

# WARM AIR 7 Mar 20

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

Club Cellphone 022 357 6731

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

Saturday

Instructing: Ivor Woodfield

Bank Acct 38-9014-0625483-000

Towing: Peter Thorpe

Duty Pilot Isabel Burr

Sunday

Instructing: Ray Burns

Towing: Ruan Heynike

Duty Pilot Claire Dickson

### MEMBERS NEWS

**SATURDAY** *Towie Peter Thorpe writes:*

My daughter lives on Waimarie Road quite close to the glider park and on Friday night at 1045 she called me to say that a car had crashed through the fence and damaged some trailers. I went to the airfield and found that indeed a car had missed the corner and had gone through the fence into the trailer park where upon the inebriated driver had conducted a series of reversals in order to turn around and try to escape, hitting trailers multiple times. When I arrived on scene the car was in the ditch 100 meters down the



road and a nice policeman was talking to the driver and his mates. I took some photos and emailed the owners and committee members. The driver is a young airman who failed the breath test and is now in a heap of pain from his bosses and no doubt his bank manager. Such excitement for a Friday evening.

On Saturday morning we reviewed the damage in daylight and found that Lionel's new trailer had received moderate damage, NF's trailer had minor damage but poor Kishan's

trailer had a jagged hole in the side and some gel coat damage and possible delamination to the wing of the

glider. They say that trouble comes in three's so hopefully that is it for the club and things will now return to normal.

At least we have a two seat glider and a tow plane so we were able to set up on 26 and prepare to fly. First flight away was VF at around 1230 followed by a steady stream of gliders, including Ray burns in his new acquisition Mosquito KT. After the last glider launch at around 5-30, the tow plane was low on fuel so Ian O'Keefe and I flew up to North Shore airfield to fill her up for the Sunday crowd. Ian did the heavy lifting and climbing up the ladder dragging a fuel hose and I thank him for that. A busy day for me with 12 tows and the trip to NE. DSM is a lot heavier both in the air and on the ground than RDW so by the time I got home I was absolutely knackered and went to bed early.



**SUNDAY** *Instructor Lionel Page got in first.*

Sunday was a normal start but it appears that I was late at 9.30 am as there was a crowd (normal culprits) waiting. I even got a call from Derry Belcher to ask where I was (when I was about 300m from the gate).

First up for Kazik Jasica, Neville Swan, Roy Whitby and I was a repair to the wooden gate that was sagging. After the repairs, we moved on to getting the fleet out and ready. We then moved to the 08 end to commence operations.

I did a quick sortie with Kazik to get a feel for GNF. Even got a little lift over the mountain bike track on the other side of the estuary. Once that was under our belt we started in earnest, with Tony taking GBD, Kazik taking VF and myself taking Craig Best for some training.

Andrew Fletcher got GKT out for some circuits and landing practice until Mr Ray Burns returned with duly changed dressings from Saturdays misadventures. He then took over for a flight in KT.

Kazik got some simulated padlock landing practise in and we finished the day with a low acceleration exercise with Craig.



Great day, although the opened airspace was not utilised as the lift was not that strong and cloud base was rather low in places. (Cloud base got lower as the day progressed, and the haze increased remarkably as well.) All put away with some storytelling until about 6 pm.



Towie Derry Belcher adds..... Peter Thorpe kindly took me for a tow as pax on Saturday so I could refamiliarise myself with the procedures for DSM as it was about 10 years since I last flew it and I was rostered to tow on Sunday. Anyway, Pete made it look like a stroll in the park and it was all strangely familiar, so when I arrived on Sunday, I hooked on the towbar and heaved and grunted trying to move the beast out of the hangar but soon gave up before I had a hernia! A quick plea for help and two helpers soon had us at our normal grazing area for the preflight.

Thankfully Peter T had flown to North Shore airfield and topped up the tanks on Saturday, saving me having to do my first landing at NS. - What a thoughtful guy!

Compared to the little FK9, the Cessna is like a colossal 747. I was impressed with how little you can see of the engine through the oil-filler cap .. that's the thing like your heart that has to keep ticking or you fall down out of the air. - Thought bubble... must bring endoscope next time.



I have to admit that the hardest part of the preflight was finding where the headset jacks were hidden. Ha, this is really an IQ test to see if one should fly the plane, so there was no way I was ringing a friend. First step once the Lycoming was rumbling was to get current with some steep turns and a stall to make sure there were no surprises. Needless to say, it was very reluctant to actually stall at the c of g I was flying at, so

back into the circuit for two touch and goes and a full stop landing to get legal.

Typical of Whenuapai, the wind was across the runway from the north all day, which is a great way to get current, especially as the Cessna really needs a bag of sand in the back to get it to flare properly... or two hands on the column!



We did 10 tows - a number were only to 1000 ft or less for training (I remember getting distracted on one of these and heading somewhere totally different to the brief...).

There was a mixed bag of good flight times and so-so flights but Kazuk enjoyed a very good flight in the PW5

VF. Andrew F and Ray B flew a number of flights in Mosquito KT and could be overheard at times talking about mythical L/Ds and mach numbers. Tony flew BD but seemed to prefer being around the caravan rather than staying up.

Later in the day it became extremely hazy as the humidity peeked - The cockpit of DSM turning into a sauna. The 11th tow was a simulated slow acceleration and aborted takeoff exercise for Craig, which seemed to go well... at least I remembered the briefing for this one eh Lionel?

Thanks to everyone for their help in making it a successful day.



### 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	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	TBA	
	21	B MOORE	S WALLACE	R HEYNIKE	
	22	S HAY	I WOODFIELD	R CARSWELL	
	28	K BHASHYAM	P THORPE	F MCKENZIE	