

# WARM AIR 13 Jul 19

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 022 357 6731	<a href="http://www.ascgliding.org">www.ascgliding.org</a>
Saturday	Instructing: Ray Burns	Bank Acct 38-9014-0625483-000
	Towing: Fletcher McKenzie	
	Duty Pilot: Simon Hay	
Sunday	Instructing: Steve Wallace	
	Towing: Rex Carswell	
	Duty Pilot: Kishan Bhashyam	

### MEMBERS NEWS

#### **SATURDAY** *Towie Graham Lake kicks off the tale*

The towplane had been at Parakai for some TLC following rough starting. As I pulled in to the carpark there was Roy Whitby who agreed to take me up to get the towplane from Parakai. She had gone up the previous weekend to have rough starting remedied. There she was sitting outside all wet from the overnight rain. It later transpired she had been outside most of the week. A wet Pax seat and carpet suggests the application of some silicone sealant to the overhead windows might not go adrift.



Preflight start and taxi went fine with smooth starting and running. The takeoff roll showed good oil pressure and RPM and no airspeed. A quick glance at the pitot head and back found us flying already and the needle slowly coming off the stops. Attitude, RPM, rate of climb and sound gave good indications and we safely landed at Whenuapai. Turned out to be water in the static system that will necessitate some alternate procedures whenever it looks likely we will have to leave her outside for a period. Just as well the altimeter and ROC use cabin static.

#### *Duty instructor Rex Carswell adds*

Saturday was quite a nice sunny day with a gentle sou'east breeze wafting across the airfield when the first bunch of us checked in. With a quorum present we promptly commenced extracting the fleet, while Roy Whitby and towie Graham Lake headed to Parakai to retrieve the tow plane. Matt Moran was needing a BFR

so his first task was to carry out GMW's Daily Inspection. Along the way Nathan Graves father arrived to collect Nathans glider trailer to take for a WOF ahead of the pending sale of Cirrus GHD.

As Graham arrived with RDW, we were realising the breeze was increasing, and had swung southerly - favouring operations from 08 end. Neville Swan kindly packed up the caravan from its set up on 26, and led the trail to the other end.

First launch didn't get away till after midday until a niggling issue with RDW's airspeed indicator was dealt to. Matt and I took a tow to 2500' to get his BFR underway. Surprisingly, some lift was around. Not much - but enough to extend flight time to allow a good review of several air exercises. The second launch of the set was a fairly brief one. Yes - I pulled the release on climb out as we were turning left, and about 400ft AGL. Matt chose a reciprocal landing (grass 26) - my preference too - competently flown. Well done Matt - BFR completed.

Tony Prentice had his PW5 (GBD) at the ready, and seeing our success at managing the meagre lift, took to the sky. Likewise Rahul Bagchi, launched in the clubs PW5 (GVF). Both achieved durations approaching half an hour. Kazik Jasica wasn't so fortunate with his turn in the PW5. By then, the lift was diminishing as the southerly increased resulting in a sled ride back to the field.

Brendan Moore has been working on his out landing training, so with the southerly present, he marked out a 150 metre length - into wind - on the northwestern area of the airfield. With briefing done we launched in MW and released overhead at 1500ft. A good steep 'obstacle clearance' profile brought us to a confidently completed exercise. Nice work Brendon.

Final flight of the day was with Rahul in the twin - keen to extend his experience with a 'hangar landing' - nicely executed.

All completed by 3:15pm - and just ahead of a C130 Hercules arrival.

## **SUNDAY** *Instructor Ivor Woodfield*

The weather on Sunday morning was slightly overcast with little or no wind. I arrived at the field around 9.30 and was soon joined by Tow Pilot Ruan Heynike, Tony Prentice, Roy Whitby, Neville Swan, Clare Dickson and Ray Burns.

The sky was forecast to be blue all morning, clouding over in the afternoon. In fact it started off overcast and gradually cleared from the West, with a very light and variable wind.

We got the fleet out and assembled on 26 as the wind direction was expected to favour this runway. Around 1100, with there being very little likelihood of lift, Ray and I agreed to go up and do a flight or two in GMW. We worked through some basic launch and towing skill, comparing and discussing training techniques and expectations. Next we worked through secondary effects, and how best to demonstrate and instruct these aspects of gliding. We then flew some steep turns and a few other basic activities before Ray the 'trainee' flew a circuit while I coached him through it, taking control if things needed sorting out. Next flight we worked through ground-roll options, before practicing some side-slipping at height and then attempting to put this into effect as part of a no-brakes approach on landing. All in all some good training and good conversations about training techniques. It is certainly beneficial to do this sort of flying from time to time, and I will be looking for other opportunities to work occasionally with other instructors to share/compare ideas and approaches.

Next up was a check flight for Clare Dickson. Clare had recently taken the opportunity to do several flights with another club, and wanted to get reoriented before going solo in GMW. With an approaching military aircraft, we had anticipated a short flight, so released at 1500' and with no lift were soon back in the circuit. At this point the tower recommended we land on 08, and Clare did a good job of talking with the tower, then replanning her circuit for the new runway and demonstrating a good approach and landing while under a little pressure. While we were waiting for the Hercules, there was a relatively sudden build up of

good looking cloud directly overhead, and once Clare was able to launch she found herself with some good lift. At this point Tony Prentice launched in GVF, and both pilots made good use of this sudden lift until another military landing meant they were both called down. Clare was furthest away, and last of the two to land having worked well with the tower over the radio, and managed to sustain a flight of almost an hour.

As suddenly as it arrived, the cloud cleared and the lift largely went with it. Rahul Bagchi took GMW up for a brief solo flight, before taking up passenger Neville Swan in the back seat as his first P1 flight. This was to be the last flight for the day.

We therefore packed everything back into the hangar, and after a while locked up the field and headed for home. Overall a good 7 flights and all away by 1600. Thanks to the small but enthusiastic group who were all around for pretty much the whole day and who all helped to ensure things ran smoothly. And a special thanks to Neville for once again keeping the records and managing the operations on the ground.

**"Dad, I don't like planes as much as you do. Am I adopted?"**

**"Not yet, we can't find anyone that wants you."**



## Duty Roster For Jul, Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Jul	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	