

# WARM AIR 15 Sep 18

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

Club Cellphone 022 357 6731

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

Saturday

Instructing: Lionel Page

Bank Acct 38-9014-0625483-000

Towing: Graham Lake

Duty Pilot: Kishan Bhashyam

Sunday

Instructing: Ray Burns

Towing: Derry Belcher

Duty Pilot Rudolf Struyck

**SATURDAY WE ARE HOSTING 40 SQN ATC - EARLY START PLEASE**

### MEMBERS NEWS

#### **SATURDAY** *Steve Wallace starts*

A lovely spring day. It started out with a brisk easterly on the ground that was SSE 19Kts at 2,000'. All the fleet was extracted and hauled to the 08 end along with the private toys of Tony Prentice, Ian O'Keefe and Dave Todd. A fantastic looking convergence formed up just north of the Riverhead forest and then for the rest of the day it proceeded to slowly drift east until later in the day when it sat a few kms off shore of the east coast. As there was a bit of a gap between it and the nice but not quite so good convergence, that formed up just west of the airfield, nobody tried to jump the gap and head further north. Our local convergence was plenty good enough however so everybody was more than happy to hang locally and enjoy the great lift it was providing. This convergence also drifted east during the course of the day and as it passed over the airfield a change of ends from 08 to 26 was required. By the end of the day it had drifted just a bit too far east and became outside our airspace. The westerly sea air that was pushing it away also killed the lift locally so that ended the nice flying. In terms of instruction, Kazik Jasica got in a couple of circuits and a signing off for baulked approach. Geoff Leyland did a refresher flight and also got low tow signed off. I took my mate Dan for a great trial flight and Jonathan Pote also came flying for an end of the day sortie. Sad story of the day goes to Simon Hay who waited patiently all day, was strapped in and ready to go for the last flight of the day when the tow pilot noticed a semi-flat tire on the tow plane, meaning the flight had to be abandoned. Apart from this little hiccup it was a great fun day all round.





**SUNDAY** *His CFIness Ray Burns was on the next day*



After a beautiful Saturday, Sunday was overcast and windy. 15 Knots on the ground, 30 at 2000 feet. Pretty well straight across the runway. Craig Rook was first out at the field on Sunday to repair a flat tyre on the RDW. Tony and Roy were not far behind him. Kazik Jasica and Dave Todd made up the rest of the gliding party and Fletcher McKenzie came out to do some blustery towing.

RDW was repaired in fairly short order and Dave Todd launched first and Kazik and I behind him. Kazik needed to get crosswind landings completed so it was a perfect meeting of needs and conditions! After three circuits and there being no else brave enough to fly we packed up and were gone by 1500.

*Towie Fletcher McKenzie adds his version of events:* It was Sunday and looking at the weather in the early morning, the forecast was wind - and knowing the previous day was an awesome day, I thought what will today be like - will there be enough wind for the coast? I texted Ray to see if there was any interest. It was week 3 of having my wife away and I

had said yes to having another two girls stay with my two on Saturday night. I make sure they understood we had to be up early to go gliding. Yes they understood. Soon as Ray said we have two interested glider pilots, I kicked into action, sadly the four girls did not. Let's just say it was painful, like herding cats.

Dropping the kids off, they offered to take my two as well. Awesome, and upon arriving, everyone was ready and waiting for me. Whoops. I said sorry to Dave. I did my DI, fuelled and then warmed up the tug, did a radio check and boom, the tower was on - towing in a controlled zone - so I taxied onto grass 26, completed my run up checks and parked RDW in front of GBZ. Tony did my tow rope checks and I did a brief with Dave - for a coastal run!

11:58am was the take off time. Wow, how invigorating was the first tow. Crosswind gusts, not exactly fun. Engine noise was normal, throttle was hard in, checking the tow mirror, trying to see what GBZ was up to, checking engine revs, looking all around for what was happening. We slowly climbed away. This slow climb was again followed by more turbulence. After an agonising climb we made it to 2200 feet, getting closer to the coast - I slowly brought back the throttle, at 2500 we were still maintaining a high speed. I was watching my mirror and still bringing back the power to slow down, but not too fast. I had my first slack rope for a long time and I felt it take up the slack again with a bang and that is when I lost view of a very slippery and fast GBZ in my mirror - decision time, I had my hand on the release, I was about to ask Dave on the radio, when I heard "upset tow, Bravo Zulu released" and I made a descending left turn looking for GBZ.



The descent was again bumpy and after hitting pockets of wind shear I slowed down and came into land - again with some interesting gusts hitting the light yellow Tug. Upon landing GMW, I had a chat to Ray regarding the upset tow, I was unsure as to what happened and we would have to wait until Dave was on the ground.

Kazik wanted to get some crosswind gliding in GMW with Ray - Roy helped despatching GMW, Tony was on the time sheet. The second tow with Kazik was up to 1500 feet and back down I went, turns out the crosswind was quite fierce - Roy had to run away from my dangling tow rope flying sideways while indisposed in the ditch, sorry Roy.

The next two tows were completed in a mixture of wild wind, including an interesting climb out of grass 26. With the last tow finishing in a turn onto finals for a hangar flight. All done by 1:27pm. Dave, Ray and I had a debrief on the upset tow. Next time we will climb a lot slower out to the coast and initiate more radio contact.

Roy and Tony towed the caravan back to the hanger - and finally with all the aircraft away, a cooling beverage was enjoyed while I zoomed off to take one of my daughters to their gymnastics training at 2:30pm.

Day 33 of Tug Pilot Duty was completed.

**FROM THE FILES OF WHY WE DO OUR CHECKS....BEWARE IT CAN** *Steve Wallace shares an experience:*

Ever wondered why we practice release hang up, or do hook checks at the beginning of the day. Surely the chance of something like that happening is pretty remote, right? Well, check out the photo from our very own twin MW of the tow release knob after it managed to find its way down between the broken rubber boot and aluminium flange surrounding the control column. There it was stuck firm and unable to be operated. Now imagine you were solo in the twin and the release knob had found its way there post hooking on. Add a flat battery to the scenario and now that release hang up signal you practiced suddenly takes on a whole new meaning...



## WE ARE HOSTING 40 SQN ATC ON SATURDAY.

We are hosting 40 Squadron ATC this Saturday. Can we have an early start (0830) and some helpers please.

### LABOUR WEEKEND - MATAMATA

As is our custom we plan to deploy the club to Matamata over labour weekend, that's about a month away. We will take all three club gliders and the towplane plus any privately owned gliders the owners wish to take. Matamata offers great flying, lots of flat land and paddocks everywhere, the Kaimais for when the ridge is working, sometimes wave in an easterly, opportunities for great cross country flying and an easy chance to do some badge flying towards your silver C or better.

There are some good choices for accommodation. The local motels and hotels of the surrounding towns offer good options as does staying in the cabins on the airfield. Details of the cabins are shown on the Matamata Soaring Centre website and can be booked by emailing Ralph Gore <mailto:Ralph & Pam Gore <Gore.Family@xtra.co.nz>> The camp ground has a good kitchen and facilities.

Getting the twin there and back is always interesting. We will aerotow the twin and this is an opportunity for someone to fly with the instructor down and/or back. This gets cross country towing signed off.

We will need people to tow down the Astir and the PW5 and to bring them back. We also need someone to tow down and back MW empty trailer (just in case someone lands out). We will also need someone to transport and look after our club gear like tow tickets, daily flying sheets, pickets, covers and the host of other stuff we will need.

*Genny Healy wrote to us saying they are looking forward to seeing again. Will try & have the winch going Labour Weekend for those who want a rating or just a cheap launch. Winch is \$17 & aerotows \$26 per thousand feet.*

*Need to talk to the Wx Gods more sternly this year. Piako has been using Caterers since our 60th they do a fabulous meal for \$35 & will do one on the Saturday night if Aviation Sports are interested. We can do a dinner speaker too & would combine it with the end of Piako's Precision Flying Tournament. Because we are using Caterers I would need numbers & money the week prior as we pay them upfront per head. Let me know your thoughts.*

We need a few things: Please let Warm Air know if:

If you intend to go for all or part of the weekend

If you can tow down and back one of the club gliders or MW trailer

If you want to fly the twin down and/or back.

If you want to partake of the Saturday evening dinner and numbers

## Duty Roster For Sep, Oct, Nov, Dec 2018

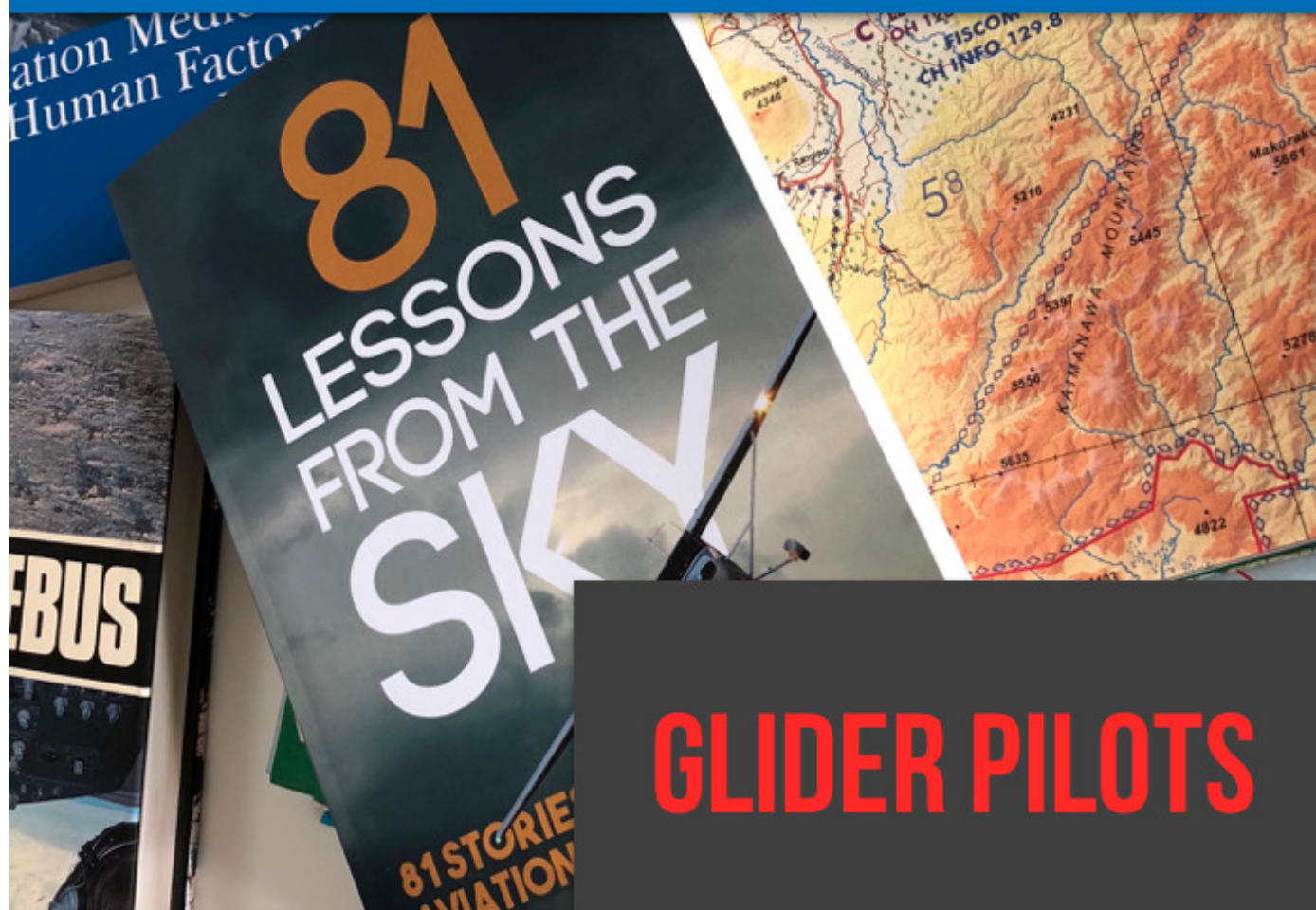
Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Sept	15	K BHASHYAM	L PAGE	G LAKE	40 Squadron ATC
	16	R STRUYCK	R BURNS	D BELCHER	
	22	K JASICA	S WALLACE	C ROOK	
	23	S FOREMAN	R BURNS	F MCKENZIE	
	29	G LEYLAND	L PAGE	G LAKE	
	30	J DICKSON	P THORPE	D BELCHER	
Oct	6	B MOORE	R CARSWELL	C ROOK	
	7	No Flying on Base			
	13	I O'KEEFE	I WOODFIELD	R CARSWELL	
	14	M MORAN	S WALLACE	P THORPE	
Labour W/E	20	T O'ROURKE	L PAGE	D BELCHER	Matamata
	21	R BAGCHI	P THORPE	G LAKE	Matamata
	22	J POTE	I WOODFIELD	G LAKE	Matamata
	27	T PRENTICE	R BURNS	R CARSWELL	
	28	R WHITBY	R CARSWELL	C ROOK	
Nov	3	C DICKSON	S WALLACE	R HEYNIKE	
	4	I BURR	L PAGE	F MCKENZIE	
	10	S HAY	I WOODFIELD	G LAKE	
	11	T THOMPSON	P THORPE	D BELCHER	
	17	K BHASHYAM	R BURNS	G LAKE	
	18	R STRUYCK	R CARSWELL	P THORPE	
	24	K JASICA	L PAGE	C ROOK	
	25	G LEYLAND	I WOODFIELD	R HEYNIKE	
Dec	1	J DICKSON	R CARSWELL	F MCKENZIE	
	2	B MOORE	P THORPE	D BELCHER	
	8	I O'KEEFE	S WALLACE	R CARSWELL	
	9	M MORAN	L PAGE	G LAKE	
	15	T O'ROURKE	R BURNS	C ROOK	
	16	R BAGCHI	I WOODFIELD	R HEYNIKE	
	22	J POTE	R CARSWELL	F MCKENZIE	
	23	T PRENTICE	P THORPE	D BELCHER	



**SEND YOUR GLIDING LESSONS &  
STORIES TO GO INTO A BOOK  
ONLY FOR GLIDER PILOTS**

**GET A FREE EBOOK  
& DISCOUNTED PAPERBACK**

**63 LESSONS FROM THE SKY**



**GLIDER PILOTS**

**PH 021 654 070**

**OR EMAIL: [FLETCH@AVGAS.ORG](mailto:FLETCH@AVGAS.ORG)**