

WARM AIR 14 Mar 20

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: Derry Belcher

Duty Pilot Kazic Jasica

Sunday

Instructing: Andrew Fletcher

Towing: Fletcher Mckenzie

Duty Pilot Joseph Dickson

MEMBERS NEWS

SATURDAY *Instructor Ivor Woodfield writes:*

The day was looking good when I got into my car in good time to get to the field a little early. Sadly, it was not to be, the car would not start. Two visits from the AA and one new battery later and I was on my way. Thanks to Ray for opening up for me and holding the fort until I arrived, around an hour late.



I got to the field to find Jonathan Pote there to greet me at the gate, and in time to see people about to deploy to the 08 end. Light winds were forecast, and the sky looked quite reasonable. First away in GNF was Craig Best, with me in the back seat. A couple of minutes into the tow I pulled the release, having discussed with Craig what he might do if the rope were to break during take off. A good abbreviated circuit followed, with a touchdown about mid way down the strip and a good controlled finish.

Once we were safely back at the launch point Ray Burns took to the air in his recently acquired GKT, for what was to be a flight of well over an hour. Next up in GNF was the duo of Tony Prentice and Neville Swan, who both enjoyed their first trip in the recently acquired twin. Kazic Jasica was up next in GVF. Unfortunately, he soon found himself a little too far downwind for the PW5, and ended up having to return to the circuit sooner than planned. My next student was Mattias Turinsky for whom this was just his second glider flight. He is very keen to learn, and had already started to memorise his checks and was familiar with the controls etc. We climbed off tow to 3000' from where Mattias was able to get plenty of hands on practice with effects of controls, turns, simple stalls and straight and level flight, all of which he managed well.

Once we landed, Izzy Burr and Jonathan Pote launched in GNF and had a good flight around the area, apparently finding so much lift it was "hard to come back down". While they were up flying Andrew Fletcher took a turn in GKT, and went on to get a flight of 2.5 hours to claim the longest flight of the day. Once the twin did manage to return, Rahul Bagchi and I went for a relatively short flight as Rahul consolidated some of his flying skills.

I then took a flight with the new Base Chaplain Bill Dewar. Bill is a glider pilot and has been instructing down country. He is a welcome addition to the club, and had great fun testing out GNF and well as familiarising himself with the local area. He had done a good job of studying the area on paper and looking at local maps, so was quickly pointing out local landmarks as we flew out towards most of the area boundaries, also briefly joining Andrew in GKT out over Huapai.



Then it was Craig Best's turn to cover off some more A certificate tasks. We looked at the critical issue of tow upsets, and upper boundaries for the glider while towing, and then flew down through to below the prop wash to feel how

far it extended. Then before releasing we practiced a simulated tow hang-up, flying well out to the left of the towplane to wave at the tow pilot and get an acknowledging wave back, before releasing and heading off to play in some thermals. There were still a few reasonable ones to be had, and Craig demonstrated some good skill as he climbed about in them. Then, as we were approaching the threshold on final approach, an "obstruction" appeared ahead of us which Craig negotiated well before landing a little way down the field. As there were no other takers for the twin, we were soon collected up and towed back to the hangar. Overall a very good flight by Craig with some of the last bits of A cert' successfully completed.

All packed away by 1740 after a total of 10 good flights. There then followed an informative session of story telling after such a good day's flying. All locked up by around 1815, and all heading home happy.

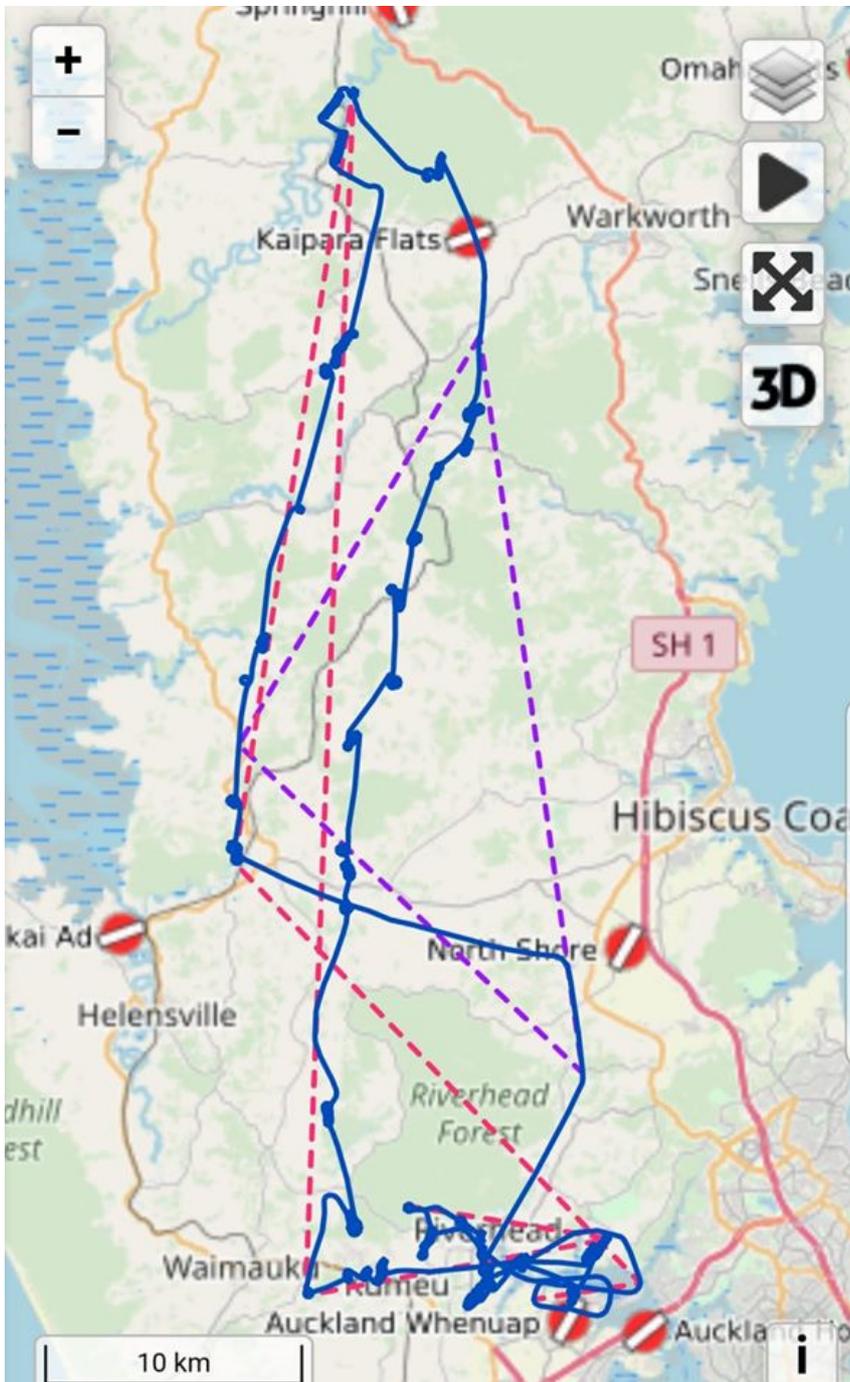


Towie Peter Thorpe adds.....I swapped duty days with Ruan and found a tow plane half full of fuel so was able to spend 30 minutes lying under the Cessna cleaning the oil off the belly. It is a grubby beast and needs cleaning regularly (hint, hint). Another north easterly day so it was off to the O8 end for a first launch at 1140 where duty instructor Ivor Woodfield demonstrated a low release to Craig Best. CFI Ray Burns took Mosquito KT away for 79 minutes while Tony Prentice and Neville Swan peddled NF around the sky for 25 mins. Kazik Jasica had a go in VF and Izzy Burr and Jonathan Pote enjoyed 38 mins in NF. Judging from the position reports at 4,500ft there was some good lift to be had.

About then I took DSM over to the Power Section to refuel. Our iron thermal mates have sorted out all their insurance issues and are now allowing us to refuel from their very fancy 'trailer in a container'. We are very grateful since that eliminates 20 minutes non-revenue flying if we have to go to North Shore.

Next up was Andrew Fletcher in KT where upon he vanished for 150 mins while the remaining three flights were well under an hour. Rahul Bagchi and Craig took instructional flights while Ivor took our new OIC and C Cat instructor Chaplain Bill Dewar for a familiarisation flight around our play area. A few tall tales were told around the caravan before we headed home.

Andrew Fletcher



SUNDAY Instructor Ray Burns scribbles

Gosh! I thought it had been a long time since I had done any instructing for the club so I looked in my logbook - 29 October was my last instructing day that actually happened! Four full months. But what a cracker it was!

On Saturday I organised with Craig Best and Ruan that we might make an early start. I was about to leave home when I got a text from Ian to say he was on his way. I arrived at 0830 and Craig was right behind me followed by Ruan, Steve Foreman and then Ian, Dave Todd and Andrew. There was rumours and mumblings of Kaikohe and OO's and rasp and retrieves goodness knows what.

We got set up for 08 and had our first launch away at 1012. Followed by a first solo for Craig. A great takeoff and wonderful landing. Well done Craig.

A trial flight followed and then, shortly after a query regarding conditions from the ground, there was the sudden gridding of 8 gliders (I don't think I've ever seen that at NZWP).

As you might guess, there was then two hours of launching and most got away for at least an hour. The intrepid Kaikohe-ites managed Dargaville in conditions that were not quite what had been

expected (or possibly "hoped-for"). Ian landed out and then had to suffer a long wait until there someone on the ground who could retrieve him, finally returning to the field about 1900.

Steve Forman with line honours at 5 minutes short of 4 hours followed closely by Dave Todd in BZ, Andrew F in KT, Matt Moran in MP (for a p.b. of 3:08 - well done Matt) and Derry in MR.

A whacking 15 launches for the day keeping Ruan very happy (thanks for the tows Ruan!)

CFI Corner.

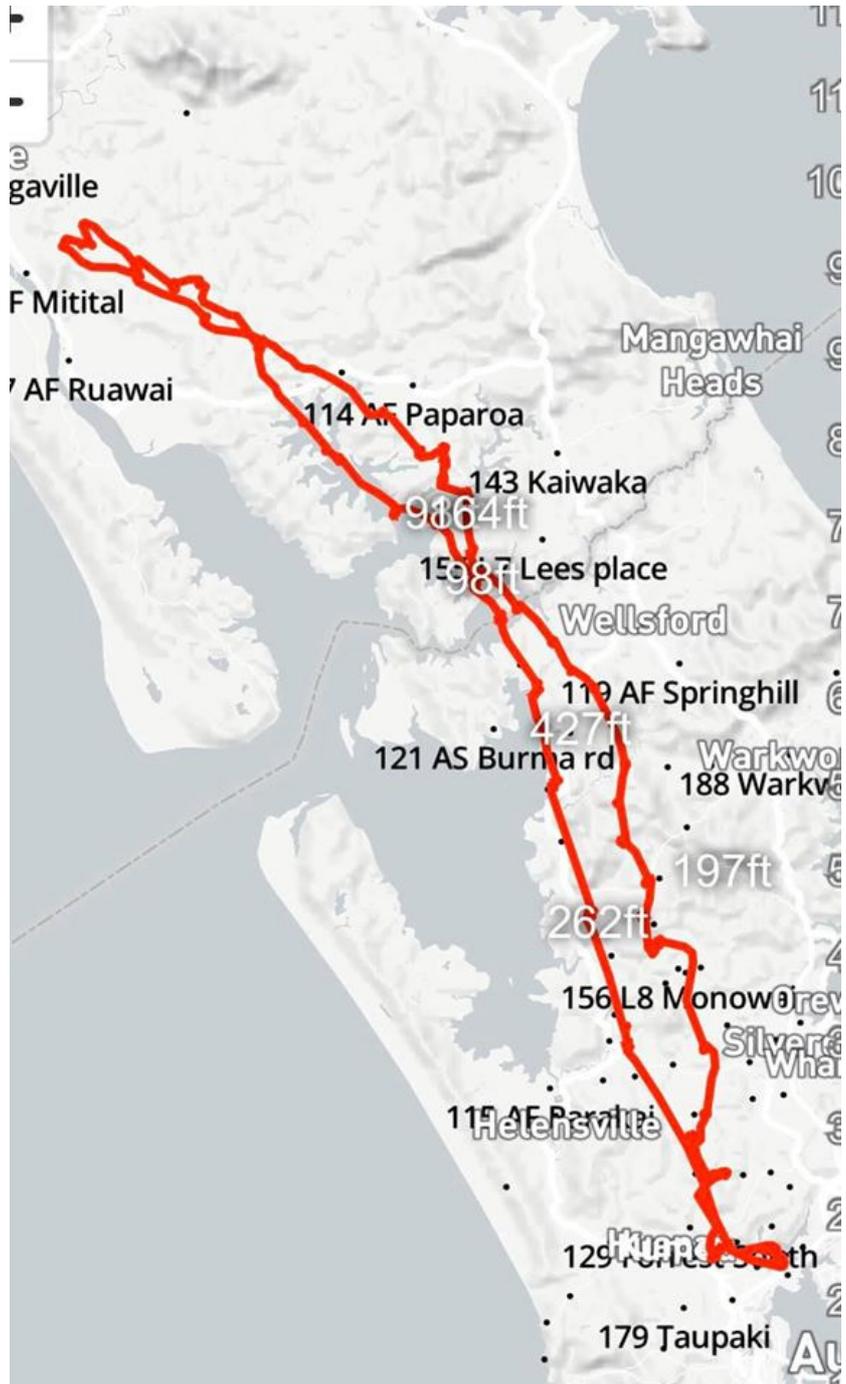
Airspace

A reminder to all about airspace. The upper limits must be strictly adhered to. Airways may well vector traffic through the area in which we fly at 5000 feet. When G153 is open that leaves them a separation of only 500 feet. They are not happy (rightly so) if we start poking above the 4500 limit. Make sure it stringently adhered to.

If you plan on moving north near the west coast you must also be very clear where the Northern boundary is. Technology such as XCSOAR or similar with airspace maps is an invaluable tool. If need help or just want to get started please contact one of the Gurus and they will be more than happy to help (suggestions: Steve, Ian, Lionel, Andrew, I've even been known to try my own hand at the odd computer or two).

Airspace Incursions.

We seem to have had a bit of increase in M107 incursions recently. M107 extends surface to 1500 feet in a 3NM radius from the A/F, 24 hours seven days a week. Only aircraft that have sought and received permission are allowed in this area. Police and Rescue helicopters have such permission. Occasionally GA aircraft will seek and receive permission. However, there is a large number of GA pilots including helicopters that seem to think that the area is only active when the tower is on watch. This is not the case. Base Ops have asked us to keep an ear out for registrations of such incursions and to let them know.



Foreman's run North

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||| **Treasurers Reminder:** |||

||| Final instalment payment for membership subs was due on 29 February 2020. Don't let non |||

||| payment cramp your flying. Flying privileges will be revoked if it remains overdue. Any |||

||| questions/issues - please contact Lionel (lionelpnz@gmail.com) or 021 534103 |||

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Duty Roster For Mar 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
MAR	7	I-BURR	I-WOODFIELD	R-HEYNIKE	
	8	C-DICKSON	R-BURNS	P-THORPE	
	14	K JASICA	R CARSWELL	D BELCHER	
	15	J DICKSON	A FLETCHER	F MCKENZIE	
	21	B MOORE	S WALLACE	R HEYNIKE	
	22	S HAY	I WOODFIELD	R CARSWELL	
	28	K BHASHYAM	P THORPE	F MCKENZIE	40 SQN ATC