

WARM AIR 9 Mar 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Steve Wallace	Bank Acct 38-9014-0625483-000
	Towing: Graham Lake	
	Duty Pilot: Geoff Leyland	
Sunday	Instructing: Rex Carswell	
	Towing: Peter Thorpe	
	Duty Pilot: Ian O'Keefe	

MEMBERS NEWS

SATURDAY *Instructor Ivor Woodfield writes*

The whole week had been warm and sunny, and Saturday was no exception. We had a light SE blowing, so would be moving the fleet to the far end of the field for the day. People started arriving almost before I had the hangar doors open, with Kazik Jasica, Rahul Bagchi, Tony Prentice, Roy Whitby and Neville Swan all busy setting things up. We also had Dusty Miller, a recent arrival from England, who is keen to be flying with us, and a couple of trial flight enquiries for the day.

First up was Kazik for a good solo flight in GMW. Following him was Dusty Miller who has been gliding recently in the UK, and is now hoping to fly with ASC. As we reached the top of the tow, we were waved off by RDW, which then descended quickly to the field. With the sky already turning blue, Dusty hunted around for some lift, and managed to find a few weak thermals before joining in on finals for a good landing. Once on the ground we could see a small crowd had gathered around the tow plane, which had the engine cowlings removed. However, after a thorough check and a quick test flight, the FK9 was declared fit and healthy, and ready for the next tow, which was Rahul Bagchi for a short flight in the PW5.

Then came a trial flight with Carlos, who had never been in a glider before and was very enthusiastic. By this stage there was some lift appearing, and we managed a reasonable flight around the area. Once we landed Carlos explained the whole experience to his family, some of whom expressed interest in the idea of learning to glide with us in the future.

While we were airborne, both Ian O'Keefe in GHS and Andrew Fletcher in GBU set off for some task practice, both managing to make good use of the lift and secure flights of over 2.5 hours. In between their launches, Andrew Williams took GMW up for some good 1000' solo circuits, and managing to successfully stretch out the flights in the buoyant air.



Despite the totally blue sky, there was now lift to be had if it could be found, and both Tony Prentice in GBD and Graham Lake in GIV joined in the fun with flights of near two hours each. While they were up, I had another great trial flight with Charlie. Charlie is visiting his family in New Zealand, who are in turn friends with a former long standing club member .. Warren Pitcher. Warren had explained that Charlie had done some glider flying overseas, and would be moving to New Zealand shortly, at which point he may well want to continue his gliding. It turned out he was soon comfortable in this cloudless sky, and once we found our first thermal he was away. Overall a great first flight here, and I look forward to seeing more of Charlie when he returns later in the year.

It was now mid afternoon, and the lift was getting more tricky to work with. Matt Moran took a flight in the PW5 and, feeling what he thought would be a good thermal on tow released early, only to find how fickle the lower level lift was, and he was sadly soon back on the ground. Joseph Dickson was next up for a solo flight in GMW. He managed to catch some better lift early on and went on to have a successful flight. Once he had landed, it was time for another trial flight, this time with Stephen who had some limited previous experience with gliders. Around this time the single seaters all started to reappear in the circuit, suggesting the sky was softening, and sure enough, by the time we landed from a flight around the area, during which Stephen managed some good hands on time, all gliders were gathering around the hangar, being cleaned down and picketed out for the night.

Last flight of the day was with Clare Dickson, who found what little lift remained before coming down for a well executed long landing.

Overall, while it had been very hot, and we had encountered one or two technical issues along the way, it had been a good day of gliding with 15 launches and over 10 hours of soaring across the fleet for the day. It turned out there was lots to talk about, and a good crowd remained around the fridge for quite a while before people started heading off home. All finally packed up and locked away not long after 1800.



Towie Ruan Heynike adds his bit An interesting day of towing. Whilst towing GMW I visually saw a puff of smoke enter the cabin through the two punkah louvre's, by the smell it was clearly some form of burning oil. My initial action was to turn towards the field straight away and also to start assessing the vital signs through all the engine gauges. Temps and pressures looked all ok, RPM was smooth and consistent, the smell was starting to dissipate and no more puffs of smoke seen. Everything seemed ok but due to the unusual nature of the event I decided that its best to get on the ground asap for an inspection. By this stage I was

over the field and requested the glider to release over the radio followed by a wing waggle which did the trick. I had the assistance of a few club members on the ground and it was nice to see someone out there ready with a fire bottle. We ended up having all the covers off and couldn't really find anything conclusive. A high power engine run and a circuit showed nothing further so I decided to carry on with towing. Ended up with 15 tows for the day which was a nice number to get under the belt.

SUNDAY

Hawkeye promised much for Sunday, big convergence, he said. It kinda was but not that good close in. Andrew Fletcher taking advantage of Ray Burns foot problem (broken not stinky) took BU to Warkworth and back. Ian O'Keefe and Steve Foreman pressed on to Mangawhai before coming back. There were two trial flights, Graham Lake took his brother in law up in MW and paid the price for letting too many trial flighters go before him, 17 minutes and back on the ground. Rahul Bagchi and Brendan Moore flew VF, Derry Belcher flew MR and Tony Prentice flew his BD. Twin flights went to Clare and Joseph Dickson, Michael Berns, Craig Best and Geoff



18 flights for the day and a happy towie.



GOING UP NORTH.....IN THE K6 *Andrew Fletcher is reaching out*

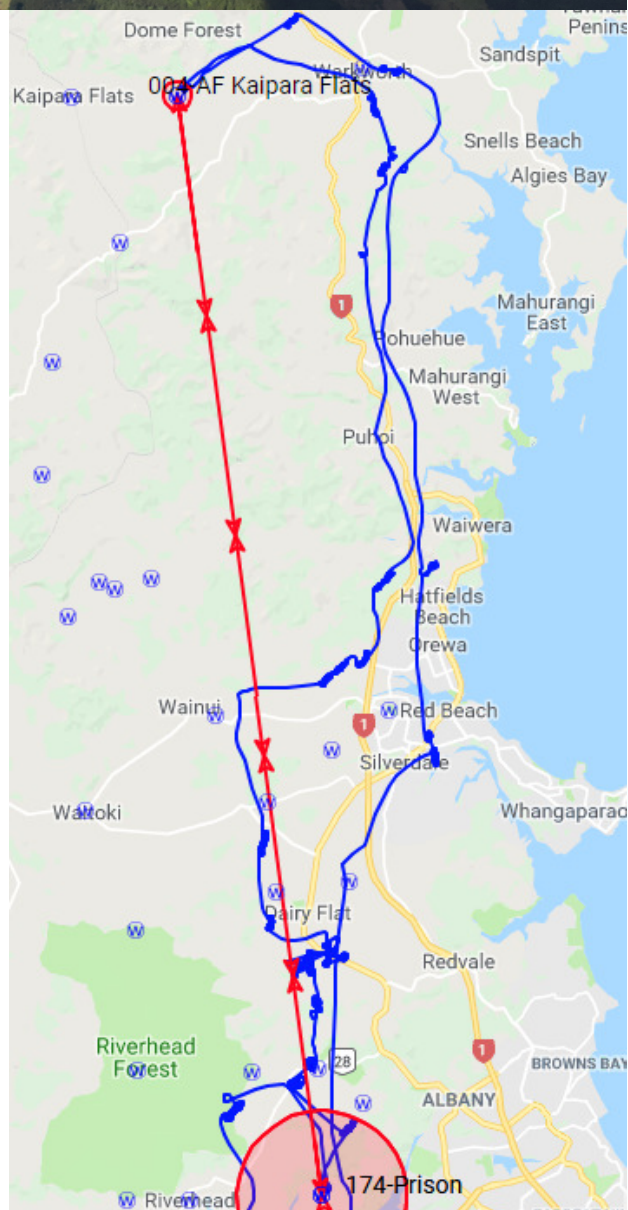
It was Thursday when I started to pay any attention to the weather for the coming weekend and it looked good, especially Sunday. So I gave Ray a call to see if I could fly the K6 the answer was yes, I was set up for some good soaring for the weekend.

Saturday came and I arrived early and rigged the K6 helped by Ian and Andrew (thanks guys). It turned out to be a blue day but a good one. I flew two laps of the Quarry task and covered around 75km. So no excuses then, if tomorrow is good I go up north with Ian and Hawkeye.

Sunday arrived and I was early again, dried the dew off GBU and DI done. Ian was not far behind me followed by Hawkeye. We all got ready, the sky was very blue with a few puffs of cumulus to which Hawkeye announced "there is the energy line". Now at this stage there was three or four very small spaced out puffs of cloud in a line. I was hoping for something a little more developed than that to hang my hat on.

The day progressed and to be honest I didn't think it looked that good, I towed the glider up anyway and made myself ready. At 12:30 I pushed out thinking if I wait any longer it will be to late anyway. I took the tow and got dropped off under a small cloud and wow 4.5 knots on the averager (thanks Rex love your work). I was soon at 4000 feet, started to drift slowly towards the quarry there were a few small cumulus going north but I was not prepared to go based on that. The convergence was trying to form but it couldn't make up its mind whether it was going to form down the center of the country or the east, it kept on changing.

By now I was just north of the quarry and North Shore Airfield was now my go to for a landing if I needed it. The east was now forming a nice line of cumulus so I turned right 90 degrees and made a B line for it (a good decision). Bang, straight into strong lift, I dug the wing in and climbed, 4500 for the first time. I reached the foothills and took another climb to 4500, I wanted to be as high as possible to get across the hills to Kaipara Flats. I was half way and from here I didn't need to turn, I followed the energy line remembering the words of Sebastian Kawa from a couple of weeks earlier "don't just fly to the cloud work out which side is working and go straight to it". A call from Hawkeye to say he was passing me on the left and then he was gone, about a minute went by and Ian in HS passed me on the left. Ian commented on the view, I had not even noticed it at that point it was stunning. I watched the kilometers countdown to Kaipara Flats Airfield but I am 5km too far to the east. As I fly abeam my turnpoint there is a small line of cumulus leading me to the turn point, so I take it and hope it at least is reduced sink. It is and I overhead Kaipara flats to the chime of the GPS saying you made it.



An about turn back to the convergence, it looks good for the trip home, I climb to 4500 to cross the hills going south bound and set off under the convergence. I am now feeling confident taking in the view, some of the climbs are stella 500 feet in well under a minute just flying straight the lift is very reliable. North Shore is once again my landout option but I don't need it at 4500. At this stage I am getting close to the edge of the class G airspace and have to leave the convergence, clearance from the tower received I am looking at a 15km final glide across the blue. So I set off and there is some lift here too, nice! I start to lower the nose GBU is now humming along at around 70kts and it's obvious that I am home no problem in fact I have a tone of height to spare. Onto right base and land, the sense of achievement was immense, The concentration had been intense constantly questioning my decision making and now I realised I was tired actually really tired.



Thanks to

Ray, what a cracking little glider GBU is! (should we start wondering how Ray's "accident" happened????)

Ian and Hawkeye for the coaching and banter along the flight plus the rigging and derigging.

Lionel for the words of wisdom at the safety briefing.

Roy for the words of encouragement ("you must be mad" is what he said).

Rex for the stella tow into a 4 knot thermal to get me going.

CFI CORNER

Changes to Checklists

Please note the GNZ have decided to change the Pre-Takeoff Checklist. The change is to move the closing and checking of the Canopy to the LAST item on the pre-takeoff checks.



Pre-Takeoff Checks:

C = Controls	Check flight controls (elevators, ailerons and rudder or equivalents) for full, free and correct movement.
B = Ballast	Ensure pilot weight(s) plus ballast are within placarded limits, and that any required ballast is fitted and secured.
S = Straps	Check harness(es) correctly fastened and adjusted.
I = Instruments	Altimeter set at QNH and other instruments and avionics (including, radio, nav systems, GPS and transponder if fitted) set and functioning.
F = Flaps	Check for full travel in both directions and then set for take-off.
T = Trim	Check for full travel in both directions and then set for take-off.
B = Brakes	Check fully open and even, then closed and locked.
E = Eventualities	Briefly review options and responsibilities for action in the event of a non-normal situation immediately after the launch commences.
C = Canopy	Check closed and locked.

This is published in the latest version of the MOAP (1 March 2019) and is effective IMMEDIATELY.

Also in this change "Pre-Boarding" checks have been introduced:

Pre-Boarding Checks:

A = Airworthy	If already flown today this could be a brief walk-around check. Before first flight of the day check maintenance release and DI signed. Seat cushions adequate and not compressible. Parachutes (if used).
B = Ballast	Glider loading is within placarded limitations and trim ballast, if required, is secure.
C = Controls	Check all controls, including airbrakes and flaps, for correct sense and full deflections.
D = Dollies	All dollies and ground handling equipment removed.
E = Expectations	What might be encountered in the first part of the flight? Wind speed and direction, likely turbulence or crosswind, where you want to be towed to (aerotow), or where you will fly to after release (winch).

Please adopt accordingly.

SIGNALING THE TOWPLANE

We may need to review the closing of the canopy as a signal to start the tow plane. My suggestion is that at the end of eventualities (where we will now have the canopy open) PIC requests the wing runner to signal the Tow plane. The PIC will use the engine start as a signal to close and check canopy (which will students and instructors from cooking in the cockpit on a hot day).

BATTERIES

As you all know we have had a spate of batteries failures recently. The exact cause of this is hard to tell. We have gradually changed a few things to see what if we can identify the exact problem. We stopped doing the battery monitoring for the last batch just in case the monitoring was causing the failures. Clearly that was not the case.

The club has now purchased some new batteries and new chargers. In order to eliminate mixtures of batteries, chargers and aircraft, we have decided to separate two of the new batteries from the batch and restrict these to GMW only. These have been labelled as such.

Please make sure that ONLY these batteries are used in GMW and that they are only ever put on the new CTEK chargers. This is most important.



Duty Roster For Jan,Feb,Mar

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