

WARM AIR 10 Aug 19

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: Fletcher McKenzie	
	Duty Pilot: Roy Whitby	
Sunday	Instructing: Peter Thorpe	
	Towing: Derry Belcher	
	Duty Pilot Isabel Burr	

MEMBERS NEWS

SATURDAY *Instructor (but not for the day) Steve Wallace reports*

The forecast for a west coast run had been looking possible for most of the week. The wind certainly looked no problem but as is often the case it was the showers, or more so the scale of them that was going to be the issue. 5 Sqn ATC was rostered on to be flying on Saturday but given the weather I felt this to be unlikely, so Friday night having not heard from any club members keen on a coast run, I texted Ray Burns and Graham Lake (tow pilot) to let them know I'd be keen to fly the coast in my Mossie or the twin if Ray as duty instructor had no takers for the day. Shortly after Graham sent out an email advising 5 Sqn had been postponed, but as it happened one of the enterprising 5 Sqn ATC cadets (Nico Lamb) who lives near me, and had already arranged a car ride, made contact about flying so I advised that if he was keen and if the weather cooperated I may be able to take him for a flight down the coast. I certainly didn't need to ask twice.



So, Saturday morning out to the field we went to chance our luck. Ray made contact with Andrew Fletcher who was also keen so if we went we would have some company which would be nice. I drew the key at 9am and started taking Nico through the DI. Tony Prentice arrived and well aware of the conditions as he too was thinking of the coast. Andrew Fletcher, Rahul Bagchi and then Graham arrived. As we all got everything ready over the next couple of hours we all kept a close eye on the weather and in particular the rain radar

and satellite photos, taking careful note of the size, frequency and trend (large to not quite so large). Eventually everything was ready and post the passing of a rather large shower it was time to make a call. While I felt it was on the upper limit of how rainy it can be before things become potentially tricky, an easing trend for the next few hours that could be seen on the satellite maps, that also lined up with RASP predictions, along with the great wind (ATIS 45Kts 220 at 2,000) made me decide it was worth a go.

So off we went, an exciting slow tow into wind and around some rain and we arrived at Muriwai. With a met service warning telling people to stay away from the west coast due to 7m swells and gale force winds I was probably unsurprised to see the car parks and cliff roads at Muriwai packed with people all out to get a look. We hung around Muriwai for a bit while we waited for Andrew before rain forced us further South. Andrew eventually arrived having had to skirt a few showers on tow and we teamed up for the run south. Tony had wisely decided it wasn't a PW5 day. With the wind slightly further to the south than expected and due to just the shear strength of it, the run south was a bit slow. This was compounded by regular waits for rain but on the whole we had a good run. Climbing to height was made particularly easy by the strong wind and lift under the clouds. As forecast things at Raglan were a bit wetter with pretty much a constant stream of showers coming in from Mt Karioi. We got within a couple of kms of the harbour entrance before turning in the rain and high tailing it out of there. With the wind behind us the run North was fast with no real hold ups. Back at just short of Muriwai it was a quick climb to cloud base at 2,400' which with the big tail wind made for an easy glide home. All done and dusted by before 3pm and the next increase on large showers. Thanks to Rahul, Graham and Tony who stayed behind to man the fort and Ray who was there to help put things away. Coast days are always great fun and this one was no exception.



Towie Graham Lake adds.....In the knowledge we had been experiencing some battery issues with the towplane I came armed with a new battery. The old one had been on charge all week so we decided to leave it in and see what happened....started second rotation of the prop. Once warmed up, run up, lined up and all preflight checks done we shut down and waited for a go or no go. The first launch found a big ban dof rain over Muriwai so he hooked south and went round behind to a good drop off at Murawai. The return was way quicker than the outbound leg and we soon had Andrew in the air. This time Muriwai was clear of rain but

about not to be, we hooked south again and this time dropped at Bethels. Another quick run back and we began the waiting and gas bagging.

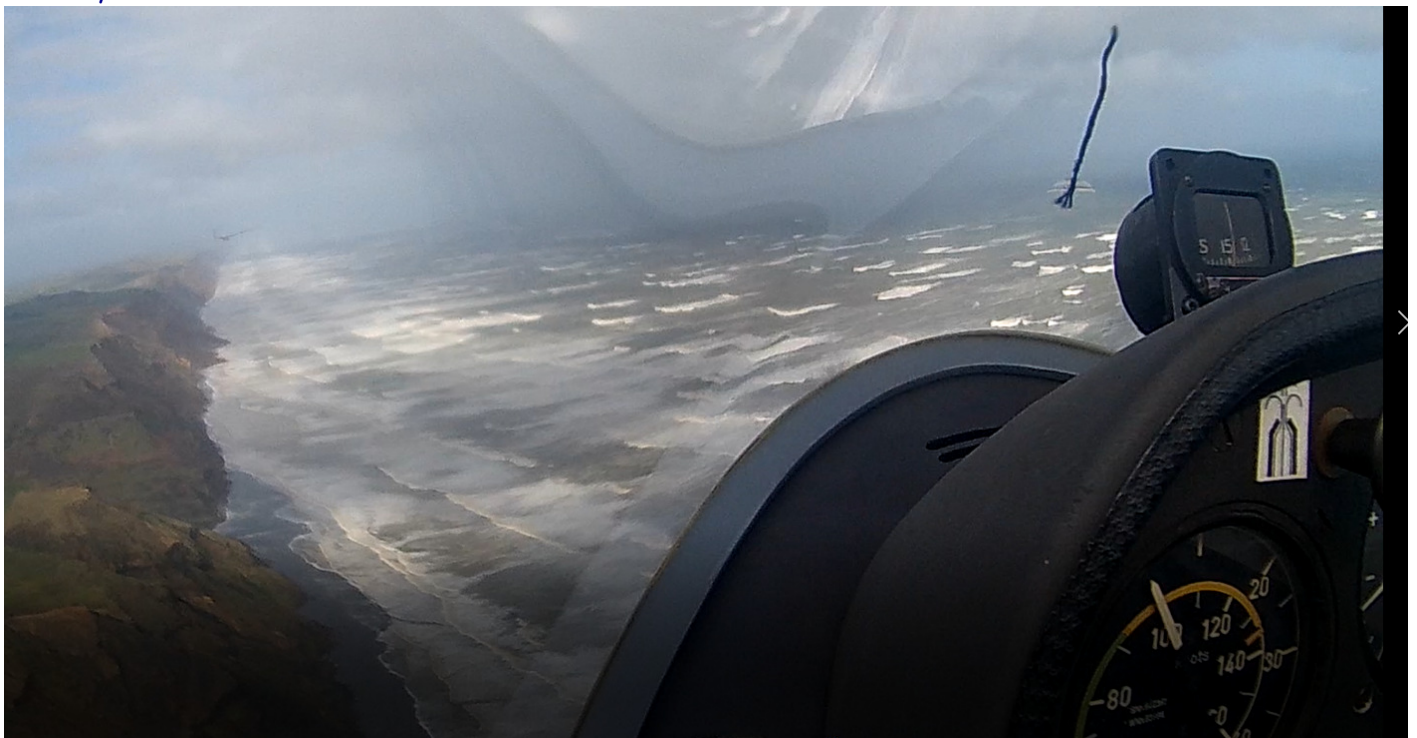
We left the towplane out side, through came a squall so we waited for that to pass before we brought her inside. I had bought some specific drying towels at Fieldays and this was an idela chance to see that they really worked. They did, way better than any towel or chamois. One drag along the wing and the wing was dry. Two towels a dry towplane in very short otrder and the towels did not need wringing.

Boredom set in and we decided to change the battery for the new one. Graham and Tony went off to get fuel just as MP entered the circuit. By the time we got back everything was all tucked away and it was story time

SUNDAY Crap weather and no flying

COASTING....Andrew Fletcher got a Coast run

I had been watching the weather all week and I could see that the weekend would bring strong South Westerlies but also what looked like a very wet weekend. So I had ruled out a coast run for Saturday which looked like the best day the weekend had to offer.



I was sitting in bed with a cup of coffee when the phone rang, It was Ray "do you want to take GMP up the coast Steve is going with a cadet?" So I ejected myself from bed and started to get ready. I arrived to find Steve and Nico at the hangar getting MW ready, I took the cover off MP and got it ready to go. Mounted the camera, GPS, water bottle and power packs in case either got low on battery, I was now ready to go!

We watched the rain radar for the next hour or so and the situation was definitely an improving one. Graham had also arrived and the tow plane was made ready, the decision was made we were going.

Steve took the first tow and was to wait for me around Muriwai, my tow was the roughest one I have had to date and I had to work quite hard at times to keep the slack out of the rope. There was a shower passing Muriwai when we arrived, so Graham dropped me off just to the south (thanks Graham).

There was a bit more south in the wind than the last time I did this with Steve, so the southern side of the headlands worked best. We made our way towards the Manukau Harbour and I climbed back to 1500 feet for the crossing. On the other side the ridge was booming (the Auckland ATIS 2000' wind was 40kts), so the speed went up at 700 feet my speed was around 100kts.

I could see the Waikato looming, so eased off on the speed and started to climb I arrived at Karioitahi already at 2000 feet, turned into wind under a cloud and kept climbing. At 42 kts I had zero ground speed and it didn't take long to reach 2500 feet (cloud base). We waited for a shower to go through and then crossed.

Once on the other side it didn't take long for the radio call to come from Steve "conditions seem good I'm going to go a bit faster". Now I have to say this did put a smile on my face, so we went fast and stuff. Just short of Raglan we had to wait for a shower to pass despite our very best efforts to beat it. I allowed myself to get a little wet (I fly in rain all the time at work), Steve on the other hand (smart man) held a little further to the north and stayed dry. When it was time to continue the twin was 300 feet above me. OK lesson learned here GMP is not a Dash 8 it doesn't tolerate rain (it doesn't have 5000 horse power either which probably has quite a lot to do with the Dash 8s fly through anything attitude).

My wings dried soon enough and we turned at Raglan and started for home with plenty of speed.

The Waikato crossing was made from 1300 feet which was a little lower than I would have liked but with the tail wind component it was a piece of cake. From here it was an easy run, we climbed at Muriwai to 2500 feet and set off home arriving in the circuit at 1200 feet.



A great day!!!!!!

Thanks Steve for the lead and follow and thanks Ray for the phone call.

FLIGHT FOLLOWING

There are a few good phone APs available that make flight following a breeze. Motion X GPS for Apple devices is a good one. While this program is designed more for hikers and mountain bikers it works just fine

for gliders. The program can be set up to send your GPS position by text or email to people you select at whatever interval you set. GPS Logger for Android does similar good work.

These two and a number of similar APs provide and automated way of letting your mates see where you are.

ATC CADETS

The weather was not kind to the 5 Squadron ATC on last Saturday or Sunday. They have re-booked for 31 August.

LABOUR WEEKEND - MATAMATA

As usual your club is planning to deploy to Matamata at Labour Weekend. Now is a good time to start planning your trip, having somewhere to stay. Matamata is a great place to attempt badge flights and to have some decent cross countries too.

Duty Roster For Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Aug	3	R BAGCHI	R BURNS	G LAKE	5 SQN ATC
	4	T PRENTICE	S WALLACE	R CARSWELL	5 SQN ATC Reserve day
	10	R WHITBY	L PAGE	F MCKENZIE	
	11	I BURR	P THORPE	D BELCHER	
	17	C DICKSON	I WOODFIELD	A WILLIAMS	
	18	K JASICA	R BURNS	P THORPE	
	24	J DICKSON	R CARSWELL	D BELCHER	
	25	B MOORE	S WALLACE	G LAKE	
	31	S HAY	P THORPE	R HEYNIKE	5 SQN ATC
Sep	1	K BHASHYAM	L PAGE	R CARSWELL	5 SQN ATC reserve day
	7	G LEYLAND	I WOODFIELD	A WILLIAMS	
	8	I O'KEEFE	R BURNS	P THORPE	
	14	M MORAN	R CARSWELL	F MCKENZIE	
	15	T O'ROURKE	S WALLACE	A WILLIAMS	
	21	R BAGCHI	R BURNS	R CARSWELL	
	22	T PRENTICE	L PAGE	A WILLIAMS	
	28	R WHITBY	I WOODFIELD	R HEYNIKE	
	29	I BURR	R BURNS	P THORPE	