

WARM AIR 11 Aug 18

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Lionel Page	Bank Acct 38-9014-0625483-000
	Towing: Rex Carswell	
	Duty Pilot: Matt Moran	
Sunday	Instructing: Peter Thorpe	
	Towing: Graham Lake	
	Duty Pilot: Thomas O'Rourke	

MEMBERS NEWS

SATURDAY

Blue skies, light winds, gorgeous day for flying. We were all set up on 26 nice and early but Brendan, Tony & Rahul all decided to wait for some lift to happen. A few clouds started to form off the end of 26. After 10 minutes of waiting, I made the (BS) comment "lift looks booming to me", that was enough to convince Brendan to jump in VF and off he went, just before midday. I think he was last to return over 3 hours later.

Rex & Rahul were next up followed by Tony in BD and they both also got glued to the bottom of the now dark and lazy looking cumulus clouds now sitting over Riverhead, not wanting to march away as they normally do.



Ray hauled MP out of the hanger and also got stuck under that sticky cloud, 4 gliders up with nobody waiting on the ground, they all enjoyed lengthy flights. Melody-Ann arrived later in the day for the last flight, which we launched from 08 as the light easterly kicked in.

5 flights for the day and all packed up at around 4pm.

Instructor Rex Carswell's version (he fixed his typos just before Warm Air got to them.....)

Against all odds, and recent cynicism of our winter weekend weather, Saturday's weather was 'a boomer'. The morning dawned with quite a bit of fog around, but by arrival time at the hanger, it had cleared away leaving a

cloudless sky and no wind whatsoever. With sufficient hands arriving we extracted the hardware and set about the daily inspections of GMW and GVF. With Base Ops approval we set up on grass 26 with just a hint of a westerly breeze present. I approved Brendan Moore, and Rahul Bagchi to fly GVF, and Tony Prentice his



PW5 GBD.

By the time Brendan launched - just before midday - we had observed a developing fluffy cumulus line and discussed the possibility of convergence lift being present just west of the airfield. I phoned Christchurch ATC - opened some upper airspace - and sent Brendon on his way. It wasn't long after, we heard Brendan reporting he was at 2500ft and climbing. Realising GVF might be away for awhile, Rahul thought he would 'fill in a bit of time' and take a dual flight to brush up on some exercises, such as 'boxing the tow' and thermaling technique. With briefing done, away we went - the exercise on tow went well - lift was contacted and Rahul had us happily climbing in reliable lift.

Tony launched soon after us and it wasn't long before he was well established.

A recognizable voice soon appeared on the radio - it was that of CFI Ray Burns seeking my approval to allow him fly the single Astir (GMP). Yes - regardless of experience, currency and position held within the club - everyone



wanting to fly as 'pilot in command', requires 'approval' from the Duty Instructor of the day. This is to ensure the Duty Instructor is kept informed of all flights undertaken.

With four gliders aloft, it was another good exercise for Rahul - maintaining a persistent lookout - listening out for, and giving, position reports - and strive for accurate, safe, flying. We flew for 86 minutes - then Rahul had to dash across to the Power Section for his booking over there! Anyway, Melody-Anne Grant had been waiting patiently - then had to wait some more while we changed ends for our launch off grass 08.

However, we were soon up at 3000 ft and relishing the day.

In all, there were only five launches. For the single seaters, Brendan (GVF) had the longest flight of the day with 183 minutes, Tony (GBD) with 87 minutes, and Ray (GMP) 132 minutes. Adding GMW's two flights, we amassed a total of 9 hours 15 minutes. Even the shortest flight exceeded an hour's duration.

Thanks to towie Craig Rook and ground coordinator Neville Swan for their part - and patience - while the rest of us were away.

SUNDAY *Towie Derry (I am not grumpy) Belcher has a whine*

Craig rang me last week and asked if I'd do Sunday if he could do Saturday, and being the kind, obliging fella that I am, I agreed to a swap... ☐

Now, not being one to hold a grudge or get upset with life's little upsets, I hold no malice towards Craig for having an absolutely glorious day towing on Saturday, even if Sunday was a washout!! (Mutter mutter mumble grumble)

Getting on with my report - HA! Due to a lack of interested punters we didn't fly. O.k, so there may have been a bit of precipitation and much murkiness that may have had a bearing on things...

Having said that, Steve W, Ian O'K, Tony P, Ray B, and myself organised GKT in the hangar for an annual inspection to be done this week, then Tony and I sat and went through his PW5 logbooks and files, to see what needed doing for his upcoming annuals.

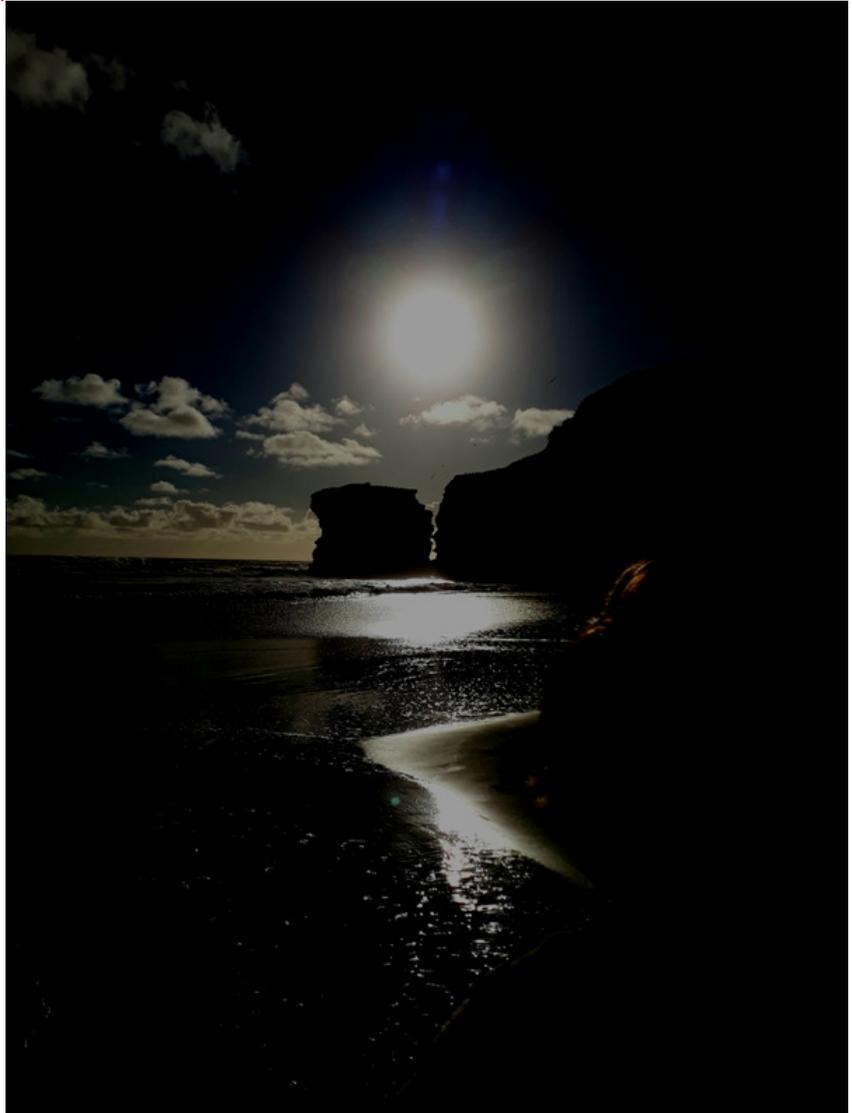
Not a wasted day by any means but I was glad to get home to some warmth.

Derry

PS. While someone who shall remain nameless was flying the towplane yesterday (Saturday), I watched the sun go down at Maori Bay...

CFI CORNER - AEROBATICS

For those of you not in the know, there has been some changes to the way aerobatic ratings are issued and maintained. I won't go into these here. Peter Thorpe has managed to get a suitable rating that will allow him to teach and issue aerobatic ratings. This is particularly exciting and adds another dimension to the flying we can do from NZWP.



Learning aerobatics is not just about learning how to perform loops and stall turns. Those who practice aerobatics become better, safer pilots and the skills you learn might save your life one day.

The first thing we must do is to organise a ground course. This is likely to a half day session in which Peter will teach us the aerodynamics and will probably lead us through the rules and processes to obtaining an aerobatic rating. Note that you must have QGP to get the rating, however there is nothing to stop you from attending the course and doing some learning with an instructor.

To kick this off, I would like some indication of numbers. Can you please email me (at either ray@rayburns.nz or cfi@ascgliding.org) indicating your interest. Once I know who is interested I will organise a date and venue with Peter.

BEING PREPARED Garett Willat

We finally made it to the last practice day at the World Gliding Championships. It has been a string of difficulties from car delays, to weight issues, missing paperwork, phone issues, missed connecting flights, etc.

But we made it and took to the skies. Mike learned of an issue in the tail battery during his training flight in Terlet, so we are just using them as tail ballast. So an easy fix was to just run on the main battery, which should be sufficient. However, after an hour, the rear LX9000 was showing a low battery. After the first turn, the back seat went dark. Then a little while later the front seat went out.

Our message to our illustrious team captain was: "Good News: We are flying and looks ok home direction. Bad news: battery dead. Worse news: cannot raise engine."

We had a winter vario in the front seat, so we continued on with that for our climbs, of course it is in m/s so we just double the value to get it to knts. Both Mike and I are comfortable with using a mechanical vario with no audio. All those hours in a 2-33 are paying off. Especially since it was just like a 2-33 and I had to look over Mike's shoulder to see the instruments. I pulled out the paper map and continued to the next turn. Beautiful country-side, with lots of small villages with wandering roads and rivers. It took a while to figure out where I was.

We have a back-up logger, a Nano3, which will do the navigating beautifully, assuming you downloaded the appropriate database...which we had not.

The decision to continue on course just came from the fact that heading direct towards home was bad air as it had rained there earlier and the sky looked dead. It was clear to continue towards the next turnpoint, as the sky looked very good in that direction. We had 2 climbs with a pegged vario. Just how far we would go was the question. The easiest part of navigating is near the airport are some nuclear cooling towers, which are very easy to see from a distance. But as we made it closer to home, we realized we might as well just complete the task.

Rules of thumb that I mentioned a few weeks ago, turned out to be difficult when trying to convert to meters. 5 miles per thousand feet is pretty common. But what do we do in meters? Should we convert to feet then back again? Then we realized a 45km glide at 1000meters would be 45:1. Since the last turn was 44km away this should be easy math. I could not figure out the scale to the chart I was using, so we were really lost on distances also.

If only I could actually navigate to the correct turnpoint we would have made it. But we missed the turnpoint and came home high.

We are currently on Day 5 and everything is sorted. Mike and I are climbing the score sheet slowly. The weather has been amazing, one of the days was won at over 100mph. We keep hoping for lower bases and weaker thermals.

Duty Roster For Jul, Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Aug	4	B MOORE	R CARSWELL	D BELCHER	
	5	I O'KEEFE	S WALLACE	C ROOK	
	11	M MORAN	L PAGE	R CARSWELL	
	12	T O'ROURKE	P THORPE	G LAKE	
	18	R BAGCHI	I WOODFIELD	D BELCHER	
	19	J POTE	S WALLACE	C ROOK	
	25	T PRENTICE	R BURNS	P THORPE	
	26	R WHITBY	L PAGE	F MCKENZIE	
Sep	1	C DICKSON	P THORPE	G LAKE	
	2	I BURR	I WOODFIELD	D BELCHER	
	8	S HAY	S WALLACE	C ROOK	
	9	T THOMPSON	R BURNS	F MCKENZIE	
	15	K BHASHYAM	L PAGE	G LAKE	
	16	R STRUYCK	R BURNS	D BELCHER	
	22	K JASICA	S WALLACE	C ROOK	
	23	S FOREMAN	R BURNS	F MCKENZIE	
	29	G LEYLAND	L PAGE	G LAKE	
	30	J DICKSON	P THORPE	D BELCHER	