

# WARM AIR 18 Nov 17

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

Club Cellphone 022 357 6731

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

#### Saturday

Instructing: Steve Wallace

Towing: Derry Belcher

Duty Pilot: Brendan Moore

#### Sunday

Instructing: Ray Burns

Towing: Peter Thorpe

Duty Pilot Ian O'Keefe

### MEMBERS NEWS

#### SATURDAY *Instructor Peter Thorpe explains:*

Rex Carswell and Clare and Joseph Dickson were waiting at the gate when I arrived so we wasted no time in preparing the Twin for flight. Jamie Wagner soon arrived to do his tow pilot thing and as Rex needed a BFR and the wind was a brisk south easterly under a high overcast we headed off to the 08 end. Meanwhile Roy Whitby decided the spring growth of grass around the hangar doors needed treatment so we left him busy doing his thing with the mower.

We were airborne by 11:23 heading for 2500ft so that Rex could show me a spin and with his comparative light weight MW gave us quite an exciting ride - very steep nose down with rapid rotation. Some stalls and steep turns and we were soon in the circuit for a no air brake landing. The wind was quite strong, about 16 kts on the ground and maybe 20kts above 1000ft so it

was easy to be blown away from the circuit. A second flight to practise a low release was also interesting as the wind was almost straight down 21 and we thought for a while we might have to land on the golf course but the profile was very similar to the day Rex had an engine failure in the tow plane so he was able to park us back beside the caravan without any difficulty. Clare and I went up for some stalling and circuit work and then we had a wee wait for a P3 to land on three engines. Then Joseph made a similar flight after which Clare made another just to 1000ft to practise circuit and landing.

Conditions were not suitable for soaring but Jonathan Pote and Neville Swan reckoned they could make it all happen so they took a tow to 2500ft and landed 18 minutes later. All finished by 3-10 pm after six flights for the day so we got home nice and early.



## SUNDAY Towie Fletcher McKenzie gets to start the tale



So November started with rain and I was expecting the usual. However, I could not believe it, I was shocked it was not forecast to rain!

Not only it looked like there was potentially a window of no rain, it was going to be sunny. I was up early to get in a taildragger lesson while the wx was good and then called Rex from the North Shore aerodrome. He had just arrived so I was on my way to WP.

I arrived and said hi to Rex, Roy, Tony, Neville, Matt and Ian (busy rigging) - a few jokes about the

sun, lack of rain etc.

I did my own checks, having a good look and reading my notes. After fueling up, we were ready for flight. It was a tail/crosswind that moved very few minutes, so we elected 26 once it swung back.

First up at 11:29am, was MW with Rex and Matt to 2500 feet. Easy tow, some spots of lift, then dropped them off in a pile of lift. They were doing spinning and aeros etc - climbed up three times in all that warm fuzzy lift.

Once airborne the feeling of being free hit me, the sense of freedom and a huge 'thank god it's not raining'!!!

Next up was Ian in HS, dropped in awesome lift again, saw him around four hours later. Then Brendan in VF, again, I found even more lift. It was like shooting fish in a barrel. Rex and Matt came back down to do more briefing and were up again, Roy was next to get dropped in lift in MP.

After my yummy thai lunch, I towed up Jonathan in VF, then Tony and Melody-Ann in MW, then Lionel in MP Yes all dropped in lift.

Sadly then I waited on the ground for a while, talked to Neville and ate a chocolate bar until Tony and Melody-Ann returned and Rex and Thomas took up MW for a nice long flight and yes again in lift.

With that being the last tow, I cleaned up RDW and Thomas shouted me a cool beverage. Thank you Thomas.

Day 26 towing was awesome - great to see summer flying back again.





and Instructor Rex Carswell has a go While eating my Weet-Bix and deciding what I'd have in my sandwiches for lunch, it didn't dawn on me that it was a sunny day for a change. However, on the drive out to Whenuapai I was seeing blue skies - prompting me to remember the good-old-days when we had an abundance of 8 knot thermals - wall to wall across our airspace. I wondered what this day would produce ...



I was alone at the field for awhile and had the red tractor and tow plane out before the next sole arrived. It was Club Captain Ian O'Keefe - he promptly hooked on his glider trailer and dragged it around to where he had rigging space. The ranks soon swelled with Roy Whitby, Neville Swan, Tony Prentice, Matt Moran, Jonathan Pote, Lionel Page and Brendan Moore. Tow pilot Fletcher McKenzie phoned in to see if we were out of bed - and that he would be on his way soon.

By the time all gliders were D.I'd the breeze had risen and some nice cumulus clouds were lining up. We agreed with Base Ops that the southerly crosswind was tending to favour vector 26, so that's where we set up.

With some upper airspace opened, the first launch got away at 11:30 with Matt and I in MW - and a tow to 2500 ft. The air felt buoyant and once off tow, Matt settled in and worked at centering the climb and took us to over 3000ft. This was a great start and boded well for the day ahead. Our aim on this flight was to cover the B cert spiral dive and spin related exercises. With the lift being abundant, we covered all the exercises several times over - landing after 42 minutes. Following a break for refreshment - and no one else wanting MW - we repeated the sortie. Matt achieved B cert competency in everything related to the stall, spin and spiral dive set with this second flight. An excellent achievement Matt.



While all this was happening, the singles took to the sky, with everyone relishing the long awaited conditions. Ian was first away in his ASW 28 (GHS) and achieved the longest flight for the day with 227 minutes. He was followed by Brendon in GVF for 76 minutes, and Roy in GMP for 70 minutes. Once Matt and I were down, Tony took Melody Ann for a flight in the twin for a very pleasurable 49 minutes, I'm told. With the return of the club singles, it was Jonathan's turn with the PW5 - and an excellent flight of 103 minutes. Likewise, club DCFI Lionel, launched in GMP for a 66 minute flight. The final launch of the day was a dual check with Thomas O'Rourke, who was wanting to regain some flight currency. An excellent sortie mixing it with the other three gliders at the top of our airspace limit - 71 minutes for Thomas.



In all, there were 9 flights totaling 12.5 hours of glider flight time. The shortest flight was 42 minutes.

The day was remarkable in that given the fine weather - and an abundance of lift - there was little pressure on the club aircraft thus allowing an acceptance of longer flights.

Yes - today had an air of the 'good-old-days', and lettuce

and vegemite sandwiches still taste just as good.

## CFI CORNER - CIRCUITS

I notice an increasing number of low turns on to finals.

The purpose of the circuit is to facilitate a safe landing. Part of that includes establishing yourself on finals with time and space to establish a controlled approach to your selected touch down point.

Time + space = options.

If you have started your circuit at a reasonable height (800 feet AGL abeam the end of the upwind threshold) then most of the time you should be able to position yourself on finals at 300 feet AGL. If anything goes wrong in front of you, you now have a variety of options at your disposal.

Yes, occasionally we might encounter severe conditions that mean we need to alter our circuit. We must always fly to the conditions. Keeping the a/c approximately 30 degrees to the runway is an excellent method of ensuring we don't run out of options in the circuit.

Having said that I have a concern that there are too many low circuits caused by poor circuit planning. Be clear in your mind where you want to be at what height in order to establish yourself in the circuit at the right starting place at the right height. Always be conscious of the wind speed and direction and how that will affect your ability to make a good circuit.

## UPCOMING DATES

25th November to 2nd December Northern Regional Competition - Matamata  
<http://msc.gliding.co.nz/events/msc-northern-regionals-matamata/>

26th December to 5th January Christmas Camp - Matamata

1st to 5th January MSC Cross Country Course <http://msc.gliding.co.nz/events/xcountry-course-jan-2018/>

The Cross Country Course is a great way to get into X country. You get to fly alternate days Dual with experienced instructors and solo with great lessons and a certain chance to get your confidence up. Well worth doing and highly recommended.

5th to 13th January Club Class Nationals and Audi Enterprise Competition - Drury  
<http://msc.gliding.co.nz/events/club-class-champs-audi-enterprise-contest-2018-drury/>

17th to 24th February Central Districts Competition at Waipukurau





# The South Island Regional Glider Races **Omarama 2017**

"Encouraging first-timers to become champions"

**18 to 25 November**

Open Class (handicapped) for the real experts  
 Racing Class (handicapped) for not so experts  
 Two seat and single seat coaching  
 Social schedule for pilots, crew and families  
 Cook Strait Ferry subsidies  
 Youth Glide Scholarships  
 Aussie's welcome!

Omarama Gliding Club, CD:Clive Geddes, Tasks:Gavin Wills  
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## Duty Roster For Oct, Nov, Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Nov	4	S FOREMAN	L PAGE	R CARSWELL	Titirangi Air Scouts Rain Day
	5	G LEYLAND	I WOODFIELD	J WAGNER	Titirangi Air Scouts Rain Day
	11	V BRIJACEK	P THORPE	J WAGNER	
	12	C DICKSON	R CARSWELL	F MCKENZIE	
	18	B MOORE	S WALLACE	D BELCHER	
	19	I O'KEEFE	R BURNS	P THORPE	
	25	M MORAN	I WOODFIELD	C ROOK	
	26	T O'ROURKE	L PAGE	D BELCHER	
Dec	2	R BAGCHI	P THORPE	G LAKE	
	3	K PILLAI	R BURNS	R CARSWELL	
	9	P SCARBOROUGH	L PAGE	C ROOK	
	10	J POTE	S WALLACE	D BELCHER	
	16	T PRENTICE	R CARSWELL	C ROOK	
	17	R WHITBY	S WALLACE	F MCKENZIE	