

WARM AIR 19 Jan 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Ivor Woodfield

Bank Acct 38-9014-0625483-000

Towing: Andrew Williams

Duty Pilot: Roy Whitby

Sunday

Instructing: Rex Carswell

Towing: Peter Thorpe

Duty Pilot Isabelle Burr

MEMBERS NEWS

SATURDAY Instructor Rex Carswell does the honours

Summer soaring has definitely arrived at NZWP. Initially we set up for operations on grass 26, but soon realised an easterly sea breeze would soon dominate - a convergence line was developing to the west of WP. We reset up on Grass 08.



(12-1-19)

First launch got away at 1139 with a check flight for Kazik Jasica in MW. The 1500' launch went well and Kazik was cleared to fly away on his own. The convergence wasn't too far away, so with a quick briefing to Kazik and Towie Ruan Heynike done, they were away to 2000'



Andrew Fletcher - GBU
Ray Burns - GMP

towards the west. It paid off for Kazik, a 42 minute flight was achieved - his fourth solo flight (I think). Well done Kazik. By now a sizable grid had formed - all eager to reach for the skies. The singles comprised of Andrew Fletcher (BU), Ray Burns (MP), Rahul Bagchi (VF), Tony Prentice (BD), Derry Belcher (MR), and Graham Lake (IV). All would achieve good durations, with heights to the top of G153 airspace (4500').

It was great having Brendan Moore back for a refresher session following his time away overseas. We had an enjoyable 40 minutes with Brendan refining his skills again. In a similar fashion, Geoff Leyland had a great refresher too. - all 37 minutes of it.

Another Geoff was waiting patiently too. Geoff Thompson has done some flying at Centennial Park Taupo - now keen to check us out for future flying with us. It was great to showcase a good day at Whenuapai.

The final flight was with a young new member to the sort. This was only about the fourth flight for Troy Jefferies, yet he amazed me with his intuitive aptitude as an aviator. He managed much of the aerotow, and most of the thermaling flight. Very impressive.

In all, there were 12 launches for the day, totalling a tad under 16 hours of gliding time... and lots of smiles all around!

SUNDAY *Towie Andrew Williams starts us off*

'Patchy' would describe the day pretty well. Patchy lift, patchy clouds, patchy showers. We flew through some decent lift on most flights, but it never lasted long and did not always correlate to the location of clouds. Sorry to anyone I couldn't get into lift. It was a tough day.



On Saturday one of the wheel brakes had been sticking so today I was avoiding using them, instead rolling out to a stop. So with the wind forecast to change from a northeasterly to a westerly and showers lurking nearby I was keeping an especially close watch on the windsocks each flight as landing with a tailwind is, of course, not preferable, but especially so when you're trying to avoid using brakes. The wind did eventually swing around so after we changed runway ends we refuelled the tow plane and Graham Lake went and refilled all the petrol cans while we did a few more launches - cheers!

Last flight of the day was to take RDW to Parakai where the brakes are going to be sorted. I made a (very short) takeoff run just as a shower began to arrive over Whenuapai - it's amazing what RDW can do without a glider in tow! Twelve minutes later I was on the ground at sunny Parakai. As soon as the tow plane was all tied down and put to bed Thomas O'Rourke arrived and we managed to avoid almost all the traffic on the way back to Whenuapai. Thanks for the lift!

*Instructor Ray Burns writes....*It would appear that all those who turned up on Saturday sucked out all the lift from the air and there was nothing left on Sunday. The approaching rain band didn't help and after it's passing the air was completely dead. Two good flights were to be had before the rain. By sitting on the edge of the cloud we were able to climb up to 3000 feet. Thomas O'Rourke benefitted from the first, doing the first of his BFR flights and a trial flighter benefitted from the second. Rahul Bagchi, Tony Prentice and Toni Thompson all tried out the sky in the singles and after low level rope failure and one more flight with Troy Jefferies we packed up. We managed to just get everything put away before the skies opened a second time with rainfall that made talking in the hangar all but impossible.

SEBASTIAN KAWA COMING OUT

Sebastian Kawa, a well known and accomplished glider pilot, is to visit our club on this Saturday 19 January. Sebastian is a Polish glider pilot, thirteen-time World Champion, world (FAI) leading glider competition pilot (currently number one in the world rankings of the FAI Gliding Commission) and the current World Champion in 15m Class and European gliding champion in 18m Class. He is also a top instructor in our sport. While the

prime purpose of Sebastian's visit to our club is to undertake a BFR with Ray Burns and to catch with an old friend, Kazic Jasica, there will also be an opportunity for our members to catch up and perhaps fly with him.

Once this is all sorted there will be an opportunity for our members to meet and fly with Sebastian, first in best dressed. We will conclude the day with a BBQ. Pencil in 19th folks.

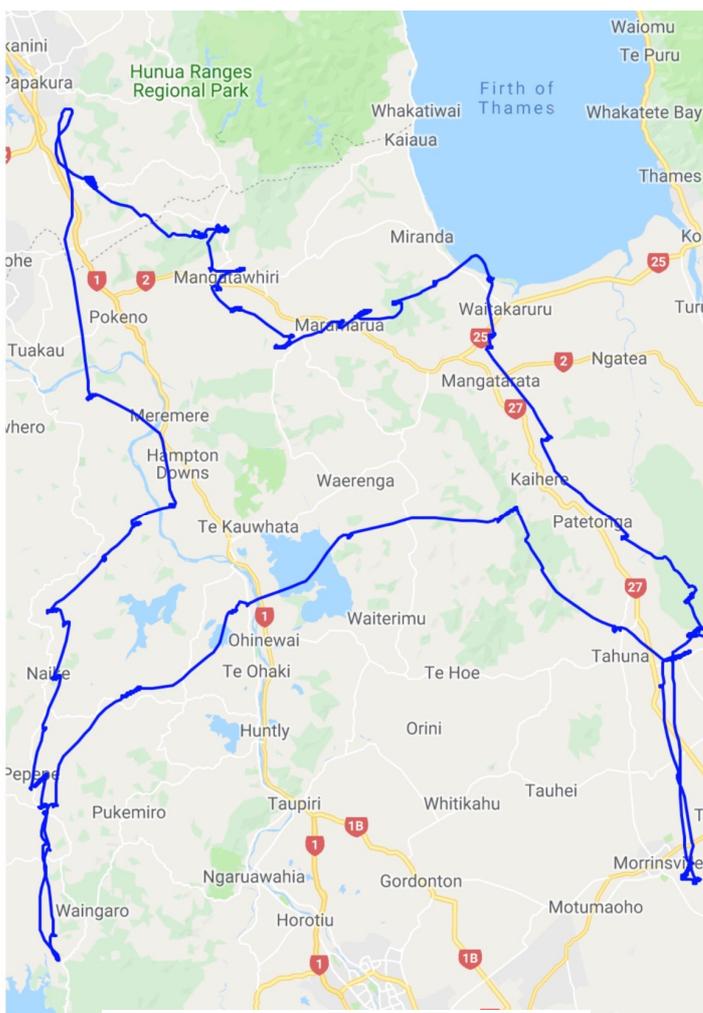
IAN OKEEFE WENT TO THE AUCKLAND SOARING CHAMPS.

The Auckland Soaring Champs were held between the 7th - 13th January at the Auckland Club in Drury. Twenty five gliders were competing and ranged from the JS3 Raptor to a 1960's Dart. Out of the 7 days on offer, 6 days were flown, with one rest day. Flying was generally covering territory over Mamarua, Hauraki Plains, Kaimai's, Tokoroa, Te Kuiti, Pirongia, Raglan, Huntly etc. Flight times varied between 4 - 5 hours and mileage between 150km - 400kms (for some). The conditions are different than Whenuapai, and allow you to fly good thermal, convergence, ridge soaring and even on one day "wave" was encountered. The Enterprise Competition is different from traditional gliding contests. It works on OLC Gliding distance points and allows the Contest Director to add incentive bonus points by flying to various turn points or even taking a photo of a certain area.



Simon Gault, the celebrity chef who is an avid glider pilot had organised with a number of companies to sponsor the contest and offer amazing prizes and goodies to everyone participating, such as the use of the latest and greatest Alfa Romeo for a weekend away, an incredible fridge for the winning club (checkout the transfer print on the fridge) from SMEG, Dr Feelgood Ice Blocks (which were very welcome in the hot conditions), Wakachangi Beer to celebrate the end of the day debriefs). A huge amount of effort is put in by the unsung heroes "volunteers" who keep all the essential operations running smoothly and allowing the pilots to concentrate on the tasks ahead. A big thank you to them and it was great to see that these folk were recognised and rewarded for their contributions.

This is the third year I have competed in this contest and it gets better every year. For me it allows me to fly some great cross country soaring flights in some unique beautiful territory and to learn and develop my skills and knowledge. The flights were very challenging in the first half of the contest and a number of times I found myself at low level and having to patiently



One of Hawkeye's rambles

and persistently find that little thermal to sustain height or explore another part of the sky to get a better climb. I was pleased that on a number of occasions I got away and finally got a good climb. My wingman Hawkeye succumbed to landing in a paddock in Kaihere and I was in the same area and expected to join him, however working the sky and patiently manipulating rising bubbles finally paid off to get away and continue

the flight. Something I will remind Hawkeye about....often. It perhaps helped that he was venting hot air below.

Although 25 gliders were flying, they would all disappear, however funny enough if you were in a goodish thermal, others would suddenly appear. I landed out three times, one at Ngatea High School, which had a lovely large and smooth playing field and was completely void of people (well a few popped over afterwards to check out that I was ok), one at Thames Airfield, and you cannot do one without landing in a Dairy farm north of Matamata. All safe and good landings. The practice I had done prior to the contest at WP gave me a lot more confidence to handle my ship well.

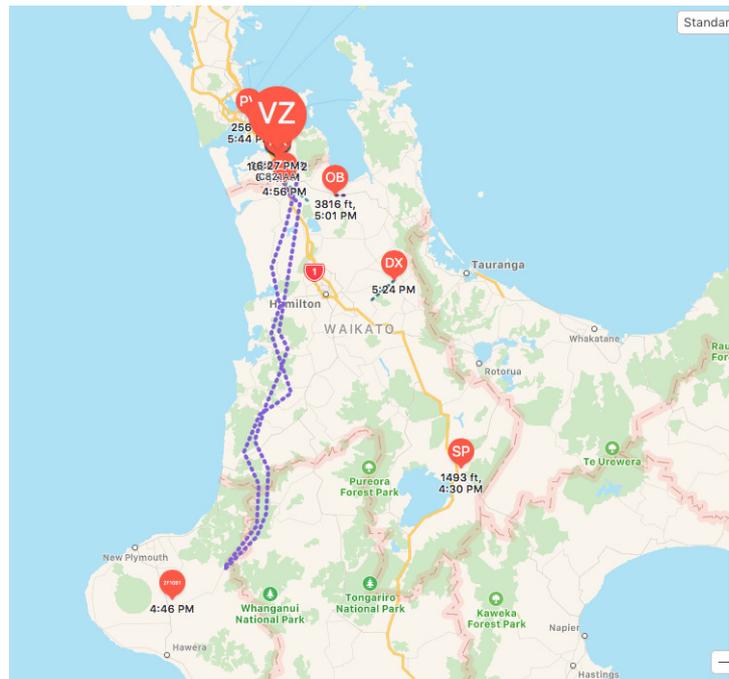
In the end I placed 10th and I was really happy with my performance and that of my ship. We were up competing against JS1's with jet sustainers, and pilots with decades of experience and local knowledge. I flew 25 hours and cover a total of 1310 kms.

I hope a few other from our club may join us next year for this contest. Finally a big thank you to the Auckland Club for hosting and running a great event.

Steve Foreman added: Following on from what Ian had said which is spot on, actually I now know Ian has a number on the bottom of his wing which I had never seen before

Unfortunately I was only able to fly 4 days with only a 50% getting back to the field, coming 14th overall.

There was one flight that stood out, Patrick Driessen. Take a look at his trace.



INTRODUCTION TO TASK FLYING

What you will learn.

The purpose of this exercise is to introduce you flying a task. You will learn:

- What a task is
- How a task is set
- How to fly a task
- What a flight computer is and how to use one.
- An introduction to cross country flying (though initially you never need be out of gliding distance)
- An introduction to gliding competitions.
- You do not even have to be solo to get involved! (If you are pre-solo, ask an instructor to take you. (You may want to warn them in advance!))

How?

An ex member, Gary Patten, has very kindly made his Colibri flight recorder available for general club use. This is in the caravan complete with a suction cup device for mounting on the canopy. It is in a zip-up bag in the wardrobe. The Colibri also has a simple flight computer that can be used for flying a task.

Steve Foreman has used the taskpilot website to create some tasks that range from 10km to over 300km. This gives us everything we need. There are many other flight computers available. You may have your own, or, if you own an Android phone, you can download XCSOAR. This is a step up from the Colibri but a wee way away from an LX9000 (if you don't know what that is ask Steve!)

What is task pilot?

It's a web site. <http://www.taskpilot.org>. Go have a look. Feel free to register. One of the fields you will be asked to complete is "Class". There are three options: Pre QGP, Club and Racing. More on this later. For now, if you are pre-qgp, select "Pre QGP". If you have entered competitions or feel you have the skills for larger tasks, select "racing". Everyone else should choose "Club".

Have a look at the tasks. There are a few to choose from. If you are new to task flying look at just these ones:

Name	Distance
Breakout	10.81
Ridge	10.86
Race Track	23.94
Dotcom	32.96
Quarry	41.58

These are 5 tasks starting with something simple moving up to something more complex. The "Breakout" task involves flying from the prison to Riverhead, the golf course and then the prison.

What's next?

Get the files, print the documents:

The Tasks

Go to the members area of the club web site. There you will find a link to a shared google drive folder. There you will find a selection of pdf documents that correspond to each of the tasks. To start with you only need : ridge.pdf, breakout.pdf, dotcom.pdf, racetrk.pdf and quarry.pdf. Print them out and have a look. Each of these documents is produced by a program called "See-You". Each document is one page. It lists the task at the top, followed by the observation zones followed by a map:

You will notice that there are circles around each of the turnpoints. You only need to be in the circle to complete the task (you don't need to be at the exact point on the map).

Here is the task information:

Task Information						<i>Breakout</i>
Type: Assigned area task with 2 areas						Breakout
Task distance: 7.8km/13.3km (10.8km)						
Style	Code	Points	Latitude	Longitude	Dis.	Crs.
Take off	WP	120-AF Whenuapai	S36°47.267'	E174°37.816'		
Start	Prison	174-Prison	S36°45.400'	E174°38.666'		
1.Point	Riveread	177-Riverhead	S36°45.483'	E174°35.517'	4.7km	268°
2.Point	Huaparse	141-Huapai Golf Course	S36°46.317'	E174°35.850'	1.6km	162°
Finish	Prison	174-Prison	S36°45.400'	E174°38.666'	4.5km	68°
Landing	WP	120-AF Whenuapai	S36°47.267'	E174°37.816'		

Notice the distance says "7.8km/13.3km (10.8km)". If you fly into each circle and no more, you will travel 7.8km. If you travel to the furthest part of each circle you will fly 13.3km. If you fly to exactly the centres of each circle you will fly 10.8km (why? - it's all about points - more later). Here is a bit of the map for breakout:



Finally, in the middle of the document there is a thing call the observation zone:

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Observation zone description:  
Start 174-Prison: [ Style=To Next Point, A12=Auto, R1=1.0km, A1=180°, R2=0.0km, A2=0°, Assigned area ]  
1.Point 177-Riverhead: [ Style=Symmetrical, A12=Auto, R1=0.5km, A1=180°, R2=0.0km, A2=0°, Assigned area ]  
2.Point 141-Huapai Golf Course: [ Style=Symmetrical, A12=Auto, R1=1.0km, A1=180°, R2=0.0km, A2=0°, Assigned area ]  
Finish 174-Prison: [ Style=To Previous Point, A12=Auto, R1=1.0km, A1=180°, R2=0.0km, A2=0°, Assigned area ]
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Essentially this tells you the size of the circles. More on this later as well.

The "Cup" file.

You will see a file called "local.cup". This is an important file for a flight computer. It contains a whole pile of turnpoints, plus the five tasks.

This is already on the SD Card in the Colibri. If you wish to use another flight computer you will want to load this file into your program.

Go Fly!

That's all you need.

But you will want some more information and background. So the next bit describes the "more on this later" that was liberally peppered through the previous paragraphs.

Using the Colibri

If you are using another program then skip this bit. If are new to XCSOar get one of the experts to help you explore. Definition of an expert is someone who has used it for 10 minutes longer than you. The manual for XCSOar is on the web site in the same place as the CUP file and the Task PDF's.

If you are using the Colibri, get someone to show you how. There is not very much to it. But you will need to :

- Enter your name and the glider you are flying
- Set QNH
- Load the turnpoints.
- Load the task.

Read the manual! - It's also on the website in PDF format.

There is one single button on the front of the device. It does everything. One long press switches it on. Once it has booted you can press the button left and right to select various screens. Essentially, they are:

- A little Vario
- A Thermal assist (appears when you are thermalling)
- A navigation function
- A Task Function
- A GPS Info screen
- A Logbook screen
- The main configuration menu.

To set you name : Select "Logger" from the configuration menu.

To set QNH select "QNH/ALT" from the configuration menu.

To load the turnpoints select "SD Card" from the configuration menu and then "Load TP"

To load a task, select "SD Card" from the configuration menu and then "Load Tsk"

Now the tricky bit.

Unfortunately, the Colibri has one small problem: When you load a task, it does not load the "observation zones". So, you need to modify these manually. For this you will need the PDF of the task you are going to fly. Look at the Observation Zone section immediately above the map. With this in one hand use your other hand to navigate to the task screen on the colibri. Even if says "GPS BAD! No Navigation for TSK!" You can still press enter and see the task.

For each turnpoint, press the button. A menu will appear showing "Select/Insert/Delete/Zone"

Select Zone. There are a number of options but you are only interested in the first two marked "A1" and "R1". Conveniently, these have the same labels on the pieces of paper! Copy the values from the document into the screen.

That's it.

Registering for Task Pilot

So, what's all this task pilot nonsense about?

Essentially, it's a little competition. Every time you fly a task, you can load the flight into task pilot, and you will score points (even if you don't complete the task).

How are the points worked out? Firstly, we start with time taken to travel the task (there is a speed element). That number is then adjusted by the type of glider. For the same speed over the same task, a K6 will get a lot more points than ASW28 (just to pick two models at random!). That number is further adjusted by the pilot. For example, if a given in a given glider flight attracts 300 points for a pre-qgp pilot, a club pilot will get 200 points and a racing pilot 100 points.

For most of the "local.cup" tasks, the turnpoints are circles as shown as above. If you just touch the circles and fly a relatively short course you will receive less points than if you fly to the furthest part of each circle.

At the end of the year the one with the most points will win the Endeavour Cup. So, go to the web site and register. Select your class as described above.

Advanced

If you have managed all of the above you may want to try your hand at the more advanced tasks. We have taken all the tasks in taskpilot and created four separate cup files (because the colibri has a limitation of five tasks per file) as below:

Filename	Tasks
Local	Breakout
Local	Ridge
Local	Racetrack
Local	Dotcom
Local	Quarry
Advanced	Omaha
Advanced	Dragrace
Advanced	Kaikohe
Coast	Raglan
Coast	Silver v2
Coast	GoldBadge
Spring	Silverv1

As you can see, there is a separate file for a coast day and it contains both a silver C distance tasks and a Gold C distance task. For a convergence day you could try the silver C distance to Springhill in the "spring.cup" file.

Xcsoar.

On the website you will find a "tsk" file for each of the tasks. This is an XCSOAR task file. Copy them into the tasks folder (under XCSOARData folder on your device). Copy the cup files into the XCSOARData folder.

To load the cup file, select "config/system/sitefiles" and enter the name of the cup file in the "Waypoints" prompt. Note that the cup files all contain the same waypoints so it does not matter which tasks you want to use you can leave the waypoints file with any of the four cup files.

To load a particular task, select "Nav/Task/Manage/Browse" to load any of the tasks.

Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Jan	19	R WHITBY	I WOODFIELD	A WILLIAMS	Sebastian visit
	20	I BURR	R CARSWELL	P THORPE	
Anniversary	26	S HAY	L PAGE	R CARSWELL	
	27	T THOMPSON	I WOODFIELD	R HEYNIKE	
	28	K BHASHYAM	R BURNS	G LAKE	
	2	G LEYLAND	R CARSWELL	P THORPE	
	3	I O'KEEFE	P THORPE	D BELCHER	
Waitangi	6	M MORAN	L PAGE	A WILLIAMS	
	9	T O'ROURKE	I WOODFIELD	R CARSWELL	
	10	R BAGCHI	R BURNS	P THORPE	
	16	T PRENTICE	S WALLACE	G LAKE	
	17	R WHITBY	R CARSWELL	F MCKENZIE	
	23	I BURR	L PAGE	D BELCHER	
	24	S HAY	P THORPE	A WILLIAMS	
Mar	2	T THOMPSON	I WOODFIELD	R HEYNIKE	
	3	K BHASHYAM	R BURNS	R CARSWELL	
	9	G LEYLAND	S WALLACE	G LAKE	
	10	I O'KEEFE	R CARSWELL	P THORPE	
	16	M MORAN	L PAGE	F MCKENZIE	
	17	T O'ROURKE	P THORPE	D BELCHER	
	23	R BAGCHI	I WOODFIELD	A WILLIAMS	
	24	T PRENTICE	R BURNS	R CARSWELL	
	30	R WHITBY	S WALLACE	G LAKE	
	31	I BURR	R CARSWELL	P THORPE	