

WARM AIR 9 JULY 11

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433 www.ascgliding.org
Saturday.	Instructing: Dave Todd Towing: Rex Carswell Duty Pilot Steve Foreman
Sunday.	Instructing: Lionel Page Towing: Graham Lake Duty Pilot Dave Foxcroft

CLUB NEWS

SATURDAY *Instructor Steve Wallace gets us going, in more ways than one*

Saturday was a beautifully fine winter's day with a nice 10kt easterly pretty much straight down the 08 vector. Ray Burns kindly drew the key and radio from Base Ops early so as to help get things underway and not waste a moment of our shortened flying day. The contractors seemed to have disappeared by 1430 and shortly after a full crew was present and busy disembobulating (*huh??*) MW, and the caravan, from the hangar, in preparation for the long haul down to the 08 end. All was set up and ready to go by 3pm, Chris was on his way from North Shore in the yellow banana and the only hold up (apart from the return of an Orion on three engines) was a decision on who was going to fly first.

Gary drew the short straw and by 1515 we were in the air on our way to 1,500'. Gary had set himself an ambitious task for the day - a non standard circuit for a cross field, cross wind landing. As we turned and began our downwind, my experience told me that based on our position with respect to the aiming point and for the conditions of the day; unless some kind of radical circuit adjustments were made we didn't have a show of making it. Gary's experience said, I really have no experience at this so I'll give it a go and see how it turns out. Ten points to Gary for giving it a crack and ten more points for making the correct decision to abort the aiming point on short finals. Landing across the vector was clearly not going to be a happening thing and the correct thing to do was make a low level well banked and balanced turn into wind and land down the 08 vector. This part was skillfully done. It was a great lesson in how things such as; preconceived ideas about where the circuit should start can cloud your judgment and even though we are taught to reference our circuits with respect to an aiming point the home circuit is still done as much by familiarity as anything else. Move away from the familiar and then you really see how well an aiming point is being referenced. With experience of the best kind now under his belt Gary was keen for some more but unfortunately the day was short and the flying list long so it would have to wait for another day.

Next up was Jay for a quick flight (actually the longest of the day at 14mins) to maintain his skills. Then David Gray who followed up his last nice circuit and landing from a few weeks ago with another. That makes two in a row so Dave is nicely on track to getting this part of his flying sussed. New member John came out to enjoy and celebrate a nice milestone which I think was 40 years to the day since his first solo in a glider.

With the sun now sitting very low on the horizon and sinking fast we were able to squeeze in one last flight with Francois. RDW had time to drop the rope outside the caravan post tow and scoot

back to North Shore while Francois made a nice job of a long landing and taxi to shorten the towing distance to the hangar and enable everything to be put away before things got completely dark.

A nice feeling that at the end of the day we had actually made as much use as possible with the few available hours. *How to make the most of the available day. Just shows what can be done with a bit of focus. Excellent work guys.*

SUNDAY *Instructor Peter Coveney starts*

Hmmm mid winter. Not the best time of the year for gliding and today was no exception. Cold with a brisk 20 knots out of the east and a low cloudbase to boot. The forecast 20 per cent chance of showers proved to be just about right.

A very big thanks to Lionel for getting out early and getting the key and hand held radio from Base Ops. I decided to take the scenic route via Coatesville as there were signs up during week warning of big delays if I went the usual way to Whenuapai. Probably an over-reaction as the traffic didn't look too bad from the air. But by 10 am we were ready to go.

Young Enya and Jason were present as was Roy and David G. Peter arrived in RDW with his young grandson as we completed the DIs and started the trek down to the far end. Enya received some close supervision driving the tractor but we can't send her solo on it till she gets her driver's licence. "Them's the rules". However no such rule for a glider once she is ready.

First up in MW was David following some flying with Steve on the Saturday. Although the weather was mainly low cloud and showers there were a few areas of lift that we flew though but it was very spasmodic. The 20 knots of breeze meant it was important to maintain the required safe speed near the ground and the wind gradient was really noticeable with a good 10 knots disappearing off the ASI on finals.

Enya managed two 1500 ft circuits as she continues to make very good progress followed by Jason who showed a good improvement in aerotow. We covered basic stalling. Stalling in the turn and stalling brakes out in the turn so had a fairly quick flight at 12 minutes from 2200ft

Gary had an interesting sortie as we did a make-believe paddock landing across the 08 threshold corner of the field and with a 20 knot cross wind to boot. That went off quite well. Great that the wheel brake works so well now

Last flight was a 2000ft check flight for Ray who just wanted a check of his flying skills. No worries there as he flies very well indeed. That was a hangar flight and we shut up shop and returned the key by 1500hrs.

Many thanks to Roy, Neville, Jason, Lionel and Peter for a great if somewhat chilly day.

And the Towpilot's version....hope they were at the same day

Sunday dawned nice a clear but by the time I reached North Shore Airfield an overcast had rolled in and there was a freezing wind blowing from the east. Lots of departing aircraft suggested the aero club must have had a day trip organised but by the time my grandson co-pilot and I had pre-flighted and then waited for the engine oil temperature to reach 50 degrees C they had all gone and we took off to the north before turning back overhead towards WP. Some low cloud and light rain pushed us over Greenhithe but WP was clear and we landed at the same time the little cavalcade of

tractor, caravan and glider was trekking towards the 08 threshold. The parachute guys reckoned they would fly (they didn't) so we arranged ourselves accordingly and commenced flying. The wind was straight down 08 at a brisk 12-15 knots so take off performance was not an issue. Cloud base was 1500 to 2000ft with some gaps but not much sign of useable lift. Lionel rigged with the intention of doing some circuits but after doing one he decided the light rain and wind conditions were not very pleasant so after muttering about having to dry the wings off, he put it all away again. Ray was going to rig but decided conditions were not nice enough for a vintage performance. David Grey, Enya, Jason and Gary flew a few circuits and that was about it for the day after seven launches. Home by about 1600hrs and by the time I walked the dogs the sky had cleared and the wind had dropped and flying conditions would have been very pleasant.

CLUB DINNER *Club Capitaine, Ray Burns has decided it's time we had a midwinter dinner*

I have rung the RSA at Browns Bay (that seemed to suit everyone last year) and organised the same for the 24 July at 1830hrs. The cost will be \$24 per head. I would like people to email me (ray.burns@xtra.co.nz) with numbers (partners welcome as usual), because I will need to confirm closer to the time.

By amazing coincidence it's also Bob Cridland's birthday and Neville Swan's the next day

CROSS COUNTRY COURSE *CFI Peter Thorpe writes*

The words below are from Bill Mace, who is organising the Cross Country Course at Matamata in November. He has particularly asked that nominations come through the CFI so if you are interested let me know. You need to be QGP and close to the stage where you will be attempting a 50km.

The Matamata Soaring Centre will be running a Cross Country Course again this year. The aim of these courses is to prepare pilots for 300km plus tasks and to get more pilots into competitive cross country flying.

Preference will be given to Silver C holders that have not entered in a competition as yet and have a desire to do so, or progress to their gold badge or 500k diploma. However QGP's that have not yet done their Silver C but show a strong interest in becoming cross country and competition pilots should also apply.

In the past we have had some pilots that saw the course as an opportunity to accompany an experienced pilot without any intention of becoming a cross country pilot themselves. This is not fair on the instructors who have given up their week's holiday to teach them.

Nominations to Peter Thorpe if you are interested in this course. This is an excellent course with much to be learnt and a good chance to gain confidence in Cross Country flying. Highly recommended.

SPACE SHUTTLE *Steve Wallace*

For those interested I was in Orlando, Florida a couple of weeks ago and took time to visit the Kennedy Space Centre and see Atlantis sitting on the pad ready for the last ever space shuttle launch this coming Friday (US time). Shame I couldn't stay another couple of weeks and watch. Some interesting facts I picked up during the guided tour:

- The shuttle engines consume 1.8 million litres of liquid fuel in 8.5 minutes during a launch (makes our tow plane seem quite thrifty)
- The solid rocket boosters consume fuel at a rate of 10 tons a second each, for two minutes.
- The shuttle accelerates from 0 to 25,000 km/hr during the launch. This subjects the astronauts to 3G's of acceleration for 8.5 minutes (that's the bottom of a glider loop for over 8 minutes!)
- A shuttle launch produces 162 decibels of acoustic energy. The shuttle is only designed to withstand 145 decibels. To remedy this, 400,000 gallons of water is poured onto the launch pad moments before launch. This is immediately vaporised at launch and in doing so the acoustic reflections are reduced to 142 decibels (note for those of you who don't know the decibel scale every 3dB represents approx a doubling in power/loudness)
- Within 800' of a launch the acoustic energy will kill you if the heat doesn't fry you.
- A launch can be heard from 1,100 miles away.
- The closest they let you view a launch from is 10 miles. The heat on your face is meant to be most impressive.
- On the launch pad the shuttle leans forward and then swings back as its engines come to full power. This is known as the twang.
- The shuttle is held on the launch pad by large 'explosive bolts' as the engines and solid rocket boosters come to full power. If it wasn't the shuttle would launch and fall over (took NASA a while to learn this one, they show some nice footage of rocket launch failures from the 'early days').



See you at the field

WARM AIR

Roster below

DUTY ROSTER FOR MAY, JUNE, JULY 2011 FINAL

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
APRIL	30	am	J Deetlefs	P Thorpe	C De Marco
-	-	pm	-	-	-
MAY	4	am	D Foxcroft	L Page	R Carswell
-	-	pm	-	-	-
MAY	7	am	N Francis	D Todd	R Carswell
-	-	pm	-	-	-
	8	am	D Grey	A MacKay	P Thorpe
	-	pm	-	-	M Oliver
	14	am	J Harkness	P Coveney	C De Marco
	-	pm	-	-	-
	15	am	B Hocking	S Wallace	P Thorpe
	-	pm	-	-	M Oliver
	21	am	K Lamb	L Page	A McGregor
	-	pm	-	-	-
	22	am	J McIver	P Coveney	M Oliver
	-	pm	-	-	-
	28	am	E McPherson	D Todd	P Thorpe
	-	pm	-	-	-
	29	am	T O'Rourke	P Thorpe ??	P Thorpe
	-	pm	-	-	M Oliver
JUNE	4	am	G Patten	L Page	C De Marco
	-	pm	-	-	-
	5	am	I Woodfield	A MacKay	P Thorpe
	-	pm	-	-	M Oliver
QUEENS BIRTHDAY	6	am	J Pote	S Wallace	G Lake
-	11	pm	-	-	-
GNZ	am	G Quinn	P Coveney	C De Marco	
AGM	12	pm	-	-	-
	am	F Retief	A MacKay	R Carswell	
-	18	pm	-	-	-
	am	G Rosenfeldt	D Todd	M Oliver	
-	-	pm	-	-	-
	am	R Thomson	L Page	C Rook	
	25	pm	R Whitby	P Thorpe	A McGregor
	-	am	-	-	-
	26	pm	Kris Pillai	R Carswell	M Oliver
	2	pm	R Burns	S Wallace	C De Marco
JULY	-	am	-	-	-
	3	pm	J Deetlefs	P Coveney	P Thorpe
	9	pm	S Foreman	D Todd	R Carswell
	-	am	-	-	-
	10	pm	D Foxcroft	L Page	G Lake
	16	pm	N Francis	R Carswell	C Rook
	-	am	-	-	-
	17	pm	D Grey	P Thorpe	A McGregor
	23	pm	J Harkness	P Coveney	C De Marco
	-	am	-	-	-
	24	pm	B Hocking	S Wallace	R Carswell
	30	pm	K Lamb	D Todd	P Thorpe
	-	am	-	-	-
	31	pm	J McIver	R Carswell	M Oliver
	-	am	-	-	-