

WARM AIR 20 Jun 20

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Peter Thorpe

Bank Acct 38-9014-0625483-000

Towing: Rex Carswell

Duty Pilot Simon Hay

Sunday

Instructing: Steve Wallace

Towing: Peter Thorpe

Duty Pilot Kishan Bhashyam (bet he does not turn up ☹)

MEMBERS NEWS

SATURDAY Towie Andrew Williams starts

Looking at the weekend forecast I wasn't expecting to do much flying on Saturday, but it turned out to be relatively nice. After some delay at the guard hut to pick up the key we opened up the hangar and looked at the sky while waiting to see who would arrive. One of the tow plane tyres needed some air so was pumped up. Peter offered to help refuel the tow plane, but there were already a few people over at the power section getting ready to go flying for the morning so I helped myself to fuel and stocked up on oil (it's on the cupboard in the hangar to avoid mistaking it for the motor glider oil).



We got setup on 08 and started flying. The conditions were very, very smooth. In the whole day I noticed only a few seconds of very weak air movement. Other than it was good for getting the trim just right and setting a very gentle turn and cruising up to release height. We had a variety of tow heights, from Andrew Fletcher who did some no-airbrakes approaches including one from 800ft, up to Rebekah doing a 3000ft tow in order to get more glide time and hands on the controls. The cloud base was scattered at about 2000ft and there were some fluffy cumulus clouds to fly around.

After five tows I handed over tow duty to Rex and took a glide myself with Andrew Fletcher, doing some work toward my B cert. We boxed the tow, which felt very controlled in the smooth conditions. Then on release we did some stalls in the turn seeing just how benign the stall could be, and clearly being able to feel the minor

buffet that a bumpy day could potentially mask. Then some (very) steep turns got us back to circuit height for a simulated paddock landing on the last 1/3 of the runway, as marked by Neville in the caravan, who kindly paused on his way back to the hangar for that purpose.

Rex and I heard some radio interference on a couple of tow flights, as did the police helicopter operating at the same time. Nothing in the glider though. I noticed it about halfway between the prison and Riverhead, so keep an ear out for that.

Aircraft put away and we debriefed in the hangar after an unexpectedly successful winter day of gliding.



A few pictures attached: clouds on the day, Rebekah's landing and 'spot the glider' over Riverhead.



Kazic Jasica gets his B Cert from CFI Ray Burns



Spot the Glider

Rex Carswell, the layabout in the back of the twin, adds..... Definitely a winter feel about the day. A high overcast sky with patches of wispy low level cloud present in every direction. It was no surprise to read the dew point and ground level temperatures were only 1 degree apart. This would remain throughout most of our gliding day.

I met towie Andrew Williams at the main gate to give him a lift to our hangar gate. Roy Whitby was already there, followed soon after by Tony Prentice, Neville Swan, CFI Ray Burns, Duty Pilot Joseph Dickson, and Andrew Fletcher.

Our twin, GNF, was the only glider extracted and following consideration of which end we should fly from, the most gentle breeze favoured the use of vector 08. The power section were already in operation on 08 seal anyway.

Our first launch got underway at 1219 hrs. Instructor Andrew invited me aboard with him to check out stall characteristics while in steep side-slip. Nothing untoward was experienced. The short flight was concluded with a nicely executed no brake side-slip approach. We later flew a second circuit - again with a full side-slip approach. As instructors, shared learning experiences are valuable.

Our only student arrival was Rebekah McMillan - accompanied to the airfield by her father, Andrew. (Yes, we now had three by the name of 'Andrew' present). Because the air was silky smooth, it was perfect for our new student to quickly grasp the nuances of control input, and the gliders response to that input. The flight gliding from 2000ft went well for Rebekah, so much so, it was decided to secure her progress with a second flight. This time we towed to 3000ft - with Rebekah flying much of the aero tow as well. The flight duration was 24 minutes - Rebekah on the controls for nearly all of it - including the approach and landing! Yes - winter flying in smooth air can be very rewarding.

Launch number 5 saw Tony and Roy taking to the air. Their tow to 2000ft provided a 15 minute glide back to the launch point.

Final glider flight of the day was for tow pilot Andrew, along with instructor Andrew in the twin. For this launch, I got to fly the Cessna tug, taking them to 2500' for a 16 minute ride.

With the hardware safely put to bed, we carried out the usual de-brief and departed the airfield around 1620 hours.

SUNDAY

LP Sunday was certainly interesting - but not from a flying perspective.

I arranged for Ruan to open up for me as I knew I'd be late, given that I had to get new tyres for my motorbike. (Slipping in the winter rain is NOT a good idea and I had a few too many close calls)

What I was not expecting was that they put their newest apprentice on the job - two hours to replace two tyres.

Luckily the weather was not great so no one was waiting just for me. When I finally arrived - the normal culprits were gathered in the hangar - out of the drizzle - discussing "Condor" (Gliding simulator) with Ray. Ray completed Kazik's GMP conversion questions - now only the actual flight needed to get Kazik into his first retractable undercarriage glider. Will have to wait until the next suitable day.

A while after the normal "discussions" we decided that the weather was not going to improve and with no one actually wanting to fly - we gave it away and went home. All packed up by 12pm.

KISHAN

Fellow member Kishan Bhashyam is still stuck in India where he went for a visit pre lockdown.....and that's where he still is. He is trying to get back home to NZ but no luck so far. He is kinda lucky he works in IT and can work from anywhere in the world.





In Leading Edge Aviation's Hangar at Parakai. Much to be done.

Duty Roster For Jun, Jul, Aug, Sep 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Jun	20	S HAY	P THORPE	R CARSWELL	
	21	K BHASHYAM	S WALLACE	P THORPE	
	27	G LEYLAND	R BURNS	F MCKENZIE	
	28	I O'KEEFE	I WOODFIELD	R HEYNIKE	
Jul	4	M MORAN	A FLETCHER	D BELCHER	
	5	T O'ROURKE	R CARSWELL	F MCKENZIE	
	11	R BAGCHI	L PAGE	A WILLIAMS	
	12	T PRENTICE	S WALLACE	R CARSWELL	
	18	R WHITBY	P THORPE	R HEYNIKE	
	19	I BURR	R BURNS	D BELCHER	
	25	C DICKSON	I WOODFIELD	P THORPE	
	26	K JASICA	A FLETCHER	F MCKENZIE	
Aug	1	J DICKSON	R CARSWELL	A WILLIAMS	

	2	B MOORE	L PAGE	R HEYNIKE	
	8	S HAY	S WALLACE	R CARSWELL	
	9	K BHASHYAM	P THORPE	D BELCHER	
	15	G LEYLAND	R BURNS	P THORPE	
	16	I O'KEEFE	I WOODFIELD	F MCKENZIE	
	22	M MORAN	A FLETCHER	A WILLIAMS	
	23	T O'ROURKE	R CARSWELL	R HEYNIKE	
	29	R BAGCHI	L PAGE	R CARSWELL	
	30	T PRENTICE	S WALLACE	P THORPE	
Sep	5	R WHITBY	P THORPE	D BELCHER	
	6	I BURR	R BURNS	F MCKENZIE	
	12	C DICKSON	I WOODFIELD	A WILLIAMS	
	13	K JASICA	A FLETCHER	R HEYNIKE	
	19	J DICKSON	R CARSWELL	P THORPE	
	20	B MOORE	L PAGE	D BELCHER	
	26	S HAY	S WALLACE	R CARSWELL	
	27	K BHASHYAM	R BURNS	F MCKENZIE	