

WARM AIR 9 Feb 13

Aviation Sports Club Gliding Newsletter

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

Saturday. Instructing: Rex Carswell

Towing: Andrew Sunde

Duty Pilot Nathan Graves

Sunday. Instructing: Ray Burns

Towing: Rex Carswell

Duty Pilot Campbell Hall

**SATURDAY - SECOND COAT ON HANGAR EARLY START 0800 PLEASE
MEMBERS NEWS**

SATURDAY *CFI Peter Thorpe does the honours:*

Another dry, hot day and Tony P and I were first on the scene at 0945 closely followed by Jonathan, David Grey and a few others (memory fade). A brisk north-easterly wind (035/7-12) had us trekking down to 08 where we decided to make use of the tap on the MAD Hut to wash the gliders since the top surface of the wings felt more like sand paper than a polished finish. Feeling very virtuous with three shiny gliders (Warm Air did NOT bother to wash RDW) we then got on with the serious business of flying. A couple of flights with Tony working on his landing technique revealed some pretty turbulent conditions on aero tow due to the north easterly curling over the hills and trees and hangar but nothing our highly skilled pilots cannot handle. I took one of Warm Air's old Air Force mates for a flight to remind him of the good old days then David Grey needed a check flight as he had not flown for over a month so we combined that with some outlanding practise - a nice accurate landing just over the marker was the result. Kishan is back from his homeland jaunt and brought his parents out to meet us so he also needed a dual flight. Flight up to Va was the exercise completed with flair and panache. Several single flights were attempted but the conditions were difficult and most flights were short although Steve F managed to get high and stay high for a good flight over an hour. I completed another instructor training flight with Ivor and then he gained some practical experience by taking Tony and Genny for some circuit work. We finished at about 1730 with a cool drink before heading home.

Towie Graham Lake adds to the tale. Yeah they washed the gliders but no sign of offering to do the towplane, one feels very neglected sniff, sob. It was a real pleasure to be able to arrange for an old friend, Dick Reed to take a glider flight. Dick joined the Air Force with me way back, one of four of us on the Newmans bus from Nelson that day. We have been friends ever since.

Some of our braver members were being somewhat unkind about Warm Air. Feelings were hurt. One who suggested WA might have something to do with the disappearance of other unkind club members did not seem to get the irony of his words.

We did put out a landing marker although most seemed to think this means ;land somewhere on this big field. Sorry folks but it means touch down on the marker so you roll to a stop on the launch grid and we do not have to send the tractor to get you. Both David Grey and Steve Foreman in VF gave an excellent demo of how to do this. Seriously, this is crucial to a successful land-out. Plan the circuit around the touchdown marker and fly the circuit to the marker.

Good to see Kishan back and to meet his folks. He seems to have had a great trip visiting a number of countries.

SUNDAY *Instructor Steve Wallace starts us off*

Sunday being the first Sunday of the month was Whenuapai Youth Glide morning so the keen were on the scene nice and early. (*except the tow pilot apparently*). The weather was forecast for a 15-20kt north easterly all day with a few humid drizzly showers and lowish cloud base, which is pretty much what we got. Luckily Campbell Hall, Greg Rosenfeldt, Ben Mawhinney and Chelle Thomson are all at the circuit bashing stage so lots of tows to 1,000' which was just as well initially, as the cloud base was not much higher than this. The strong north easterly meant a significant cross wind component and the usual bumpy ride for this wind direction and strength so the circuiting and landing skills of everyone was certainly put to the test.

Tony Prentice also managed to sneak into the youth glide circuit bashing scene by having lots of youthful enthusiasm as per usual although his lack of a youthful disguise did give him away (and the fact that he didn't need to update his Facebook page even once while he was at the field). By mid afternoon the cloud base had lifted, although the hazy drizzle showers persisted and Genny Healey got in a couple of tows to 2,000' to get stalling recognition and recovery signed off before joining the circuit club and getting in a 1,000' circuit. The weather never really got good enough to attract the single seaters out to play but in some ways the weather was well suited to the day as 90% of the tows were only to 1,000' anyway. So, maybe not a great summer's soaring day but definitely a great summer's training day.

Towie Craig Rook continues: I received a hurry-up text from Ray at 0940, "we are ready and waiting" but on arrival 15 mins later they were all still waffling on about something. I knew it was an early start, but how early is early?? *Same as it is every early start for cadets, 0830 aiming to get flying about 0915.*

The weather was NE 10 to 15 knots and rather bumpy aloft with a 1200ft cloud base. So it was a circuit bashing day with most flights to 1000ft, with the first flight away at 10:20. Youth Glide members Campbell, Greg, Ben and Rochelle all did 1 or two flights each and Tony and Genny also did two and three flights respectively. The cloud lifted a bit later in the day and Genny managed to get up to 2000ft, but came down pretty quickly.

At times some of the flight to 1000ft were into a fine rain, but on landing there was no rain, apparently this is called vigra rain, rain that evaporates before it hits the ground.

We did 11 flights for the day.

CHELLE HAS GONE SOLO

Well done Chelle solo on Waitangi day and then got in her second solo as well. More on this and other Waitangi day news next week.

THE GREAT HANGAR REPAINT

We plan to put on the second coat this Saturday morning. An early start please, 0800. We have extra ladders so we should be able to do both sides together and get all done by lunchtime. We would really like to do this in the morning so we can fly in the afternoon. It does mean plenty of hands to get this done quickly and painlessly.

We pretty much have everything we need although bringing in some extra rollers, (with threaded handles) will be good. Some brushes too would also be good to get into the laps.

DAYS OF YORE *Towie Marc Oliver dug this one out of his archives. Taken when the club was still at Hobsonville, Ollie in front and it looks like Steve Wallace in the back of the Blanik.*



See you at the field
WARM AIR

Good mums let the kids lick the cake beaters.

Great mums turn them off first.

NEW ROSTER - not quite the final version

DUTY ROSTER FOR FEBRUARY, MARCH, APRIL 2013 v2

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
WAITANGI DAY	6	am pm	D Grey	I Woodfield/R Burns	P Thorpe
	9	am pm	N Graves	R Carswell	A Sunde
	10	am pm	R Thonson	R Burns	R Carswell
	16	am pm	G Healey	P Coveney	M Oliver
	17	am pm	G Hodge	P Thorpe	C Rook
	23	am pm	E McPherson	D Todd	G Lake
	24	am pm	M Belcher	L Page	A Sunde
MARCH	2	am pm	T O'Rourke	S Wallace	P Thorpe
	3	am pm	I O'Keefe	I Woodfield	R Carswell
	9	am pm	G Patten	P Coveney	R Brookes
	10	am pm	K Pillai	R Carswell	M Oliver
	16	am pm	J Pote	R Burns	C Rook
	17	am pm	T Prentice	L Page	G Lake
	23	am pm	J Rosenfeldt	S Wallace	R Carswell
	24	am pm	G Rosenfeldt	I Woodfield	A Sunde
EASTER WEEKEND	29	am pm	S Saunders	P Thorpe	C Rook
	30	am pm	R Struyck	D Todd	R Brookes
	31	am pm	R Whitby	R Carswell	M Oliver
APRIL	1	am pm	K Bhashyam	P Coveney	A Sunde
	6	am pm	S Foreman	R Burns	P Thorpe
	7	am pm	D Foxcroft	I Woodfield	G Lake
	13	am pm	D Grey	L Page	R Carswell
	14	am pm	N Graves	S Wallace	R Brookes
	20	am pm	C Hall	P Thorpe	C Rook
	21	am pm	G Healey	D Todd	G Lake
ANZAC DAY	25	am pm	G Hodge	L Page	R Brookes
	27	am pm	E McPherson	P Coveney	P Thorpe
	28	am pm	C Hall	I Woodfield	M Oliver