

# WARM AIR 28 Nov 20

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

Club Cellphone 022 357 6731

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

#### Saturday

Instructing: Andrew Fletcher

Bank Acct 38-9014-0625483-000

Towing: Ruan Heynike

Duty Pilot Matt Moran

#### Sunday

Instructing: Rex Carswell

Towing: Peter Thorpe/Gus Cabre

Duty Pilot Thomas O'Rourke

### MEMBERS NEWS

#### SATURDAY *Newbie Instructor Isabel Burr writes a story*

Izzy I arrived at 8:20 on Saturday thinking I was nice and early, to find the cadets were already there and gliders out of the hangar being DI'd. Had a chat with Andrew Fletcher (the actual instructor for the day) about what the plan was with flying before giving a short briefing to the cadets who were there. The first launch was away just after 9, with Craig Best doing a couple of circuits by himself and a check flight before his first flight in VF.

Sounded like a good flight and ended up being the longest of the day. We had 9 cadets from 30 Squadron and a few club members also wanting to fly in the twin. I took up 7 of the cadets and Andrew took up the others and the club members.



The cadets were all very enthusiastic about flying, for a lot of them it was their first time on the controls. I really enjoyed taking them up and seeing them improve, there were lots of smiles once we were back on the ground. Hopefully a few of them will join the club! There were a few flights in the singles as well, Tony Prentice took BD up for a bit, and Kazik Jasica and Ray Burns followed Craig, taking up VF. Altogether a good day with 20 flights and most of them managing to find some lift.

*Other instructor Andrew Fletcher adds to the story.....*I had arranged to meet Craig Best early to unpack the hangar and DI GNF and GVF, the goal was to get Craig away in the PW5. Three flights in the twin GNF were required to achieve this so at 0900 we towed the two aircraft to the launch point at the 26 end.

While the tow plane was refueled Craig got settled into GNF for the first of the three flights, two solo and then a check ride with me before the conversion to the PW5. These two solo flights were completed by 10 o'clock, after having a quick chat with Derry Belcher (tow pilot) I climbed into the back of GNF and

we got going. At 600 feet I pulled the release and left it all to Craig, a slightly shortened well flown circuit and we were back on the ground.

I handed over GNF to Isabelle Burr (Izzy) to start the Cadet flying while I briefed all things PW5 with Craig. I left Craig getting used to his new cockpit while I flew a cadet or two in GNF, the sky was improving and Tony Prentice pushed GBD onto the grid. This provoked a flurry of activity at the caravan resulting in GVF being pushed into line behind Tony.

My next flight was Matthew Peters, we managed to get away in the end and climb to 3500 feet for a flight full of all things stalling. A great flight lasting 42 minutes with Matthew doing most of the flying including climbs of 1000 feet, plus thermalling with Craig in the PW5.

Izzy then took control for another few cadets while I debriefed and briefed ready to go again. Jeremy was next, another good flight establishing quickly and handing over to Jeremy who climbed us to 3500 feet. Ray Burns was aloft in GVF so we joined the thermal he had kindly marked for us. Once again all things stalling were demonstrated and then flown by Jeremy, 38 minutes achieved, very nice. During all of this Kazik Jasica had a 35 minute flight in GVF, well done Kazik!

My last two flights of the day were with Geoff Leyland and Rahul Bagchi, unfortunately the day was coming to an end so flights were now short. I landed with Rahul at 1756 just in time for the tower to go off watch.

A very busy day with 20 launches, thanks to Izzy this was easy to manage, GNF did 16 flights throughout the day!

Just one thing left before I sign off, the longest flight of the day. First flight in a single seater and longest flight of the day goes to Craig Best, well done Craig

**SUNDAY** *Instructor Lionel Page scribbles.....*

An early start as I had my BFR to do. Unfortunately it was raining and the weather looked bad. I picked up the key and radio and got a briefing from Base Ops - not much happening.



Met Ray Burns for breakfast and headed to the field to find a couple of cadets (or officers) waiting. We opened up and discussed the strong crosswind. With a lack of club members we decided to skip the club flying but as the cadets started assembling and with the weather forecast to improve - Ray headed out to open the G109 hangar. He spoke to the tower who kindly let him use 21 for his operations which solved the crosswind issue.

Ian (duty pilot), Craig Best, Tony Prentice and Roy Whitby arrived - much talking was done but no flying. We mowed the grass that the Airfield lawnmowers missed. Ian O'Keefe moved his trailer so we could mow the grass that I missed the previous day.

With not much happening except the Grob 109 flying cadets - we decided to rearrange the trailer park - now most of the trailers are on the hard shell rather than the grass. (Nice and neatly parked now)

Most club members wandered off during the day and we finally finished about 4.30 pm with just Ray, Craig and myself left to enjoy refreshments and a yarn at the club rooms.



*Disappointed towie Fletcher McKenzie reflects* The day started with rain, checking the weather I felt there were blue skies coming. I dropped my daughter at Drury for her 3 Sqn ATC gliding experience - aero tow and winch. Drove home and awaited the news to go flying... sadly the call never came, no one

wanted to go to heaven and back. So I drove out to Drury and watched the gliders winch and tow. Blue skies!



*Ray burns flying the 109 adds.....*The day started out quite unpleasant and Lionel Page & I decided to have breakfast at the new café on Puriri Rd. Great coffee; great food!

Two cadets were waiting for us when we arrived. While waiting for the cloud to clear we prepared the 109 discovering a crack in the spinner during the DI. Some discussion with a friendly engineer told us we could remove the spinner and check the temperatures during a test flight. Another check of the wind showed it to be right on the cross wind limit. After an "interesting" taxi to the launch point I requested the use of

21 rather than 26 which was approved and we spent the day flying off a vector that was much closer to

the wind than 26 would have been. 7 Launches and finished by 1600. A big shout out to the controllers. The change of runway made life so much easier.

## **Events » Auckland Gliding Club Smeg Task and Goal Week**

### **CFI CORNER**

#### **Recent IMC video.**

By now most of you will have seen the video of a glider going into cloud. This was certainly quite a scary experience for the pilots involved.

I would urge all of you to ignore the large amount of opinion that is currently being expressed in various on-line forums. As is so often the case, only half of the information is available to the commentators. The full picture is held by the GNZ Ops team and CAA. All the correct procedures were followed after the incident. Proper reports were made and the a/c properly inspected. There is no grand conspiracy.

Whilst I know very little more about the incident than yourselves what I can tell you is that GNZ are working hard to produce some robust training materials that are directly as result from the learnings from this incident. While what we do know reinforces our knowledge of the dangers of cloud flying, I would not be surprised if the proper analysis will highlight other factors of which we are currently unaware.

#### **Membership Forms.**

There are still a number of membership forms outstanding. If you have not yet done so please get one filled out and sent to either Lionel or me. The name and shame board is currently under construction.....

### **Tower Operations**

Those of you have been on the field recently will be enjoying the new experience of airspace being controlled at all times. We are now limited to flying between 0900 and 1800. The OIC and Mike Turner (SATCO) and I are currently trying to organise a meeting to discuss how we might better work together. Once that has happened, I will report any changes via this forum.

### **GLIDING EVENTS CALENDAR 2020/21**

#### **Matamata Northern Regionals**

practice 28 Nov + 7 comp days 29 Nov to 5 Dec)

#### **Springfield Soaring Championships**

-Sat 28th Nov 2020 - Sat 5th Dec 2020

For further info see

<https://gliding.net.nz/events/?gnz=true&other=true&type=all&timerange=future&pageView=summary>

#### **Matamata Air Cadet Camp**

- 7<sup>th</sup> - 11<sup>th</sup> December 2020

#### **Omarama YouthGlideNZ camp**

-Thu 10<sup>th</sup> Dec 2020 - Sat 19<sup>th</sup> Dec 2020

Matamata Sailplane Grand Prix (4 comp days 27 to 30 Dec)

-Sun 27<sup>th</sup> Dec 2020 - Wed 30<sup>th</sup> Dec 2020

Omarama Nationals (practice day 01 Jan + 9 comp days 02 to 10 Jan inclusive)

-Fri 1<sup>st</sup> Jan 2021 - Sun 10<sup>th</sup> Jan 2021

Auckland Enterprise (practice day 16 Jan + 7 comp days 17 to 23 Jan inclusive)

-Sat 16<sup>th</sup> Jan 2021 - Sat 23<sup>rd</sup> Jan 2021 @ Drury

Matamata Club Class and MSC (practice day Fri 29 Jan + 9 comp days 30 Jan to 7 Feb)

-Fri 29<sup>th</sup> Jan 2021 - Sun 7<sup>th</sup> Feb 2021

Vintage Kiwi Rally @ Te Kuiti Camp Gliding New Zealand Te Kuiti

Sat 6<sup>th</sup> Feb 2021 - Sat 13<sup>th</sup> Feb 2021 Tow plane = Fox Bat LSA

(Waipukurau) Central Districts Regionals Competition Gliding Hawkes Bay & Waipukurau Inc Waipukurau

Sat 20<sup>th</sup> Feb 2021 - Sat 27<sup>th</sup> Feb 2021

**I just read a list of 100  
things you should do  
before you die....I'm  
surprised "yell for  
help" wasn't one of  
them**

## TAILPIECE

Good to see 16 launches for the twin in the day. And on a cadet day. The key to this is to keep things moving, to have two instructors for at least part of the day and to make sure the next to fly goes out to the glider as soon as it stops from its landing roll. We churn through the customers and everyone gets a turn. Interleaving our members among the cadets is also key. Good on field management is key. Well done to the Saturday folks.

*Printing Conventions: Any contribution will have the author's byline; Anything in Italics is either a byline or an editor comment; Tailpiece is the editorial.*

## Duty Roster For Nov, Dec 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
	28	M MORAN	A FLETCHER	R HEYNIKE	
	29	T O'ROURKE	R CARSWELL	P THORPE / G CABRE	
Dec	5	R BAGCHI	P THORPE	R CARSWELL	
	6	T PRENTICE	R BURNS	D BELCHER	
	12	R WHITBY	L PAGE	F MCKENZIE	
	13	I BURR	S WALLACE	R HEYNIKE	
	19	C DICKSON	R CARSWELL	G CABRE	
	20	K JASICA	I WOODFIELD	P THORPE	