

# WARM AIR 24 Feb 18

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 022 357 6731	<a href="http://www.ascgliding.org">www.ascgliding.org</a>
<b>Saturday</b>	Instructing: Steve Wallace	Bank Acct 38-9014-0625483-000
	Towing: Graham Lake	
	Duty Pilot: Jonathan Pote	
<b>Sunday</b>	Instructing: Ray Burns	
	Towing: Ruan Heynike	
	Duty Pilot: Rudolf Struyck	

### MEMBERS NEWS

#### **SATURDAY** *Towie Peter Thorpe tells a tale*

Fletcher McKenzie and I had exchanged duties so I duly attended on Saturday morning to find the team busy getting ready. I checked over RDW and put in the contents of the last fuel container after which Joseph Dickson helped me fill all the empties and we were then ready to go. The wind was 360/05 so it did not really matter which runway we used and naturally everyone favoured using 26. So we duly set up and the first flight was away at 1142. Ivor Woodfield launched with Clare Dickson in GMW and I then found that with slightly long, soft grass that was damp together with a cross wind and high temperatures the take off roll was quite a bit longer than usual and the trees at the far end were a bit closer than I like.



Climb performance was good once airborne so I elected not to upset the troops by changing ends and made sure the gliders were pushed back as far as possible and I used a short take off technique to compensate. Using one notch of flap and initially climbing at 55 knots worked quite well and we completed nine take offs without drama. On one flight I towed Joseph to 2000 ft in MW and was back on the ground in six minutes - achieved mainly because he released almost over Herald Island and I was able to make an idle descent right to the ground.

Soaring conditions were non-existent so the solo pilots Rahul Bagchi, Tony Prentice and Joseph had quite short flights while Clare and Kazik Jassica took two dual flights each with

Brendan Moore and Joseph each having one. All finished by 3-30 so we had a review of the day's activities around the caravan before heading for home.

Looking back with TEM in mind, I should have insisted we use 08 because there are no obstructions after take-off in that direction - norty boy.

*Ivor Woodfield instructed.....*Following almost a week of clear skies, as forecast Saturday was overcast and muggy. Despite the predictions of a NNE breeze, we started with the wind slightly favouring 26, so that is where we set up. First pilot away was Clare Dickson, wanting to consolidate circuit work. It was clear that a

light and variable northerly crosswind and very humid air would make for some interesting conditions, and so it proved. The take-off roll was long and the climb out quite slow. Clare released and hunted around for some lift, finding some initially but not sufficient to hold us aloft for long. Joining into the circuit we arrive at the start of base slightly high having only lost around 100'. This, together with a slight tailwind on base and zero headwind on finals led to a long landing. Having felt the conditions Clare went up for a second flight and this time it came together well. We needed the entire length of the runway to get airborne, and following a total lack of lift went through a good circuit and approach and a shorter and more controlled landing.

Next up was Rahul Bagchi in GVF. Again he was not able to find any lift and was soon back on the ground. Brendan Moore went up to 1500' in GMW and for a while managed to find some lift. Despite having the altimeter covered as part of an exercise, Brendan judged the flight and the circuit well, just being caught out a little in the end by the short base leg and the lack of headwind. Nonetheless a good effort. Next up for a 1000' circuit was Joseph Dickson. He flew well throughout although he too misjudged the conditions slightly and ended up a little high on approach. Around this time, Tony Prentice went up in GVF to try his luck. His was to be the longest flight of the day at 17 minutes. He also gave a perfect demonstration of how to land accurately in the conditions we had. Following this example, and his previous good flight, Joseph went solo in GMW up to 2000'. He launched well, and managed to stay aloft for a little while before rejoining. From there his circuit was well judged and his landing very good, touching down lightly right on the aiming point.

Overall a total of 9 flights for the day, together giving 2 hours total glider time. Congratulations to Joseph on a good solo flight. Thanks to Neville Swan for once again keeping the ground operations under control, with support from some of the usual suspects.

### **SUNDAY** *Towie Fletcher McKenzie had a day of experiences*

Looking at the weather and an incoming Gita I wondered how the day would end up. Thanks to Peter I was able to swap my Saturday for his Sunday. He did 9 tows the previous day, I thought when driving out to the airfield there will be not too many tows today. Upon arriving, I found several cars parked, MW, MP and VF was out and ready to go. I fueled up the yellow tug RDW, read through my notes, followed by a detailed pre flight inspection,



checking the bolts holding the bridge for the landing gear. After taxiing and scaring the birds off the runway I parked RDW next to the caravan that was already in place facing down runway 08 Grass. At 12:07pm I had my first tow. MW and Lionel Page were first, with a tow to 1500' with Matt Moran. No lift was observed but very calm and great conditions for the tow plane...

Simon Hey was next in MW and was towed to 1000'. I had to race to beat them down before they landed.

Rahul Bagchi took VF with a 2000' tow, the only clear air was directly overhead the field, cloud base over the jail was 1450', Roy Whitby went up in MP, he asked for lift - he turned out to be the longest flight of the day - seventeen minutes - then upon landing and then checking my tow rope, I found a knot in the rope.

Clare Dickson in MW went to 1000 feet and up again a short time later, this tow taking off at 13:46 hrs - this was sadly the last tow, we still had a number of keen and enthusiastic pilots waiting for a lift from the tug. It was a normal and usual flight and landing, until one of the infamous landing gear bolt's sheared - I heard and felt it go - I remember Graham Lake telling me that I will notice it, and I did. I stopped and slowly taxied away from the airfield and out I got and there it was. hanging down from its lock wire.



I called Derry Belcher and Graham, Derry had the bolts at home and made the journey home and back again. Removing the first bolt remnant was easy, however the bridge and replacing missing washers was proving difficult, finally two hours later we had success, until the rear bolt was tightened and crack that bolt sheared. So back to square one, and that bolt proved to

be our problem child.... we could not remove the remnant!

We finally gave up at 4:27pm and slowly taxied the RDW back to the hangar. Sadly the team towed the gliders and the caravan back to the hangar. With all the aircraft away I needed to zoom off to see a bit of Shakespeare at the Pop Up Globe - so I left the team to have a nice cold drink. Six tows only today but the Tug will have four new bolts next time we go flying.



**NEWS FROM THE PEGASUS TRUST** Rob Owens gives an update

We still have the Grob on the ground so we have no flying. Currently getting some paint work done on the tailplane and ailerons, the air-switch, undercarriage and new brake pads. Most of all has been completed, just waiting to get items painted, sorry.

We have a new floor in our hangar being finished in concrete, followed by the roof, sides and finally the hangar doors and power, so we are nearly done after a heck load of admin and work with real tight budget to do this work. We have supplied the MAD hut with

tea and coffee facilities with chairs for everyone to use during the gliding days. Just need a bit of milk. Please tell the club members.

## Duty Roster For Jan, Feb, Mar 2018

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Feb	10	I O'KEEFE	R BURNS	J WAGNER	
	11	I BURR	P THORPE	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	R STRUYCK	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	Power Section AK Area fly in
	24	K BHASHYAM	I WOODFIELD	P THORPE	5 Sqn ATC
	25	R STRUYCK	R BURNS	G LAKE	