm Air and the team. It works a treat.

*Towie Ryan Brooks adds his take from the other end of the string* Sunday dawned very foggy at my house. By about 9am the fog gave way to rain but to be sure I headed down to the field at 10am just to check that no one was trying to glide. Sure enough, there was the caravan and MW out by 26! To their credit though, the weather gave way to sunshine and a few nice thermals during the course of the day. A few showers were also to be had during the course of the day but they were brief and really just made it easier to clean RDW at the end of the day!

So the new engine in RDW got a nice work out with about 13 tows during the course of the day. Alas things came to an abrupt halt mid-afternoon when MW lost a canopy - just as the thermals were hotting up and Gary Patten was broadcasting to all that he was at 2,400ft overhead Riverhead. C'est la vie.

## CLUB DINNER

Sunday 21<sup>st</sup> July at Browns Bay RSA. 1830hrs. Can you please email Ray at [ray@rayburns.co.nz](mailto:ray@rayburns.co.nz) indicating whether you can make it or not.

CFI Grizzle.

You will all be aware that last Sunday we had another instance of the canopy opening soon after take off in the Twin. This time it was the rear canopy during a solo flight. The pilot did well to get back safely onto the ground but we all know the incident should not have happened. Both pilot and wing runner checked both canopies were closed but in the absence of any defects we must conclude that the locks were not fully engaged. The Twin will be out of the air for a week or two while we locate and fit a replacement canopy. We will look at the possibility of fitting some form of guard or latch to the locking levers but in the meantime, when MW is back in service we must all be super vigilant both as pilot and as wing runner to ensure the canopy levers are fully forward and the locks fully engaged.

## BOB CRIDLAND.

Last week, the club lost its oldest serving member when Bob Cridland passed away in his sleep in the early hours of Wednesday morning at the North Shore Hospice. His funeral was held at the Kaipara Memorial RSA on Monday and, as to be expected, there was a huge attendance including many of our Gliding Club members, past and present. Several people spoke of their association with Bob, including a very fitting eulogy on behalf of the club from Peter Thorpe. Bob is survived by his wife Janet, daughter Susan and son John.

Bob joined the club in the early 1970's, having done a little 'gliding' on primary trainers (we're talking 1 minute flights here) in his late teens in the UK. From the start he was always heavily involved in all club activities, both in the air and on the ground and has been a driving force behind anything that 'needed to be done'. He was not one to sit back and watch. Although for many years a keen and competent pilot, in recent years his activities have been more ground based and, with his professional expertise, gave him the well earned title of 'Bob the Builder'.



We will miss Bob, his enthusiasm and his humour.

It was great to see such a good turnout to farewell one of our longest serving members on Monday. I think Bob would have been well pleased. It was standing room only at the RSA in Helensville and Peter did us proud with a very fine Eulogy. A number of others spoke and it was interesting to hear how Bob's selfless service to other parts of the community mirrored our own fond memories. John Redfern delivered an amusing account of Bob and himself flying a twin on dual tow to Matamata and accidentally releasing the tug resulting in outlanding about 30km from Piako.

## **I LEARNT ABOUT FLYING FROM THAT**

My ninth solo flight started off routinely, I'd previously logged the then longest flight of the day on my eighth solo of 18 minutes, I've a competitive nature. Gary was up & the clouds looked good. Check the straps are secure in the rear, close the canopy, checking the red marks are aligned & a pull on the red knob, secure. Into the front & do the take off checks. Assessing the wind speed at 12 knots.

The roll was uneventful & then the elation as one becomes airborne. Suddenly a big bang around 100-150ft, & the feel of wind on my neck. Surely it can't be the canopy I was certain I'd locked it securely. I could hear Rex words in my head "Aviate, Navigate, Communicate", gentle stick movements, (not the aggressive big movements I used to do when learning to tow & felt the tow plane was nothing but a bucking bronco trying to toss me off), ok I still have control but what damage has been done?

Ahead are trees & uninviting paddocks, because of the wind conditions of the day a downwind landing is an option, stay on tow to 400ft & release, gentle movements, I can't see behind me for any damage. Watch my airspeed, keep at 65knots for a gentle right hand turn, Ryan will feel me release & hopefully do the radio call, straighten, then air brakes, reduce speed to 60knots & maintain. Straight & level, minimise any further damage to the aircraft on landing, avoid a ground loop, continue to fly until stopped. Early on in my training I'd relaxed after landing dropped a wing & added to Ivor's grey hairs by ground looping. I'm down, stopped, radio call.

I'm grateful to David Todd for all the low level releases we practised. For the patience shown & information imparted to me by Neville, Ray, Peter T, Ivor, Steve, Lionel, Andy, Ian & Peter C. For all the hints & stories told to me by everyone else. As the PIC I was responsible for securing the canopy, my check was obviously not sufficient, something I'm not proud of. Like most aviation incidents it was pilot error. I apologise to my fellow club members & especially fellow students for the loss of MW while a new canopy is sourced. I appreciate the support from everyone of you. If Bob was still with us I can imagine the well deserved bollicking I would have gotten. Thanks for the debrief Ray, I've certainly contributed to your grey hairs. There was the option of radioing Ryan and getting him to tow me into the circuit to avoid a potentially dangerous downwind landing, but I'd assessed the wind speed as being safe for a downwind landing when I'd done my eventualities check, I did add 5 knots to my safe speed as I was unsure what losing a canopy would do to my stall in a turn speed and how the performance of the aircraft would be affected. It's split second decision making. We all learn by our mistakes.

## **TAILPIECE**

Sunday's event gave an unfortunate lesson on the need to always be vigilant around aircraft. Like most events there is usually a small mistake, something missed. The canopies on MW are a classic where both the PIC, and the wing runner need to do the checks. Visually are the latch pins in the pockets or sitting on top, are they all the way in so the knob is in line with the red mark on the canopy frame. Hand into small window and see if it will lift, all of it or at one end. Finally for the wing runner, visually check, very small gap 2-3mm between the canopy and fuselage even all round and the same as the other canopy. Thanks to our pilot for the lessons learnt.

*WARM AIR*

**ROSTER BELOW**

**DUTY ROSTER FOR MAY, JUNE, JULY 2013 final**

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	Events
MAY	4	am	T Printice	P Thorpe	R Carswell	
	-	pm	-	-	-	
	5	am	K Bhashyam	D Todd	G Lake	YOUTH GLIDE
	-	pm	-	-	-	
	11	am	K Boyes	P Coveney	C Rook	
	-	pm	-	-	-	
	12	am	S Foreman	S Wallace	R Carswell	
	-	pm	-	-	-	
	18	am	D Foxcroft	I Woodfield	P Thorpe	
	-	pm	-	-	-	
	19	am	N Graves	L Page	M Oliver	5 SQN ATC
	-	pm	-	-	-	
	25	am	D Grey	R Burns	R Carswell	
	-	pm	-	-	-	
	26	am	C Hall	I Woodfield	R Bookes	
	-	pm	-	-	-	
-	1	am	G Healey	R Carswell	G Lake	
JUNE	-	pm	-	-	-	
-	2	am	B Hocking	P Thorpe	C Rook	YOUTH GLIDE
-	-	pm	-	-	-	
QUEENS BIRTHDAY	3	am	B Mawhinney	S Wallace	P Thorpe	
-	-	pm	-	-	-	
-	8	am	E McPherson	P Coveney	M Oliver	
-	-	pm	-	-	-	
-	9	am	I O'Keefe	D Todd	G Lake	5 SQN ATC
-	-	pm	-	-	-	
	15	am	T O'Rourke	P Coveney	R Carswell	
	-	pm	-	-	-	
	16	am	K Pillai	R Burns	R Brookes	
	-	pm	-	-	-	
	22	am	R Pitt	R Carswell	C Rook	
	-	pm	-	-	-	
	23	am	J Pote	P Thorpe	M Oliver	SCOUTS
	-	pm	-	-	-	
	29	am	M Belcher	S Wallace	P Thorpe	
	-	pm	-	-	-	
	30	am	G Rosenfeldt	R Burns	R Brookes	
	-	pm	-	-	-	
JULY	6	am	J Rosenfeldt	P Coveney	R Carswell	
	-	pm	-	-	-	
	7	am	R Struyck	I Woodfield	G Lake	YOUTH GLIDE
	-	pm	-	-	-	
	13	am	R Thomson	L Page	C Rook	
	-	pm	-	-	-	
	14	am	M Belcher	D Todd	M Oliver	
	-	pm	-	-	-	
	20	am	K Bhashyam	R Carswell	P Thorpe	
	-	pm	-	-	-	
	21	am	K Boyes	S Wallace	R Brookes	5 SQN ATC
	-	pm	-	-	-	
	27	am	S Foreman	P Thorpe	G Lake	
	-	pm	-	-	-	
	28	am	D Foxcroft	R Burns	R Carswell	
	-	pm	-	-	-	