

# WARM AIR 31 Aug 19

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

Club Cellphone 022 357 6731

[www.ascgliding.org](http://www.ascgliding.org)

Saturday

Instructing: Peter Thorpe

Bank Acct 38-9014-0625483-000

Towing: Ruan Heynike

Duty Pilot: Simon Hay

Sunday

Instructing: Lionel Page

Towing: Rex Carswell

Duty Pilot Kishan Bhashyam

**SUNDAY WE HAVE 5 SQN ATC- EARLY START AND HELPERS PLEASE  
MEMBERS NEWS**

### **SATURDAY** *Derry Belcher confesses all*

No towing on Saturday due to cross-wind and general conditions so carried out a series of tests on GMP's transponder to determine source of radio interference. The transponder is being sent away for fixing, so MP is out of the air until it is fixed and refitted.

Also on the maintenance side, I have done the supplemental inspections early on the club gliders as I will be away till early October and they were due before I returned. So if you pick up that the dates in the DI book seem a bit out of kilter, that's why.

### **SUNDAY** *Towie Graham Lake reports*

Just after 1000ish the phone rang, it was Steve. You comin out to the airfield. Yep, 5 minutes away. The ever reliable Jonathan Pote signed me in and I wandered in to greetings of "good afternoon" and other pleasantaries. I soon discovered, as suspected, it was a coast run day, and only the twin with Steve and Kazic Jasica were going. Andrew Fletcher was most disappointed as he discovered some engineer had broken MP and left it that way. he was not very complimentary.

We were soon preflighted and ready as a coiled spring. Eventually they decided the rain had settled enough and they could head out. Roy Whitby came for the ride and to provide some ballast.

The early tow out was bouncy but it settled to fairly smooth from 1500ft to a pleasant if slow tow. Once they got off we went up the beach to check out some kite surfers and then headed south to see if we could find them. And we did, just south of Bethels. We got a few camera shots before leaving them alone and heading back to base





to yet another cross wind landing.

*Instructor Steve Wallace adds.....Nice trip down the coast on Sunday with Kazik. Just South of Piha was surprised when Kazik pointed out a PW5 with winglets passing us heading North. Thought we best change to 133.55 at that point to have a chat with Maurie Honey who had winched out of the Douglas Rd strip. The Auckland GC boys were out having fun on the coast. We passed Anton Lawrence in his DG-300, GOZ; Murray Wardell in his Arcus M, GUS, with non other than Terry Delore on-board and Ross Gaddes in the Auckland Club Duo, GDX with Bradley Greer on board. It was a shame our single Astir MP was grounded or that would have been on the coast with us as well. Good fun day and thanks to Roy, Tony and Brendan who stayed back to man the fort while we were out surfing the coastal ridges.*

## KAZIC JASICA GOT HIS COAST RUN



glider MW out of the hangar and DI, the rest of the team arrived, Graham Lake (tow pilot) Roy Whitby, Tony Prentice and Ray Burns (CFI)

Steve checked ATIS and rain radar again, after a short shower passed, we were clear to go. From Whenuapai to Muriwai I had the controls, the run to the coast was uneventful, but very much enjoyable, it was nice to be in the air again. After we said goodbyes to Graham and the tow plane above Muriwai we began our adrenaline-charged coast flight South to Raglan, it was fantastic. I have been lucky enough to visit some beautiful places in the world and experienced some wonderful moments, but this flight

Finally happened.... I have been following the weather patterns for a while and hoping that maybe this time is my turn to glide the West Coast. When on Sunday morning my telephone rang, and Steve Wallace's name came up on the screen I knew it, this is it.

I scoffed my breakfast and the drive from Orewa to Whenuapai happened in a flash.

Steve was already there, soon after, arrived Jonathan Pote (Voluntary gate keeper) and Brendan Moore (Duty Pilot).

By the time, we got the tow plane and twin







was something else. Beauty of the rugged coast and our flight in relative proximity of the cliffs was exhilarating. Flying thermals is fun, but flying ridge is something unforgettable, especially when behind you is sitting Steve Wallace, thank you Steve.

I was worried a bit that the weather, especially rain will not upset our flight plan, but luck was on our side this time. After almost three hours of exhilarating fun we arrived back in Whenuapai with some extra height to spare.

I would like to say thank you to the whole team, it is very humbling to realise how many people give their time on Sunday to make this possible.





## ATC GLIDING

We are hosting 5 Sqn ATC this Sunday. Can we have an early start please and some helpers

### 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.

Can I please have an indication who thinks they might attend. So far three have replied.

There is also a cross country course that weekend at Matamata. This is a great course for those new to cross country and for those who would like a refresher and, sometimes, a kick start to go further afield. If you wish to attend the course talk to his CFIness Ray Burns.

With this extra event accommodation might be tight so early in is a good idea. The airfield cabins can be booked through Ralph Gore <mailto:Gore.Family@xtra.co.nz>



### FACTORS TO THINK ABOUT BEFORE INSTALLING YOUR "P" SYSTEM *Garret Willat*



It might sound like a simple task at first. However there are some issues that you have to think about before installing the system that is best for you.

## DEHYDRATION

From last week we decided it's good to drink water. Drinking enough water that we have to go pee during the flight. My goal is at least every hour.

## CONSIDERATIONS

Pee is corrosive. A leak in the bottom of the seatpan, soaking the control rods, CG hook, belts, parachute, etc. will be just a few of the issues with a malfunction in the cockpit area. A leak can be hard to detect until the seatpan is removed (hopefully during the annual). The landing gear is another hotspot for corrosion but usually easy to spot on a pre-flight. A hidden one we often find when removing the rudder is lots of corrosion or rust around the bottom rudder hinge.

An external relief system where the spray isn't clearing the slipstream and returning into the glider around the rudder cables is not good.

## PEE SMELLS BAD

Maybe it didn't smell this morning, but when you are essentially spraying the inside of your glider and leaving it to evaporate off every weekend for the next 20 years, it does. I've had some gliders smell pretty awful without the help of mice. If the glider smells like pee, there is a problem.

If you can smell it, something is leaking. There was a question I saw on Facebook from a towpilot, "I can smell the exhaust is that a problem?" I think the odor is a good sign that there is a leak.

## PEE FREEZES

It's probably not a surprise, and you already know this. But it is a surprise if there is a low spot in your system and the tube freezes. Imagine your catheter inflating like a balloon and trying to stop mid pee. It's like a cartoon in slow motion but quickly speeds up as it gets closer to the ultimate cockpit water balloon fight. Where you lose.

## GOING PEE

Now only if it was as easy as going into your own private throne room. But it's not, it's hot, it's bumpy, it's cold, you have to continue to fly the glider, continue to look for traffic. Either you are going during cruise while you are looking for the next thermal or you go while thermalling and continuously trying to stay centered and figure out when to leave. Everyone has their preference; it is more of a matter of when you are willing to take the distraction.

The system that you want will have to be what you find to be easy to operate and works well for your body. Always practice in the privacy of your bathtub first. Next week I will discuss the different systems that I have seen, used, and installed. Remember to have an open discussion with your A&P before you get the drill gun out.

## Duty Roster For Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
	24	<del>J DICKSON</del>	<del>R CARSWELL</del>	<del>D BELCHER</del>	
	25	<del>B MOORE</del>	<del>S WALLACE</del>	<del>G LAKE</del>	
	31	S HAY	P THORPE	R HEYNIKE	
Sep	1	K BHASHYAM	L PAGE	R CARSWELL	5 SQN ATC
	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	5 SQN ATC
	22	T PRENTICE	L PAGE	A WILLIAMS	
	28	R WHITBY	I WOODFIELD	R HEYNIKE	
	29	I BURR	R BURNS	P THORPE	