

WARM AIR 10 Oct 20

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Lionel Page

Bank Acct 38-9014-0625483-000

Towing: Derry Belcher

Duty Pilot Ian O'Keefe

Sunday

Instructing: Ray Burns

Towing: Rex Carswell/Gus Cabre

Duty Pilot Matt Moran

MEMBERS NEWS

SATURDAY *Instructor Steve Wallace gets first crack at the story...*

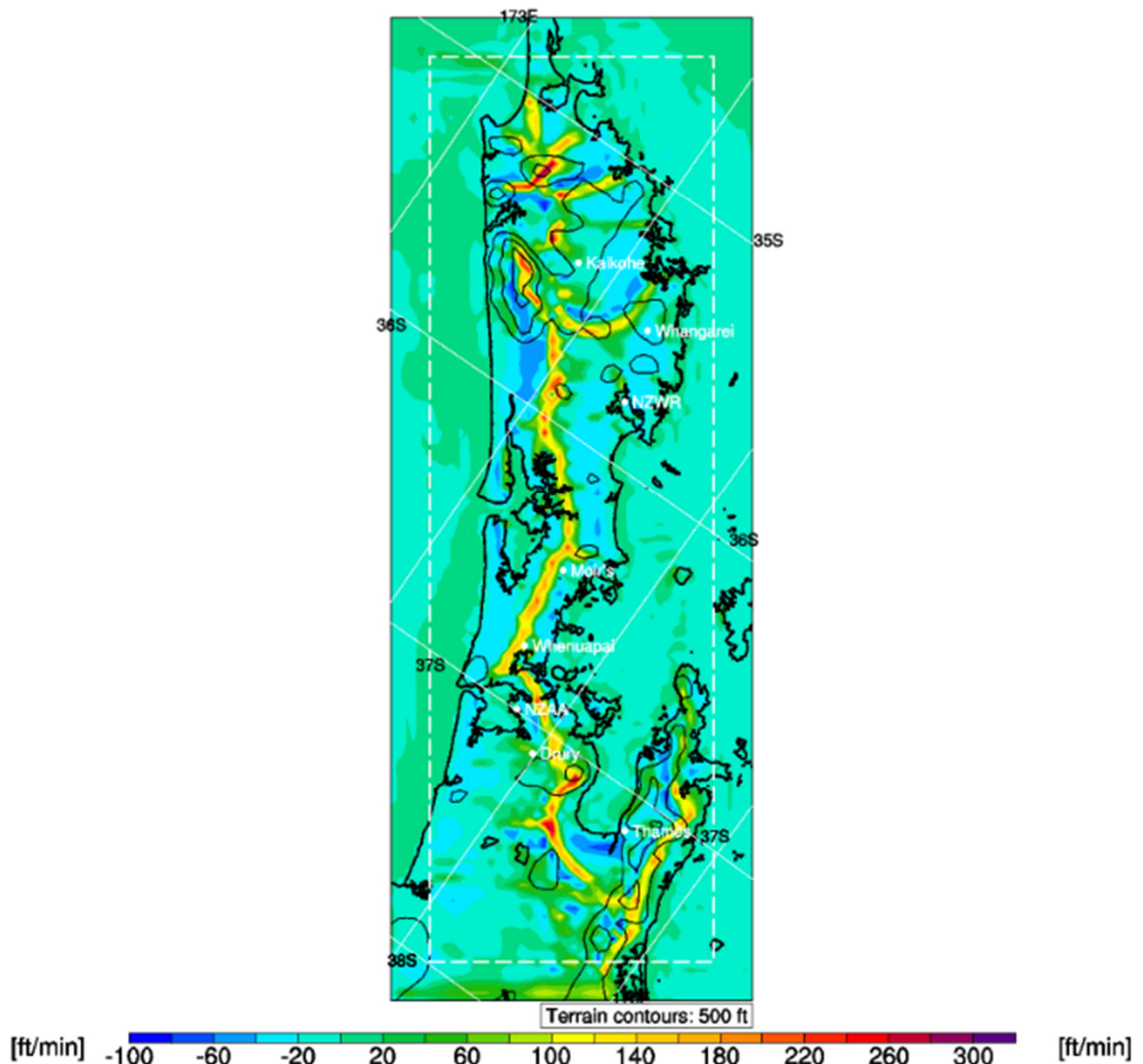
What a great day for gliding Saturday turned out to be. On Friday RASP was forecasting significant overdevelopment and a bit of rain by mid afternoon but checking the update on Saturday morning RASP had changed its mind with no major OD or rain in the forecast anymore. Instead it showed a classic sea breeze convergence forming up around midday and getting stronger and more defined as the day went on and not dying out until after 6pm.

So, six hours of great convergence soaring. And that is almost exactly what the sky delivered. Our only hitch was the yellow tractor did not want to run so this slowed down the proceedings in terms of getting set up and airborne from the 08 runway. Despite this the first flight in NF with Craig Best was airborne at 10.57 with an immediate climb to well over 4,000'. The next 6 flights in the twin were all the same with quick climbs to over 4,000' and then plenty of time to



travel a bit, look around and do a few exercises. Izzy went up with Ray to do some more instructor training and then she was put to good use briefing 4 x ATC cadets who had picked a great day to go flying.

Boundary Layer Max. Up/Down Motion
Valid 1600 NZDT (0300Z) SAT 3 Oct 2020 [15hrFcst@1624z]
DrJack BLIPMAP from RASP 3.3km GFSA Tdif WRF-ARW model



Fun flights were also had by Andrew Fletcher in KT, Tony Prentice in BD, Kazik Jasica in VF, Roy Whitby and Toni Thompson in MP and Derry the Belcher in MR (aka the wood shed). A birthday gift from Clare Dickson to son Warrick Flower also went down a treat as the great conditions ensured much fun was had. Last flight of the day landed at 6.10pm.

Our cross country and badge hunting pilots should keep an eye out for days like these as easy 300km gold distance and diamond goal flights would be easily done on such days (see RASP pic).

SUNDAY *Instructor Ivor Woodfield remembers the day.....*

Sunday dawned with a nice blue sky and some light cloud cover. However, at the field there was a cold SW breeze blowing.

As I opened up people started arriving. Before long Ray Burns, Ian O'Keefe, Kishan Bhashyam, Tony Prentice, Neville Swan, Geoff Leyland and Kris Pillai were all assembled, and work progressed on extracting the fleet from the hangar. This included GKT and GBD. Ian rigged GHS. Peter Thorpe has also arrived, and was busy preparing the tow plane DSM for a day's towing. By around 1100 the fleet was all assembled around the 26 threshold, waiting for any sign that lift was available.

First flights of the day were for Kishan to do his BFR. A straightforward tow to 2500' and we were soon into a bunch of exercises which were all flown well. There were a few 'bumps' as we flew around, and Kishan did encounter some small pockets of lift which allowed us a little extra airtime, although nothing significant. During the flight the tower had come on briefly to cover the departure of a Boeing. After a good circuit and a "no brakes" landing we went back up again for a simulated tow failure, by which time the tower had gone off-watch. A low level release and abbreviated circuit were handled well, and we were quickly back on the ground. The tow plane had gone off to refuel after releasing us, providing ample opportunity to complete the associated paperwork.



Following the return of DSM we saw the consecutive launch of three singles, Ray in GKT, Ian in GHS and Tony in GBD, all going on to get around 30 mins airtime in fickle conditions. No one managed to get far from the field.

Next up was Geoff in GNF for the first of several flights, during which he settled well into his flying. Geoff did all the flying throughout, handling the aerotows well and demonstrating reasonable circuits. We found little usable lift during any of his flights, with only limited opportunity to practice any thermalling.

During this period we saw a few more single launches, with Kris taking GMP, Ray back in GKT and Ian back in GHS. With slightly more lift available around 1500 they managed the longest flights for the day with 40 and 50 mins respectively. Roy Whitby also took a flight in GMP as soon as Kris had landed back.

While the singles were up it was the turn of Graham Lake flying in the back seat of GNF. He was followed by Geoff, who took the last short flight of the day, landing back shortly after 1600.

Quite soon after we landed, we had the fleet all packed away. Overall it had been a good day's

flying, especially given the conditions, with 14 launches and a total of over 5 1/2 hours glider time. Throughout, the sky had looked quite good, although the cold breeze had clearly limited the amount of lift available. We were all locked away well before 1700, at which point a small group of 4-5 stalwarts briefly went and made use of our comfortable 'clubroom' before even they headed for home.



Towie Peter Thorpe adds.....I had a big birthday dinner on Saturday evening so I was a little late arriving just after 1000 to find the caravan out on 26 and Ray Burns and Andrew Fletcher trying to extract KT from the hangar - seems to me it would have been less bother to derig and put it in its trailer . Duty instructor was newly married Ivor Woodfield with duty pilot duties shared between Neville Swan and Geoff Leyland.

Kishan Bhashyam needed a BFR so he was first up at 1130 for the usual 2500ft tow followed soon after by a low level launch failure at which stage I decided to refuel before the day got busy. The tower came on watch for a Boeing 757 departure but then went away and left us to our own devices. Ray Burns launched in KT followed by Ian O'Keefe in HS and Tony Prentice in BD. Although the conditions were pleasant with a 10 kt SW breeze, high barometric pressure and some fluffy clouds (I don't do technical met) they were not able to stay up for more than 35 minutes. Ivor went up with Geoff (3 times) and Krishna Pillai in MP while Ray and Ian relaunched for better times of 40 and 49 minutes but still not a brilliant soaring day. Roy Whitby tried out MP and Ivor and Graham Lake took a flight before finishing the day with a fourth flight with Geoff.

A good day for the tow pilot with 14 launches to really get my hand in flying DSM. One launch got my attention though. The lift off seemed a bit sluggish and the climb rate was definitely not good and I could see the glider (single) wallowing behind so after checking all the gauges the penny dropped and a quick radio call "check airbrakes" to the glider solved the problem. A timely reminder that pre take off and pre landing checks are vital and if the glider is not handling as expected, always check airbrakes as the sneaky suckers are just waiting to catch

you out. As tow pilots we need to be very disciplined to ensure we do the checks every time - after a dozen or so flights it is very easy to get complacent.

A final caution to club members - I received traffic infringement notice for exceeding 50kph on Puriri Road at 1215 a couple of Sundays ago. I never saw the camera vehicle as I was hurrying to my flying fix. Beware big brother may be watching.

CHECKLISTS

One of the cornerstones of our sport, safety wise is the use of procedures. Do it the same way every time and you are less likely to be caught out. One of our manifestations of these procedures are our checklists. Before launch, HASELL, downwind checks and finals checks are principal among our sport. The cue here is routine, follow the sequence, do it the same way every time and you are less likely to be caught out.

A good one perhaps not done as often as it should are finals checks. As an absolute minimum you should check windsock and wheels. What's the wind doing now and have I remembered to put the undercarriage down.

Procedure and routine are the cornerstones of performing good and thorough checklists

CFI CORNER*His CFIness Ray Burns writes some more stuff*

MBZ

Please do not forget that when the tower is off watch we fly in an MBZ (Mandatory Broadcast Zone). Positions reports should be made as published on the charts.

Standard Operating Procedures

As per our rules, the SOP's have been reviewed and updated and are now published on the website (Members area / SOP). A summary of all changes is on page 2 and each change is marked in the text with a vertical on the left-hand margin. This should make it easy for you to identify each change.

There are a few changes that are related to changes of positions (ROO/NOO/OIC) and a change to the nomenclature related to A Cert / B Cert and QGP.

However, there are a number of other changes that are important that you need to know. There are a number of changes that relate to towing operations. These changes affect ALL Members.

Covid has made it difficult to produce hard copies of both the MOAP and the SOP and the copies in the caravan are now out of date. The latest MOAP can be found on the GNZ web site. I endeavour to make hard copies available in the caravan as soon as I can get into my office (without a four hour transit time!!)

Membership Forms and Subs

Membership forms and subs are due 1 October. It is important that we receive membership forms from EVERY member. There is a PDF "Fillable" form available on the web site (Members/Documents/2020-21 Membership Form.pdf). Please download it, fill it in and email to

either Lionel or myself asap. Once again, access to a decent printer has made it difficult for me to produce hard copies.

To avoid frustration, I suggest you open the PDF and complete the first field. Save it and re-open it a second time to ensure it saves correctly. If you insist on printing it and using a pen, please try to avoid the use of Egyptian hieroglyphics that have made it difficult to interpret the contents in previous years.

Note that completion of the form confirms you have read and understood the SOP (see previous paragraph!)

SOSB (Start of season Briefing)

Covid Gathering limits are making this a headache to schedule so we have decided to abandon this for this year. I will let you know if this changes. We will organise the Matamata trip after the AGM.

AGM

The AGM will be held on Saturday the 17th of October in the club rooms at 10:00 am. This is election day so you won't forget. A formal notice will be emailed to everyone by the Secretary (Ivor Woodfield). Formal remits must be made in writing and received by Ivor Woodfield no later than 26 September. (if its not already in....too late

LABOUR WEEKEND

As usual, we are deploying to Matamata over Labour weekend.

There is a Cross Country course at Matamata over the same weekend so on field accommodation may be somewhat pressed. If you plan to go, and stay in the cabins then you need to book those now <http://msc.gliding.co.nz/accommodation/>

Camping on the airfield is OK.

We will need folks to tow gliders and glider trailers down and back as well as take and bring back to stuff we also need. If you can help let Ray know.

But wait...there is more.....We will aerotow the twin down and back so this is an opportunity to get your cross country tow signed off. Interested.....let Ray Burns know.

CROSS COUNTRY COURSE

This is normally a great course that gets you flying cross country in a controlled and benign environment with plenty of mentors on hand. If you are interested have a chat to Ray Burns as you will need his endorsement.

GLIDING EVENTS CALENDAR 2020/21

Matamata Cross Country Course

-Sat 24th Oct 2020 - Wed 28th Oct 2020

Taupo Central Plateau (practice 31 Oct + 7 comp days 1 to 7 Nov)

-Sat 31st Oct 2020 - Sat 7th Nov 2020
[Omarama South Island Regionals \(TBC\)](#)
-Sat 14th Nov 2020 - Sat 21st Nov 2020

Matamata Northern Regionals

practice 28 Nov + 7 comp days 29 Nov to 5 Dec)

Springfield Soaring Championships

-Sat 28th Nov 2020 - Sat 5th Dec 2020

For further info see

<https://gliding.net.nz/events/?gnz=true&other=true&type=all&timerange=future&pageView=summary>

Matamata Air Cadet Camp

- 7th - 11th December 2020

Omarama YouthGlideNZ camp

-Thu 10th Dec 2020 - Sat 19th Dec 2020

Matamata Sailplane Grand Prix (4 comp days 27 to 30 Dec)

-Sun 27th Dec 2020 - Wed 30th Dec 2020

Omarama Nationals (practice day 01 Jan + 9 comp days 02 to 10 Jan inclusive)

-Fri 1st Jan 2021 - Sun 10th Jan 2021

Auckland Enterprise (practice day 16 Jan + 7 comp days 17 to 23 Jan inclusive)



-Sat 16th Jan 2021 - Sat 23rd Jan 2021 @ Drury

Matamata Club Class and MSC (practice day Fri 29 Jan + 9 comp days 30 Jan to 7 Feb)

-Fri 29th Jan 2021 - Sun 7th Feb 2021

Vintage Kiwi Rally @ Te Kuiti

Camp Gliding New Zealand Te Kuiti

Sat 6th Feb 2021 - Sat 13th Feb 2021

Tow plane = Fox Bat LSA

(Waipukurau) Central Districts Regionals

Competition Gliding Hawkes Bay & Waipukurau Inc Waipukurau

Sat 20th Feb 2021 - Sat 27th Feb 2021

Printing Conventions: Any contribution will have the author's byline; Anything in Italics is either a byline or an editor comment; Tailpiece is the editorial.

Duty Roster For Oct, Nov, Dec 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Oct	3	K PILLAI	S WALLACE	R HEYNIKE	
	4	G LEYLAND	I WOODFIELD	P THORPE	
	10	I O'KEEFE	L PAGE	D BELCHER	
	11	M MORAN	R BURNS	R CARSWELL / G CABRE	
	17	T O'ROURKE	A FLETCHER	R HEYNIKE	AGM
	18	R WHITBY	R CARSWELL	P THORPE / G CABRE	
Labour Weekend	24	T PRENTICE	I WOODFIELD	P THORPE	MATAMATA
	25	R BAGCHI	R BURNS	F MCKENZIE	MATAMATA
	26	I BURR	L PAGE	R HEYNIKE	MATAMATA
	31	C DICKSON	P THORPE	R CARSWELL / G CABRE	
Nov	1	K JASICA	S WALLACE	D BELCHER	30 SQN ATC
	7	J DICKSON	A FLETCHER	F MCKENZIE	
	8	S HAY	R CARSWELL	R HEYNIKE	
	14	K BHASHYAM	R BURNS	P THORPE / G CABRE	
	15	K PILLAI	I WOODFIELD	R CARSWELL	30 SQN ATC
	21	G LEYLAND	S WALLACE	D BELCHER	30 SQN ATC
	22	I O'KEEFE	L PAGE	F MCKENZIE	
	28	M MORAN	A FLETCHER	R HEYNIKE	
	29	T O'ROURKE	R CARSWELL	P THORPE / G CABRE	
Dec	5	R BAGCHI	P THORPE	R CARSWELL	
	6	T PRENTICE	R BURNS	D BELCHER	
	12	R WHITBY	L PAGE	F MCKENZIE	
	13	I BURR	S WALLACE	R HEYNIKE	
	19	C DICKSON	R CARSWELL	G CABRE	
	20	K JASICA	I WOODFIELD	P THORPE	