

WARM AIR 10 Apr 21

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday	Instructing:	Ivor Woodfield	Bank Acct 38-9014-0625483-000
	Towing:	Fletcher McKenzie	
	Duty Pilot	Roy Whitby	
Sunday	Instructing:	Steve Wallace	
	Towing:	Gus Cabre	
	Duty Pilot	Izzy Burr	

**SUNDAY WE HAVE 30 SQN ATC - EARLY START PLEASE
MEMBERS NEWS**

FRIDAY *His CFIness Ray Burns starts*

It was not the greatest of days weatherwise but we managed 9 flights the longest going to Alex at 29 minutes - it was that kind of a day. Goodenough to get Alex closer and closer to solo. Issy knocked out another BFR and then took over the rest of the instructing for the day. In between Tony and Kazik had a crack in the PW5's but found very little. We were all finished by 3pm.

SATURDAY *Instructor Lionel Page*

An awesome day on Saturday. Ray had arranged an early start so that we could possibly get Alex off on his first solo. I arrived early but eager beaver Alex was already waiting. So early in fact that I think he snuck off to find coffee as only his car was in the carpark.



Alex (First Solo) & Lionel
(3-4-21)

Ray and Rex duly arrived in short order and we DI'd the aircraft and drag them off to the 08 end. First up was a low level release exercise which Alex handled superbly. Then a quick circuit and he was away. **FIRST SOLO.** Absolutely greased it on. **WELL DONE ALEX.** (And my first time sending a student solo - go me.... It is really a team effort with one lucky instructor getting the honour.

Ray then took over my duty and Peter and I went to try to get my Grob 109 rating done so that I could assist with the ATC cadets. Eventually Peter appeared to be reasonably confident in my abilities and left me to complete 3 solo circuits. As the aircraft was still in a condition to be flown afterwards - I'd say it went ok.

(Next day we completed the emergency procedures, power circuits and landing on seal runways - and my rating. Due to a large number of varying reasons it has taken quite some time to get there.)

Final flight of the day for me was Thomas - we managed to find some lift and amongst other exercises, did a spin and some lazy eights. Landed long to finish an absolutely cracker day. THANK YOU EVERYONE.

Alex Michaels version

On Friday I was informed by Ray that plans were drawn up for me to do my first solo early the next morning. After being a bit displeased with my flying that day I was doubtful I was really ready to go solo. I always thought going solo was something I'd be really excited about but when it became an impending reality I was a lot more nervous than expected and didn't get the best sleep that night. Nevertheless, at precisely 7.59am, I arrived at the airfield on a beautiful calm morning. Not long afterwards Lionel, Ray,

and Rex very kindly came out early to help set up while the conditions were nice and calm.



The plan was to practise a launch failure, do a check flight, and then hopefully go solo. I thought the launch failure exercise was going to be nerve-racking but it was actually a lot of fun and not that big of a deal! I managed to set up an abbreviated circuit and safely get us back on the ground. It was a big confidence boost--if I could do that then **surely** a normal circuit wouldn't be so bad. After completing a satisfactory checkflight I was deemed ready to fly on my own. Lionel wisely reminded me

that this should not be viewed as a "solo flight" but rather another opportunity to just fly the airplane as always (just without the extra weight in the back).

Without said extra weight, the glider had a much shorter ground roll and off we went. At 2000ft I released over the prison. It was at that point that it started to sink in that I was the only person in the cockpit and I was free to have a play in the sky all by myself. After luxuriating in this fact for about 5 minutes it was time to come back for a landing which, thankfully, was not catastrophic.

The icing on the cake was from Anne, the nice lady who was working the tower that morning. She very sweetly congratulated me on the frequency after landing and made an already magical moment even better. I was soon greeted by Ray and Lionel in the tractor and then met the rest of the contingent at the caravan where a lot of congratulating and handshaking ensued. Good times. A big thank you to all the amazing instructors for putting so much effort in getting me to this point. It was a very special day that I'll never want to forget. *Well done Alex.*

SUNDAY *Instructor Ivor Woodfield*

I arrived at the field to find Alex Michael and Jonathan Pote already waiting to be let in. There was a light but cool westerly blowing and the sky was threatening to over develop even that early in the day. Before long quite a crowd had gathered. Ruan Heynike, Tony Prentice, Lionel Page, Ray Burns, Peter Thorpe, Rahul Bagchi, Andrew Fletcher, Kazik Jasica, Craig Best, Steve Foreman, Izzy Burr and Immanuel De Ridder all arrived, the fleet was dragged out and things were set up on the 26 threshold ready for a day of flying.

First launch just after 1100 was Alex doing a check flight before making his second solo. Both flights were 1000' circuits and both went very well. We then had a family arrive, three of whom had arranged to take trail flights. While we were briefing them, Lionel went for a couple of flights in the Grob 109, GNW, with Peter, using the sealed runway and starting with a left hand power circuit.

The first of the trail flights was with Beck, who enjoyed the flying and was very inquisitive, keen to find out all sorts of things about how gliding worked. It was clear that there was some lift, but it was light and patchy and not easy to use. Nonetheless, the flight was for about the planned 30 minutes, during which time Beck managed to get many of his questions answered. The next flight was with his brother Texas, who again seemed to really enjoy the experience. He had a good awareness of his surroundings, and showed an understanding of the glider.

While these flights were happening, both Ray in GBU and Tony in GBD launched hoping for lift but on this occasion neither had much luck finding anything usable. Lionel also completed his power assisted flights with Peter.

Two more singles then launched, Craig in GMP and Steve in GKP. This time both managed to hook into a little more lift, with Steve making full use of the performance of KP and managing to keep flying for a couple of hours, quite an amazing effort in the conditions.

The next flight in the twin was the third of the Louise. Again we managed to stay airborne for a decent time and got to check out most of the key landmarks around the area, as well as experiencing many different aspects of basic gliding. Louise seemed to really enjoy the flying, and all three were very enthusiastic about the sport once reunited on the ground. Hopefully they will be back for more before too long. While we were up, Izzy took GIV for a flight, and managed to have a reasonable flight, being very positive about flying in the Libelle afterwards.

My last flight for the day was with Immanuel, who flew the launch well and released at 2000' hoping for some good thermalling practice. Sadly, despite some good flying and decision making on his part, the lift was not quite strong enough to support the twin well and before long we were back in the circuit,

Immanuel for the most part flying it well and making a reasonable landing. Overall a good effort in the conditions.

The final flight of the day was with Rahul and Andrew, with Rahul experiencing gliding without the use of many of his instruments. Despite the patchy conditions the flight went well, with Rahul being very positive about the learning that resulted from a session of "flying by feel".

Overall a good day's flying, despite the conditions, with a total of 15 launches for a total gliding time of almost 7 hours.

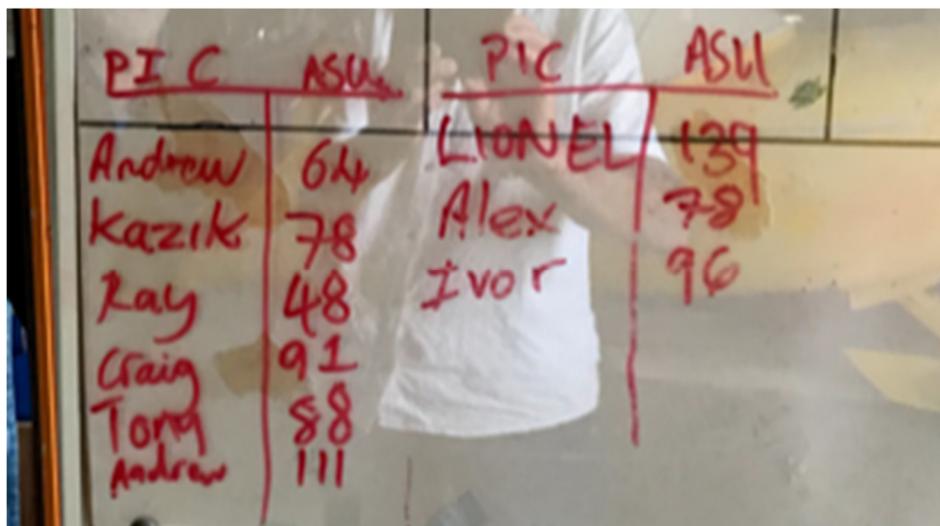
MONDAY Towie Peter the Thorpe gives his version

Monday dawned with a high overcast and not much sign of good soaring conditions. Andrew Fletcher texted me to say he had the key and was having breakfast with Ray Burns so would be a little late. I arrived at the gate at about 0940 and found Jonathan Pote and another member waiting for the key boy to arrive. I had missed my morning coffee because the Puriri Café was closed so I went to the BP to rectify that and found we were still waiting for the missing pair when I got back. Eventually they arrived pleading difficulty finding a café open but they didn't really look all that sorry.

Ruan Heynike had reported that on the day before he had found a loose piece of insulation from a heat shield under one carburettor so I spent some time fixing that and then Kazik Jasica very kindly helped empty a 20 litre container of fuel into the tank to save my aging arms so we were ready to fly without much delay.

The wind was 230/12 so we set up on 26 and were ready for the first launch just before midday. Andrew and Alex Michael took a tow to 1000ft for circuit practise and Craig Best took MP up to 2000ft followed by Tony Prentice in BD but alas there was little lift and they were soon back on the ground. Kazik did a circuit in VF and then Andrew decided that in view of the lack of lift, a landing competition would be a good way to fill in the day and give the tow pilot lots of short flights.

Toi toi fronds marked the threshold and then Jonathan, Kazik, Ray, Craig, Tony, Lionel Page, Alex and Ivor Woodfield all had a go at demonstrating a precision landing while I did my best to race them to the ground in my bright yellow high speed pursuit ship (well, sort of). Ivor was enjoying a flight in his Libelle GIV but even he could not beat CFI Ray's efforts in his Ka6 which appeared to float to the ground like a fairy down. Andrew took a disabled man for a trial flight and then we were finished by 1600 so the winner could shout the also-rans a consolation drink. 14 launches for the day while good old Roy Whitby soldiered on alone removing rust and applying green paint to the open trailer. Well done that man.



PIC	ASU	PIC	ASU
Andrew	64	LIONEL	139
Kazik	78	Alex	78
Ray	48	Ivor	96
Craig	91		
Tony	88		
Andrew	111		

GLASFLUGEL LIBELLE 201B SHARE FOR SALE

Ill health forces me to sell my share in Libelle 201B ZK GIV. This glider is based at Whenuapai in partnership of two. Easy to fly, the Libelle has a good performance that in the right hands puts more modern machines to shame. Email Graham Lake gclake@pl.net

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

TAILPIECE

After 17 years at the helm of Warm Air it is time for a change. I have Motor Neurone Disease and its march and toll on me is making it increasingly hard to do the work. Ian OKeefe has stood in for me in the past and has kindly agreed to assume the title of Mr Warm Air.

I have enjoyed being *Warm Air* and will miss this. Thank you to the many contributors over years, you have made the newsletter. Thank you also to the kind words over the years.

Graham Lake



Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Apr	10	R WHITBY	S WALLACE	F MCKENZIE	
	11	I BURR	I WOODFIELD	G CABRE	30 SQN ATC
	17	C DICKSON	P THORPE	F MCKENZIE	
	18	K JASICA	R BURNS	D BELCHER	
Anzac Weeks	24	J DICKSON	L PAGE	P THORPE	
	25	S HAY	I WOODFIELD	F MCKENZIE	
	26	K BHASHYAM	A FLETCHER	G CABRE	
May	1	K PILLAI	R CARSWELL	D BELCHER	
	2	G LEYLAND	S WALLACE	P THORPE	
	8	I O'KEEFE	P THORPE	R CARSWELL	
	9	M MORAN	R BURNS	F MCKENZIE	
	15	T O'ROURKE	L PAGE	R HEYNIKE	
	16	R BAGCHI	I WOODFIELD	G CABRE	
	22	T PRENTICE	A FLETCHER	D BELCHER	
	23	C BEST	R CARSWELL	R HEYNIKE	
	29	E LEAL SCHWENKE	S WALLACE	R CARSWELL	
	30	R MCMILLAN	P THORPE	G CABRE	
Queens Birth	5	A MICHAEL	R BURNS	P THORPE	
	6	R WHITBY	L PAGE	D BELCHER	
	7	I BURR	I WOODFIELD	R HEYNIKE	
Jun	12	C DICKSON	A FLETCHER	F MCKENZIE	
	13	K JASICA	R CARSWELL	G CABRE	
	19	J DICKSON	S WALLACE	R CARSWELL	
	20	S HAY	R BURNS	D BELCHER	
	26	K BHASHYAM	P THORPE	R HEYNIKE	
	27	K PILLAI	L PAGE	G CABRE	