

# WARM AIR 21 Mar 20

## 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: Derry Belcher

Duty Pilot Kazic Jasica

#### Sunday

Instructing: Andrew Fletcher

Towing: Fletcher McKenzie

Duty Pilot Joseph Dickson

### MEMBERS NEWS

#### **SATURDAY** *Towie Derry Belcher writes:*

Short and sweet report from me as I've had a busy weekend. We flew from the 08 end and made 12 flights in all, with some good soaring achieved by many, before taking time out to refuel using the new fangled fueller at the power section. This saves time and the wasteful back and forth flights to North Shore.

Adam Lawson was our man in the tower for some of the day and at times he had his work cut out. Engine runs on a Boeing 757 and then a test flight with circuit work grounded us for a while, but didn't upset us too much.

No problems I can recall except the Bendix on DSM not engaging on a couple of starts. Thanks to Ian O'keefe for helping to clean the oil off the belly at the end of the day... (Your hard work was rewarded on Sunday!)

*Instructor Rex Carswell adds some much needed detail.....* Participation in aviation leads us into an ever changing environment, but the culture of self discipline and adherence to procedures keeps us on top of our game. It therefore came as a surprise to me that I rocked up at the gate 'assuming' I had the correct key. Not a big deal in this instance, but through 'assumption', I did not check the number when receiving the key.

*Okay, the swelling numbers eventually got through the gate and set about their various tasks to get us operational. The weather was beaut - sunny sky with a light sou'east breeze, and a promise of developing cumulous cloud.*





First flight of the day was with Toni Thompson in the front seat of the twin, for the first of two flights for her Biennial Flight Review. All went well throughout - ample lift allowed plenty of time for Toni to settle into the 'new' twin and cover a number of flight exercises. Her second flight was briefed to be a low release. With



tow pilot Derry Belcher briefed, and approval given from the tower, I pulled the release at about 350ft. Without delay, Toni chose and flew a reciprocal landing - making an appropriate radio call as well. Smoothly and competently flown - well done Toni.



In the meantime, Andrew Fletcher and Ian O'Keefe launched in their single seaters (GKT & GHS) and disappeared toward the north.

We had a delay while a B757 departed then Tony Prentice escaped in his PW5. Next up in the twin was Mattias. This was his second flight in a glider. He is very keen and ultimately wants to become a commercial



pilot. Brendan Moore, seeing Tony going so well, launched in the clubs PW5 to go and keep him company. With the B757 returning to do a circuit, the PW5's opted to land - but both had achieved good flights. Following the B757's arrival, Club Captain Kishan Bhashyam launched in GHD and flew away for about 50 minutes. Rahul Bagchi with me in the rear seat launched into a booming sky. No trouble at all for Rahul to coax GNF up to 4300ft - staying high for over half an hour before exercising sideslips and rapid descents back to the circuit.



Upon Andrew's return in GKT, there was still time for CFI Ray Burns to have a turn. It was one of the shorter flights of the day - but he was smiling per usual. Craig Best had been waiting patiently all day for his turn in the twin. As conditions were perfect, he gingerly asked if he could go solo. I agreed - but not before we flew a dual check. We did - all was fine - so away he went on solo number two. Well done Craig.

In all, 12 launches for the day totalling 9 hours 45 minutes of gliding. A big chunk of that was 155 minutes by Andrew in KT, and 133 minutes by Ian in HS. Well done chaps.

#### **SUNDAY** *Instructor Andrew Fletcher speaks up*

Sunday looked better than Saturday and I was duty instructor, I arrived early as there was work to do before we could fly the two seater in the form of a weight and balance. Derry arrived and we got to work weighing and balancing.



While this was being completed I got the airspace open to 4500 feet as I knew that Ray and Ian were both rigged and ready to go. Ian was looking at Kaikohe out and return for Gold distance and the forecast looked like it may well cooperate.

Ray Burns and Ian O'Keefe were first to launch, Ray with something a little less long haul in mind to get to know GKT a little better. Ian in GHS set off and we received radio calls up till Wellsford at which point range would have been an issue for the radio reception. The next contact I received was via text it was ops normal with a set of GPS coordinates. Graham Lake and I quickly got a map out and plotted the position. Ian was now only 15 km short of Kaikohe at 14:45, with the forecast for a convergence running from Northland to Auckland



late in the afternoon I knew that Ian's chances were now better than average in fact they were good for the run home.

We ended up changing runway before the first two seater flight, Ian was now back in radio reception range and had called Dome Valley at 4000 feet. I launched with Craig Best for a flight that did not yield any lift at all really we back on the ground in 15 mins.

By the time we had the glider back at the launch point Ian was in the circuit, the dishes were well and truly done, well done Ian an epic day for you!

My next flight was with Mr Warm Air himself, this time finding lift and having a very pleasant 30 mins, Next up for me was Rahul Bagchi, we found lift easily and soared locally until 1845 returning home after 59 mins.

The day had been a great one flight times as follows Ray Burns in GKT 82 mins, Tony Prentice GMP 155 mins, Brendan Moore in GVF 116 mins, Kris Pillai in GHD 82 mins and Kazik Jasica in GVF 19 mins.

Some great flights, only one star of the show today though and that goes to Ian O'Keefe, with a flight of 322 km in a total time from launch to landing of 4 hrs 19 mins by far the longest flight out of Whenuapai this season!

*Derry Belcher...again*

Sunday morning, I packed a hundred things into the car and met Ray, Andrew, and Rex at the gate bright and early, and then Liviu turned up to sort out an encoder issue in GMP.

after which a gathering of members helped pull the wings off GNF for individual weighing, to subtract their weight from the total AUW once we levelled and weighed the whole glider. With the weight and balance complete, we then measured the control movements before it was snaffled by eager members waiting to fly it. (Well it was nearly 1500....)

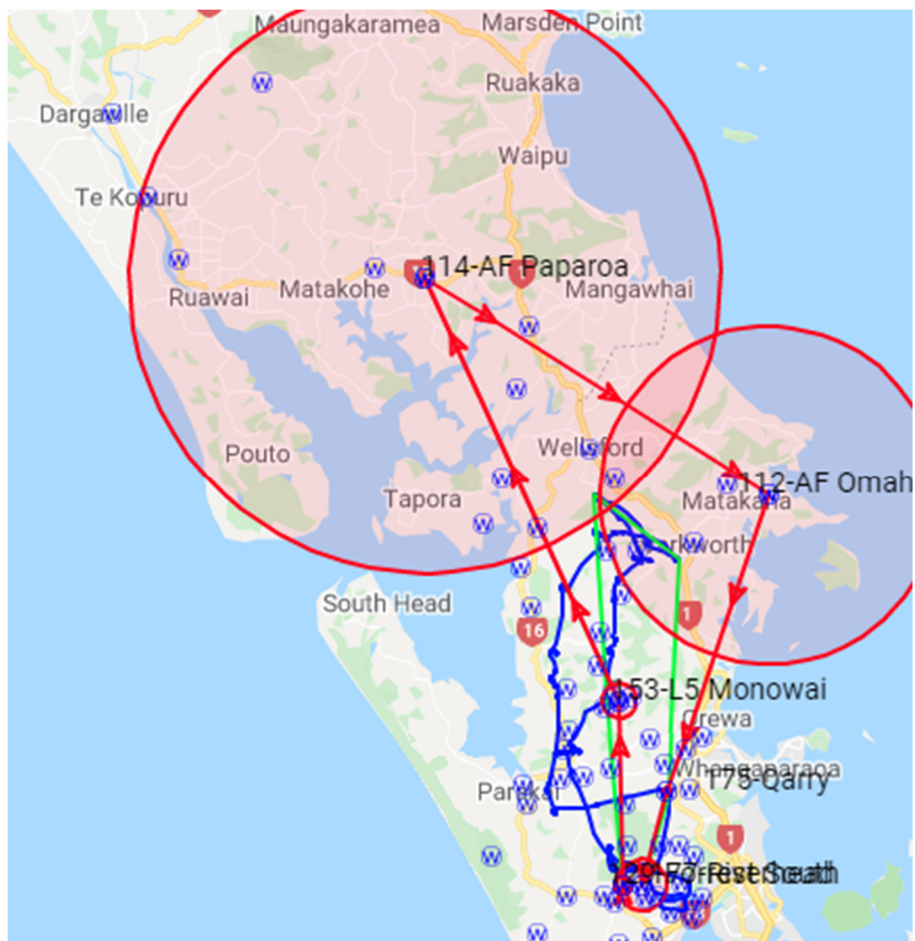
Thanks to all the helpers and especially Kazik, Joseph, and Rahul for helping throughout the whole procedure. I hope you learned a bit about weighing and control movement checks.



I was hoping to get away once I'd finished but as soon as I heard from Andrew Fletcher that Ian had dashed off to Kaikohe in his ASW 28 and had ACTUALLY got there, and was now returning, I decided I had to stay to help with the retrieve... except he kept his foot on the go-pedal and arrived back home! CONGRATULATIONS Ian. Well done indeed!

### ANDREW FLETCHER'S SATURDAY NORTH FLIGHT

With a good weekend ahead and GKT to fly on Saturday I had plans, I turned up Saturday morning and rigged along with Ian with a plan to do the Omaha task. It's an assigned area task which gives lots of flexibility in terms of how far you need to fly to complete it. Each turn point has a circle around it so to complete the task each circle needs to be entered, if the weather is good then fly further and faster into each circle to score more points.



We launched into a good-looking sky and the first climb straight off tow was a good 4kt average, I was shortly joined by Ian and we set off. The run up to Kaipara Flats was easy but conditions in this area were weaker with



cloud bases 2000 feet lower than Whenuapai. We both flew into the relevant circles to score the waypoint and started the journey home. Once south of Parakai conditions were far better and the trip home was easy from there, dog legging across to the Quarry and then Riverhead to finish.



## **DIAMOND GOAL** *Ian O'Keefe made it to Kaikohe and back*

You may have read in last week's Warm Air that I landed out. I had in fact only travelled 13km as the crow flies to a paddock in Waitoki after desperately trying to get a save to stay aloft. Alas gravity won. That flight was intended to be a Kaikohe sortie with Hawkeye and Dave Todd. However, I stuffed up and paid for it. I reflected on this as I waited for my retrieve and saw everyone soar past above me.

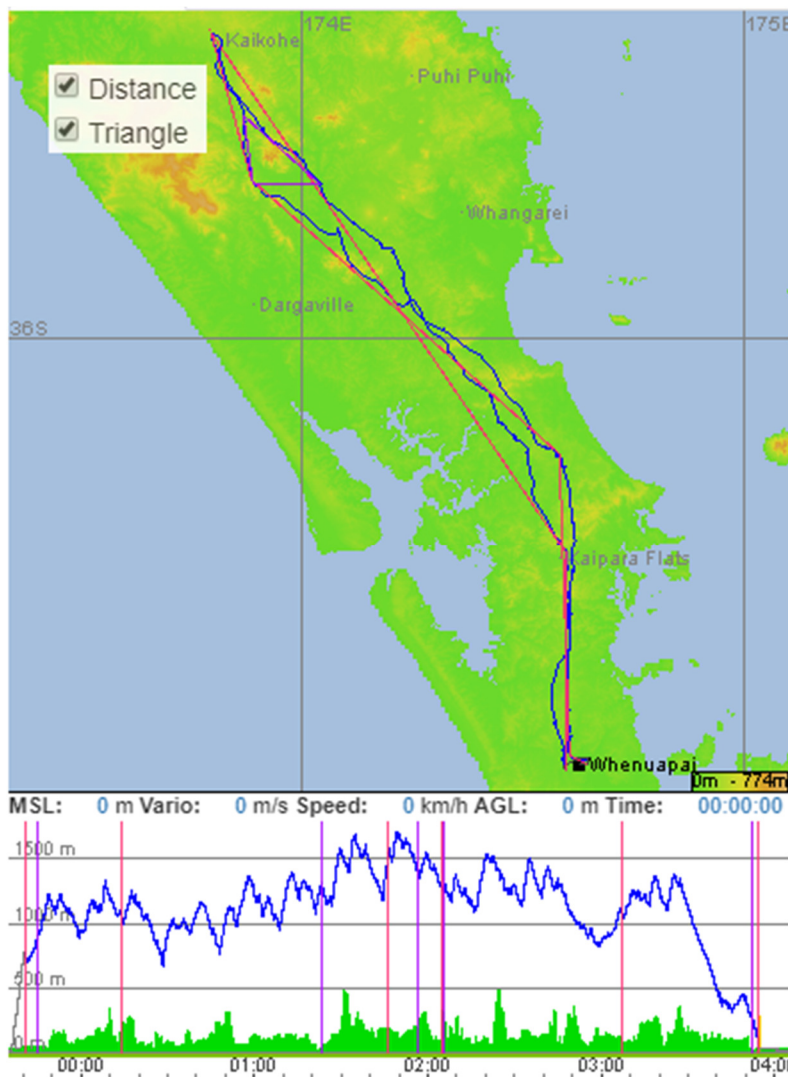
However, this week I managed to soar to Kaikohe and back and achieve my 300km diamond badge flight attempt. RASP was certainly looking enticing and allowed a window of opportunity between midday and 5pm. Having commenced at 12-30 the sky was certainly buoyant and good clouds streets were forming. This allowed me to zoom, zoom, zoom, to Kaipara Flats and over into the Wellsford leg...As I flew up, I saw a paraglider above me to the east at 4000ft over Moirs Hill. A little slower through here to the Brynderwyns....however still good climbs to 4000ft. As the day warmed up, I could leapfrog some inviting clouds and set myself a target altitude of knowing when to top up and keep on track.

I did a courtesy call with ATC Christchurch Information and to Whangarei Traffic to inform them of intentions, location etc west of the Brynderwyns.

Unfortunately, comms were a bit scratchy to get a message across and lots of chatter resulted, which became rather distracting. The message did eventually get relayed and my thanks to that aviator. I had to concentrate, as I was losing height. I quickly got re-established and continued towards Kaikohe. There is some very rough and high terrain heading into this area. Forestry blocks dominate this area which has been cut and logged and makes for some great thermal generators. A good climb to 5000ft and I pushed forward to hit that important turn point over the Kaikohe Airfield. The glide computer beeped and said head home, only 150km to go.....Yikes. There was some gliding activities at Kaikohe, but no response to my calls....







The clouds were thinning out as I hit the turn point and this was an area I did not want to land out as the retrieve would have been horrendous. Fortunately, I found a forming cloud and wham up we went to the highest climb of the flight to head us on our way home. There were convergences forming and I generally followed these, stopped and circled in some, but generally could keep flying forward. Speed was the key. I needed to move as quick as I could as I was concerned, I would run out of good sky.... I slowed up a bit between Mangawhai and Wellsford and tip toed to finally hit some good lift. Flew past another paraglider at this point....Powered to 4500ft over Kaipara Flats and down into the Puhoi area.....that was the last contact with any cloud, and I was confronted with blue sky.

I had a final glide to the Riverhead turn point

but it was going to be slim, plus I would need sufficient height to get home.....I maintained a steady 65 knots which seemed the best speed and glide ratio. Locked myself up to avoid putting in any control deflections which create drag from control surfaces. I watched the horizon slowly rise in the cockpit. Not a puff of lift.....I was not going to make it and I was going to be robbed. I took a few deep breathes and focused on what was a head and identified paddock options. I had got over the Riverhead forest on the Coatesville side at 1100ft.....Whenuapai looked so far from that altitude.... Then I felt a bump....did a turn....lost it....pushed forward....another bump and turn....better....another turn....2 knots....altimeter 1200 ft....1300...thermal gone....still too far...pushed forward....bam another bump....yes turn....yes more solid....yes 1500ft.....right.....off through the turn point and land on 08.... The wind had changed and operations were now on 26.....I thought I may need to land downwind...but as I got to the Riverhead pub I had 1000ft...so a normal circuit to land on 26 was able to be achieved. I brought the mighty ASW28 HS to a stop and opened the canopy to be greeted by fellow member and handed a celebratory Fanta....satisfaction.



So, thanks to the support team and the encouragement before and during. It was very motivational, especially when up there alone and a long way from home.

Some Stats - 354km travelled, flight time 4hrs 29 minutes, max alt 5700ft...Avg alt 3599ft , Avg speed 83kph.

Gliding is about tenacity and patience and it pays dividends if you have that in your plan. And always look at the clouds.....

### CARE IN THE PARKING AREA.

Please enter and exit the car park at a walking speed. The neighbour has a young child who plays in the adjacent yard and they were concerned with the speed of some over keen members scrambling into the car park. Slow Down, the thermal will be still there!

### COVID-19

I heard on the radio chat frequency the other day a pilot who was soaring up the Coromandel Peninsula say "this was the best means of self-isolation". Could not agree more. However folks this little beastie is real and we as a community and as individual members need to take it seriously and look after each other. This is an ever changing and escalating threat and is, and will continue to impact us in various ways for some period of time. We would ask each one of you to do your part by;

- not coming to the club if you are unwell, e.g. have cold or flu like symptoms.
- have been in close contact with someone who has or is suspected of having COVID 19.
- have returned from overseas during the last 2 weeks, including those who returned before the official deadline of 1am, 16 March 2020.

Please ensure you maintain thorough hand washing with soap and drying hands. Cover your coughs and sneezes, and wipe down commonly touched controls with antiseptic wipes, maintain social distancing. We will be acquiring additional supplies of cleaning and hand hygiene items for the caravan, hangar and MAD Hut. Should you want further information on COVID-19 please go to the Ministry of Health Website

<https://www.health.govt.nz/our-work/diseases-and-conditions/covid-19-novel-coronavirus>

Keep monitoring this situation as changes may occur at short notice.

=====

||| **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](mailto:lionelpnz@gmail.com)) or 021 534103 |||

||| =====

## Duty Roster For Mar 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
MAR	21	B MOORE	S WALLACE	R HEYNIKE	
	22	S HAY	I WOODFIELD	R CARSWELL	
	28	K BHASHYAM	P THORPE	F MCKENZIE	40 SQN ATC

Sat 5 Apr 30 Sqn ATC