

# WARM AIR 25 Aug 18

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

Club Cellphone 022 357 6731

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

Saturday

Instructing: Ray Burns

Bank Acct 38-9014-0625483-000

Towing: Peter Thorpe

Duty Pilot: Tony Prentice

Sunday

Instructing: Lionel Page

Towing: Fletcher McKenzie

Duty Pilot Roy Whitby

### MEMBERS NEWS

#### SATURDAY Instructor Ivor Woodfield starts

The weather was reasonable looking on Saturday morning and the forecast was for sunshine and showers. We were scheduled to be flying a group of 40 Squadron ATC cadets and so made an early start. Ian O'Keefe collected the key, and by shortly after 8.30 quite a group had gathered, including Ray Burns, Tony Prentice,

Neville Swan and Derry Belcher.



With Ian running an initial ground training session, including some interesting Whenuapai history, and Ray working through a DI on GMW with some keen observers, we were soon ready to fly. Neville had the caravan out in position as soon as I had explained to Base Ops what our plans were for the day, and with enthusiastic help from

many people, we were ready to fly not long after we would normally be opening the gate on a general club day

First flight of the day was at 0950. There was plenty of blue sky, but also large patches of rain coming through quite regularly from the west. We launched and climbed out over Riverhead keeping well clear of any showers, and managed to find small patches of lift which kept us aloft for around 25mins. The flight included some hands on experience for Dario, the first of the ATC cadets. He thoroughly enjoyed this, his first flight in a glider.

As soon as we landed the efficient ground crew were ready with the next cadet, and in very little time we were taking off again. For the next few flights there was less lift to be found as various bands of rain swept through. Nonetheless all the cadets were able to get some limited hands on experience, and all seemed extremely excited by the whole experience.

I had started the day with a slightly sore back, which appeared to worsen during the day. It was noticeable when using airbrakes and/or rudder pedals, meaning some extra focus was required on landings. After 7 or 8 flights Ray offered to take over in the back seat so I could grab a quick break. As soon as I tried to climb out of the glider I knew I had a bit of an issue, and while Ray took a few flights I walked up and down, and

grabbed a quick bite to eat. With just a couple of flights remaining I went to relieve Ray, who kindly offered to stay in the back seat for the final sessions, for which my back and I were quite grateful.



With little real lift available and all flights at around 20 mins, the cadet flying continued through until about 1530. The last flight of the day was flown by Ian O'Keefe, who was wanting to get a short flight in GMW and who managed to demonstrate a very precise and smooth landing to finish off with. Everyone rallied around and before too long everything was in the hangar and packed away. There followed a round of storytelling amongst the regulars, most of whom had been on the go since well before 0900. A total of 14 flights for the day, and a bunch of very happy teenagers, many of whom expressed a desire to come back and do more gliding. Overall a good gliding day was had by all who were there.

### SUNDAY Towie

I arrived bright and early to a full carpark so happily expected a busy day towing with blue skies, a few cumulus clouds forming with a light westerly. Perfect.

As I was preparing RDW I noticed a C-172 taxiing onto grass 26. I don't remember anybody else using the grass runway ever, except

ourselves, so was a little surprised to see that. A few minutes later she came into land short on grass 26, stopped, backtracked and took off again and vacated the circuit to the west. No problem with that at all, but it left me wondering how many times we head out past the marker boards by the hangar without looking to the left, in particular the grass approach. I usually taxi out at a bit of an angle so this probably obscures the view to the grass approach somewhat. Something to think about!

First flight 11:08, last flight 14:48, 11 launches for the day. It was great to see some new faces on the field, (because the old ones are getting a bit motley) Andrew Fletcher and young Troy who both came up in the tow plane to see what happens at the noisy end of the rope.

All packed up by 3pm.

Weather for Sunday was a little bit unusual in that Whenuapai seemed to be the place where all the winds in the upper North Island were converging to according to RASP. Hence there was very little wind on the ground even though at FL320 the wind was 125Kts! 2,000' was a more reasonable 9Kt westerly so we set up on 26 and stayed there all day. Luckily Base Ops advised that there was a Cessna that was going to be doing circuits on 26 grass so we were careful not to set up and tow across the approach. Just as well because the Cessna was certainly using the correct markers for the grass runway which made the touch down right in front of the caravan and where we park the gliders. A timely reminder that we are not the exclusive users of 26 grass and that we need to keep our set up and gliders well clear so as not to obstruct others users. It also shows that how we use the grass vector is a little different to how others may use it in that the concrete markers which are off-set to the north so as to provide minimum clearances from the sealed vector are where the actual grass runway is.



Anyway, back to the weather and the flying. Andrew Fletcher an ex UK glider pilot, previous Libelle owner and current Air NZ Dash 8 pilot has joined our club and is in the process of converting his UK C-Cert to an NZ QGP. Andrew as first up with a couple of circuits and then with the weather looking not too bad up went the singles MP and BD with Roy and Tony at the helm for almost a couple of hours each. Brendan also took VF up but didn't connect so was back after a short sled ride. Ray kindly stepped up in and took a keen young ATC cadet Troy for a nice 50



minute fly while I briefed Matt on a good chunk of his QGP. During this Ian and Neville also took MW away. By this stage the best of the day was over but it was still good enough for Kishan to do the first half of his BFR, Graham to take IV for a spin and Matt to take VF. The day finished with a good practice flight for John Restall to work out the areas he needs to brush up on before trying for his BFR.

Another nice mild winter's day flying.

## CFI CORNER

We have had two great weekends in a row and we might all start thinking that summer is just around the corner and maybe it is. So let's charge out to the field and go flying, better get the BFR done...

### When does our flight start?

At pre-take off checks? At the DI?

Our flight starts when we first think that today might be a day I should charge out to the field. That's when we might think about what we might like to try to achieve, what glider might we fly?

Am I safe? (I'M SAFE check list). Not sick, no unsafe meds, not stressed, no alcohol in the last 12 hours, feeling fresh, packed some food to take with me and plenty of water. Good to Go.

Am I Current? When did I last fly? Check the logbook. When was I last in the a/c I want to fly? Do I need to double check the flight manual and remind myself of speeds, weights or other handling characteristics?

What is the weather going to do today? Check my favourite web sites for weather.

What am I planning to do? BFR? Better download and print the form from the GNZ website (<http://gliding.co.nz/pilots/pilot-resources/operational-forms/> - Look for OPS11). Please don't rely on the forms being at the club. They usually are, but occasionally we run out. **MAKE SURE I HAVE THE INFORMATION NEEDED FOR A BFR: (PIC hours and launches in the last 12 months and Total Hours).** Please do not turn up for a BFR without this information.

Our flight starts before we leave home!

## The 4C's of the Radio

Remember the 4C's of RTF: Clear, Concise, Consistent, Correct.

When the tower is in watch they are there for the heavy traffic. Occasionally we have a situation when there are multiple small a/c in the air at the same time as a big aircraft is on long finals. Be very aware that you do not put yourself in a position that might conflict with the approach of the large aircraft. Be prepared to make an abbreviated circuit or to land early.

At these times the "C for Consise" is most important. Say what you need to say and get off the air asap. The controller has others he needs to talk to. Stick to the 4 Ws....Who am I calling, Who am I, Where am I, What do I want/intend to do.

It is "C for Concise" not "C for Circuitous"! (even if you are in the circuit!)

## Cross Country

Maybe it's called spring because it springs up on us when we weren't expecting it. In the not too distant future we will pack up and head for Piako for Labour weekend. Now is the time to starting thinking and planning for what you might want to achieve. Piako is an excellent location for stretching our wings and flying a bit further from the airfield. There is a sea of landable paddocks and the majority are at a very similar altitude. If you have not flown cross country before now is a good time to start thinking about it. You need to have B cert completed. If this is you and you want to fly xc start planning now. Talk to the duty instructor and get some xc instruction. Plan to practice short landings. This should always be our aim, but now is it the time to start looking at every landing and thinking critically of what that landing might have looked like if it was a real paddock. Make use of the scratchy days by doing some circuit practice.

Now is the time to sort out a flight recorder and get comfortable with the features and how to use it. Take it on some flights and look at the results.

Most importantly talk to an OO. Peter, myself, Steve W and Lionel are all OO's.

## Currency

You will have heard me talk before about currency. In particular the dangers of jumping back into flying at the beginning of spring after very little if any over autumn and winter. Think Critically. Those with lots of hours will use the "like riding a bike" phrase. Just remember, when we "fall off" our aeroplane, we rarely get away with just a skinned knee.

## GMW's Trailer.

We towed GMW's trailer out of the hangar on Sunday. We owe a great deal of gratitude to Roy Whitby (assisted by Tony Prentice and Neville Swan) for putting in a huge number of hours. The deck has been tidied up and a good deal paint splattered around. The fixtures have also received a good deal of TLC and all the carpet has been replaced and the fin clamp tidied and painted. On behalf of the rest of the club; many thanks chaps!





Roy Whitby adds:

During the maintenance of our glider trailers, some were found wanting in the tyre department.

ALBANY TYRES LTD supplied our needs with new and used tyres at an exceptionally good price. Our committee offered a free trial flight to Dean Sampson the owner of ALBANY TYRES for the support he has offered the club. So if he turns up one weekend as I am sure he will make sure he is looked after..

If anyone of you need tyres you may like to support him and his business at the top of the Albany hill next to the GAS petrol station, I am sure Dean will give you a good deal.

Roy



## Duty Roster For Jul,Aug,Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Aug	25	T PRENTICE	R BURNS	P THORPE	
	26	R WHITBY	L PAGE	F MCKENZIE	
Sep	1	C DICKSON	P THORPE	G LAKE	
	2	I BURR	I WOODFIELD	D BELCHER	
	8	S HAY	S WALLACE	C ROOK	
	9	T THOMPSON	R BURNS	F MCKENZIE	
	15	K BHASHYAM	L PAGE	G LAKE	
	16	R STRUYCK	R BURNS	D BELCHER	
	22	K JASICA	S WALLACE	C ROOK	
	23	S FOREMAN	R BURNS	F MCKENZIE	
	29	G LEYLAND	L PAGE	G LAKE	
	30	J DICKSON	P THORPE	D BELCHER	