

WARM AIR 13 Jun 20

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Rex Carswell

Bank Acct 38-9014-0625483-000

Towing: Andrew Williams

Duty Pilot Joseph Dickson

Sunday

Instructing: Lionel Page

Towing: Ruan Heynike

Duty Pilot Brendan Moore

MEMBERS NEWS

SATURDAY *Instructor Ivor Woodfield starts us off*

Saturday had been forecast to be largely dry, and there were lots of gaps in the cloud-cover through which the sun was shining when I left for the field. As I was collecting the radio from Base Ops just before 0930 I got a call from the gate to check where I was. I arrived at the gate a few minutes 'late' to find a few people already waiting .. "there was work to do". As we unlocked and started to get the fleet ready it was clear we would be initially in for some rain. Nothing too heavy, but not a good sign for gliding. We extracted the tow plane, and Peter Thorpe got to work checking that, while Craig Best and Kazik Jessica started to check out the twin, in between lots of discussion about simulator flying.

Meanwhile Ray Burns, Neville Swan, Roy Whitby and Tony Prentice began putting the yellow tractor back together, following its' disassembly the previous weekend, and the purchasing of several new parts. A few bits were still required, so Lionel Page headed off to try and track down what was needed, while we set up on the threshold of 26, with Clare Dickson duty pilot for the day manning the caravan.



ATC cadet Connor Monaghan was the first to sign up for a flight in the twin. Connor had not been able to fly since the start of the year and was looking forward to getting back into the air. It was early afternoon before the showers finally ceased and we managed to get airborne. Despite the lack of lift, and a fairly low cloud-base, Connor showed that he had not forgotten his basic flying skills, managing most of his flight successfully at the controls. Craig was keen to fly next, and with the conditions we were expecting the showers to return at any stage. The tow up was a lively one, with one or two significant 'holes' along the way, which we hoped might indicate some thermal activity. In the event we found very little, and while Craig skilfully took advantage of what lift we found, we were back in the circuit all too soon. Looking to perform a great short-field landing, Craig was well set up on a great looking final approach when we encountered some significant shear, causing some very quick corrective action and leading to a longer landing than planned. A great bit of flying nonetheless, and great experience.



At this stage there were no further takers, so we started the packing away process. In the meantime, the team working on the yellow tractor had successfully put everything back together [apart from a few bolts, which I am assured is always the case] and as we got the final aircraft put away there was the sound of joy as the tractor burst into life. A great way to end a slow flying day, and a great topic of conversation for everyone to while away some time around the fridge before heading off home.

*Towie Peter Thorpe adds to the tale.....*I arrived at the field just after 1000 to find a team working on the yellow tractor and the tow plane parked outside. During the usual pre-flight inspection I managed to drop a piece of rag into the engine compartment so then had to

remove the top cowl for access. The tip broke off the screw driver and lodged in a cruciform screw head which required a drill to remove it before I could unfasten the screw. Retrieved my rag but then noticed that the exhaust gas temperature probe had fallen out of the exhaust pipe and was dangling free while the hole was allowing exhaust gasses to blow towards some wiring. I suspect it had been like that for a while with no harm done but once you become aware of a problem with an aircraft it has to be fixed or at least made safe. In this case, after talking to Ian Williams who is a guru in such matters, I fitted a jubilee clip around the exhaust pipe to block off the hole and then cable tied the probe safely out of the way. (The EGT gauge is nice to have but not critical as the CHT gauge still operates). Top cowl back on and pre-flight finished so I was now ready for a well earned fly.



The conditions were a brisk SW on the ground and 20 kts at 2000 ft so we were operating on grass 26. Ivor was instructing and we did two tows to 2000 ft but there was no thermal activity and it was a little rough for the gliders on tow (the fat old Cessna hardly felt a thing) so nobody else was keen to fly and we packed up soon after 2-30 pm. We sat around and admired the newly restored yellow tractor for a while and then drifted off home. Only two flights after all that work L.

SUNDAY *Instructor Andrew Fletcher struts his stuff*

Not a great forecast it's fair to say for Sunday, I arrived to find Derry Belcher working on some of the club gliders with Ray Burns and Kazik Jasica the only others around. It didn't take long for the rest of the usual crew to turn up. GNF was extracted and D.I completed by Kazik who was keen to get simulated field landings signed off.

Ray went and got the G109 out of the hangar and two ATC cadets Blake and Bradley arrived to fly it. While we were getting ready Rebekah McMillan and Daisy Hogan arrived to fly and the weather was not too bad, so Kazik and I launched to 1000 feet for the first of what was to be three flights.



Next up Daisy getting back into it after 6 months, stalls, turns and into the circuit to land for a 15 minute flight.

Rebekah was up next and we found some rising air, we even went up a few hundred feet (that was unexpected). Turns, speed control with trimming and effect of air brakes all covered off for 20 minutes. Rebekah really getting the hang of attitude maintenance straight and level and turning, nice work Rebekah.

Daisy having reignited the desire to be in the air was up for another so we launched and popped off the tow into 4 knots. I established us in the core and handed over to Daisy who did a great job of keeping the climb going while I got airspace opened. at 3500 feet we got into the work, spinning, stalling, stall in a turn then back to our climb and up again to 3000 feet for more of the same. 34 minutes and the longest flight of the day goes to Daisy nice work.

While all this was going on Blake and Bradley had been up in the motor glider with Ray for 20 minute flights. Kazik also went for a session in the motor glider for field selection well worth it I would say with much learned in a very short space of time.

Kazik is now back in GNF and we have our paddock marked out on the field, two flights later and I am signing off the paddock landings for a B Cert, well done Kazik.

Worth a mention, there is a small group of us from the club (Kazik, Craig, Ray, Kishan and myself) all flying together on Condor gliding simulator. I usually set up the server and then the rest join me. We have flown cross countries in the southern Alps, Matamata and Taupo area including taking Kazik up the west face of

Mount Cook. It is a very realistic simulator and we have a lot of fun landing out in paddocks etc. We have been able to connect our cell phones to the simulator so that XC Soar can be used for navigation and final glide. We would welcome others so if you have Condor come and join us. Craig and I have been competing in a New Zealand competition against some of the countries best racing pilots too.

. The weather is a bit of a lottery at the moment, so you just have to train yourself to think positively... Yep, it's gonna be warm out there on the field. Any wind will be straight down the runway. The air will be silky smooth... 🍷

His Towie Derry Belcher...again....Sunday started with the three monthly inspections on the club gliders, although my plans of around an hour for the fleet inspections met with a bit of a curve ball when the rear push to talk button in GNF was found to be intermittently sticking and ended up with nearly everyone lending a hand to eventually swap it out with one from our broken MW while I carried on with the single-seaters. Good work guys.

The delayed start to flying didn't seem to worry anyone, especially as Neville and Roy were having a few final teething issues with the Massey Ferguson tractor,.. and it was a bit cold on the field.

Peter Thorpe turned up to see if I needed a stand-in towie while I finished the inspections but at that stage I was wrapping up, so I thanked him and he

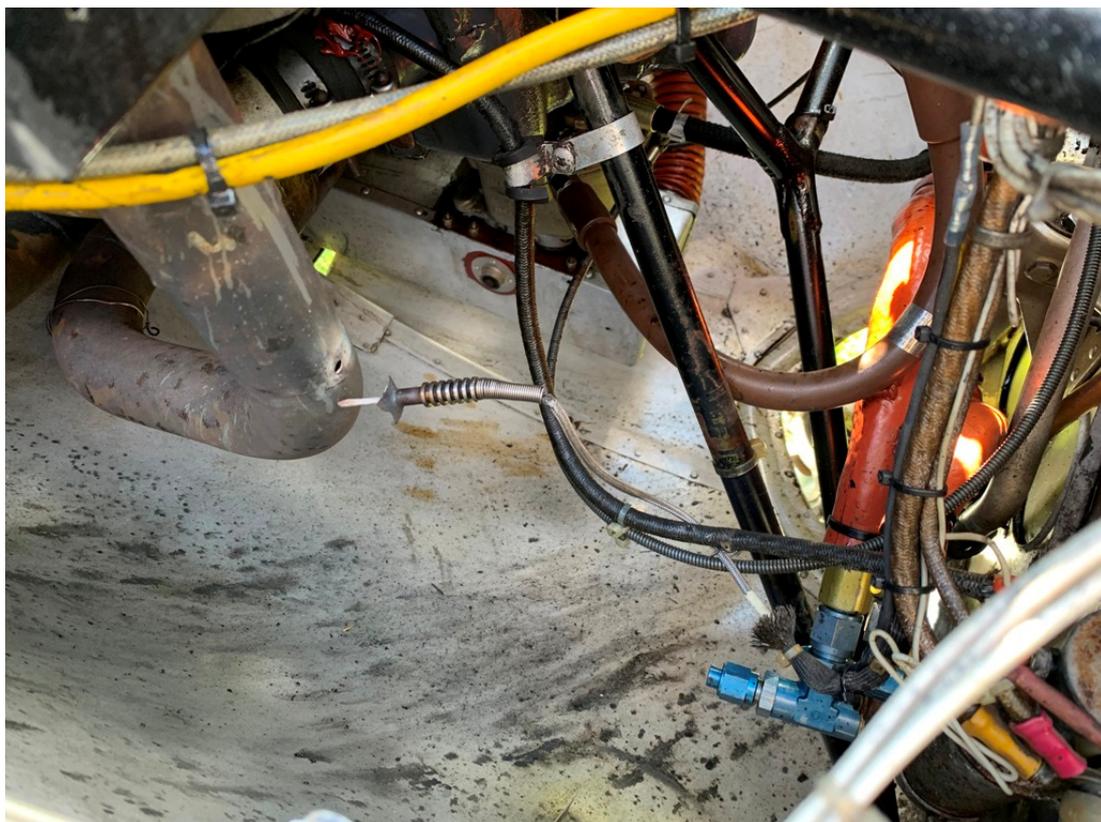
headed home, probably to enjoy a nice warm mug of cocoa.

The wind was favoring runway 26 all day and we successfully carried out a grand total of six tows for the day, luckily without having to stop for the light rainshowers that were passing by.

On the forth flight, Daisy and instructor Andrew Fletcher managed to get a good thermalling flight, proving that even on a fairly bleak winter's day one could be treated to an extended flight.

All went smoothly, with Neville keeping the books, Roy being the gate-boy, and others helping with towing the glider back, and laying out the tow-rope for the next launch.

Once the planes were put away and I'd had a lie-down (wiping the oil from the underside of DSM), we had a drink and a yarn and then tootled off to our respective warm abodes as the sun slid slowly from the sky in the west.....



MATT LEDGER/LAURA SANDERSON NEWS

Wilfred (Wilfy) Ledger-Sanderson, born early morning 7th June. 3.4kgs. Mum and Wilfy are both doing well, hopefully coming home today. *Congratulations to you both.*



Duty Roster For Jun, Jul, Aug, Sep 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Jun	20	S HAY	P THORPE	R CARSWELL	
	21	K BHASHYAM	S WALLACE	F MCKENZIE	
	27	G LEYLAND	R BURNS	P THORPE	
	28	I O'KEEFE	I WOODFIELD	R HEYNIKE	
Jul	4	M MORAN	A FLETCHER	D BELCHER	
	5	T O'ROURKE	R CARSWELL	F MCKENZIE	
	11	R BAGCHI	L PAGE	A WILLIAMS	
	12	T PRENTICE	S WALLACE	R CARSWELL	
	18	R WHITBY	P THORPE	R HEYNIKE	
	19	I BURR	R BURNS	D BELCHER	
	25	C DICKSON	I WOODFIELD	P THORPE	
	26	K JASICA	A FLETCHER	F MCKENZIE	
Aug	1	J DICKSON	R CARSWELL	A WILLIAMS	
	2	B MOORE	L PAGE	R HEYNIKE	
	8	S HAY	S WALLACE	R CARSWELL	
	9	K BHASHYAM	P THORPE	D BELCHER	
	15	G LEYLAND	R BURNS	P THORPE	
	16	I O'KEEFE	I WOODFIELD	F MCKENZIE	
	22	M MORAN	A FLETCHER	A WILLIAMS	
	23	T O'ROURKE	R CARSWELL	R HEYNIKE	
	29	R BAGCHI	L PAGE	R CARSWELL	
	30	T PRENTICE	S WALLACE	P THORPE	
Sep	5	R WHITBY	P THORPE	D BELCHER	
	6	I BURR	R BURNS	F MCKENZIE	
	12	C DICKSON	I WOODFIELD	A WILLIAMS	
	13	K JASICA	A FLETCHER	R HEYNIKE	
	19	J DICKSON	R CARSWELL	P THORPE	
	20	B MOORE	L PAGE	D BELCHER	
	26	S HAY	S WALLACE	R CARSWELL	
	27	K BHASHYAM	R BURNS	F MCKENZIE	