

WARM AIR 24 Nov 18

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Lionel Page	Bank Acct 38-9014-0625483-000
	Towing: Andrew Williams	
	Duty Pilot: Ian O'Keefe	
Sunday	Instructing: Ivor Woodfield	
	Towing: Ruan Heynike	
	Duty Pilot: Geoff Leyland	

MEMBERS NEWS

SATURDAY ~~Trainee~~ Newbie towie Andrew Williams gets first dibs at the crayons...

Day two of tow training was very productive. First flight of the day (once the tow rope was attached) with a heavy glider, warm temperatures, high humidity and minimal headwind we expected a long takeoff run, and it certainly met our expectations. We did a couple of tows with the twin and a lot of singles making for some good variety. We covered all of the emergencies and more unusual situations such as early glider release, cross-country towing, boxing the tow, glider unable to release, etc. From the tow plane it's fairly obvious when the glider gets out of position and starts pulling the tail around. At the end of the day I went up for a flight in MW with Ray to get some gliding experience now that I've started towing. It was great to do the aerotow

from the other end of the rope, and I now appreciate just how much finesse it takes to keep the glider in the optimal position. Looking forward to next time!



SUNDAY Towie Graham Lake gets to start

Should be an easy day, Rex will continue Andrew William's training and maybe the Libelle can come out. Good luck with that one, Rex had signed off Andrew at the end of the previous day. We have a new Towie. Andrew was at the hangar but could only stay till around 1230.

Andrew came along for the first couple of launches before he had to leave. Ian O'Keefe and Steve Foreman lined up on the grid. Ian was first and was dropped in good lift and quickly climbed away. Foreman was dropped in the same lift but did not get away despite Ian flying circles of encouragement all around him. Steve claimed he needed landing practice and came back for a relight. He got away on the second start.

Signs of lift prompted Roy Whitby and Neville Swan to grab the twin and launch. They planned to do one of Steve Foreman's tasks. They got away and settled into the lift before starting the task.....just in time to be called back cos we had visitors. They did the task anyway so well done.

Our visitors was an 82 year old gentleman whose family had given him the trial flight and had all come to see him enjoy his present. And enjoy he did coming back with a big grin. Ray Burns helped no end by bringing MP near for a photo opportunity. Tony Prentice took VF up that being the easier option than extracting his BD.

New trainee, Craig Best took the next in MW but they got called down by the Tower who was expecting a P3 in 20 plus minutes time. We sat on the ground until the P3 landed then Craig launched again for a far better flight. This proved to be the last tow of the day. Well done to Rex Carswell for mowing a big area of lawn around the Hangar.



*Instructor Rex Carswell chips in.....*The day was looking pretty dull when I arrived at the gate - and no one was there ahead of me. (um...there was a rugby test, kick off just after 8am). I hadn't looked at the weather forecast - except for the TV weather Saturday evening - just assumed it was going to remain a day with little flying activity. The grass around the hangar was showing signs of exuberant growth, so decided it was a good time to get the mower out and deal to it. Along the way, the regular team arrived including Ian O'Keefe and Steve Foreman, who promptly set about rigging and preparing their gliders. They reckoned 'the day would come right' - for them - a trek north was looking possible.

With the mowing done and the fleet ready and waiting at 26 Grass, first launch got away at 1217 hours. Ian and GHS took to the sky and soon reported he was climbing and Steve followed soon after in GKP. At this stage GMW was sitting with 'no takers' so Roy Whitby and Neville Swan remedied that situation and launched into a reasonable looking sky.

However, before Graham Lake returned with the tow plane, Steve in KP unexpectedly arrived back - nice short landing - didn't say much - hooked onto the tug, and was away once more. *he had the excuses available before he landed.*



In the meantime a jubilant family arrived with an octogenarian who, for many years, had been wanting to experience the joy of gliding. For Brian Gould, today was the day. Roy and Neville returned from an excellent

43 minute jaunt, and now it was our turn in the twin. From launch, till landing 38 minutes later, Brian was elated with the experience - stating that he should have done this flying lesson years ago.

The club singles had one flight each with CFI Ray Burns taking GMP, and Tony Prentice opting to fly GVF. They had durations of 39 and 46 minutes respectively.



Two further flights were carried out in GMW with new member Craig Best in the front seat.

Earlier days yet, but a good enthusiastic start made with the 'A' syllabus.

Both Ian and Steve demonstrated their knowledge and abilities reaching northward to overhead Kaipara Flat airfield - and Steve a bit further to Springhill. These were the two longest flights for the day at 167 and 137 minutes respectively. Well done chaps.

So, 9 launches made, totalling

nearly 9 hours of gliding time .. and I thought it was going to be a mediocre gliding day.

O'KEEFE AND HAWKEYE WENT NORTH Ian provides a quick summary of the flights North over the weekend

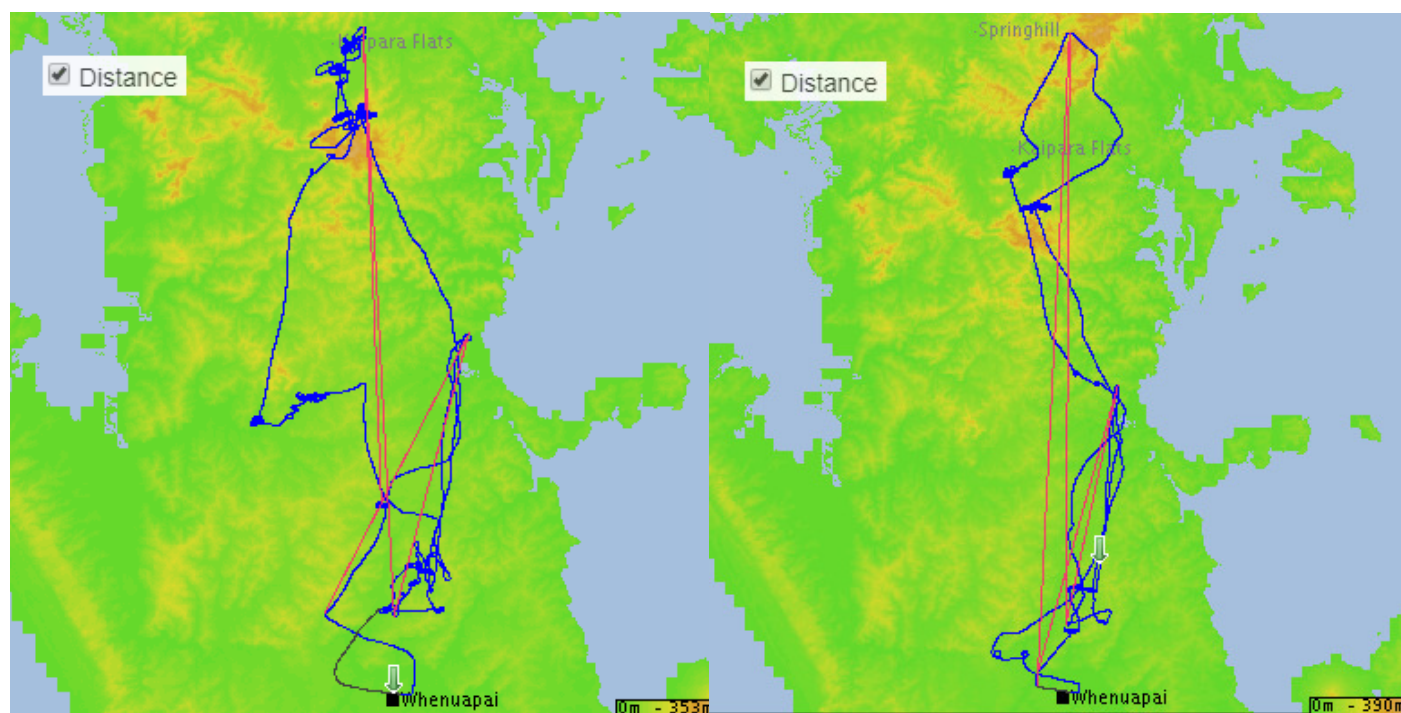
So Sunday proved to be the better day out of the two over the weekend. A quick climb off tow allowed me to capture some strong sea breeze lift. After waiting for Hawkeye to tow up and unable to connect with the lift and return to base for a relight, I proceeded North. Got to Waitoki where there are a couple of quarries and promising lifting...however I was lower at that point than I liked. I managed to go further West and connect with some better clouds to get a climb to 3500ft and then proceeded towards Kaipara Flats Airfield.



Hawkeye now back up and barrelling along a new formed convergence took a more easterly path. I lost about a 1000ft and arrived a Moirs Hill at 2400ft. Three paragliders were up and about playing, and I was well below two of them. I got onto the North side of a ridge and managed to finally get a consistent climb. Meanwhile Hawkeye proceeded further North out over Dome Valley and then to Spring Hill before heading back to join me over Kaipara Flats.....After some further climbs to 4000ft we set off home along the east coast.

A leisurely flight alongside a big sea breeze convergence allowing a easy final glide home....Not satisfied with that we went back up to Orewa again and then back to base. We suddenly found via the ATIS that the Tower

had come on watch in that intervening time, so provided position reports and sought approval to re-enter the zone....Having had a satisfying flight we then decided to land. So a good day and weekend.



Ian's flight path

Hawkeye's flight path....hey where is the first "flight"????? wait...nope... fly speck



RADIO COMMS

Whenuapai can get very busy with lots of talk and not always clear messages. We do need to be disciplined in what we say over the air with the aim of imparting the correct information in a way that is expected and understood by the aviation community. some simple rules help here.

- Where possible stick to the formula: Who am I calling, who am I, where am I (position and height), what am I going to do, or what do I want to do (esp when talking to a tower). eg Whenuapai Traffic, Glider India Victor, Coatesville 4000ft, tracking south.
- Make you position calls accurate. Where you are is right under you, not somewhere you can see in the distance unless you are using it as a base for bearing and distance. Figure out where North, South East and West are.
- Think about what you are going to say before you press the transmit button. Try very hard to not use Um, Ah and you know.
- If you get an instruction that is not safe or will put you in a compromised position, do not be afraid to say "unable" and say why.
- If you need to be concentrating on flying the aircraft then ask callers to "standby". If the caller persists (Tower) then quickly explain you need to concentrate on flying. Once you have things in hand explain briefly.
- Often two quick presses of the transmit button is enough to acknowledge a message. Generally not with the Tower though, there are things called read backs you have to say to prove you have received and understood your clearance.
- Don't be afraid to remind the tower we can displace our base leg to the west of our hangar and gliders do not have go round options.

ROSTER - NOV AND DEC 18

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
NOV	10	S HAY	I WOODFIELD	G LAKE	40 Sqn ATC
	11	M MORAN	P THORPE	D BELCHER	-
	17	R BAGCHI	R BURNS	P THORPE	-
	18	R STRUYCK	R CARSWELL	G LAKE	-
NOV	24	I O'KEEFE	L PAGE	A WILLIAMS	
	25	G LEYLAND	I WOODFIELD	R HEYNIKE	
Dec	1	J DICKSON	R CARSWELL	F MCKENZIE	
	2	K BHASHYAM	P THORPE	A WILLIAMS	
	8	K JASICA	S WALLACE	D BELCHER	
	9	T THOMPSON	L PAGE	G LAKE	40 SQN ATC
	15	T O'ROURKE	R BURNS	A WILLIAMS	
	16	R BAGCHI	I WOODFIELD	R HEYNIKE	
	22	T PRENTICE	R CARSWELL	F MCKENZIE	
	23	J POTE	P THORPE	D BELCHER	