

WARM AIR 9 Jun 12

Aviation Sports Club Gliding Newsletter

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

Saturday. Instructing: Andy McKay
Towing: Andrew Sunde
Duty Pilot Kishan Bhashyam
Sunday. Instructing: Lionel Page
Towing: Graham Lake
Duty Pilot Jason Deetlefs

MEMBERS NEWS

SATURDAY *Instructor David Todd goes to town*

Biggest news for Saturday was Kishan Bhashyam's PW-5 conversion. Perfect take-off and landing!



He just needs a soaring flight to enjoy VF light controls and climb-ability.

About 13 flights in all. Graham Hodge flew MW first up with low level release exercise.

It was hard to find lift for most of the day then at about 3.00 pm Roy Whitby showed it was possible and stayed up for 37 minutes. That got Jonathan Pote up for a 52 min flight, I flew MP for 56mins and Kris Pillai and Bob Cridland took longest flight

of the day honour with 62 mins.

Graham flew MW first up with low level release exercise. Steve flew VF for approx. 35 mins fighting it out with Bob and Kris over who would be the last to land.

"Transition into VF" - Kishan Bhashyam

I'd agree with Jonathan, *"flying the PW-5 for the first time felt almost as good as my first solo - only a bit better"*.

I was very excited to arrive at the field and find low wind conditions at the ground and at 2000 feet. This meant a fairly good day for me to jump into the Smyk.

My plan was to first take MW up for a solo flight to check the conditions. Instructor Dave Todd had a better idea which was, jumping in with me to test my flight before I transition into VF. This was followed by some great feedback - Thanks Dave.

At this stage I was very eager to get into VF. The thought of flying VF created excitement, but along with some feelings of trepidation.

VF needed to be DI'ed as it hadn't flown yet that day. I read through the aircraft manual and then started the DI procedure. I was surprised to see the placard read "Maximum Pilot + Parachute weight = 55kg". Since the manual read "Minimum Pilot + Parachute weight = 55kg", I notified Neville of the typo. Yaay for no more ballast under my butt.



Time to get comfy, CBSIFTCBE's and take off..! I caught myself scratching my head figuring what clips fist with regards to the straps (thanks Dave for your instruction here as well). Once

I was all settled in and all checks done, RDW was lined up and ready to tow! VF sure is pretty loud on ground roll. Good thing is that it is a quick one.

"Sensitive or What !!" I was briefed on the sensitivity of the controls, but seeing is believing. I found it very sensitive (does what you want it to do). A great and easy aircraft to fly, especially on finals (no fighting with the airbrakes any more ☺). I had a great first flight of 12 mins, second flight of 12 mins and broke my personal record with 14 mins on my third flight (some progress there). I am certainly looking forward to some very good flights with the smyk

Saying this: MW - you will always be my first (as you were for many of us) ☺

***Next action on VF: test the pee-tube ;-)*

"Thanks to all that provided me with briefing, tips and personal experiences on the performance of VF before I jumped in."

SUNDAY *Instructor Steve Wallace starts*

The debacle of no base ID passes for some instructors and tow pilots almost brought the day to a halt before it had even started but fortunately Roy came to the rescue and was able to draw the key and Base Ops radio so the day was able to get underway.

A light SW wind with its origins in the north Tasman meant the temperature was very mild for a winter's day and the sky looked equally pleasant too.

First up for the day was Rudolf in MW to get his QGP training officially underway. Rudolf's power and prior gliding experience meant he flew the entire 49 minute flight, showing some good thermal flying skills along the way and getting a good chunk of the A cert signed off.



New Ultra light towplane

Ian O'Keefe was next up with a half hour flight that included spinning to complete his BFR and Steve Foreman and Kishan had two goes each in VF.

Andy McKay then turned up with a couple of trial flihter friends allowing a lunch time break for the instructor before David Gray and instructor Steve were back in the air in MW this

time getting flight at Va and Wing Overs signed off.

The day was finished off with a flight in VF by Gary and Lionel and Roy taking MW for a final spin before everything was packed away ready for Monday.

MONDAY *Instructor Peter Coveney reports*



Nice not having to go to work after two days break. What better way to spend the day than out at the gliding club with my mates. Jonothan Pote picked up the radio and handed me the key outside Base Ops but there was nobody waiting when I arrived at the gate at 0930. However there was a reasonable crowd assembled by 10 o'clock. We had a minor mishap when the Total Energy tube on MP got knocked off but fortunately Neville Swan was coming out and it was

repaired in short order. The weather was not too bad. A bit of low cloud below 2000ft but that was expected to burn off soon. We had a Lear jet coming and going and a Seasprite helicopter which meant Base Ops wanting us on the ground as they came and went so our first flight of the day didn't get off until about 1130. That was David Grey and me with a short flight to 1500ft but with a little bit of thermalling over the high ground across the water. The two singles were in demand with a few markedly short flights early on but more than compensated for later in the day with flights over the hour. Neville Swan went up in his motor glider (minus the fan). I took Chelle Thomson up for a 1500ft circuit and again we managed to thermal in the same spot as Dave and I before. Managed a creditable 19 mins so well done Miss Thomson!

Other intrepid aviators to take to the skies were Roy Whitby, Andy MacKay, Dave on his own in MW, Ivor Woodfield, Jonathan Pote, Steve Foreman and Gary Patten. Steve is getting very close to having enough hours to transfer to the retractable single.

Nice to see the Power section's Beech Duchess doing lots of take off and landings and sympathy for the poor little Tomahawk that was smacking the runway with Gay Abandon as she learns to fly.

Also great to touch base with an old flying buddy from a very long time ago. Graham Hodge and I go back to the 1970's flying out of Wigram in the days of T31's, Rhonlerches, Ka7s and even Dave Todd's glider GHU. We reminisced on days of flying at Nukiwai, Omarama and of mutual acquaintances wondering where they are now.

As the sun neared the horizon the last two singles made their way back to the airfield and I closed the GAAs and hit the road to return radio and keys.

EL CAPITAINO RAY HAS BURNING NEWS

Chaps & Chapesses:

After a bit of nudging from Steve Saunders and having a week laid up at home, I wrote a spreadsheet that can be used for recording logbook flights. The idea is that it gives a little bit of prompting along the way and has a worksheet that includes all the totals you need for logbook pages, VFR's, Annual membership renewals and the like. You don't need to key in all your flights, you can pick a point in time and enter the 'opening' figures then start adding your flights from there. I have written it so that it works with all versions of Excel from 1997 onwards. I have tested with 2000 and 2010. Shock! Horror! I even wrote some documentation to go with it.

You will find this marvel of modern technology at <http://www.rayburns.co.nz/asc> . Feel free to download and play. Any feedback will be welcome. Well, at least *most* feedback will be welcome. It is probably a good idea to download and read the PDF that is the documentation. But then again that's always the last thing I do (flight manuals excepted!) so I don't have very high hopes on this front.

LS-4a ZK-GKP FOR SALE *Peter Coveney has his LS-4A up for sale:*



This is a really good example of one of the nicest gliders to fly. KP comes with a Colibri secure logger , the latest Borgelt, B500 vario and B2500 glide computer, combination worth over \$7000. The trailer is a clam shell type Komet which makes rigging and derigging a breeze. Great value at \$55,000. Currently located at Whenuapai. Contact Peter Coveney at petercove@ihug.co.nz or phone 021 02251470.

TAILPIECE

See you at the field

WARM AIR

ROSTER BELOW

DUTY ROSTER FOR MAY, JUNE, JULY 2012 FINAL

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot
MAY	5	am pm	No flying -	"Jumpstart" -	- -
	6	am pm	G Patten -	R Burns -	G Rook -
	12	am pm	S Saunders -	S Wallace -	A Sunde -
	13	am pm	J Pote -	A MacKay -	G Rook -
	19	am pm	F Retief -	P Coveney -	G Lake -
	20	am pm	G Rosenfeldt -	L Page -	M Oliver -
	26	am pm	J Pote -	R Carswell -	A Sunde -
	27	am pm	K Pillai -	R Burns -	G Lake -
JUNE	2	am pm	R Thomson -	D Todd -	M Oliver -
	3	am pm	R Whitby -	S Wallace -	R Carswell -
QUEENS BIRTHDAY	4	am pm	L Woodfield -	P Coveney -	G Rook -
	9	am pm	K Bashyam -	A MacKay -	A Sunde -
	10	am pm	J Deetlefs -	L Page -	G Lake -
	16	am pm	J Harkness -	R Carswell -	M Oliver -
	17	am pm	D Foxcroft -	R Burns -	C Rook -
	23	am pm	D Grey -	S Wallace -	R Carswell -
	24	am pm	S Foreman -	P Thorpe -	A Sunde -
	30	am pm	B Hocking -	P Coveney -	P Thorpe -
JULY	1	am pm	G Hodge -	A MacKay -	M Oliver -
	7	am pm	E McPherson -	D Todd -	C Rook -
	8	am pm	T O'Rourke -	L Page -	R Carswell -
	14	am pm	G Hodge -	R Carswell -	G Lake -
	15	am pm	K Pillai -	R Burns -	P Thorpe -
	21	am pm	J Pote -	S Wallace -	M Oliver -
	22	am pm	F Retief -	P Thorpe -	C Rook -
	28	am pm	G Rosenfeldt -	P Coveney -	P Thorpe -
	29	am pm	S Saunders -	A MacKay -	R Carswell -