

# WARM AIR 9 Apr 11

Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 021 0255 1556	<a href="http://www.ascgliding.org">www.ascgliding.org</a>
Saturday.	Instructing: Peter Thorpe	
	Towing: Andrew McGregor	
	Duty Pilot Francois Retief	
Sunday.	Instructing: Steve Wallace	
	Towing: Graham Lake	
	Duty Pilot Greg Rosenfeldt	

**WE HAVE ATC CADETS THIS SUNDAY - EARLY START PLEASE**

## MEMBERS NEWS

**SATURDAY** *Instructor Peter Coveney tells all*

Well, what with it being a Saturday that meant a late start to the day. Dave Foxcroft had arranged some trial flights for 1530hrs so Jonathan Pote, Graham Lake and myself made sure we would be ready to go at the scheduled time for handover of the field from the contactors to us. I drew the key at 1430 hours after visiting Base Ops to pick up a hand held radio and receiving a brief on what was happening with regard to military flights. Just a C-130 due in about 1500hrs.

Back at the gate Roy Whitby and Jonathan Pote advised that the contractors had departed a lot earlier than expected having gone at 1430hrs. The gliders were pulled out of the hangar and DI'ed and then manoeuvred around the zig zag path through and over the marker cones into position near the gate. The contractors had parked their trucks across our threshold which would make for an interesting approach path near the runway. Tow Pilot Graham was ready and waiting (and walking very well with his new hip) when Dave Todd arrived in RDW greasing it onto the 26 Grass.

First up was trial flyer Sarah who was celebrating her 30th birthday courtesy of her husband. Although a bit nervous she enjoyed a 32 minute flight over the prison but found the constant circling a bit stressful so a hasty retreat was called for and we landed back a few minutes earlier than planned. Next up was Sarah's husband, this time flown by Lionel (who now has a nice Toyota 4WD to tow GON around). While all this was going on Dave Foxcroft took MP up for an hour reaching 3500ft in a 9 knot thermal. Kris Pillai also flew VF during the afternoon. Ray Burns took young Finn up for ride in MW which seemed to go down very well. My next flight was with new student Gabriel who was up for his 3<sup>rd</sup> flight. We covered secondary effects of controls and managed to do a bit of thermalling to stay airborne for 26 minutes. (*he handled thermalling on tow very, I thought Peter C was flying*)

The wind was a real mixed bag during the afternoon. Very shifty. We took off on 26 then shifted to 08. After I landed with Gabriel it was back to the other end for Rochelle who received a tick in the box for incipient spins and a good demo of how the onset of CET (Civil Evening Twilight) can be trap for young players. By the time we lined up on finals the sun was right in our eyes and the normally green grass was just a black area out in front. Keeping well clear of the aforementioned trucks we touched down for a nice landing. I believe we missed out on getting a third trial flight in due to lack

of time and busy list. I don't think it very wise to book more than a couple of these flights in on the Saturday whilst we have restricted hours. If we had not had to change ends so much then we might gotten the flight in but it would have been pushing it. By the time we packed everything up it was late and I returned the key shortly before 8pm.

### **SUNDAY** *Towie Peter Thorpe does the honours*

Early start said Warm Air so I made a supreme effort and got to the gate at 0807 to find I was all alone. Bob, Jonathan, Neville, Marc Oliver and Dave F soon joined me but it took Rex a while to fight his way onto Base through the hordes of marathon runners to get to Base Ops so we waited for about 30 minutes before we could get through the gate. The wind was variable on the ground but 330/06 at 2000 ft so we set up on 26 but Base Ops decided 08 would be better based on the wind on the ground so we did the first take off on 26 and then relocated. Initially the sky was blue, but promising looking cloud soon appeared, however, it looked a lot better than it actually was and despite all efforts few flights lasted longer than 30 minutes. The wind on the ground was fairly light but was pretty much at right angles to the vector with fluctuations giving a small downwind component that became stronger in the afternoon. Our new tow pilot to be, Marc Oliver, joined me



*How the hell did the Towie do that Loop through itself twice and about halfway down the rope*

for most of the day and even two-up the take off performance remained acceptable although tow times tended to be 9 or 10 minutes to 2000ft. There seemed to be a lot of sinking air around as rate of climb dropped to zero quite often and rarely went over 500fpm.

We had about eight cadets to fly so Rex was kept

very busy with those plus about four instructional flights for members. At the end of the afternoon he did a lovely hangar landing only to find that 'someone' had forgotten to tell him there were two more flights so the whole team, except for the elderly tow pilot, pushed MW the whole length of the field. The final flight was cancelled due to approaching rain from the north giving 14 flights for the day. I then took off for North Shore but soon ran into rain and zero visibility so returned to WP to help put the gliders away in the rain. The rain initially looked like it would set in for the night but it turned out to be a passing band which was beginning to clear by the time the gliders were put to bed. I had run out of time but Warm Air himself rang to say he would be arriving to take RDW to North Shore so Marc and I poured the last can of petrol into the tank and then left for home by 1730. *(Warm Air got picked up from Torbay by Dave Todd, driven to WP, Flew RDW to North Shore and got chauffeured home after. Must have been keen to fly during the week.*

### *Instructor Rex Carswell takes up the crayons*

Surprisingly, the weather looked a whole heap better than what the forecast was suggesting leading into the weekend. ATC cadets from 30SQN were booked for an 'early start' - made a lot easier being the first day of the clock being back on 'standard time'. A good turnout of club helpers ensured the physical load of getting our gear set up - in position for '26' launching - went smoothly. The freshly erected caravan windsock, however, was now suggesting the growing breeze was veering a tad nor'easterly. A call from Base Ops confirmed their observation of this too, but it was agreed we could do the first launch off 'grass 26', then change to 'grass 08'.

For many of our cadets, it is their first experience of glider flight. I aim to make these 'uncluttered' by not introducing too much flight theory stuff, and let them gently experience the exhilaration of controlling the glider for that very first time. Sometimes, they may ask for a 'bit of a thrill'. Performing a Chandelle becomes a popular choice because it can be flown anywhere in the range from a 'shallow' entry and exit manoeuvre, to that of a more aggressive 'steep' example. It is technically not an aerobatic manoeuvre, but requires accurate control for it to remain non-aerobatic. That is, it is an 'always flying' and 'always balanced' manoeuvre. When flown with a young cadet on board, careful assessment must be gauged before any demonstration. After all, this is their introduction into aviation which we foster - even as a possible future career. Six cadet flights - plus one for a keen father - concluded in the early afternoon. Club training continued with dual flights for Gregg Quinn, Hamish McKenzie, Jay Harkness, Steve Foreman and James McIvor. The only single seater to fly was GMP with Roy Whitby (23 minutes), and Ray Burns (18 minutes). In all 14 launches - totalling just short of 5 hours gliding for the day. Many thanks to our club 'helpers' for their keenness and safety-minded operation.

### **ATC CADETS**

We have ATC cadets this Sunday Morning, yes again, last one for a while. Early start please, assemble at 0830 aiming for a 0900 start flying. Can we have some helpers please.

### **TRIAL FLIGHTS**

With the end of daylight saving our Saturday flying is that much shorter. This makes fitting in trial flights and our own members quite difficult and is bound to upset folk. Without too much difficulty we can manage to upset all parties. As long as the Airfield works are in progress and we have restricted hours please do not book in trial flights for a Saturday. If we get walk-ins and there is room let them fly, but Saturday is primarily for our members.

For Sundays, Instructors and Duty Pilots need to keep an eye on the number of people listed to fly and if necessary impose 45 minutes time slots, this time to include briefing, flight and getting the glider back to the launch point.

### **BFRs AND CURRENCY**

Is your BFR current? The rules say you cannot fly solo unless you have passed a BFR test within the preceding 24 months. Check when yours is, (not 'was', I hope), due and if you don't meet the 24 month requirement see your friendly Instructor. Bring money and Chocolate biscuits.

## SOARING NZ CALENDARS

We have a small quantity of these left in the caravan for \$25.00 each. Dig in your pockets and support the club.

**WORKING BEE DATE SUNDAY 17 APRIL AROUND 0830 START**

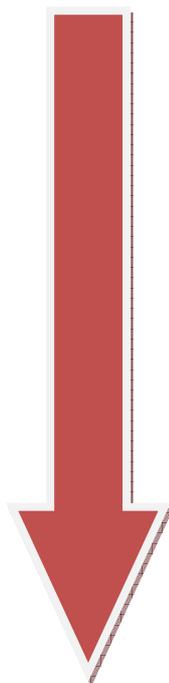
### TAILPIECE,

The restricted Saturday hours just got less with the end of daylight saving. We do need to make an effort to be there early 1430ish and be ready to go in as soon as the contractors allow. Often we find them gone by then. Once in crack inot it and get the gliders DI'd and ready to go so by 1500 when the model folk finish. That way we should be able to get our first launch in shortly after three. Someone needs to do a drive along the strip to ensure theres nothing there that can harm the towplane or gliders and ensure the path from the hangars to the strip is also clear. Let the delivery pilot, (often Dave Todd) for RDW know all is well and to come over.

See you at the field

WARM AIR

**CHECK OUT THE ROSTER AT THE END**



**DUTY ROSTER FOR FEBRUARY, MARCH AND APRIL 2011 Final**

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
FEBRUARY	5	am	C Brodie	P Coveney	A McGregor
	-	pm	-	-	-
	6	am	B Buchanan	A MacKay	P Thorpe
		pm			
	12	am	R Burns	D Todd	C Rook
	-	pm	-	-	-
	13	am	T Dagnin	R Carswell	C De Marce
		pm			
	19	am	J Deetlefs	P Thorpe	R Carswell
	-	pm	-	-	-
	20	am	S Foreman	L Page	A McGregor
		pm			
	26	am	D Foxcroft	S Wallace	P Thorpe
	-	pm	-	-	-
	27	am	N Francis	A MacKay	C Rook
		pm			
MARCH	5	am	D Grey	D Todd	C De Marce
	-	pm	-	-	-
	6	am	J Harkness	P Coveney	R Carswell
	-	pm	-	-	-
	12	am	B Hocking	R Carswell	C Rook
	-	pm	-	-	-
	13	am	K Lamb	P Thorpe	A McGregor
	-	pm	-	-	-
	19	am	RNZAF running	"Jumpstart"	No Flying
		pm	-	-	-
	20	am	T O'Rourke	L Page	P Thorpe
		pm			
	26	am	K Pillai	D Todd	C De Marce
	-	pm	-	-	-
	27	am	G Patten	A MacKay	R Carswell
		pm			
APRIL	2	am	J Pote	P Coveney	G Lake
	-	pm	-	-	-
	3	am	G Quinn	R Carswell	P Thorpe
		pm			
	9	am	F Retief	P Thorpe	A McGregor
		pm			
	10	am	G Rosenfeldt	S Wallace	G Lake
		pm			
	16	am	R Thomson	L Page	C De Marco
		pm			
	17	am	R Whitby	A MacKay	R Carswell
		pm			
EASTER WEEKEND	22	am	Woodfield	D Todd	G Lake
		pm			
	23	am	C Brodie	P Coveney	P Thorpe
		pm			
	24	am	B Buchanan	R Carswell	A McGregor
		pm			
ANZAC DAY	25	am	R Burns	S Wallace	C Rook