

WARM AIR 13 Jan 18

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Lionel Page Towing: Graham Lake Duty Pilot: Clare Dickson	
Sunday	Instructing: Ray Burns Towing: Rex Carswell Duty Pilot: Izzy Burr	

HAPPY NEW YEAR EVERYONE

MEMBERS NEWS

CHRISTMAS BREAK FLYING

We stayed at home and had a pretty good time. We did lose 4 days of flying due to weather but we also had some great soaring days. We had a number of days with plenty of lift, several with sea breeze convergences.



Simon Hey got further into his training post solo. Further solo and dual flights in the twin were accumulated until Steve Wallace sent him off in the PW5. He had a good flight.

Geoff Leyland has been progressing well working his way through the A cert and flying well. Then the big day, do you want to go by yourself? His story just a bit further down.

Izzy Burr took the Libelle to the Cross Country course, had a couple of flights but the

course was canned at the end of Wednesday as the bad weather rolled in. Many thanks to Ray Burns and David Moody for towing IV to and from Matamata for her. Once it came back owner Graham Lake roped in Matt Moran, Simon Hey and Joseph Dickson to help rig her. Following a suitable briefing, (dont break her) matt got his first flight in IV.

The soaring conditions saw our cross country and a little bit cross country folks go further afield with some great flights. One convergence took Hawkeye in a straight line to Warkworth and back while later he went up to Te Atai beach (Mangawhai heads).

Towie Graham Lake did his 2000th tow, Simon got a freebie.

Folks notably Roy Whitby have started doing task pilot baby steps moving to longer flights. Overall a good Christmas break somewhat spoiled by the storm that swept through just after New Year.



GEOFF LEYLAND GOES SOLO

It started out innocently enough. After 3 short flights in the morning covering the remainder of the A Cert exercises, Ray said "So, do you want to go by yourself?". Ray, I have children. I have a deadline at work on Friday. People are relying on me. Well, okay, a small number of people will be mildly inconvenienced if I don't get stuff done by Friday, but that's a reasonable excuse, right?

I said I thought I needed another week. I like to think it sounded sensible rather than terrified. Ray said "Just wait around for an hour or so, and see how you feel". When I got back to the caravan, Roy, and Jonathan and Neville set about very kindly changing my mind, saying I'd be fine. It was reassuring, but they've never flown with me. What did they know? And anyway, I can make my own decisions! I called Lisa. Looking for a way out, I asked "Surely you need me to help you with the kids?". She said "Aren't you supposed to feel the fear and do it anyway?".

Back at the Caravan, Claire and Joseph kindly said I could go before them. Matt said I should write my name on the board. I did. Surely I'm committed now? Tony was showing some visitors around. One of the visitors asked me "Are you doing your first solo today?". Matt said "Yes". I said "Maybe?". And then, suddenly, Ray and Kazik were back down and I was sitting in the cockpit of GMW with no-one in the seat behind me. Simon very kindly changed a battery for me and then ran the wing.



I was surprised to find that I actually felt like I knew what do. That's all thanks to the amazing efforts of the 13 (yes, 13, I counted in my logbook) instructors who've taught me to fly over the last year or so. It's hard to express how grateful I am to them while maintaining my composure.

The only problem I had was that my left leg was trembling so much I thought I wouldn't be able to use the rudder properly. But then I remembered (As Lionel will attest) that I don't use the rudder properly anyway. Perhaps the shakes would make it better?

And then we took off and I just had to focus on flying. Graham flew a beautifully smooth and straight tow (thank you) to 2000ft and left me in wonderful lift (thank you again!), which I promptly flew straight through. But despite my best efforts to the contrary, I circled lazily for a good 10 minutes, climbing to and maintaining about 2500 feet. As I circled, every little bump was nearly a stall, and every turn was an incipient spin. I had never before looked along the wing to check if my brakes were

out, but I must have done it five times that flight. Maybe it was nerves, or maybe it was just that with 70kg less in the plane I had to keep the nose down further than I was used to to maintain speed?

After about 10 minutes I was getting blown far enough downwind that it was time to head back up towards Riverhead. There was a dark cloud that way - perhaps more lift? Nope, it was sink, and after a short trip to windward, I was at 1700 feet. Deciding that just as discretion is the better part of valour, so cowardice is the better part of discretion, I valiantly headed to the circuit (*). By now my right leg had started shaking as well, but I still wasn't coordinating the rudder and stick properly.

Having decided to head down, there was lift. When I got to the entry point for the circuit, I was still comfortably above 1500 feet, but mindful of Rex's "There are old pilots, and there are bold pilots, but there are no old, bold pilots", I stuck to my plan of getting my increasingly lively feet back on solid ground. I circled around, eventually getting to 1000 feet and heading off downwind. The circuit was uneventful - again, thanks

to all I've learned from our wonderful instructors - but my landing was a little bouncy. There'll be more flights to work on that. People kindly came over to congratulate me on my first solo flight. Did they notice my legs wobbling like jelly?

(*) Apologies to Douglas Adams for stealing this joke.

YOUTH SOARING DEVELOPMENT CAMP OMARAMA *Simon Hey and Matt Moran thought they were off the hook on this one. You don't get to have that much fun without a small payback.*

Simon Hey..... Omarama certainly is the best place for flying. On what was seemingly a crap day we were able to climb to "only" 7000 feet with relative ease and could get all stalling work signed off from just one climb. Over the week I focused mainly on ridge soaring and b cert but didn't really see the point in doing circuit work in a place so good for soaring. Unfortunately the day we tried to get into the wave, the wind was a bit too light for someone like me to use and it was also apparently snowing around mount Cook. However flying with Graham Erikson made me realise just how little lift you need to stay up if you know what you're doing (And also made me realise how much I don't). There were some people who ended up getting to 18000 on one day. There were a few visits from various aircraft including a Harvard, Air tourer and Tiger Moth, which the owner was kind enough to give me a flight to his place at Rangitata and gave me a tour of the little museum there. To put it short , Toni, Matt, Carmen and I did some things and Izzy absolutely cleaned up the awards.

*Matt Moran's version.....*The YSDC was definitely my highlight of the year, with 10 days of gliding, two type conversions, countless delicious meals and meeting a gazillion great people. Being far too excited, Simon, Izzy and I arrived early and started the camp with a day of hard labour - sweeping and burning leaves, moving campervans and unpacking more food than I have ever seen in one place.

My first flight was ridge and area familiarisation with Ray, I found it pretty amazing how easily we climbed to 5300ft AGL in half an hour. Next up was a type conversion into the G102 which could have gone better... PIOs on takeoff are not the best start to a day. I was surprised at how much harder it was to raise the wheel than lower it and mentioned that to Ray. He explained that no, it was not a mechanical feature but rather the fact that the wheel was heavy.

When Graham Erikson offered to take me up to find wave at 6pm, I leapt at the opportunity. I was somewhat doubtful as to whether it was possible that late in the day, but we eventually managed it as the sun set after



touring around Twizel and Little Ben. It was my first flight into wave, and I found it incredible how consistent and smooth it was. One of my favourite bits was the sun falling on the clouds below us, creating a double rainbow (in a full circle) around the shadow of our glider. I thought that was a pretty awesome and rare experience. Another highlight of the flight was seeing the sunset light shafts filter through the clouds onto the river and hills. The aerobatics at the end was by far the best thing I've done in a glider, and I'll be bugging all the instructors to get their aerobatic ratings :) I thought I'd feel at least a little nauseous after doing loops (naturally I didn't mention this to

Graham until after we were finished) but I was pleasantly surprised by how little Gs were pulled and nothing felt weird. 10/10 would totally recommend aerobatics.

The next morning I jumped in the LS-4 for the first time - it's my new favourite glider. My first flight was a tow to 1500ft AGL in the circuit, which ended up being a 55-minute flight around the airfield thanks to lots of somewhat weak, well defined (by clouds) thermals up to 3000ft AGL. My second flight that afternoon was a tow to 2500ft AGL on the ridge, and I went straight down. For most of the camp I found it really hard to judge my altitude - the fields, mountains and pools/reservoirs are so much larger than at Whenuapai, which leads to me thinking I'm low at 2000ft.

Motors cause problems and that's why gliders don't - and shouldn't - have motors. I learnt this firsthand when I was scheduled to fly with Graham White in RJ, an Ash 25M motor glider. I was rather keen to see what a glider with a 60:1 glide ratio feels like but

unfortunately it had a motor which had engine problems (overheating because of a loose fan belt). Which meant I didn't get to fly RJ that day. A few days later RJ was fixed, and I went up for my first time in a motor glider (also my first time in the back seat, because the engine controls were only at the front). My first impressions were that it was loud on takeoff and that the way it didn't have a wing runner and just dragged its wing along the ground was weird. Graham White proved to be an expert pilot and we quickly climbed into wave off the ridge. Continuing my string of first experiences, I put on a cannula and turned on the oxygen as we



climbed past 10000ft in the wave. Another thing that's really unusual about the Ash is how flexible the wings are - the wingtips flex a meter up and down! When the flaps are set to the landing setting the wingtips bend down so far that you can hardly see the winglets. We travelled down to Alexandra and the back across some mountains that you're not supposed to land in because they're supposedly unretrievable then had some height to burn so we went over the Benmore dam and across to Twizel. The flight in RJ is my longest time, furthest distance (and best sightseeing), highest flight I've done so far.

Other memorable moments at the camp include seeing someone go couch surfing, (literally standing on the back of an old couch as it was towed behind a car. I thought that only happened in videos, but apparently not) and seeing someone else in a parachute get a couple of seconds of airtime also being towed by a car.

Overall, I loved the camp and will definitely try to head down next year. The food was awesome (thanks Kim & helpers!) with the slight exception of an unfortunate sponsorship from a mushroom farm.

UPCOMING DATES

5th to 13th January 18 Club Class Nationals and Audi Enterprise Competition - Drury
[//msc.gliding.co.nz/events/club-class-champs-audi-enterprise-contest-2018-drury/](http://msc.gliding.co.nz/events/club-class-champs-audi-enterprise-contest-2018-drury/)

17th to 24th February 18 Central Districts Competition at Waipukurau

27 Jan to 10 Feb 18 NZ MultiClass Nationals - Matamata



Steve Wallace landout, went round a cattle trough and found a dip in front. Went over the edge with brake locked on. No damage



Duty Roster For Jan, Feb, Mar 2018

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Jan	13	C DICKSON	L PAGE	G LAKE	
	14	I BURR	R BURNS	R CARSWELL	
	20	S HAY	S WALLACE	J WAGNER	
	21	T THOMPSON	P THORPE	F MCKENZIE	
Auckland Anniversary	27	R WHITBY	I WOODFIELD	R HEYNIKE	
	28	K BHASHYAM	R CARSWELL	C ROOK	
	29	R STRUYCK	L PAGE	P THORPE	
Waitangi Weekend	3	S FOREMAN	I WOODFIELD	D BELCHER	
	4	G LEYLAND	L PAGE	G LAKE	
	6	B MOORE	R CARSWELL	R HEYNIKE	
	10	I O'KEEFE	R BURNS	J WAGNER	
	11	M MORAN	R CARSWELL	C ROOK	
	17	T O'ROURKE	I WOODFIELD	F MCKENZIE	
	18	R BAGCHI	L PAGE	P THORPE	
	24	J POTE	S WALLACE	G LAKE	
	25	T PRENTICE	R BURNS	R HEYNIKE	
Mar	3	R WHITBY	I WOODFIELD	J WAGNER	
	4	C DICKSON	R BURNS	R CARSWELL	
	10	I BURR	P THORPE	D BELCHER	
	11	S HAY	R CARSWELL	C ROOK	
	17	T THOMPSON	S WALLACE	F MCKENZIE	
	18	S FOREMAN	L PAGE	D BELCHER	
	24	K BHASHYAM	I WOODFIELD	P THORPE	
	25	R STRUYCK	R BURNS	G LAKE	