

# WARM AIR 14 Sep 19

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

Club Cellphone 022 357 6731

[www.ascgliding.org](http://www.ascgliding.org)

Saturday

Instructing: Rex Carswell

Bank Acct 38-9014-0625483-000

Towing: Fletcher McKenzie

Duty Pilot: Matt Moran

Sunday

Instructing: Steve Wallace

Towing: Andrew Williams

Duty Pilot Thomas O'Rourke

### MEMBERS NEWS

**SATURDAY** *Instructor Ivor Woodfield wears out the crayons*

Looking at the forecast, the weekend would not be great for gliding, although Saturday was looking significantly better than Sunday. I got a message that Ray Burns would be opening up early, and arrived just as he was heading out to get some stuff, having opened everything up. Thanks Ray



I was very soon joined by Lionel Page, who was planning on doing some work on the hangar roof, Rex Carswell, who was planning on some minor work on GMP and Jonathan Pote who would once again be manning the gate and looking after the signing in sheet. Next came Roy Whitby, Tony Prentice and Brendan Moore, tow pilot Andrew Williams and a little later duty pilot Geoff Leyland, who had cycled all the way for his rostered day. Also arrived around this time was Andrew Fletcher, who would be doing some instructor training with

Ray once he returned.

With a reasonable south westerly blowing we set up on 26. There was some Air Force activity scheduled so the tower would be on most of the day, and a lone power pilot working with the strengthening gusty conditions.

First flight of the day was with Andrew Williams, keen to get in some glider time before spending the day towing. Rex had finished what he had been working on, and was happy to do the first tow in Andrew's place. With turbulence over the trees on takeoff, and strong winds at 2000' feet, it was not the easiest of conditions. This together with not much lift and lots of strong sink meant that the flight was not a long one, although the flying was good.

Next up was CFI Ray Burns with Andrew Fletcher, doing some instructor training. During some out of position work, the gusty air led to the weak link being tested. It behaved exactly as expected, saving the rope and leading to a much shortened training flight. They managed to drop the rope into the field before completing some tasks, and with the rope inspected and the links replaced, the pair were soon back in





Where's the Plug  
(R.C. 7-9-19)

the air. This time a good upper air session was completed successfully, and before long they were back on the ground, and Brendan Moore was keen to get up in *GMW* to test the conditions for himself. Tony Prentice had also launched in his *PW5*, hoping to be able to make the most of the tight windswept thermals. A short opportunity for lunch. Tony got a reasonable start, but then ran into some strong sink and found himself having to return. Brendan had released in lift at 1500' and managed to climb away well initially. However, despite some good flying, the strong sink meant that he too was back on the ground after just under half an hour.



Next up was Kazik Jasica, wanting to focus on his landings and opting for a 1000' release. We had talked about the challenge of the wind shear likely to be encountered on finals, and he planned his approach accordingly. He arrived on finals at a good height and speed, and was soon working brakes and elevator to maintain speed and relative aiming point position, both of which he managed well. Landing gently, not too far past the caravan, the landing could definitely be considered a success.

Geoff Leyland was the next to try out the conditions. He had not flown for a

while, and was keen to get some airtime. The launch was definitely a challenge, with turbulence for the first few hundred feet, strong gusts higher up and small raid squalls that needed to be avoided. Once off tow, Geoff managed to make very good use of the first few thermals he found, soon climbing well above our release height, and giving himself some time to check the sky. Generally however, there was more sink than there was lift, and it was stronger, so our path was inevitably back towards the ground. Nonetheless, Geoff demonstrated some good flying in the conditions, and managed a good landing through the crosswind and the shear. He had also flown the longest flight of the day.



The final flight was with young Troy Jefferies. As a low hours pilot who was keen to check out these conditions, he was fully tested by the flight. He managed the launch very well, despite some twists and turns



in the gusts to stay clear of the small showers. Sadly the lift we had found earlier had cycled through, and before long we were back in the circuit. A good learning flight in these conditions .. preparing him well for the good spring flying conditions that are on their way.

Overall eight enjoyable flights for the day, and we were all packed away by around 1600.

*Towie Andrew Williams gains a new experience.....*Like for many other club members, it has been far too long since I last strapped into a glider. So on Saturday, while I was rostered to be towing, I thought it would be great to go for a flight without an engine too. Rex was around and he happily took on towing duty for the first flight while Ivor and I got into MW. Despite the rate of climb frequently being quite high, it was very difficult to find and stay in the lift once off tow, so I didn't have to wait long to practice landing (which after that landing I would like a lot more of!).

Then it was back into the tow plane for me and the first flight was interesting too as the tow rope broke! We were practising a tow rope hang up signal, so MW was out to the left. As the glider moved back to normal tow position the rope went slack for a moment. I went to reduce power and felt the rope coming taut very quickly, pulling on the tail, and slowing down the plane. Then there was a bump as the links released which felt pretty much just like a normal tow release. In the mirror the tow rope weak link housing was clearly visible hanging from the tow hook - it was reflecting brightly in the sunlight. We both went and landed then fixed up the rope for the next flight. I'm glad to have seen it happen and experienced what it feels like, in what was a safe situation for it to occur.

The rest of the day saw Tony going up in BD and MW getting the other seven flights. The last flight was notable as we got to fly in a very light shower. Unfortunately they were gone by the time we landed so there was no other chance for anyone to sign off 'flight in rain'.

**SUNDAY** His CFIness Ray Burns tells a story....

Peter was due to tow and I was quite confident we wouldn't be needing his services when I bumped into him on Saturday night. The forecast was horrible and, as I sat at breakfast watching the neighbour's Phoenix Palms batter themselves to death in the wind, I contemplated what other jobs I might do with the day.



About nine thirty the sun was looking bright but the wind was still quite strong. Mumble mumble mumble, gusting 30 kts on the ground the ATIS said. Anyway, I decided I would drive around but I wouldn't draw they key. It was unlikely anyone was mad enough to turn up far less want to fly. But on arriving at the asylum I was greeted by Roy, Ian and Jonathan wondering where I was, and the chief lunatic (I won't mention any names, Matt) wondering why we weren't keen to fly. Peter arrived and it was all on. The air force were going to be doing engine runups starting at midday so, if we were quick, we might squeeze in a couple of launches before then.

To say it was rough was an understatement. (However, Matt did make a very good fist of it and a couple of excellent landings for the conditions). Two launches and 60 minutes later we were putting the fleet to bed.

**TALK ON VARIOMETER BY MIKE BORGELT** the worlds leading designer - manufacturer. **Matamata Soaring Center Club House 14th September at 10.30 am.**

The Piako Gliding Club has been able to arrange this one off talk by Mike Borgelt which is certainly a 'not to be missed moment in time'. Mike is a very good friend of the Piako Club and is more than happy to talk about the 'does and dont's' of setting up a vario system, plus other really basic information that we really do not understand (but pretend to of cause) the development of our modern electronic varios[ of which he has become a market leader in design and manufacture ] and other associated topics. Mike is a really great entertaining speaker and this really is a great workshop to better understand, and even to what our 'standard variometer are at times trying to tell us but we still miss the thermal. Don't truly know what all the various functions of your own Vario sytem do? Mike is your man . You really do need to speak to him .

There will be a light lunch provided by the club at 12.00 midday which allows for a more personal one on one with Mike who would certainly be able to sort out any of your vario problems .

The best bit is, that its fee . Yeh!



Please RSVP to [genny.healey@gmail.com](mailto:genny.healey@gmail.com) or [sailplane@extra.co.nz](mailto:sailplane@extra.co.nz) so as our club captains can plan the catering requirements . See you all there .

Tony Prentice is keen to go and wonders if anyone else is keen and wants to carpool.

### LABOUR WEEKEND - MATAMATA

As usual your club is planning to deploy to Matamata at Labour Weekend. Now is a good time to start planning your trip, having somewhere to stay. Matamata is a great place to attempt badge flights and to have some decent cross countries too.

Can I please have an indication who thinks they might attend. So far four have bothered replying although a number have given verbal indications.

There is also a cross country course straight after labour weekend at Matamata. This is a great course for those new to cross country and for those who would like a refresher and, sometimes, a kick start to go further afield. If you wish to attend the course talk to his CFIness Ray Burns.

Word on the street suggests airfield accommodation is filling fast. Don't wait but book now. The airfield cabins can be booked through Ralph Gore <mailto:Gore.Family@extra.co.nz>

### Duty Roster For Aug,Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
	24	<del>J DICKSON</del>	<del>R CARSWELL</del>	<del>D BELCHER</del>	
	25	<del>B MOORE</del>	<del>S WALLACE</del>	<del>G LAKE</del>	
	31	S HAY	P THORPE	R HEYNIKE	-
Sep	1	<del>K BHASHYAM</del>	L PAGE	<del>R CARSWELL</del>	<del>5 SQN ATC</del>
	7	<del>G LEYLAND</del>	<del>I WOODFIELD</del>	<del>A WILLIAMS</del>	
	8	<del>I O'KEEFE</del>	<del>R BURNS</del>	<del>P THORPE</del>	
	14	M MORAN	R CARSWELL	F MCKENZIE	
	15	T O'ROURKE	S WALLACE	A WILLIAMS	
	21	R BAGCHI	R BURNS	R CARSWELL	5 SQN ATC
	22	T PRENTICE	L PAGE	A WILLIAMS	
	28	R WHITBY	I WOODFIELD	R HEYNIKE	
	29	I BURR	R BURNS	P THORPE	