

WARM AIR 7 Nov 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Lionel Page	Bank Acct 38-9014-0625483-000
	Towing: Ruan Heynike	
	Duty Pilot: Brendon Moore	
Sunday	Instructing: Rex Carswell	
	Towing: Derry Belcher	
	Duty Pilot Enya McPherson	

**SATURDAY AND SUNDAY - 3 SQN ATC CADETS ALL DAY - BOTH DAYS
MEMBERS NEWS**

SATURDAY *Instructor and Chief Boss Man Ray Burns AKA Sparrowhawk..... gives the tale*

I arrived at the field at a later than my usual to find a swathe of people waiting which was great as there two gliders to rig. Jack Foot took charge of the VF rigging and that was all sorted in pretty quick order and MP followed soon after. Peter Thorpe and Rex Carswell took to MW with an assortment of tools looking for a lost memory stick but everything was pretty well ready to go by midday.

A bunch of military flights scheduled today so the Tower was on watch. Adam had no problems with giving us all the airspace we wanted up to cloud base (about 3500 feet). The sky looked great and we had a reasonable breeze from about 230. Jack was first off in MW, completing 48 minutes and returning only because he thought people would be waiting for the glider. 30 minutes soaring flight completed.

After that there was an assortment of flights, VF flown by Jonathan Pote and Yves Gerster, MP Flown by Tony Prentice, Yves Gerster, and Roy Whitby, A bunch of circuits in ON by Lionel Page and a couple of launches in IV by Graham Lake. Derry Belcher and I dealt to a BFR, Dave Todd blew the cobwebs out in MW and David Grey did the same. It was a really good day with 15 Launches, 3 over an hour and two just shy of an hour. The last two launches at 1600 by David Grey (MW) and Roy (MP) found loads of thermals and both landed because everyone had packed up rather than lack of lift. Line Honours to Graham, (*Woohoo, 71 minutes and mojo back*).



Yves broke the Tractor

No scary ghosts on the field today and certain we won't see any tomorrow morning in Twickenham either. (*we didn't*)

SUNDAY *Instructor Steve Wallace starts the tale.....*

Sunday got off to an early but good start with a dominant All Blacks victory over Australia. As nobody went back to bed the gliding start was relatively early as well with Lionel Page getting things underway with a couple of quick practice circuits in ON at 10.30am before he headed away to get on with his day. Pete Thorpe then put Rex Carswell through his BFR paces with a couple of flights in MW and Andy McKay also got in some Mosquito practice in KK with a nice 2.5 hrs. The wind during this period however did confuse as despite the forecast being South West the wind was South tending South East causing a significant tail wind at times at the 26 end. Pete and Rex did try a launch from 08 but the wind was also a tail wind at that end.



Must have been some kind of centre field convergence / black hole of winds / Bermuda Triangle of winds thing happening. Anyway the wind did sort itself later in the afternoon with a nice 10Kts down the field in line with the forecast. Brendon got some nice time in the twin and made use of the buoyant conditions to do a whole bunch of stalling to get this signed off and Rudolf did his BFR with one tow to 2,000 ft and one tow to 20 ft. Roy Whitby and Gary Patten took MP up for an airing and Tony Prentice did the same for VF. Yves Gerster, the Swiss ace took three of his friends up and the day was finished off with a nice long flight for Melody-Anne, a returning trial flyer, who is most enthusiastic about gliding.

So 15 flights for the day with the last landing just after 6pm. A very nice day indeed.

Towie Ruan Heynike gets another big day. Given that the rugby final was on Sunday morning I thought that gliding activities would be fairly minimal for the day, turns out it was quite the opposite. When I arrived at the club there were already a small crowd getting the gliders ready and pulling out the caravan, I was clearly dragging the chain so had to get the tug prepared and fuelled asap. We kicked things off with a few releases in the circuit and then progressed to higher altitudes for BFR's and intro flights.

We were using RWY 26 which was fine for the first few tows but the wind then decided to be difficult. The wind socks on the eastern side of the field swung to favour RWY 08 so we decided to pull MW to the other end for a tow on RWY 08, turns out there was an opposing wind on the other end! After the tow we decided to

revert back to RWY 26, a tail wind to help us accelerate and a head wind half way down the runway to lift us, not a bad way to look at it.



There was a broken layer of cloud as we started but then thinned out and turned to a scattered layer as the day progressed, a few light bumps towards the afternoon indicating a few pockets of heat rising but nothing major. A fairly busy day with 15 tows completed, the tow plane is clean, jerry cans are full, primed and ready for next weekend.

3 SQUADRON ATC FLYING WITH US THIS WEEKEND

We are hosting 3 Squadron ATC this weekend. They will be out both days and will be flying in our twin all day for both days. We expect 23 cadets across the two days. We need to start gliding by 0900 which means Hangar by 0800 including the towie....both days.

We will need a slick operation to get thru this number, 11 to 12 each day. We must get the flying order with names sorted early so we know in advance, "who is next". We should also do the cockpit brief in groups of four or five so we don't wait for that part and use MP if she is available. The duty pilot needs to crack the whip, (either around the cadets or at least around their officers) to keep things moving.

We do not expect we will be able to accept any trial flights on these days but we will try to get one or two student flights in. The singles are available and singles launches will be slotted in between the twin.

KRIS PILLAI TRIES A 50KM FROM MATAMATA

The idea of a "silver C" badge distance flight was started by our CFI Ray "sparrow-hawk" Burns sometime at the end of September. This was far enough from Labour weekend to make anything seem possible. A month out from the camp, Kishan Bhashyam and I were invited to the field by Ray who had loaded some waypoints into his Colibri to give us a feel for the device. A couple of weeks later I had a couple of dodgy "short field" landing attempts on 26 and paced out a landing roll of about 150 m. Not really good enough...

Sometime in the week before the camp I made sure I had the latest VNC chart and folded it exposing both Matamata and Thames. In poking through my aviation stuff I found handouts from the cross-country course I attended in 2010 with some helpful lists of things to take in the glider: sun hat, food, water, warm clothes, money, a pen and paper. But no mention of a paperback novel to pass the time while waiting for a retrieve crew.

On the day of the big event a mixture of general Labour weekend lassitude, a jet-sustainer demonstration, and my procrastination meant I was last on the grid in the GMP by the time the low cloud had evaporated. Unexpectedly and even before my pre-flight checks Warm Air helpfully hauled me out of my place and hooked me up behind BZA which in the blink of an eye catapulted me into the air. All the careful calculations about release height and location were left on the strip behind me as I found myself at 2000 feet and climbing towards the only visible thermal within the MBZ which I reached at 2700 indicated and bunged off.

At this stage I was so pessimistic about achieving a 50 km task I didn't even really care that I had made the task more difficult by the high release height. "Time for a local soaring flight", I thought. But all the time and effort that my club mates had put into my attempt, including giving me priority in GMP on the first soaring day of the Labour weekend camp, weighed heavily on my conscience. In psychodynamic terms it was 'castration anxiety' meaning I thought I would be mutilated if I came back without even trying. So correcting my wheel-down mistake helpfully pointed out by Oscar November, I outclimbed the other gliders in the gaggle and pushed out for the ridge. Changing to 133.55, the news was not great as I heard Kilo Papa proclaiming there was "a whole lot of sink on the south face of Te Aroha".



I joined the ridge somewhere near the northern end of the nursery slopes and spent a tentative half an hour getting a feel for the conditions. Finally established I crawled my way along the range onto the western slopes of Te Aroha where the vario beeped politely. By this stage all thoughts of returning to the airfield were gone and as huge, blue and uninviting the sky to the north appeared, it became the only logical way to go. But first a climb on Te Aroha. The mountain gave me all of her 3100' and at that I departed for Tirohia spur under a blue sky with scattered streaks of struggling cumulus.

I dolphin-soared to the spur at 2000' with options diminishing. Spotting a thin trace of wispy cotton puffs stretching from the corner of the swamp to Paeroa, I pushed onward at just a little above best L/D. As I approached the swamp I picked my first paddock noticing how none of them really were convenient to a road. I was so intent on this particular puzzle that it took me about 5 seconds to realize the vario was screaming +4 and I rolled left into the cleanest thermal of the day climbing smoothly to 2500' before I lost it.

With that boost Paeroa was easy where, having checked out the race course, I tried to find another climb with Steve Wallace's wise words ringing in my ears that Thames was possible as a final glide from only 3500'. I never made it higher than 2000' from that point onward.

The Waihou river was a lazy blazing serpent in the afternoon sun and Thames the glowing prize just beyond as I entered my eagle dreaming and man and machine became one. We turned North sniffing lines of zero lift magically finding enough of the good stuff to stay aloft for another 10 or 15km northward. Then the spell

broke and the altimeter started to wind backward slowly but steadily. It was the ridge tops or the paddocks and I chose the latter finally selecting the place of my first land out for the length and the beautiful lush grass, just like a bowling green....not.

A couple of orbits to take in all the details and I finally switched off the vario at 1000' and joined downwind remembering to lower the landing gear at something like 600'. I chose an approach speed of 55kt which in the final analysis was probably a little underdone as the sink-rate got away on me a little bit right at the end requiring a bit of nose down and a 'positive' landing followed by a rapid bone-rattling deceleration along the concealed cattle-damaged ground. Landing roll less than 100m.

Having read my XC course notes I was fully prepared phoning through my GPS coordinates, donning a warm jacket and enjoying a muesli bar within minutes. I was also gratified to find a cool breeze running straight along my landing vector. Then it was time to meet the farmer who happened to be the farmer's daughter busily finishing the milking. She didn't seem at all impressed when I pointed out GMP, noting "it happens 3 or 4 times per year" on either of their two farms.

Anyway the powers that be sent two sprightly young men to rescue me, not the grizzled old airdogs I was expecting. After a few false starts and vehicle swapping they arrived about 90 minutes after I had, just about the time I had started whittling bits of wood. Somehow we managed to pull the glider apart and get it safely in the trailer. Thank you Jack Foot and Kishan Bhashyam, your slim builds belie your great strength.

When it came to towing the trailer out through the maze of cattle races we jammed the back of the trailer against a fence post. Trying to reverse our way out of the situation, the wires of the fence dug their way into the aluminum sidings. Inspecting the damage at close range I decided to grab the wires to yank them out, promptly receiving a slapping 1000 volts. When I leant on the trailer to recover, that gave me 1000 volts as well. Nice one Krishna, we've stuffed this retrieve up badly. (where is the video, pictures????)

It was with some desperation Jack and I approached a nearby farm cottage and politely knocked on the back door. Above the barking of a dog we heard the hissing of a hose and then a demure "just a minute" before the farmer's daughter came around the corner in her bikini and a towel. I'm guessing that Jack's love of gliding hit a new high right about then. After she donned her swandri and gumboots the capable young woman disconnected the current and a few of the wires enabling us to swing the trailer out of danger and get on our way. Despite my unforgettable adventure, as it turned out I held the Pugsy Buchanan cup for less than 24 hours.

Thanks to those who saved us warm platefuls of Jan Mace's famous roast dinner. Thanks to Gary Patten for the use of his truck for the retrieve. And thanks to Gary, my OO, who tells me, having reviewed the logged track, I am still in with a fighting chance of being awarded the 50km despite my high release and the paddock landing short of Thames. I have my fingers crossed and have learnt some valuable lessons about paddock selection and electric fences and most of all, about the joys of cross country flying.

TAILPIECE

Only eight weeks to Christmas, the year is flying by.

Our first ATC group of the Summer season is with us this weekend. Helpers and whip crackers will be needed. Come along and give some time to help out and make this a good one.

Warm Air

Duty Roster For Nov, Dec 15, Jan 2016

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Nov	7	B MOORE	L PAGE	R HEYNIKE	
	8	E MCPHERSON	R CARSWELL	D BELCHER	
	14	G HEALEY	I WOODFIELD	R CARSWELL	
	15	I O'KEEFE	R BURNS	C ROOK	
	21	T O'ROURKE	L PAGE	J WAGNER	
	22	G LAKE	R CARSWELL	R HEYNIKE	
	28	G PATTEN	I WOODFIELD	D BELCHER	
	29	S THOMAS	I WOODFIELD	F MCKENZIE	
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	