

# WARM AIR 9 Feb 19

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	<b>Club Cellphone 022 357 6731</b>	<a href="http://www.ascgliding.org">www.ascgliding.org</a>
<b>Saturday</b>	Instructing: Ivor Woodfield Towing: Rex Carswell Duty Pilot: Thomas O'Rourke	Bank Acct 38-9014-0625483-000
<b>Sunday</b>	Instructing: Ivor Woodfield Towing: Peter Thorpe Duty Pilot: Rahul Bagchi	

The two Steves, Wallace and Foreman are at the Club Class Nationals in Taupo

### MEMBERS NEWS

**SATURDAY** *Instructor Rex Carswell got the crayons*

I wonder if anyone asked the question "why did we fly from 08 end for the bulk of the day tolerating a persistent tail breeze?"

Well, to take us back a bit, the day dawned dull with low cloud and light showers as a degenerating trough line crossed the region. At 9am I advised others of the duty team I was delaying heading out to the field. By 10, with weather improving, many were arriving at the hangar - I was on my way.



The breeze was a bit variable but favoured us setting up and commence operations on grass 08. With Geoff Leyland and I aboard GMW, the first launch got away soon after midday - with a hint of tailwind. For Geoff a 1500ft release - check flight all good - cleared to go solo later in the day at his wish.

The sky wasn't booming, but 'challenging' enough to see plenty of activity from the singles. Ian O'Keefe decided not to rig his own glider - opting to fly the clubs PW5 (GVF) instead, and got 54 minutes out of it.

He was followed by Andrew Fletcher in GMP, Tony Prentice in his GBD. GVF had two more launches with Brendan Moore, then Rahul Bagchi, to acquire more solo time - Rahul achieving 31 minutes. Ultimately, Andrew and Tony would achieve the two longest flights of the day with 172, and 131 minutes, respectively.

Geoff arrived at the field with Oli (his nephew, I think). We took a launch to 2000ft and after getting low - all too soon - managed to creep up a few hundred feet, and have Oli back on the controls again. A good introductory 34 minute sortie.

Kazik Jasica patiently waited for his turn in MW - sent him away solo, but he didn't find the elusive lift. He was back soon - however, he demonstrated a nice approach and landing.

Izzy Burr was facing a dilemma - continue with another dual flight towards gaining a Rear Seat rating, or take advantage of flying some aerobatics with Peter Thorpe. Yep - aeros with Peter won - so towie Peter and I swapped chariots for the launch. As I taxied back with the tug, I could see all the ground experts looking skyward.

With their return it was time for Andrew Williams to add another solo glider flight to his logbook. Just a 1500ft launch and back soon after.

Final flight of the day was a solo for Geoff - but not before changing ends for this launch. By now a defined convergence line could be seen well to our east thus explaining why the light tail wind had strengthened. In "hindsight", we could have - should have - flown off grass 26 right from the start. Many philosophers agree that "hindsight" is the most useless attribute we possess.

*Peter Thorpe, towie this time adds some details.* Fletch is still swanning around Europe somewhere so I got to do his towing duty. Rex Carswell was instructing but he texted me at 9-15 suggesting the weather was not looking good so he would delay going to the field. I finished serving 'she who must be obeyed' her breakfast and then set off to see if anyone was keen to fly but then found there was a queue of at least five people waiting at the gate. A hurried trip to draw the key plus a text to Rex suggesting he get the lead out and we were soon prepping to fly.

The wind was 180 at 6 kts so it was a toss up as to which end we would use but decided it favoured 08 so off we went to the western end. First launch was just after midday with Rex and Geoff Leyland followed soon after by Ian O'Keefe slumming it in the PW5 just to remind himself how the rest of us have to manage with short wings. Andrew Fletcher went off in MP and Rex took another dual sortie. After that it was all solo flying with Tony Prentice in BD, Brendan Moore in VF, Kazik Jasica solo in MW and Rahul Bagchi in VF.

Rex and I then swapped chariots so that I could take Izzy Burr for some aerobatic training and then the day finished with two solos in MW for tow pilot Andrew Williams and Geoff Leyland.

### **SUNDAY** *Instructor Peter Thorpe gives the goss*

Another nice summer's day with a variable SE wind around 6-12 kts so it was another 08 day. The tower was on watch for a couple of hours for some Seasprite activity and a police helo and a Cessna were operating off 08 seal but nothing that affected our ops.

First up just before 1130 was a trial flight for Allely Wilton, the daughter of a friend of Graham Lake. Only 13 minutes from a 200ft tow so not very inspiring but she seemed to enjoy the





experience. Then Troy Jefferies and I took a 1500ft tow so he could work on his circuit planning and flying. Next were some solo pilots - Andrew Williams in MW, Toni Thompson in MP, Matt Moran in VF and Tony Prentice in BD. Flight times varied from 15 to 32 minutes so the sky was not very active. Graham Lake had two attempts to launch in IV but even then only managed 16 minutes so it was not an easy day. Rahul Bagchi was keen to get in some gliding after spending some time flying a Tomahawk over on the dark side. Flying all finished by 3-30 pm after 11 flights leaving time for a leisurely talk and a fizzy drink around the caravan.

**FOREMAN**.....Oh dear



Whoops! Steve Foreman uploaded the wrong task! In Taupo we have an education system to cover just such an occasion.

## CFI CORNER

### Near Miss.

During the Christmas break we had "near miss" event between the tow plane and another glider. I cannot over-emphasise the importance of situational awareness. Note that I am not using the term "lookout". Lookout is a fundamental part situational awareness but situational awareness includes other things such as "building the mental map". If you are flying in the area you might expect to encounter the tow plane launching, then an occasional glance at the launch point might highlight when a launch is about to occur. An ear on radio transmissions will help you pick up calls such as "RDW rolling 26 grass, glider in tow" (or similar). This is all fed into the map of who is where now and importantly where they might be in 2,3 or 4 minutes from now. The average climb rate of the

combination is about 500 feet per minute. If you are at 1500 feet you have 3 minutes before the combination is at the same height as you.

### Aerobatics

All the ground work is done. There is an instructor itching to get into it. All you need to do now is turn up!. Look at the roster to work out when Peter is on duty. MAYbe give him a call in the week prior. Let's get into it!.

**MP HAS A NEW STICK GRIP AND PTT**



## Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
-	2	G LEYLAND	R CARSWELL	P THORPE	
-	3	I O'KEEFE	P THORPE	D BELCHER	
Waitangi	6	M MORAN	L PAGE	A WILLIAMS	
	9	T O'ROURKE	I WOODFIELD	R CARSWELL	
	10	R BAGCHI	I WOODFIELD	P THORPE	
	16	T PRENTICE	S WALLACE	D BELCHER	ATC Cadets 40SQN
	17	R WHITBY	R BURNS	F MCKENZIE	
	23	I BURR	L PAGE	G LAKE	
	24	S HAY	P THORPE	A WILLIAMS	
Mar	2	T THOMPSON	I WOODFIELD	R HEYNIKE	
	3	K BHASHYAM	R BURNS	R CARSWELL	
	9	G LEYLAND	S WALLACE	G LAKE	
	10	I O'KEEFE	R CARSWELL	P THORPE	
	16	M MORAN	L PAGE	F MCKENZIE	ATC Cadets 40 SQN
	17	T O'ROURKE	P THORPE	D BELCHER	
	23	R BAGCHI	I WOODFIELD	A WILLIAMS	
	24	T PRENTICE	R BURNS	R CARSWELL	
	30	R WHITBY	S WALLACE	G LAKE	
	31	I BURR	R CARSWELL	P THORPE	