

WARM AIR 22 Jun 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Peter Thorpe	Bank Acct 38-9014-0625483-000
	Towing: Fletcher McKenzie	
	Duty Pilot: Roy Whitby	
Sunday	Instructing: Ivor Woodfield	
	Towing: Rex Carswell	
	Duty Pilot Isabel Burr	

SATURDAY MORNING GLIDER RIGGING POST ANNUALS..HELPERS PLEASE MEMBERS NEWS

SATURDAY Towie Ruan Heynike gets us going

We managed to complete 6 tows with 5 Squadron ATC before the weather TEMPO period kicked in, bringing low broken cloud and reducing visibility in showers. Unfortunately the end of towing around 2pm, still I managed to get a nice pic of MW though whilst hiding from the showers in the towplane.

Instructor Rex Carswell adds some detail.....On early start was ordered - not only to accommodate ATC Cadets from 5 SQN - but also because our engineer, Derry Belcher, had arranged to have the fleet annual avionics and instruments checks carried out with Liviu Filimon in attendance. I arrived with the key at the agreed time of 8:30am so we could get promptly get on with the tasks.



My first task was to shift the red tractor out. Easy peasy? .. but not when when the gearbox stick shift feels 'unconnected'. This happens from time to time. Out with a spanner and screw driver - align the selector bits under the flange - carefully position the gear stick and bolt it back together - wash oily hands - try again. Hey presto - all good.

The avionics team got GMW sorted first so I could get the DI completed and get operations underway as soon as possible.

The first Cadet flight got away just before 11am. We had a sou'west breeze on the ground and quite a lot of moist cloud passing through. Towie Ruan Heynike was able to get us to 2000 feet - clear of cloud - and a little above the surrounding cloud base. As anticipated, there was very little lift associated with the cloud. However, the sou'west breeze did offer assistance at our 'local ridge'. Flying a succession of figure eights certainly helped delay an early arrival in the circuit.

While flights continued in the twin, Peter Thorpe had extricated the Grob109 motorglider to fly a couple of sorties with our keen youngsters. Ray Burns then did a further three in the 109 while Peter conducted another Airbase Driver Training session for those who are needing this new approval.



In all, we conducted 11 Cadet flights, although I chose to abort the final flight soon after take-off as conditions were not conducive to attain 2000 ft while on tow. Yes, it was a successful day - albeit, we were curtailed with the onset of showers arriving, and no club flying.

Thanks to those who arrived to help on the airfield. Especially to Jonathan Pote for his responsibility as gate warden, and Neville Swan for making time to log our times.

Sometimes instructor, towpilot and doyen of the club, Peter Thorpe, was flying the ATC Grob 109.....On Saturday I was asked to fly the ATC Grob 109 motor glider for

some ATC cadets. We duly arrived bright and early to find the hangar doors somewhat mutilated by a previous user who obviously had no idea how to operate them. Both doors were out of their tracks and jammed. With assistance from three cadets, a ladder and a large rubber hammer it took about an hour to restore the doors to near normal operation and at least get them open. Then it was the usual tasks of removing the aircraft covers, moving it outside, dropping it off the skates, daily inspection, refuel and clean the canopy so it was 1130 before we were ready to fly.

There was a brisk SW wind and broken cloud at 2000ft which limited our height but I managed two OK flights of 17 and 15 minutes respectively before Ray Burns took over for the remaining three cadets. I then conducted some airfield driver training before departing as rain loomed. I understand the hangar doors did not want to close so were left open for an attack by Hapi Leonard on Sunday.



SUNDAY *Instructor Ivor Woodfield reports*

The day was forecast to be windy. However, with largely blue skies and a westerly I expected there would be some pilots wanting to fly. Arriving at the field around 9.30, I found Jonathan Pote and Tony Prentice had just arrived ahead of me. So with Jonathan manning the gate we set about opening up and getting things ready. Tow pilot Peter Thorpe and Ray Burns had now arrived, as had Brendan Moore and Kris Pillai, who was soon busy inspecting his newly acquired glider. We were also joined by Nickolas, an ATC cadet who had missed out on his flight from Saturday as the rain had come in.



We set up on 26, although with a cold and somewhat blustery wind blowing there was no great rush to go gliding.

First up was Nickolas, a 5 SQN ATC cadet. His only previous gliding experience was a flight on Saturday in the Grob motor glider, and he was looking forward to getting a flight in the twin. The launch was a little bumpy, as expected. However, Nickolas was very comfortable with it all, and also very observant and inquisitive. Releasing at 2000' we had to do a little hunting around to find any lift, but eventually managed to gain some height, albeit downwind of the field. Once the lift stopped, and after some brief demonstrations of use of controls, I handed over to Nickolas. He quickly got the idea of good speed control, and after a little practice was getting the hang of balanced turns as well. He spent the next 15 mins or so working his way upwind, from cloud to cloud, looking for lift. Sadly we didn't find much, although when we did, he managed to spend a while thermalling up a few hundred feet.

It was clear that the conditions were not getting any better, and we were eventually back in the circuit. Once on the ground and out of the glider Nickolas was quick to let people know that he had really enjoyed his time flying.

For the next hour or so we had some showers come through and no-one was keen to get back in the air. After lunch Tony Prentice and Jonathan Pote went up to test the conditions. While they did find some lift, the gusty conditions and strong upper air winds made for tricky flying. After chasing things for a while they were back on the ground, and it looked like that would be it for the day.

As the fleet was due for annual inspections, we started to prepare the hangar, and derig things ready for the work. Derry Belcher arrived to supervise the work, and despite having only a very few people available,

before too long we had got space cleared, and the singles were being pulled apart.

While the wind was still gusty and strong, the clouds were looking a little more inviting, so Brendan suggested that we go up and check things out. It was clear from the tow that the gusty conditions were still very much there, and the westerly wind strengthened

considerably as we had climbed. Brendan released at 1500' and went looking for lift. It was there, but hard to get into. We managed to stay aloft for a while, but then returned into the circuit, planning to land near the hangar as the twin would be next for dismantling. The conditions tricky. However, Brendan planned his circuit well and touched down right where he had planned to, ending a great flight well.

The next couple of hours were spent with a small band of enthusiastic club members under Derry's direction getting a total of 6 gliders ready for their inspections. In addition to those already mentioned, thanks to Andrew Fletcher, who turned up just to help with the derig. Once all the work was done, a very small group gathered around the fridge, ending a 9 hour day which had only included 3 glider flights, but had nonetheless been lots of fun.



This time Peter Thorpe in his towpilot hat.....Sunday weather looked soarable still with a brisk SW which the AKL ATIS said was 13 knots on the ground and 22 knots at 2000ft. Not too many customers but first flight was away at 1114 with Ivor Woodfield taking an ATC cadet who missed out on Saturday for an introductory flight. Next flight was not until 1306 when Tony Prentice took Jonathan Pote up to demonstrate his skill at flying from the rear seat. Final flight was at 1430 when Ivor and Brendan Moore did a training flight to cover flight in rough air/high winds as the conditions had freshened significantly. Then it was time to derig all the fleet so that our faithful engineer Derry Belcher can spend next week completing annual inspections. A few more members arrived to assist in this exercise and with lots of chiefs and few Indians a major talk fest developed around the best way to support lots of glider parts so that they did not get lost or damaged. Eventually Derry created order out of chaos and the task began. Progress was good, there were about seven helpers and I was running out of energy so I slipped away and left them to it. Just three launches but at least it keeps me current for another 90 days.

CFI Corner

Driving on the Airfield. Base have established a formal course to allow people to drive on the airfield. This applies to ALL members. Instructors have been appointed to conduct the training. It is not particularly onerous but it is important that we comply with base regulations and ensure all members who wish to drive on the airfield have been through the appropriate training. The training will be conducted by the Duty instructor. Once complete, we need to apply to base for the approvals. Please make sure you make a point of getting this done as soon as possible. Note that the FRTTO is a pre-requisite.

SEE AND BE SEEN AND HEARD The recent mid air collision has brought to mind this a risk that we all face. Without making any judgement or conjecture on the circumstances of the recent accident, we need to be mindful we too face this risk. The best defence is to see and be seen, to make good clear and concise radio calls on position and intentions, to give accurate position reports, let other traffic in sight have a relative bearing, use standard phraseology, keep your eyes out and maintain situation awareness.

Duty Roster For Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
	22	R WHITBY	P THORPE	F MCKENZIE	
	23	I BURR	I WOODFIELD	R CARSWELL	
	29	C DICKSON	S WALLACE	D BELCHER	3 SQN ATC
	30	K JASICA	L PAGE	A WILLIAMS	3 SQN ATC

Duty Roster For Jul, Aug, Sep -----Next Page

Duty Roster For Jul, Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Jul	6	J DICKSON	R CARSWELL	G LAKE	
	7	B MOORE	I WOODFIELD	R HEYNIKE	
	13	S HAY	R BURNS	F MCKENZIE	
	14	K BHASHYAM	S WALLACE	R CARSWELL	
	20	G LEYLAND	P THORPE	D BELCHER	
	21	I O'KEEFE	L PAGE	A WILLIAMS	
	27	M MORAN	R CARSWELL	P THORPE	
	28	T O'ROURKE	I WOODFIELD	R HEYNIKE	
Aug	3	R BAGCHI	R BURNS	G LAKE	
	4	T PRENTICE	S WALLACE	R CARSWELL	
	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	
Sep	1	K BHASHYAM	L PAGE	R CARSWELL	
	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	