

WARM AIR 6 Jul 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Rex Carswell

Bank Acct 38-9014-0625483-000

Towing: Graham Lake

Duty Pilot: Joseph Dickson

Sunday

Instructing: Ivor Woodfield

Towing: Ruan Heynike

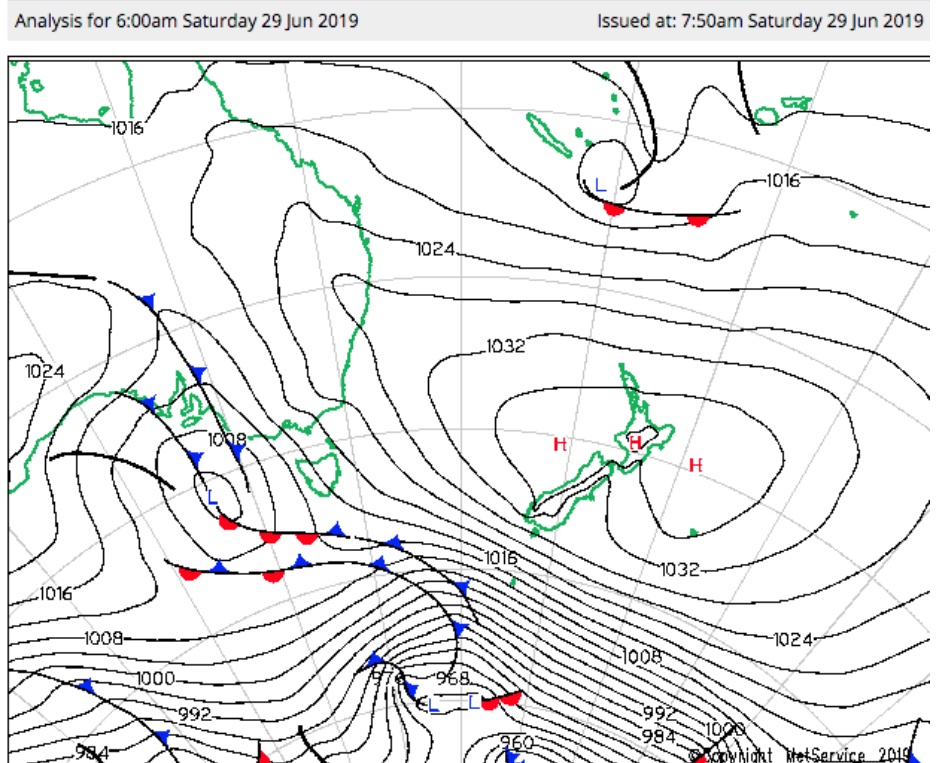
Duty Pilot: Brendan Moore

MEMBERS NEWS

SATURDAY *Instructor and GNZ El Supremo himself, Steve Wallace*

Saturday was mostly a 30Sqn ATC cadet flying day but it was a perfect day for it. A very large high was centered overhead Auckland. During the DI of MW as I set QNH on the front altimeter, I was surprised to see it starting at -600 feet from last week's pressure and by the time I'd wound on the 700 feet to get our height above sea level the pressure window was reading 1039! That's about as high as I've ever seen it so I double checked with the back seat altimeter which read the same and then checked against the weather map on my phone which also indicated that was indeed about right.

I had noted on RASP however that the inversion was quite high at initially around 4,000' so while it was bound to be quite stable, stable until things had heated up there was a chance of a few thermals later on in the day.



Stable was great however for ATC flying, so with a very light easterly we set up on 08, briefed all the ATC cadets while we waited for the tow plane to arrive and got underway with the first tow at 10.30am. From there on it was a very busy day with 27 flights all up shared between MW, NW and one for Tony Prentice in BD. It was great to see our younger members Izzy Burr, Simon Hay and Matt Moran really stepping up and helping to take charge of the running of the day. The last flight landed at 16:47 which gave us just enough time to put everything away before the dark and cold really arrived. A very good day all round.

Peter Thorpe relieved Derry Belcher on Sat morning as he had some engineering to complete so here is half the tow pilot report.

Our very busy engineer Derry Belcher had some glider maintenance to complete on Saturday so I volunteered to drive the tow plane until he had finished. We agreed I would arrive at about 1000 but we both forgot it was meant to be an early start for ATC cadets so when I arrived at the agreed time there were cadets and gliders milling around waiting for a tow plane. Derry had by then done all the prep so all I



had to do was jump in and start flying and we managed to launch the first cadet flight at 1025. Conditions were very stable, like the QNH was 1037 hPa, so the air was very smooth and still which was good for cadet trial flights but produced long faces on the club members who had hoped for some soaring. Rex Carswell had the Grob 109 motor glider running so we soon had a steady stream of cadet flights and I had completed nine flights by the time Derry reappeared. Not too bad

for a temporary relief but I did feel guilty enough to fill the fuel containers before I snuck off home at about 1430. (Guilt....from a towpilot.....there's a first)

SUNDAY *Instructor Lionel Page*

Late, late, late - that's what I was. Fortunately Ray Burns had picked up the key and let the ATC in. My understanding is that Izzy Burr corralled the troops and made things happen (thanks Izzy) so that when I arrived things were all heading in the right direction. I think I also need to thank Rex Carswell who was overseeing matters in my absence. Thank you Rex.

I arrived just in time to see GMW heading to the 08 end of the field and Ruan Heynike arriving for his tow pilot duty - perfect



timing if you ask me. Once down at the 08 end Izzy once again assembled the cadets and gave them a thorough safety briefing with Ray and myself looking on. From then on it was all go - flying almost non stop until just before 5pm (Rex again helped me out by doing a flight and giving me a half hour breather.) The sky was pretty busy with GNW and GMW taking cadets up, the power section doing plenty of training and solo pilots taken GMP and GBD up for an airing.

Certainly kept everyone on their toes and you had to have very good situation awareness with so much going on.



We managed to put 9 cadets through GMW and 9 through GNW. A few students also got some flights in GMW towards the end of the day. Longest flight of the day goes to Izzy who got 30 minutes. (She appears to be the only one who found the found lift.)

After the final launch of the day - RDW left for Parakai to sort some difficult starting issues. (And Rahul Bagchi kindly volunteered to go and pick him up there. - Huge thank you Rahul.)

Great day's flying - thanks everyone. All packed up and stories told by about 6pm.



GNZ NEWSLETTER

The latest version is available here: <https://kor.qwilr.com/GNZ-July-Newsletter-x2xNZEvGRWR8>

Duty Roster For Jul, Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Jul	6	J DICKSON	R CARSWELL	G LAKE	
	7	B MOORE	I WOODFIELD	R HEYNIKE	
	13	S HAY	R BURNS	F MCKENZIE	
	14	K BHASHYAM	S WALLACE	R CARSWELL	
	20	G LEYLAND	P THORPE	D BELCHER	
	21	I O'KEEFE	L PAGE	A WILLIAMS	
	27	M MORAN	R CARSWELL	P THORPE	
	28	T O'ROURKE	I WOODFIELD	R HEYNIKE	
Aug	3	R BAGCHI	R BURNS	G LAKE	
	4	T PRENTICE	S WALLACE	R CARSWELL	
	10	R WHITBY	L PAGE	F MCKENZIE	
	11	I BURR	P THORPE	D BELCHER	
	17	C DICKSON	I WOODFIELD	A WILLIAMS	
	18	K JASICA	R BURNS	P THORPE	
	24	J DICKSON	R CARSWELL	D BELCHER	
	25	B MOORE	S WALLACE	G LAKE	
	31	S HAY	P THORPE	R HEYNIKE	
Sep	1	K BHASHYAM	L PAGE	R CARSWELL	
	7	G LEYLAND	I WOODFIELD	A WILLIAMS	
	8	I O'KEEFE	R BURNS	P THORPE	
	14	M MORAN	R CARSWELL	F MCKENZIE	
	15	T O'ROURKE	S WALLACE	A WILLIAMS	
	21	R BAGCHI	R BURNS	R CARSWELL	
	22	T PRENTICE	L PAGE	A WILLIAMS	
	28	R WHITBY	I WOODFIELD	R HEYNIKE	
	29	I BURR	R BURNS	P THORPE	