

WARM AIR 9 May 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Rex Carswell	Bank Acct 38-9014-0625483-000
	Towing: Craig Rook	
	Duty Pilot: Enya McPherson	
Sunday	Instructing: Lionel Page	
	Towing: Peter Thorpe	
	Duty Pilot: Genny Healey	

MEMBERS NEWS

SATURDAY Instructor Ivor Woodfield gets the crayons out

The day started overcast, with very little wind. I arrived at the gate shortly after 9 to find Jonathan already waiting, and before long we were joined by Rudolf. We opened up and extracted the tow plane as others started to arrive. After very carefully removing GKK from its temporary overnight stay in the hangar, following a successful coast run the previous day, we pulled out MW and VF and got them ready for flying. The wind was still extremely light and cloud cover was extensive as we set up on 26 following the prediction of more westerly winds developing during the day, and by 1100 we were ready to fly. However at this stage the sky looked very unlikely to support any soaring activity so everyone waited a while to see how things would improve.

First up was David Gray who was keen to get airborne. Once we released it was clear that the air was extremely stable, and so we enjoyed an interesting hunt for lift, followed by a well executed circuit and landing. While this had been happening, Peter Thorpe and colleagues had been prepping the motor glider for a trip to Ardmore where it was going to have some work done. Peter launched shortly after we had landed, and had soon disappeared in the direction of Auckland.

Given the very light conditions it was suggested that the PW5 might work well, and Rudolf decided to go and see if that was indeed the case. However, before long he was back to report that he had found no lift anywhere. Thomas was by now providing an alternative distraction to the overcast and still sky by rigging his Russia and doing some engine test runs. All went according to plan and he was pleased to see the engine performing as expected. Testing over, the glider was put back into its trailer with the help of his custom one-person rig, and while that was happening the sun made a real effort to burst through, sufficient to tempt David back up for a second flight. Sadly still no real lift to be found, although as a result of some fine balanced flying and a large smooth circuit, David managed to get the longest flight of the day at just over 20 minutes.

We got back on the ground to find that no-one else was keen to fly, and things were being packed away. Sunday was forecast to be better, so GKK was picketed out in the spot vacated by the motor glider, and everything else was packed away in the hangar. It being just 1430 there was little enthusiasm for a story telling session around the fridge, and so despite the large group that had turned up, we settled for an early finish and everyone headed off for other things.

Towie Jamie Wagner adds: Saturday's weather forecast looked stellar with a big high pressure system over the country. You can then imagine my disappointment when I awoke to find overcast skies forming a 2-3000 ft. ceiling in a classic case of Anti-Cyclonic Gloom.

Undeterred I headed to the club to find many a keen pilot already there with the hangar almost empty of aircraft in optimistic preparation for some flying. Despite a positive turnout numbers wise, the prevailing attitude was anything but as the grey skies and cool temperatures persisted as the clock approached midday.

Duty pilot Dave Grey and Instructor Ivor Woodfield eventually decided to test the conditions, so up we went. Our suspicions were soon confirmed early in the tow as we managed a decidedly average 2-300 ft./min climb rate whilst dodging a light patch of drizzle or two enroute to 2000ft. I had barely shutdown RDW's engine on the ground post tow when low and behold, MW reported it was already on an early downwind. This set the scene for what would be a quiet day's flying as only Rudolf Struyck and Ivor/Dave had another go staying up in non-improving conditions. The call to pack up came around 3pm and everyone duly departed home shortly after said pack up was complete with end of day, refreshments neither earned nor taken!

SUNDAY *Instructor Steve Wallace does the honours*

A nice big 1032Hpa high was parked with its centre right over Auckland for Sunday. This was accompanied by much anticyclonic gloom so the day did start out rather grey and uninviting. The wind on the ground was 3kts light and variable and at 2,000ft it was 6Kts 190. Kind of what you would expect under such a big high. We started towing on 26 despite an occasional trend favouring 08 and with the tower coming on the power guys got to use 21 as 26/08 seal was closed due to the piano keys being painted.

Tony Prentice got things underway at 11.39 with a 20 minute trial flight and then Andy McKay launched in KK for a 95 minute flight. At this point we changed ends as the wind had picked up to 5-6Kts and was still trending 08. Tony then flew the second trial flight he had lined up for the day for another 20 minute sortie.

Brendan then got a training flight and showed great progress by flying the takeoff, landing and most of the flight. Two more trial flights then followed. The anticyclonic gloom by this stage had started to dissipate and some nice areas of sunshine were coming out to play. This meant some of the singles came out to play with Graham Lake, Ray Burns and Kishan Bhashyam doing flights in IV and MP respectively. Training flights were also had by Jack Foote who had the fun of a brakes jammed open exercise and Matt Ledger who got in a very pleasant last flight before heading back to Old Blighty. Genny Healey then finished the day with a 1,000ft check flight followed by her first solo flight in a while. This being the last flight of the day she got to try her hand at a long landing, positioning MW for a shorter tractor tow back to the hangar.

As it was Matt's farewell dinner we skipped the hangar based refreshments and headed straight to Buba's for a very pleasant evening of curry, beer and their super amazing mango ice-cream.

Towie Derry Belcher's version: We started out with a wee problem of a sheared bolt on one of the castors on GMW's trolley so we ran it off the trolley and with a few zig-zags managed to get it out, followed by a quick call to Neville giving him the size and diameter of the bolt so he could bring one to fix it ensured we weren't stuffing about at the end of the day - **Thanks for fixing it Neville.. :)**

Quite a busy day at the field and with the wind initially being light and variable for us trying to operate from 26 Grass, and adding to the mix, the power-section aircraft were doing right-hand circuits on runway 21 due to painting of the threshold markers on 08 seal and this put them right through our part of the sky which was concerning. Luckily, the tower came on duty and stayed on all day which solved the potentially hazardous situation. Theoretically, we would have had to enjoy the company of the power aircraft operating off the grass with us if the field was uncontrolled and both sections were operating, so all worked out fine in the end.

After the first couple of tows from 26 grass, the wind seemed to settle down dictating a move to 08 end, where we happily stayed and enjoyed a pleasant and busy day of gliding. (See instructor's report). Thirteen tows done for the day and after the aircraft were put to bed, Steve W and I tootled off to fill up the fuel containers for RDW.

MATT AND LAURA ARE OFF AWAY...and sent this farewell message..

Thanks to everyone that came to our leaving curry. Thumbs Up to Zorro for organising it all! It was great to see you all have a change to say goodbye, for those that couldn't make it the sentiment is the same, we'll catch up some time in the future.

Thank you to everyone at the club for making our time learning to fly so fantastic. It's taken more than a little bravery on the part of the instructors to let us take control! Wishing you all dry skies and good thermals :) We'll keep eagerly reading Warm Air to see what you've all been up to.

Cheers,
Matt & Laura.

A pleasure to have met and gotten to know you both. Thanks for the pleasure of your company and all the best for the future. Keep in touch please.

WE HAVE A NEW CLUB CELLPHONE NUMBER (or we will have if Lionel brings the phone to the club)

Those who operate on pre pay will know the rule about regular top ups specified by the provider and what happens if you do not do this. We just got nailed by this, we went outside the regulation top up period and the number is Kaput..., so we have a new sim card and number 022 357 6731. Up date your contacts and records please.

2015 Wx Matters

AvKiwi Safety Seminars



Weather can be a puzzle – you've got all the pieces, but how do you fit them together to create the right picture?

Accident investigations suggest that pilots who had weather related accidents didn't understand the weather.

This year's seminar can help you navigate your way through the mass of information out there. You'll also hear some close encounters of the weather kind from pilots who lived to tell the tale.

At the seminar, you'll get early access to our free apps and new online course, plus learn how to fit the pieces of weather information together.

AvKiwi Safety Seminars are FREE to attend. More venues added soon.

If you attended one of the seminars, your attendance sticker will have a unique password to gain immediate access to our new online course, link below.

[Wx Matters online course](#) - access for seminar participants

If you were unable to attend a seminar, access to the online course will be available once the seminar schedule has been completed.

Auckland	Tuesday 19 May, 11:00 am ATC Hall, Ardmore Aerodrome
	Tuesday 19 May, 7:00 pm Auckland Aero Club, Ardmore Aerodrome
	Wednesday 20 May, 7:00 pm North Shore Aerodrome



NZ Warbirds
Proudly Present

"NIGHT of the BLACKBIRD"

A presentation by Brian Shul -
A Vietnam veteran who became a
World renowned pilot of SR71 Blackbird
to earn the title "Sled Driver"

7:00pm SATURDAY 16 May 2015
NZ Warbirds Hangar, Ardmore Airport

Cost: \$75 which includes supper
Refreshments available

Tickets available by contacting melanie@ardmoreairport.co.nz
or phone 09 298 9544

*Two policemen call their station on The radio.
"Hello. Is that the Sarge?"*

"Yes?"

"We have a case here

*"A woman has shot her husband for stepping
on the floor she had just mopped clean."*

"Have you arrested the woman?"

"No sarge. The floor is still wet."

DUTY ROSTER FOR May, Jun, Jul 2015 Final

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
May	2	D GREY	I WOODFIELD	J WAGNER	
	3	B MOORE	S WALLACE	D BELCHER	
	9	E MCPHERSON	R CARSWELL	J OLSZEWSKI C ROOK	
	10	G HEALEY	L PAGE	P THORPE	
	16	I O'KEEFE	R BURNS	R CARSWELL	
	17	T O'ROURKE	S WALLACE	J WAGNER	
	23	G LAKE	I WOODFIELD	D BELCHER	
	24	G PATTEN	R CARSWELL	J WAGNER	
	30	K PILLAI	P THORPE	F MCKENZIE	
	31	J POTE	L PAGE	R CARSWELL	
Jun	1	T PRENTICE	R BURNS	D BELCHER	
	6	R STRUYCK	I WOODFIELD	J WAGNER	
	7	R WHITBY	R CARSWELL	D BELCHER	
	13	J FOOT	S WALLACE	J OLSZEWSKI C ROOK	
	14	N GRAVES	L PAGE	F MCKENZIE	
	20	K BHASHYAM	R BURNS	R CARSWELL	
	21	K BRIDGES	P THORPE	J WAGNER	
	27	S FOREMAN	I WOODFIELD	P THORPE	
	28	D FOXCROFT	S WALLACE	D BELCHER	
Jul	4	D GREY	L PAGE	J OLSZEWSKI C ROOK	
	5	B MOORE	R BURNS	F MCKENZIE	
	11	E MCPHERSON	P THORPE	J WAGNER	
	12	G HEALEY	I WOODFIELD	D BELCHER	
	18	I O'KEEFE	S WALLACE	P THORPE	
	19	T O'ROURKE	L PAGE	J OLSZEWSKI C ROOK	
	25	G LAKE	R BURNS	F MCKENZIE	
	26	G PATTEN	P THORPE	J WAGNER	