

WARM AIR 8 Aug 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: Fletcher McKenzie	
	Duty Pilot: Jonathan Pote	
Sunday	Instructing: Ray Burns	
	Towing: Jamie Wagner	
	Duty Pilot Graham Lake	

SATURDAY - *Instructor Ivor Woodfield does the honours*

Saturday dawned with a promising looking sky, at least there was no rain in sight, and very little cloud either. On collecting the radio I learned that there were to be several military movement and therefore the tower could be on all day.

I arrived to find Jonathan Pote at the gate, and by the time we had the hangar opened up, Derry Belcher[tow pilot] and Sam Thomas [duty pilot] had arrived, so while Derry got on with checking out RDW, Sam and I did a careful DI of GMW.



We were set up and ready to go by 11.30, and while a few more folk had arrived by then, there was not too much enthusiasm to get airborne. However, after we waited for a couple of rain fronts to move through things looked a little better and we were ready to go.

First flight away was a refresher flight for Sam, and while there was indeed no lift available we did manage to work our way through various bits and pieces during our 15 min flight. Next up was Jonathan, who was wanting to work through aspects of using his Calibri around a short course. We did manage to find some lift, managing a flight of nearly 30 mins, during which time Jonathan checked of various aspects of the way his device worked in practice. Roy Whitby then took to the air in GMP and managed a similar length flight before running out of lift and having to head back.

Brendan Moore, who was wanting to practice aero-tow and landing, opted for a couple of 1000' circuits, and while we felt some slight lift in places, there was nothing that would manage to keep us aloft for long. The next flight was to be with Rene, who had flown before and was planning on becoming a member before breaking his legs in an accident. He is still keen to join up as soon as he is fully fit, and was keen to be flying for the first time in a while. As we were about to launch we were notified of an approaching Boeing, and asked to stay on the ground until it had landed. By that time the sky had cycled through and although we did manage 20 mins there was to be very little hands on time for Rene on this occasion.

That was it for the day, so things were packed up and the few of us that were left managed to squeeze in around KK, which was parked up in the 'bar' area waiting for some work, and after a swift drink we were all locked up and away by 4.30.

SUNDAY ~~Instructor~~ *Towie Peter Thorpe gets us going*

The weather was a bit ordinary with a westerly breeze and scattered cloud at 1800ft plus some rain bands in the distance. David Todd dropped by to pick up RDW time sheets while complaining that he is suffering from



severe gliding withdrawal symptoms but that the new business he is setting up must take precedence and he departed again. I fuelled the yellow peril then went off to fill the fuel containers by which time Steve Wallace, Tony, Roy, Ray and Ian had decided to fly so we set up on 26 and the boys planted some toi toi

fronds to create a fence ready for some landing practise. Some rain showers passed through so we twice wiped down the aircraft and then at 1220 Ian launched in MW on his own to test the waters, so to speak. A quick trip to 1000ft followed by a fast down wind leg and landing so to observe the landing. Ian set a very high standard that would have been hard to beat if we had continued flying but the rain looked to be setting in and although Roy assured us it would be fine in hour we packed up and went home. Roy was right, the afternoon would have been quite flyable.

Instructor Steve Wallace adds some icing Sunday started off wet out West, a bit showery overhead Whenuapai and sunny out East. It was also warm courtesy of an airmass with a more tropical origin. Almost spring like really with birds singing madly. Tony Prentice was first at the gate followed by myself, Roy Whitby, Peter Thorpe, Ian O'Keefe and finally Ray Burns. With nothing else to do we all thought it would be a good idea to go flying, so the twin and yellow peril were extracted.

A nice 15kt wind straight down the runway and a 1,500 ft cloud base meant a toi toi paddock was to be the order of the day. The board was filled with a list of six flights to give the paddock a go and then the misty rain arrived. The weather gods had obviously spotted us trying to sneak in some flying and proceeded to play an enjoyable game of sprinkle water on the glider, watch it get towelled dry then sprinkle more water all over the glider before it could take off again. A few rounds of this continued before Ian got away for the longest flight of the day which was also the shortest and only flight of the day. Nice job getting into the toi toi paddock though.

The fact that we snuck one in clearly angered the weather gods though and a continued period of steady and all encompassing rain was delivered. It was eventually decided that the only way to appease the weather gods was to put the gliders away so this was duly done during a period of light misty rain. With the gliders dried off in the hangar and the weather gods indeed appeased we all went home and sat in the sun for the rest of the afternoon. The joys of Auckland weather.

Sporting Code

Having been inspired by Christina's soaring feats, remember to study the new Sporting Code for your upcoming badge flights. This is available from the FAI web site at http://www.fai.org/downloads/igc/SC3_2015 . This version of the sporting code will come into effect on 1/Oct/2015.

2.2 BADGE REQUIREMENTS

2.2.1 Silver Badge The Silver badge is achieved on completing these soaring performances:

- a. SILVER DISTANCE A distance flight (as defined in 1.4.2d to 1.4.2h) to a finish or turn point at least 50 km from release or MoP stop. The Silver distance should not be flown with guidance from another pilot.*
- b. SILVER DURATION a duration flight of at least 5 hours (see 2.4.4c on allowed loss of height).*
- c. SILVER HEIGHT a gain of height of at least 1000 metres.*

2.2.2 Gold Badge The Gold badge is achieved on completing these soaring performances:

- a. GOLD DISTANCE a distance flight of at least 300 kilometres as defined in 1.4.2d to 1.4.2h.*
- b. GOLD DURATION a duration flight of at least 5 hours (see 2.4.4c on allowed loss of height).*
- c. GOLD HEIGHT a gain of height of at least 3000 metres.*

2.2.3 Diamonds There are three Diamonds, each of which may be mounted on the Silver or Gold badge, and the badges for flights of 750 kilometres or more. A Diamond is achieved by completing one of the soaring performances below:

- a. DIAMOND GOAL a distance flight of at least 300 kilometres over an out-and-return (1.4.2g) or triangle (1.4.2h) course.*
- b. DIAMOND DISTANCE a distance flight of at least 500 kilometres as defined 1.4.2d to 1.4.2h.*

c. **DIAMOND HEIGHT** a gain of height of at least 5000 metres.

2.2.4 **FAI Diploma flights** Diploma flights begin with a minimum distance of 750 km and increase in 250 km increments. They may use any course defined at 1.4.2d through 1.4.2h. Each Diploma is awarded once for the incremental distance immediately less than the distance flown.

2.2.5 **FAI register of 3 Diamond and Diploma badges** On completion of 3 Diamonds or any Diploma flight, the NAC shall provide the FAI with the flight data contained in its national register per 2.0a. In turn, the FAI will enter the name of the pilot in an international register, and award the pilot a special Diploma to recognise these flights.

For those going to Matamata at Labour weekend the 50km is easily achieved with a Matamata airfield to Thames airfield run. All made much easier if the ridge is working. Read up the new rules and tune up your OO.

POWERED GLIDER *Courtesy of the West Auckland Airport Parakai Newsletter*

It's becoming more common for gliders to have small engines fitted, both as 'sustainers' in the event of running out of lift, and for getting them off the ground in the first place. Here ZK-SWN has arrived on its trailer for inspection by Leading Edge. The engine stows away in a compartment behind the cockpit so there is no extra drag... and very little penalty from the extra weight on a modern glider with highly efficient wings.



ZK-SWN with engine up ready for use.

To allow compact stowage, the engine has a single (yes, just one) blade, with counterweight. This halves the size of the required hatch and works efficiently.



Close up of motor, with single bladed propeller. In the background to the left is the Airport's Corporate Jet, the DynAero ZK-WIK, and to the right Tecnam ZK-JGH being serviced.

We are familiar with the Silent as this is/was Neville Swan's. Tecnam JGH is owned by former club member Graham Hodge

TAILPIECE

A month or so and daylight saving starts, so does spring and the beginning of the soaring season. Its also Auckland so plenty of time for more rain and the spring early summer coast run opportunities. Once agin we plan to head to Matamata over Labour weekend so time to start preparing for that trip....and thinking about badge flights.

For those of us with "more mature" gliders the Vintage Kiwi movement comes to our attention. Next year's National Rally ventures to the South Island hosted by the Canterbury club at their Springfield base. VK have a special deal for the Cook Strait crossing for just over a grand for a return car, glider trailer and two people. Dates are 13 to 21 Feb 16.

NEW DUTY ROSTER AT THE END FOLKS

Duty Roster For Aug,Sep,Oct

		DUTY PILOT	DUTY INSTRUCTOR	DUTY TOWPILOT	NOTES
Aug	1	S THOMAS	I WOODFIELD	D BELCHER	
	2	T PRENTICE	S WALLACE	P THORPE	
	8	J POTE	L PAGE	F MCKENZIE	
	9	G LAKE	R BURNS	J WAGNER	
	15	R WHITBY	I WOODFIELD	D BELCHER	
	16	J FOOT	P THORPE	F MCKENZIE	
	22	N GRAVES	S WALLACE	C ROOK	
	23	K BHASHYAM	L PAGE	D BELCHER	
	29	S FOREMAN	R BURNS	P THORPE	
	30	D FOXCROFT	I WOODFIELD	F MCKENZIE	
Sep	5	D GREY	P THORPE	C ROOK	
	6	B MOORE	S WALLACE	J WAGNER	
	12	E MCPHERSON	L PAGE	D BELCHER	
	13	G HEALEY	R BURNS	F MCKENZIE	
	19	I O'KEEFE	I WOODFIELD	C ROOK	
	20	T O'ROURKE	P THORPE	J WAGNER	
	26	G LAKE	S WALLACE	P THORPE	
	27	G PATTEN	L PAGE	D BELCHER	
Oct	3	S THOMAS	R CARSWELL	F MCKENZIE	
	4	K PILLAI	R BURNS	C ROOK	
	10	J POTE	I WOODFIELD	R CARSWELL	
	11	T PRENTICE	P THORPE	J WAGNER	
	17	R WHITBY	S WALLACE	P THORPE	
	18	J FOOT	L PAGE	D BELCHER	
Labour W/E	24	N GRAVES	R CARSWELL	F MCKENZIE	
	25	K BHASHYAM	I WOODFIELD	C ROOK	
	26	S FOREMAN	P THORPE	J WAGNER	
	31	D FOXCROFT	R BURNS	R CARSWELL	
Nov	1	D GREY	S WALLACE	P THORPE	