

WARM AIR 8 Jun 13

Aviation Sports Club Gliding Newsletter

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

Saturday. Instructing: Peter Coveney
Towing: Marc Oliver
Duty Pilot: Enya McPherson

Saturday. Instructing: David Todd
Towing: Graham Lake
Duty Pilot: Ian O'Keefe

SUNDAY 5 SQN ATC EARLY START 0830 PLEASE MEMBERS NEWS

SATURDAY

RC The '0830 Working Bee' intended start time - didn't quite happen. But I suspect Graham Lake had arrived early (?), because he went and collected the key/radio/briefing stuff. I, along with Derry Belcher, Ray Burns and Roy Whitby arrived in quick succession just after 9. Many others arrived soon-after to make it an excellent turn-out. Good progress was made with continuing the work on the hangar doors under Derry's supervision. Neville Swan worked on GMW, and a big start was made with the hangar lighting installation, under Graham's guidance. Thanks to everyone for their time and effort to keep these very necessary chores and projects ticking along - and of course not forgetting to say 'thank you' for the food sustenance delivered to us by Maureen Swan.

We did manage to get some flying in as well, with first launch underway at around 1340 hours, with Ben Mawhinney in the front seat demonstrating good ability with a well flown circuit and excellent landing. David Grey was thinking about further solo consolidation, but then decided to take me along so that we could take advantage of the benign atmospheric conditions to get some of the 'high speed' handling exercises signed off. Ben took another dual - this time we exercised the in-flight manual signals between tug and glider - with 'brakes out', 'I can't release', and the 'wave-off' - all signed off. Another good circuit and landing followed too. Genny Healey arrived with - yet another - one of her yummy 'home-bake cakes' for us to covet. This time we couldn't help noticing the detail in replication of the commercial packaging Anyway - the bribe worked - because following a satisfactory dual circuit check, she was allowed to fly away for her second solo flight. Well done! Genny - the cake was beaut - thank you.

Whilst this was all happening, Peter Coveney was briefing Steve Foreman, and preparing the LS4a GKP for Steve's first flight in it. He took two flights - both with tows to 3000 feet - ensuring a reasonable flight time in the calm air. Thus he achieved the two longest flights of the day with 22 and 31 minutes. Congratulations and best wishes with your shared investment Steve - and thanks for the 'shout' at day's end.

Towie Graham Lake adds. Only seven tows but with two to 3000ft for someone with a new toy, a couple to 2500ft we got a fair bit of air time as well as a bit of work in the hangar. We demolished Maureen's delicious sausage rolls and date loaf as well as Genny's Lemon Madeira cake...and an ale to finish the day. Very smooth flying for the towie who has not flown RDW for two months,...not so good for the glider pilots.

SUNDAY *Towie Craig Rook gets to start*

Smooth as Silk - light to no wind with high cloud base. An early start to the day with youth glide, except it must have been too early for most of them with no youth members, so Ray took his son Matthew up for the first flight just after 10AM. Ben turned up soon after for a 2000 foot flight followed by a simulated rope break at 500ft - always good fun as the tow plane lurches forward.

Million of spiders paid a flying visit with spider threads hanging off the wind sock, tow plane and gliders, in



fact the whole western end of 26 grass was covered in silk

It was such a busy day I can't remember who did what except it was great to see Steve Foreman with his new toy KP who got the longest flight of the day 2hr 23 min (well I did actually with 2hr 55 min). Genny turned up



just after 3pm for her 3rd solo, by then the lift was really booming and the VSI was reading 1200 fpm just as Genny released, staying up for over 40 minutes, so got her 30 min flight signed off too.

We packed up in fading light (sunset on RDW) just after 4 pm with 18 flights for the day (compared to only 7 the day before), not bad for the 2nd day of winter!!

Instructor Peter Thorpe continues:
Early start for Youth Glide so got to the gate at 0835 to find Ray Burns and David Foxcroft had opened up but nobody else so I shot

away and got my lunch and a coffee. Got back by 0850 and Craig Rook was there so we did the usual things and set up on 26. No customers so Ray took son Matthew for a flight just before 1000 but then Ben Mawhinney arrived so we were able to do some real instructing. The conditions were clear and calm so not much interest in launching the singles but it was great for instructing emergencies in the circuit and taking trial flights. Two flights with Ben then one with Ray B to practise some upper air work followed by two trial

flights. Dave F squeezed 27 minutes out of MP, followed by Tony Prentice and Kishan Bhashyam and then a couple of BFR flights for Andy McKay. Then with a fanfare and a cheese eating grin Steve Foreman launched in his new toy LS4 GKP which he now part owns with Pete Coveney. A lovely glider with great handling characteristics and good performance as Steve proceeded to demonstrate with a 2hr 23min flight while the best anyone else could do was 1hr 38min by Gary Patten in VF. Andy took up a trial flight while I had lunch and finished the BFR paper war, then Roy, Jonathan and finally Genny Healey all had a go. Eighteen flights for the day all finished by 1700 in time for a beer under the glow of some hangar lights. I suppose I will have to mention that *Warm Air* gave up his whole day to running wiring and installing the first of many fluorescent lights in the hangar. When the job is finished we will have lighting all through the roof and a bunch of power points down the northern wall. Thanks Graham, great stuff.

MONDAY *Instructor Steve Wallace starts us off.*

Monday started off pretty dull and wintery. Jonathan Pote kindly retrieved the key and base radio for instructor Steve who got all the way to the gate only to realise his Base ID (in fact all ID) was in his wallet which was at home! So, second time lucky, things started to get underway just after 10am. The forecast was



for light and variable winds changing to 10kts NE in the afternoon. It did get that way for a short time in the late afternoon but the wind really spent most of the day as a very light northerly that fluctuated between a cross tail wind and a cross head wind.

First flight of the day got underway at 1215 with young Ben Mawhinney who was up to the interesting pre-solo stuff in his training. As there were no other students in the

immediate vicinity Ben got a free run and slowly but surely got his remaining pre-solo stuff signed off. This included baulked approach, bounce recovery, slow acceleration on take-off (in which at that the very last possible moment we actually got air-borne which then made the decision making process a-lot more interesting), simulated rope break at 400' over Herald Island (while the tower was on-watch) and a no instrument circuit.

With all this freshly under his belt and Ben more than familiar with the conditions of the day there was no reason not to send him solo so off he went.

Congratulations Ben, solo at age 15 in under 30 flights. Clearly plenty of natural



talent and the 'right stuff' and no doubt the beginnings of a long and rewarding future in aviation.

As well as the twin the two singles were out as well with flights in VF and MP by Ray Burns, Jonathan Pote, Tony Prentice and Gary Patton who got the longest flight of the day by virtue of the highest tow of the day. Steve Foreman got some practice in for his back seat rating with a couple of pax flights for friends and family and Genny Healey got in her fourth solo and some B Cert sign off with a very late afternoon flight that must have been pushing the boundaries of CET. So 13 flights for the day which was a good effort considering the late start and drizzle weather. No thermalling but plenty of good training to be had making for a successful and rewarding day.

Peter Thorpe again this time as tow pilot. No need for an early start so I went via the petrol station to fill the cans and arrived before 1000 to find Steve Wallace and Jonathan but not much else. Neville spent some time working on the variors in MW but by then others had arrived and with the ATIS claiming a 5kt easterly on the ground and 9kts norwesterly at 2000ft we trundled down to 08. Conditions were very light and stable so there was little enthusiasm from the single seater brigade for flying but Ben Mawhinney was keen to complete the last few items of his A Cert syllabus so he and Steve launched just after midday. Ben did five flights and then it was my pleasure to tow him up on his FIRST SOLO. Congratulations Ben. Ray, Jonathan, Gary, Tony, Genny and Steve F went flying but all came down pretty quickly. Steve Foreman was looking very put out because his newly beloved KP was grounded for an AD so he had to be content with flying two passenger flights in MW. The control tower came on watch for an Airtrainer departure and a B757 arrival so that sharpened up everyone's RT procedure. Ray Burns really impressed the listening gurus with a most professional sounding call to the very helpful lady controller. I had to be in town by 1800 so after landing at 1708 I made a very rapid exit towards home. Fourteen flights for the day.

SOMEONE HAS A NEW TOY *(Steve Foreman waxes lyrical)*

The rumours are true ...I now have a share in GKP with Peter Coveney

After sitting in KP a week prior for 20 or so minutes while Peter stood in the rain I was sold...and the fact that the majority of the time he will be on his bike which I will encourage him, to pedal on...I had leg and head room to spare a comfortable chute with sheepskin on bum and legs and on the head rest (I know Gary will be installing one of these magic head rest in his Ka8 so he can have a nap while making the 3 hour journey from the Prison to Riverhead).

Peter and I rigged KP, I found that it was very easy to rig...wings went straight in tail went on no problems (remembering back to the Matamata cross country course when the rig took 20 minutes with GMP just to get the wings in and 6 people and 3 broken backs). Rigged and taped with a briefing from Peter I was good to go... It seemed a bit strange having the tow rope latched on just in front of the main wheel and if I was not pointed directly at the tow plane the rope was not in line with the nose. Off tow will it be as good as I was hoping for...

Yes it was... trimming was great it just sat at the set speed, turns were even and balanced without really having to do too much even left hand turns were good...I wasn't expecting to be able to feel the lift any better than PW5 but I could.

Saturday I had 2 flights only 22 and 32 minutes which was the longest flight of the day. Sunday before I headed to the field I stopped to get an air compressor, canopy cleaner, Mothers gelcoat cleaner and battery charger, turning up at the field Roy kindly gave me a hand to get KP out. I felt no pressure to get up straight away or get my name on the board so KP got a polish and about 2 hours later I was ready to fly. What a day 2 hours 23 min there was good lift over the clearing at Riverhead forest so I had great fun getting up to 3000 then 100knts in all directions. Roy joined me for an out and return and did a good job staying above me in the thermal with one wing in the cloud (I have to say it was just the wing) ...I am guessing Roy had to leave me as his hour was up and Jonathan and Gary were up. With no calls from the ground wanting the glider (this is good) I hung around. I will have to hold back a bit as it feels I could go anywhere but not today. Landing is great it comes down like the PW5.

I was most grateful to be allowed to keep KP in the hanger for now. (*Temporary only, don't get used to that spot*) As I was the last to leave patting KP on the way out I did hear whispers from MW VF and MP saying how good it was to have another real glider to share the hanger with... shhhhhhh I said.

Great to see Ben do his solo well done!!

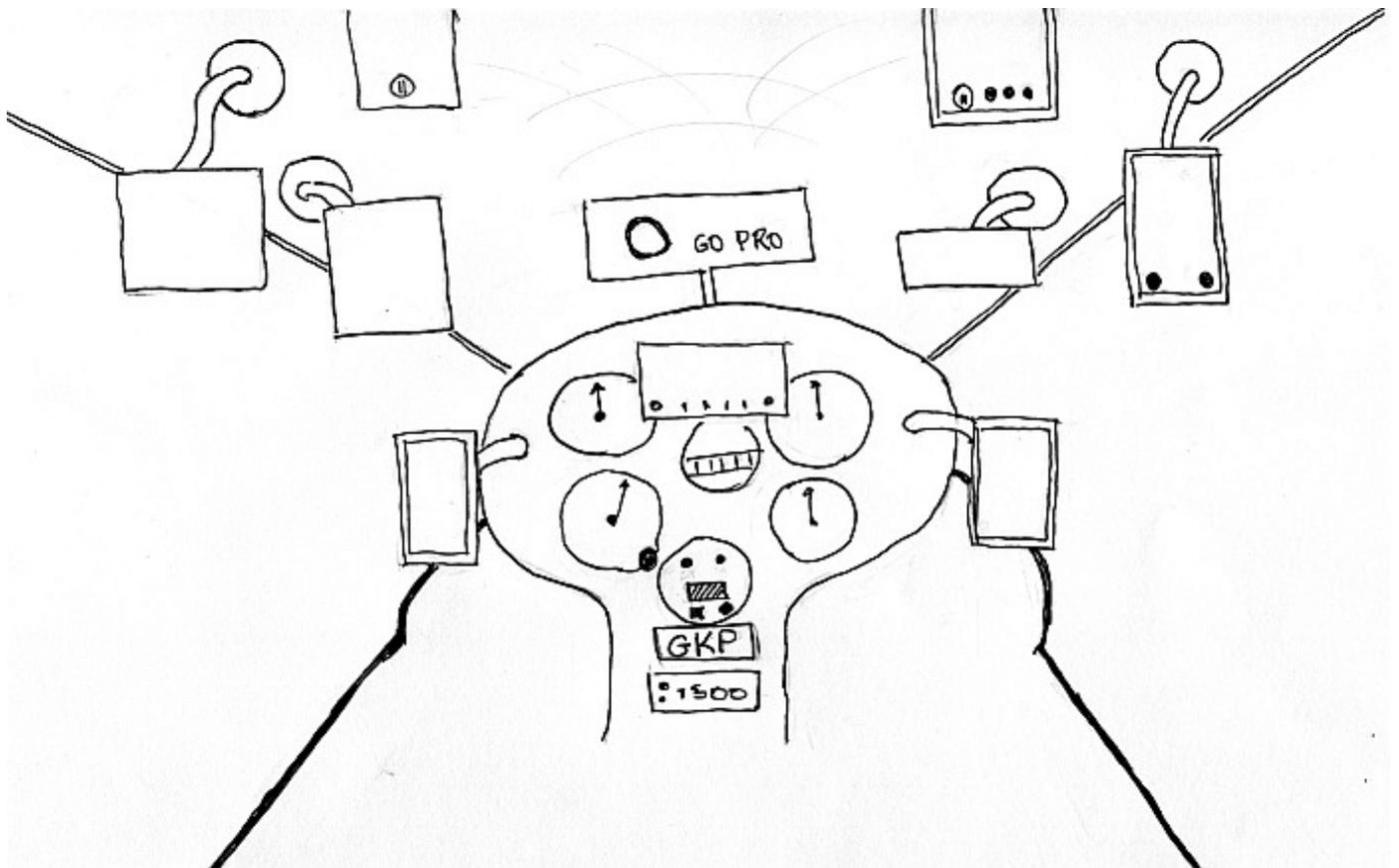
ATC GLIDING

We have 5 SQN ATC this Sunday. Early Start 0830 and can we please have some helpers.

HUMAN FACTORS

Our Jonathan Pote has re written the Human Factors study notes for the QGP exams. These are posted on the GNZ Site at

<http://www.gliding.co.nz/sites/gliding.co.nz/images/documents/Training/AvMed%20and%20HF%20for%20GNZ%20v8.pdf>



"Steve & PC can't work out why they only get 5 minutes battery life"

WARM AIR

ROSTER BELOW

DUTY ROSTER FOR MAY, JUNE, JULY 2013 final

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