

WARM AIR 25 April 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Thursday (ANZAC Day 11:30am Start)	Instructing: Rex Carswell Towing: Derry Belcher Duty Pilot: Matt Moran	Bank Acct 38-9014-0625483-000
Saturday	Instructing: Ivor Woodfield (ATC Cadets) early start Towing: Peter Thorpe Duty Pilot: Thomas O'Rourke	
Sunday	Instructing: Steve Wallace (ATC Cadets) early start Towing: Andrew Williams Duty Pilot: Rahul Bagchi	

MEMBERS NEWS

After a bit of a hiatus from flying over the preceding weeks, Easter allowed for some catch up

FRIDAY - Instructor Ivor Woodfield reports

The day looked OK for gliding. Blue skies and light winds. We got everything out and ready and headed off to the favoured 08 end. First away in the Twin II was Craig Best, who was looking to practice aerotows in the favourable conditions, and got in a couple of well flown circuits. He was followed by Clare Dickson, who showed that while the lift was weak at the time, there were thermals that could be ridden up, and who managed a good soaring flight followed by a good landing with no headwind. While Clare was up, two singles got away. Tony Prentice in his PW5 and Dave Todd in GBZ. Both got good flights, with Dave getting the longest flight of the day, while travelling both north of Paraki and over to Murawai beach while he was away. Next up was Kazik Jasica for just his second flight in GVF. He was up over half an hour, a really good effort in the conditions. Then GMW was taken up by Roy Whitby and Neville Swan, who skilfully showed there was still some lift to be found, getting the only other flight of over an hour for the day. Ray Burns had been regaining currency in the Grob 109, with a couple of good flights, one with Jonathan Pote and one with Craig Best.



He then followed this with another good flight in the Grob 103, this time with Rahul Bagchi, who had early been getting in some solo flights with the ASC power section. A final short flight and great landing by Clare Dickson finished off the day, and once the fleet had been packed away there was just enough time for a little story telling before people started heading home. All packed away by shortly after 1700 after a successful days flying, with 10 pilots and 6 aircraft flying, a total of nearly 7 hours gliding over 11 flights.

SATURDAY - Towie Lake reports from the front seat

A good looking day with almost no wind and a blue sky heralded the morning as I arrived. The security detail checked me in and it was to work....to discover the towplane had not been cleaned from yesterday and the fuel gauge indicated 9 litres left. A can and a half of fuel filled her right up so someone had put an awful lot of factor of safety into the fuel reading. Another 10 minutes got her nice and clean and ready for the day's work following a taxi down to O8.

It was pretty evident the expectation was of lift as many of the big guns rocked up and got rigging, Andrew Fletcher in his K6 (BU), Dave Todd in BZ and Tony Prentice in his BD. As they rigged wee clouds started appearing sharing the promise of lift.

Joseph Dickson started the day with his first solo in the PW5, Ian O'Keefe did a couple of flights in MW with Instructor Peter Thorpe and Troy continued his training. The lift started and Andrew, in BU, Ray Burns in VF, Dave Todd in BZ and Tony Prentice in BD launched in succession. By then the lift was going well and all were dropped in thermals. Rays did not last long as his battery died. Peter did a flight with Craig Best in MW followed by Clare Dickson, and Kazic Jasica. Brendan Moore took VF with a new battery followed by Rahul Bagchi.

Now it got interesting, Clare went up with Ray Burns in MW while Joseph took another flight in VF. Ray was obviously happy with Clare for he sent her solo, She had a nice steady flight with an excellent approach and landing. Congratulations Clare, solo again after 50 years.



Clare commencing her solo launch



A moment after Clare had just launched on her solo, Joseph made a great landing in the PW5



Well done Team Dickson

The final flight was Rahul with Ray who pulled a rope break at 500ft over the causeway. This was successfully handled and Ray signed off Rahul's QGP. Well done Rahul.

An interesting and busy day with three milestones, Joseph's first solo in the PW5, Clare's solo and Rahul's QGP, some great lift and 18 launches for the day.

Rex took the Grob 109 Motor Glider up for a flight and disappeared for 90 or so minutes. Climbed to 3800ft without an engine. It is understood this is the quickest and highest climb for the machine that cannot workout if it is a glider or a plane. A very happy smile on Rex's face when he returned to base. *(Nice to see the instructor up flying solo and doing their own stuff for once)*

Duty Instructor Peter Thorpe provides his version of events - A promising looking day and members were out bright and early. Graham Lake was towing while Neville Swan looked after the books and Roy Whitby very kindly did most of the gate guard duty. We were set up on 08 soon after 1100 and while Ian O'Keefe and Craig B attempted to inflate a flat nose wheel tyre on MW, Joseph Dickson took a flight in VF, in fact it was his first solo on type which he handled with aplomb. Then Ian and I did two quick circuits to refresh his rear seat rating.

Rex Carswell extracted motor glider GNW from its hangar and did a series of three circuits to renew his currency, one of which took 58 minutes and involved him thermalling with the motor off and rather gleefully staying above Tony Prentice in his PW5 GBD. I took young Troy Jefferies for some circuit work while Andrew Fletcher went up in GBU and Ray Burns took a flight in GMP. Kind of him since he owns BU. Andrew was soon asking for the airspace to be opened to 4500ft and was joined by David Todd in GBZ and Tony in BD. Most had flights better than 75 minutes confirming the conditions were good for those pilots who knew where to go. Rex found that the motor glider battery did not like extended thermalling and proved that an air start of the motor is quite possible so long as you don't mind consuming 1000ft at an eye watering airspeed. Andrew regaled us with a similar tale when attempting an air start in a Cessna 172. Brendan Moore launched in VF but must have found a big hole as he was back on the ground in 12 minutes. Ray in BU was not much better at 13 minutes - it's all a matter of how you hold your tongue (or something).

I took Craig Best for a training flight and then Clare Dickson wanted to clear the last couple of items off her A Cert sheet so that she could go solo. We tried to demo a full spin but we had to make do with a good spiral dive as MW would not spin. I asked Ray to give Clare a final check after which she flew a perfect first solo flight (well, the first for many years). Well done Clare for sheer dogged determination.

Kazik Jasica wanted to progress his B Cert so we went and refreshed stalling in turns and with skid and slip. Rahul Bagchi went up in VF, followed by Joseph for a second flight in VF and the day was finished by Ray taking Rahul for a check ride before awarding him his QGP. Another big well done to Rahul.

A big day for the club with 21 launches including the motor glider, all finished by 1600hrs. One first solo, one first solo on type and a QGP, not a bad day's effort and congratulations to those three members.

SUNDAY - Instructor Steve Wallace reports

It was a bit of a quiet day at the field despite the weather which was pretty good really. As the previous two days of Easter had also had some great weather perhaps many were all flown out.

Ray Burns in his mighty K6 BU and Andrew Fletcher in the club single Astir MP decided to have a crack at one of the Task Pilot club tasks. Andrew I believe has gotten around most of these tasks now and ticked another one off the list today.

Tony Prentice ticked up another hour or so in his PW5 BD and new QGP Rahul took VF for a fly before jumping in the twin and making use of the lack of a queue for the twin by going on a 1hr 40min cross country flight with myself as coach. The convergence had formed up quite nicely and on the inland side had a 4,500' plus base. Nice to make full use of G153 for a change. Than that was it for the day, we were all packed up and homeward bound by 4pm.

Monday - Ian the duty pilot reports

I proceeded to the field knowing it was unlikely to be a flying day with light showers, low cloud and pending further inclement weather on the way. But being duty pilot it was important to confirm, so out I went. I was greeted by Jonathan Pote waiting at the gate. After 30 minutes of talking and with no one else showing up and showers starting we departed. The Instructor had left a message on my mobile phone which I missed confirming he was not getting out of bed.

CFI Corner - Some Important Messages and Procedures

GNW Operations

We are now getting into the swing of things with the motorglider GNW. It is a little different landing than any of our other aircraft. Gliders stop and we get out, RDW lands with engine running and is ready to taxi immediately, however the motorglider lands with the engine off and then starts and taxis off. This takes a little time and other gliders may land behind us. We have no visibility behind until we start to move. To ensure that grass vector is clear we will always land to the south side of the active grass vector (the left on 26, the right on 08). When clearing we will always turn away from the seal. This will ensure we do not meet someone landing behind us. If you are landing behind the motorglider land to the northern side and well clear of the motor glider.



This is November Whiskey (GNW)



Not to be confused with Mike Whiskey (GMW)

There is a lot of whiskey involved Don't forget RDW

GVF Briefings

As you all know, GVF is the first single seater club pilots fly after their dual training in GMW. Understandably, new pilots may be a little apprehensive. It is the Duty Instructor's responsibility to brief pilots for their first flight. We take this responsibility very seriously (we are all conscious of a recent fatality of a first flight in a single seater - also in a PW5 at another club).

Unless the duty instructor delegates this task, please do not be tempted to add extra "advice". Encouragement is great, but extra advice is not what is needed (and can be detrimental) when the duty instructor has already briefed the pilot.

Airspace

We don't all have moving maps in the gliders we fly. A good rule of thumb for staying within airspace (assuming Hobsonville is open and the tower is off watch) is to draw an imaginary line from the Okura river mouth to the 21 threshold and then to Muriwai beach. Anything on the sky tower side of those lines is limited to 2500 feet. **Have a good look at your maps!!!!**



Matamata Soaring Centre

**NOTICE IS HEREBY GIVEN
OF THE
ANNUAL GENERAL MEETING
OF THE
MATAMATA SOARING CENTRE INC
TO TAKE PLACE IN THE
MSC CLUBROOMS, WAHAROA AIRFIELD
ON
SUNDAY, 26th MAY 2019
COMMENCING AT 11.00 AM**

- NOMINATIONS ARE INVITED FOR POSITIONS ON THE COMMITTEE
- NOMINATIONS AND REMITS FOR DISCUSSION SHOULD BE RECEIVED AT PO BOX 100, MATAMATA OR BY E-MAIL TO steve@korcreative.nz BY FRIDAY 17th MAY 2019
- MEMBER CLUBS ARE ASKED TO ENSURE THEY ARE REPRESENTED
- BE THERE AND HAVE A SAY IN THE FUTURE OF SOARING AT THE MATAMATA SOARING CENTRE, WAHAROA AIRFIELD

We will be Flying ANZAC Day, but not before 11:30am.

Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Easter	19	S HAY	I WOODFIELD	R CARSWELL	
	20	K BHASHYAM	P THORPE	G LAKE	
	21	R BAGCHI	S WALLACE	D BELCHER	
	22	I O'KEEFE	I WOODFIELD	G LAKE	
Anzac	25	M MORAN	R CARSWELL	D BELCHER	
	27	T O'ROURKE	I WOODFIELD	P THORPE	ATC 3 SQN
	28	R BAGCHI	S WALLACE	A WILLIAMS	ATC 3 SQN
May	4	T PRENTICE	L PAGE	R HEYNIKE	
	5	R WHITBY	R CARSWELL	G LAKE	
	11	I BURR	P THORPE	R CARSWELL	ATC 3 SQN
	12	C DICKSON	I WOODFIELD	F MCKENZIE	ATC 3 SQN
	18	K JASICA	R BURNS	D BELCHER	ATC 40 SQN
	19	J DICKSON	S WALLACE	A WILLIAMS	ATC 40 SQN
	25	B MOORE	L PAGE	R CARSWELL	
	26	S HAY	P THORPE	G LAKE	
June	1	K BHASHYAM	R CARSWELL	P THORPE	
Queens	2	G LEYLAND	I WOODFIELD	R HEYNIKE	
Birthday	3	I O'KEEFE	R BURNS	D BELCHER	
	8	M MORAN	S WALLACE	A WILLIAMS	
	9	T O'ROURKE	L PAGE	G LAKE	
	15	R BAGCHI	R CARSWELL	R HEYNIKE	
	16	T PRENTICE	I WOODFIELD	P THORPE	
	22	R WHITBY	P THORPE	F MCKENZIE	
	23	I BURR	R BURNS	R CARSWELL	
	29	C DICKSON	S WALLACE	D BELCHER	
	30	K JASICA	L PAGE	A WILLIAMS	