

# WARM AIR 27 Feb 21

Aviation Sports Club Gliding Newsletter

**THIS WEEKEND:**

Club Cellphone 022 357 6731

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

Saturday	Instructing: Ivor Woodfield	Bank Acct 38-9014-0625483-000
	Towing: Peter Thorpe	
	Duty Pilot: Joseph Dickson	
Sunday	Instructing: Andrew Fletcher	
	Towing: Ruan Heynike	
	Duty Pilot: Kazic Jasica	

WE HAVE 40 SQN ATC SATURDAY - EARLY START 0830 AND HELPERS PLEASE

## MEMBERS NEWS

**SATURDAY** *Towie Derry Belcher starts the story*

It was another bright and marvellous day in the city of sails and sail-planes when I arrived at the field a few minutes late only to find a gaggle of members had already pulled the towplane, GNF, and GMP out into the sunshine and DIs were in progress, along with Andrew and Ray rigging GKT and Ian doing likewise with GHS.



Somehow or other I was sidetracked discussing radio problems in MP, a gelcoat crack in NF and various other sundry stuff before managing to break free and get on with pre-flighting the towplane. Instructor Peter Thorpe was chomping at the bit to get underway

with a BFR for Tony Prentice but RDW was in need of some motion lotion before we went anywhere, and with the help of Ray Burns this was achieved in short order.

I'd earlier checked the forecast and the AIP for NOTAMs (notices to airmen... I wonder when someone will kick up a fuss and change it to NOTAPs?) To see if there were any notices concerning our airfield or surrounding airfields to be aware of. Regarding this service, there is a free flight planning app for mobile

phones available now called IFIS mobile which is worthwhile having especially for those doing cross country flying.

Getting on with the tow report -"FINALLY" I hear you say?..

We set up on grass runway 26 as what little wind there was favored that end, and with Peter T and Tony P finally strapped into GNF we received takeoff clearance at 11:15 from our friendly man in the tower (ex member Adam Lawson) and were soon climbing to 2500 ft so Tony could show Peter he still had what it takes to safely fly a glider. I don't think there is anyone that looks forward to being tested at anything, although afterwards it is a good feeling to have been put through exercises one may not have done for a couple of years and learn where we need to brush up on.

After the first flight the wind did the usual dance move so we changed ends. Peter will cover the seven 2-seater flights more fully.

KT, HS, and MP were the 5th, 6th, and 7th away with all being towed to the cloud line forming from the sea breeze convergence which formed up the middle of the island. Andrew made it to Kaipara Flats and safely back while Ian in GHS checked out a cow paddock in the Kaitoki (?) Valley to the west of Riverhead forest. Unfortunately Ian missed getting established in the bits going up I understand so carried out a safe paddock landing. Isabel Burr in GMP had a good flight and managed to stay high, even watching Ian and relaying to base when he was safely down.

Jonathan and PT took the last tow, culminating in a hangar landing on 26 as the sea breeze kicked in dictating a change of direction. In fact, on my last landing after towing NF I saw the 08 threshold windsock was definitely full of air in the wrong direction although the far end sock was limp, and as I was landing long elected to carry on thinking I'd be in the still part... Lesson learned here. All was good in the flare then the little plane became VERY directionally squirrely on rollout. I should have called an overshoot as soon as I saw the threshold windsock and repositioned for 26. Won't do that again! Thanks to Neville on the books, Jonathan as gate custodian, and Roy on the tractor (mostly from what I saw), plus everyone else who did their bit to keep the show moving.

Good to see some younger folk giving gliding a go.

*Instructor Peter Thorpe adds.....*I arrived at the gate within about a minute of 0930 to find a queue of cars waiting along with members accusing me of always being late so they had sent somebody to draw the key. Oh ye of little faith.

Obviously the gurus felt the forecast as good for extended soaring so Ray Burns, Andrew Fletcher and Ian O'Keefe rushed in to start rigging their high speed pursuit ships while the rest of us tackled the usual club preparation chores. Derry Belcher was towing and Neville had volunteered to look after the time sheets (again) while Jonathan Pote did duty on the gate. Tony Prentice needed a BFR and was showing all the signs of a nervous bride even though he had flown nine hours the previous week at Te Kuiti with the Vintage Kiwi group and was probably more current than the rest of put together. The wind was being a bit undecided but I thought 26 would work and persuaded Neville Swanto erect the awning even though he was sure we would have to change ends.

Tony and I launched at 11:13 with the usual boxing the tow exercise on the way to 2,500ft so we could do the mandatory spin. To my surprise, considering we were two relatively heavy weights, NF entered a full spin with no trouble and even tucked under past the vertical during recovery. That out of the way we did some lazy eights, turns and stalls before joining the circuit for a no airbrake approach. We whistled past the caravan in a full side slip at about 70 knots mightily impressing the spectators but were not going to stop before the fence without the airbrakes miraculously becoming available again. Not to worry as there

was some good learning achieved and I was most impressed with Tony's skill at holding the side slip. As we were down the O8 end of the field and the wind had shifted (as Neville predicted) we decided to change ends and wait for the team to join us. A quick take off, cable release at low level and back for a downwind landing and with paper work complete it was all done and dusted. Next up was a trial flight for the husband of a navy officer which we had been trying to organise for the best part of a year. Murray Kingham enjoyed his 19 minute flight, even though it was a bit early for any thermals, because they live just over the back of the prison and we were able to admire his immaculate lawns from the air.

Another trial flight for Roy Halliday, a friend of Jeremy Donaldson, and then the heavy hitters all launched to show us how it is done. Andrew in KT, Ian in HS and Izzy Burr in MP. Izzy managed two hours, Andrew a bit more while Ian entertained us all with an outlanding to the north. The nice man in the control tower became a bit concerned when he lost Ian's transponder signal and asked if he should be taking search and rescue action. Fortunately Izzy came to the rescue with a very clear assurance that she had the glider in sight safely on the ground and the pilot was out of the glider and as fit as a flea (my words not hers). A retrieve crew was despatched while the rest of us got on with some more training for Jeremy and Alex Michael. A relatively short 2000ft flight for each while we consolidated some upper air exercises and practised the approach and landing, both making good progress.

Andrews' return again caused the controller some anxiety as he got mixed up between Izzy thermalling over Riverhead and Andrew making a left base rejoin and was beginning to sound a bit stressed until once again Izzy was able to resolve the confusion. Final flight was for Jonathan who had not had much hands on flying recently but we found a thermal at 1300ft and made it up to around 3,000ft and finished with a couple of aeros for a 34 minute flight. It was by then 5:00pm and the outlanders were back so a quiet shoot the breeze session in the clubrooms finished the day nicely. Ten flights for the day.

**SUNDAY** *Instructor Lionel Page fresh from his ultra marathon.....*

*Arrived to a nice crowd (and I was not even late....yeah right.) Through the gate and soon things were moving. Looked around and the caravan had disappeared to the O8 end - better get MP and NF there.*

*First up was Immanuel starting circuit training. Any lift that there was was not yet fully developed and he was soon on downwind for a fine first attempt.*

*Next was Emilio, the lift had developed and with not too many on the list we stayed up for 46min. Nice landing Emilio.*

*While I was up Ray launched in KT and Craig in MP and the Kazik in VF. Alex and I soon joined them over Riverhead and we managed a respectable 46 minutes before being told that the list had grown and a few eager people were waiting.*

*Subra managed a good flight, starting to get comfortable on the controls. By the time Krishna had a quick refresher, the day was showing signs of decay, he however took MP up for 39 minutes, while I took Simon for a currency check.*

*Last flights were for Rhiannon and Cassandra for their 3rd flight each. A long landing and a cool beverage at the club rooms finished a very fine day. What a great way to spend the day.*

*Towie Gus Cabre adds to the story.....Got up early this morning and whilst walking the dog I saw that the airfield was covered by fog, but it lifted quickly. Greenhithe could be seen above the cloud which, interestingly, made me feel that it would be good one for gliding. My 'vast' experience as an independent towie was now on its 3rd day. Gosh, time soars when you are having fun and, so far, I seemed to have been blessed with beginners' luck (unless you glider pilots have lied to me).*

By the time I got to the club, RDW had been pulled out. During the DI, it was obvious that the previous pilot had been tall and slim (the harness was too tight and the leg distance too long) so I had to spend time changing the seat and belts. Weatherwise, ATIS (and yesterday's TAF) was giving us a



northeasterly thus favouring 08 (my favourite runway). However, by the time the caravan and gliders had settled on the other side, the wind had turned around! We all looked up at the sky and could see clouds swimming south. Unlike powered pilots, glider pilots analyse clouds like psychologists their patients: the shape, the wispiness, the thickness and its colour may give you an idea of how they will behave. Ray, Lionel, Jonathan ... were not committing.

We launched. The first one, Lionel and Immanuel, with a tailwind, albeit gentle took 8 minutes to get to 1500'; the second one, again to 1500' with Lionel and Emilio, 9 minutes. I was starting to wonder. However, the heat now generated lovely clouds and the psychology won: Ray, Craig, Kazik got to 2500' in less than 8 minutes (maybe NF slowed me down at first?). In any case, the singles spent a long time up there and eventually landed (Kazik smiling like always). Air Traffic was busy with B757, the King Air, other light aircraft, 4 gliders and me. They did well (thanks air traffickers!).

The day ended with all the clouds dissipating and lift fading, but enough for some experience flights for Rhiannon and Cassandra.

### **GLIDER DAMAGE VIDEOS**

Andrew Fletcher kindly sent these to me. There is some interesting and scary stuff in here

<https://youtu.be/ZXjTaGjS3j0>

<https://youtu.be/1R5k0FC2a-E>

**CFI CORNER** *His CFIness Ray Burns has words of wisdom*

**\*\*\* Important \*\*\***

Please note that there has been a change to the medical requirements effective 1 October 2021: (from the MOAP). Note the italics at the bottom. If you are over 70, you will need a DL9.

If you have not done this before it is quite straightforward. Simply tell your doctor that you require a DL9. Doctors have all the forms at the surgery. In some practices they will expect to send them away to NZTA. Just tell them it is for glider flying and take the completed form away with you. It is a four page form. I need only the first page with your details and the last page with the doctors stamp and signature. Do not use the standard GNZ form.

### **1. Medical Declarations and Certificates**

*1.1 No person may act as pilot-in-command of a glider or powered glider unless that person:*

*(a) Holds a valid GNZ Medical Certificate and Declaration completed on form OPS 01;*

*or*

*(b) Holds a valid Medical Certificate and Declaration completed on Sport Aviation Corp Ltd (SAC) form #8.2 or on a Recreational Aircraft Association of NZ (RAANZ) medical form in respect of acting as pilot in command of a microlight aircraft, or*

*(c) Holds a valid NZ CAA Class 1 or Class 2 Medical Certificate or a valid ICAO equivalent; or*

*(d) Holds a valid Medical Certificate provided on NZTA form DL9, issued in accordance with rule 44(1) of the Land Transport (Driver Licensing) Rule 1999, that is applicable for a Class 2, 3, 4 or 5 driver licence with passenger endorsement; or*

*(e) Is a visiting foreign pilot and provides evidence of holding an acceptable and valid equivalent to the GNZ Medical Certificate and Declaration.*

*Note: With effect 1 October 2021, pilots over the age of 70 exercising the privileges of a Passenger Rating or a Gliding Instructor Rating must hold a valid medical certificate as specified in either (c) or (d) above.*

**HAVE FUN AND BE PREPARED** *Ian O'Keefe on his latest adventure:*

The adage for New Zealanders at the moment is "Go on Explore your Backyard". So I did.

The plan was for Dash (Andrew Fletcher in KT, and I in HS) to head north. Now RASP was suggesting ok lift at 1 pm onwards and a defined convergence developing. Off we both went and towed out over the North Western side of the Riverhead forest. The lift was not great and for the next 50 minutes Andrew and I bumbled in this area. Dash managed to get a bit higher, however I was struggling to



get a steady climb. I did manage to obtain 3000ft only for the sky to change and down I headed. I was sort of caught between heading North, or head South West towards Whenuapai, back into the blue, although MP was soaring well on the other side of the forest. A cloud did appear in Waikoukou valley (have a look on your maps to locate the valley) but I failed to connect and proceeded to descend down to 1400 feet.

I let Dash & Issy know that a land out was imminent. I did hear radio coms from ATC saying, "does this



mean he is not coming back" (Yep it sure does). This is not an area I have ever wanted to land out in, as the terrain is hilly, paddocks are small, there is stock on most and there are power lines about. I scoped out two reasonable options that were suitable. I finalised on the one I would take. Out over the forest again and lined up for a longish final approach, got the speed to where it needed to be and concentrated on my aiming point. We flew over some trees and structures on approach, and added in a bit of side slip to

help with descent, and prior to touchdown straightened up to plonk onto the flattish part of the sloped uphill paddock. A bit of banging and crashing due to the roughish surface, and a final thump and then all was quiet.



Spoke to Izzy on MP who was flying a few thousand feet above and relaying comms that I was down safe to Glider Base and ATC. Mobile phone coverage was poor in the area. I proceeded

to find the landowners to establish my exact location. I finally found people and two massive dogs (friendly). Two helpful young lads were intrigued and assisted with location details, that I could relay to the retrieve crew. We did have a dilemma about padlocked gates and keys and where these were located.

While the lads worked this part out, I wandered up a driveway to get text messages to Ray on address details.

About 45 minutes later the Uber Retrieve crew of CFI and Deputy CFI (Lionel) rolled on up (was this a deputation to check on my out-landing skills). Lionel had hooked his car up to my trailer, which did confuse me, but perhaps he wanted the joy of towing a trailer after so many years without.

Anyway, the lads had managed to find the keys to unlock the gates and we proceeded to pack up and thank our hosts and proceeded to head for home. Thanks to Dash and Izzy for the comms help and Ray and Lionel for the retrieve and glider base team for keeping ATC informed.

It is a reminder that you can still end up having a land out even when conducting local flying. It is always worthwhile to take a moment to consider your options. For planning do the following;

- Have a look at paddock options next time you fly
- Checkout Google maps to view what is about and length of paddocks
- Go for a drive to have a look at terrain and obstacles.
- Talk with the x-country pilots in the club who have landed out. They can tell you what is about and assist with getting co-ordinates onto your flight computer.
- Know your gliders capabilities and your own, and practice different approaches (with instructor guidance) with each landing.
- Install BTraced for tracking purposes.
  - BTraced- Android GPS Phone App at the Google Play Shop <https://play.google.com/store/apps>
  - BTraced Setup <http://gliding.co.nz/btraced-tracking-setup/>

Have fun and explore, but be prepared.

## TAILPIECE

*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.*



*Someone has been an America's Cup Course Marshal instead of gliding. Keeping the spectators in line*



Here he is.

## Duty Roster For Feb, Mar 21

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Feb	27	J DICKSON	I WOODFIELD	P THORPE	40 SQN ATC
	28	S HAY	A FLETCHER	R HEYNIKE	
Mar	6	K BHASHYAM	S WALLACE	F MCKENZIE	
	7	K PILLAI	R BURNS	R CARSWELL	
	13	G LEYLAND	P THORPE	D BELCHER	
	14	I O'KEEFE	A FLETCHER	R CARSWELL	
	20	M MORAN	R CARSWELL	P THORPE	
	21	T O'ROURKE	L PAGE	F MCKENZIE	
	27	R BAGCHI	I WOODFIELD	R HEYNIKE	30 SQN ATC
	28	T PRENTICE	S WALLACE	G CABRE	30 SQN ATC