

WARM AIR 12 Jan 19

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: Ruan Heynike

Duty Pilot: Rahul Bagchi

Sunday

Instructing: Ray Burns

Towing: Andrew Williams

Duty Pilot: Tony Prentice

MEMBERS NEWS

CHRISTMAS FLYING

Andrew Fletcher has the Pugsy Trophy. Where did he land out (back of Kumeu), who led him astray (the chap giving him the trophy), who retrieved?



How long will he have it? Not long as it turns out, not when Wallace and Foreman are around. These from the Nationals.

Steve Wallace 35 km from home



2 JANUARY Instructor Ivor Woodfield writes

Wednesday's sky was not looking so bad when I arrived at the field. As there had been no flying on 1st I had spoken to Base Ops Tuesday evening and learned that there would be no scheduled activity.

There was a light wind from the West with lowish looking clouds initially, and it was clear there would be a few people wanting to fly, so we got straight into checking the fleet and getting things set up on 26 ready to go.

First person ready to fly was Craig Best, who was looking to consolidate basic manoeuvres. He demonstrated some good flying ability, including some successful climbing in variable thermals.

While we were enjoying this opportunity three people singles launched, Ray Burns in GBU, Andrew Fletcher in GVF and Tony Prentice in GBD, and then shortly after we landed, Rahul Bagchi launched in GMP. The singles met with varying degrees of success, with Ray getting the best of the available lift and staying aloft for an impressive 3 hours.

Next saw the return of Claire Dickson after a spell of a few months away from gliding. She showed that she had not lost any of her flying ability, safely and successfully completing a 37 minute soaring flight from start to finish.

Following her was son Joseph who has had a similar time away from flying and will clearly be back up to speed in no time. While we were up looking for thermals, Simon Hay took a turn in GMP.

Next up in the twin was young Troy J. Despite assuring me that he only flown a couple of times previously in a glider, Troy showed some real ability, managing to

thermal quite successfully following some good demonstrations of straight and level flight and basic turns. Someone to watch out for I would suggest.

Following Troy in GMW was Geoff Leyland, who had not flown for several weeks and was looking for some general flying practice. He had a successful soaring flight in the challenging conditions, easily managing to make full use of the allotted time in the twin. Last flight of the day was with Craig Best who again showed off some good basic flying skills.

It was after 1700 by the time we had the twin back to the hangar area, just enough time to get everything packed away, and for a quick chat session around the fridge before everyone headed off home. Overall a total of 11 glider flights, and a total of nearly 8 hours soaring.



SATURDAY Instructor Rex Carswell tells all



Isabelle (5-1-19)

A nice pleasant summer day on the airfield was in store with just a light sou'west breeze to keep us cool. Ray Burns made an early start and was on site by 0900 hours to prepare the Grob 109 motorglider for a number of ATC Cadet flights. For the rest of us, it was the usual 0930 start.

Flying was underway shortly after 1100hrs with the G109 getting airborne, and GMW a few minutes later. Isabelle Burr is looking at obtaining a 'rear seat' rating so she made a start with her first familiarisation dual flight in that position, taking a 1500 foot launch. The sky was becoming very blue around Whenuapai with what appeared to be a convergence line away to the east of us, so any lift locally was scant and unmarked. Issy later took a friend for a flight, again struggling to find the elusive lift.

Kazik Jasica took a short check flight, then made his third solo flight. Well done Kasik. New member Wenbo Gong was waiting for his instructional flight - then waited a little longer - electing his friend be introduced to a gliding experience first. Some lift was contacted, but orbiting under a hot midday sun can become a bit much for a first timer .. gentle brakes and easy turns had us back down from 2500' .. all good!

No problems with Wenbo though - keen as mustard and loving it. However, with yet another short flight, only short periods of 'hands on' experience could be achieved. Early days yet.



Kazik (22-12-18)

The only other flight involving the twin, was a BFR flight for instructor Ivor Woodfield - conducted by CFI Ray. Only two flights were made by single seaters - both PW5's - Rahul Bagchi in GVF and Tony Prentice in his GBD.

Even though flights were short, it was a very pleasant but busy day. Thanks to towie Ruan Heynike for his best efforts in trying to find the lift, and to timekeeper Neville Swan keeping track of all these short flights - and the slightly longer G109 flights.

SUNDAY

LP The last day of my holiday (6th Jan).... What a beautiful day. Sky did not look that great and reports from Saturday was that it looked much the same and it was not great for soaring - turned out to be great if you could follow the streets and stay up between the cycles.

First up was a trial flighter to "test the waters". There was definitely some bouncy in the air. Next up was Kazik to test the conditions with a quick circuit. He found the strong crosswind a little challenging and smartly opted for another dual flight to progress his B certificate. Rahul and Tony took the PW5's for a flight with Tony getting an hour.

Ray, our CFIness showed us all how to do it by getting the longest flight of the day with 131 minutes in GBU. Craig and I had over an hour in GMW with a good lesson on getting coordinated turning right.

The conditions were such that you had to fly the cloud streets - any thermalling tended to lead to a negative effect rather than any climbs.

Rahul had the last launch of the day and we ended with a cold beverage at about 4pm. Great day - thank you to all.

JONATHAN HAS BEEN RUMAGING IN THE CUPBOARD

The attached image has been sent for carbon dating, but proximity of other fossils suggests Pliocene era vintage. The offenders are named on the reverse - own up or you will be outed next week! A pity we did not have it for the 50th anniversary booklet."



DERRY BELCHER WRITES

The picture of the gorillas is a blast from the past! Yep, have to own up to that one.

The story behind this bit of fun was that my good mate David Kuridza (ASC power member back in the 80's) invited Lindsay and myself to his place for a party.

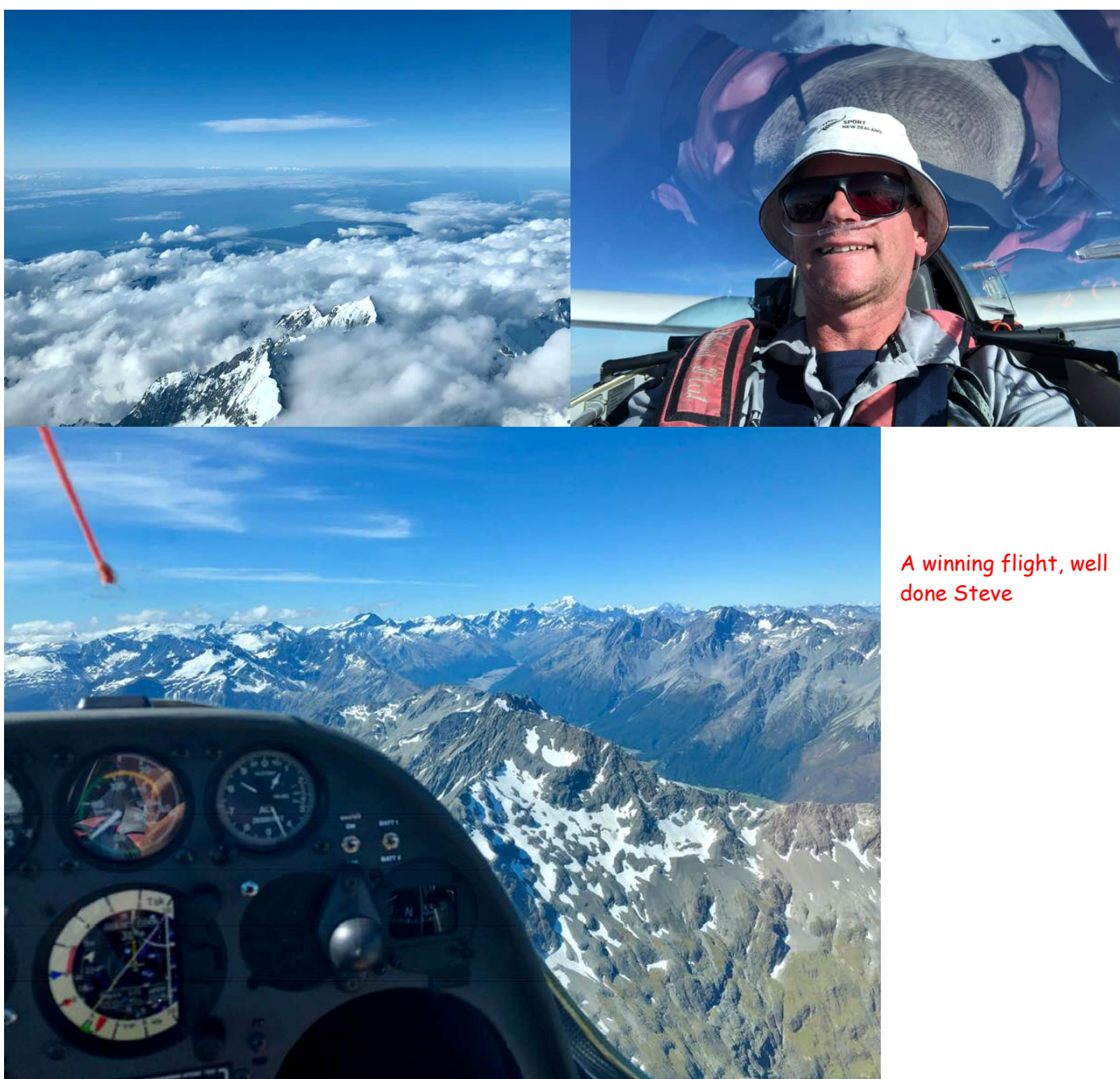
Being young and sillier in those days, we decided to liven up the show and see if we could scare him a bit so went and hired gorilla suits. When we arrived it was dark. We parked out of sight and put our suits on then proceeded to act as wild gorillas on the loose, banging on his windows and walls, making all the suitable noises. It certainly had him very worried for a while!!

Fast forward to the next day. As we didn't have to return the outfits till midday, we hatched a plan to visit the gliding club and see how long it took before someone recognised us. We parked outside the gate at Hobsonville and the friendly guard allowed us to robe up in his guardhouse out of sight.

The gliding was operating from the gate end so we made our way to the nearby gliders and started getting inquisitive... The reaction and body language of our fellow flying friends was priceless! No one had any idea who we were or what was going on, let alone what to do about it!.

It didn't last very long as Lindsay got the giggles, which is slightly out of character for a fierce gorilla, and those suits rapidly became saunas in the sun!!!

WALLACE AT THE NATIONALS



A winning flight, well done Steve

SEALING THE CANOPY *Garret Willat*

It is an art. Back in the day before kids, I was into tuning my trusty new to me Discus 2AX. In the evening I spent roughly 100 hours sealing the glider. How much did it help? "If you make the ship one percent better" Klaus Holighaus from George Moffat's book, *Winning 2*. If you have not read *Winning 2*, then it should

PIK had a pretty neat idea with rubber tubing and a bulb to inflate air into the tubing that rested in a channel. As the temperature change you could always get it to seal... in theory... Remember that as the temperature goes down, the tubing is going to change.

I flew a freshly refinished glider at the Pre-WGC in Uvalde TX, the glider came from a nice cool winter. TX in August is not cool. We had to sand the canopy frame to remove gelcoat, which eventually wasn't enough. (Team ARC) who had ice packs from ULine and I would put them on the canopy about 30min before taking the canopy to help insulate it. It was just enough to get the canopy to shrink so I could lock it. I remember EB's at another WGC and they would pour a gallon of cold distilled water over the canopy, that would do it with full power as the water boy would duck under the wing.

So we have to make sure whatever we seal the canopy with is going to be flexible enough to take the changes that has been glued to one side of the canopy probably will not work in the wide temperature spread we have.

One of the simplest things I have seen is yarn. Use very small pieces of tape to attach it, you could even use spray, but use very sparingly and don't glue your canopy closed. Yarn might not last the entire season, but it's about 15min with about 50 cents of material... If the gap is larger then you are going to want to use something else. Sometimes this will have to be cut down and shaved to get it to fit. How do you know where it is too high? Try it.

I have used strips of paper and slide it around to see where the canopy is tight and where it is loose. I have also used a candle to determine where the leaks were also. You might only need to seal one section of the canopy when the canopy closes. How are the two surfaces going to make contact? You want the foam to be pushed into the right position. This is more complicated on a side-hinging canopy, there will be a transition to a different part of the canopy.

Now if you have A LOT of patience and nerves of steel you could even route out a small channel that is in the foam of that section. I know of 3 gliders running around with said channel. It prevents the foam from being pushed out of the seal. However, you need to only route into the filler and not the structure or you have some problems. I have seen abilities DO NOT DO THIS!!! Think Yarn...

We also have a great product called [V seal](#). Once you figure out how to use it it is great. However, the canopy around the front of the canopy is pretty steep and you probably will not get it on your first few tries. You have to make cuts on the inside to get it to make the curve without wrinkling. This is best when there is a large gap between the canopy and the fuselage. It is definitely faster and cheaper than adding gelcoat to fill it in. The canopy caps will, unfortunately, not seal.

When I did this on my Discus it was before smartphones with cool noise decimal apps, but with the venturi effect had broken because there was no way I could possibly be going that fast it was so quiet.

Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Jan	11	R BAGCHI	P THORPE	R HEYNIKE	
	12	T PRENTICE	R BURNS	A WILLIAMS	
Jan	19	R WHITBY	I WOODFIELD	A WILLIAMS	
	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	