

WARM AIR 7 Nov 20

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Andrew Fletcher

Bank Acct 38-9014-0625483-000

Towing: Fletcher McKenzie

Duty Pilot Joseph Dickson

Sunday

Instructing: Rex Carswell

Towing: Ruan Heynike

Duty Pilot Simon Hay

MEMBERS NEWS

SATURDAY *Dirty Instructor Rex Carswell starts*

Because I wasn't able to get my power BFR done, Peter Thorpe and I swapped our rostered duties for the day - he would tow and continue working through Gus Cabre's tow rating - and I would mind the duty instructor role.



**GNF Ready!
(1-11-20)**

Lots of attendance on the airfield, but the dull overcast conditions didn't attract a lot of gliding activity. The single seaters were rigged (post Labour Weekend away activities) and general unpacking done. However, we did have a highlight for the day. Ray Burns took the opportunity to fly three brief sorties with Isabelle Burr to complete her Instructor 'C' cat Rating. Lots of smiles - congratulations Izzy!

The fourth and final flight was with Jonathan Pote aboard, We towed to 2000ft and enjoyed the greatest duration flight of the day ... all 17 minutes of it. As Jonathan pointed out, it exceeded the combined total duration of all the other flights. Timing was great - landed - and aircraft tucked away just before a shower of rain arrived.

*Towie Peter Thorpe continues.....*I was meant to be instructing but Rex Carswell had a BFR problem so we swapped jobs and I got to tow and continue training Gus Cabre to be a tow pilot. Gus is now on the insurance for DSM so he was able to fly PIC from the LH seat while I offered soothing words of encouragement from the RH seat - that is the theory anyway. We were operating off 26 with a small cross wind from the north but nothing to get concerned about. With two on board DSM performance was a little degraded but limiting the fuel load helped mitigate the extra 90kg. Although Rex was duty instructor, CFI Ray Burns wanted to finish some instructor training for Izzy Burr so Gus got to experience a low release, a slow acceleration take off and a 1000ft tow for a baulked landing. No other students but Jonathan Pote, who we were pleased to see back on deck after his latest medical misadventure, kindly offered to do a dual flight so that we could do some more tow pilot exercises like boxing the tow and unable to release signals. Just four flights but we accomplished some useful training and I only twitched a couple of times J. We refuelled the tow plane and then joined the rest of the team in the club rooms for some convivial yarn spinning.

As a foot note. DSM is due for its annual inspection so on Tuesday Fletcher McKenzie flew it to Ardmore while I played taxi driver to bring him back. Hopefully DSM will be ready for pick up on Saturday morning but, if not, there will be no flying this weekend.

SUNDAY *Towie Derry Belcher got in first*

I arrived a few minutes past 08:00 to find CFI Ray Burns had pipped us to the post by about an hour - there's dedication for you, or maybe it was insomnia? (wet the bed??)

We were up and going quite pronto with Ray leading the charge and other than a quick, and I mean QUICK refuel. Ruan Heynike was all ready and waiting with the diesel powered pump running, and guided me to a stop with his meticulous marshalling signals. It must have taken all of 10 minutes in the pits before heading off again! Thanks Ruan.



We flew 13 sorties in total with the steady flow of ATC cadets and one trial flight. Well done to all who helped make the day a success.

*His CFIness Ray Burns continues with some details about the actual gliding.....*November already. At the least the AB's won. 30 SQN visited us. We discovered late on Sat night that the 109 was not going to be available. With 12 cadets to fly this put a bit of pressure on the 103 and ourselves to run a slick operation to get them all through.

We started early with Derry Belcher and Rex Carswell at the gate by 0800. We had the 103 out, DI'd and on the flight line by 0830 and had to wait until 0900 for the tower to come on watch before we could get the first flight out. We had a steady south wester most of the day veering to west about 1500. Cloud cover was pretty solid 8/8 with the bottom of the cu's at about 2300 and that didn't change much most of the morning. Early afternoon saw a slight raising of could base to about 2700 and a breakup of

the cover so that by 1500 the sky looked quite interesting and we were able to manage some thermalling flights. ATC organised groups of three staggered through the day and this worked well with Rex and I instructing, as one of us could brief and then fly one group while the other flew the previous group.

Chris Ding, who is a colleague of Alex's came out to see if he would enjoy learning to fly and the day finished with an instructional flight with Alex.

Special thanks to Kazik Jasica who came out to help and ran wings religiously all day. Also thanks to Neville Swan managing the books and Rex for his help instructing.



CFI CORNER

Thanks to Kishan

Whilst this is not really a CFI matter, I want to make a special thank you to Kishan Bhashyam for his vigilance towing the twin trailer to Matamata last Saturday.

For those of you who missed it in last week's Warm Air, the trailer suffered a serious metal crack through the drawbar (despite being warranted earlier the previous week).

Kishan (with Lionel Page as a passenger) drove down highway 27 on Labour Weekend Saturday when Kishan thought something was not right with the trailer (near Maramarua). Investigation showed the trailer was very close to parting company with the draw bar.

I think we all owe a Kishan a debt of gratitude for his vigilance and decision to stop and investigate. Had he not done so, the accident that would have occurred would almost certainly have been very serious indeed.

Thanks Kishan. Great Call.

Congrats to Issy.



Join me in congratulating Issy Burr next time you see her for her shiny new C-Cat instructors rating. It has taken a wee while between last summer's fun and games, Covid and a change of career direction, but we got there in the end.

Membership Forms.

There are still a number of membership forms outstanding. If you have not yet done so please get one filled out and sent to either Lionel or me.

HONEY, I NEED A NEW GLIDER

So, you are in the market for your own glider! No more hoping a club one will be available when you show up at the airport. You can take it away from the home airport for contests, or to experience different soaring sites and learn about wave and ridge soaring. Sounds wonderful, however buying any aircraft is quite different than buying a car, boat, or motorcycle. First off, aviation is a highly regulated world. For someone not used to it, it can be frustrating. Just remember, the regulations are there in an attempt to provide a high level of safety to you. There is a reason that each one was made, whether it makes sense to you or not. Odds are you will be looking at a used aircraft, probably fiberglass but there are tube and fabric and sheet metal gliders out there.

The one that we have is obsolete

You have done your research on performance, price range shopped, and located one for sale that will fit your purposes and budget that is not too far away. You are driving some distance to go look at it, what should you look for?

Do a pre-pre buy

First off, before leaving home search for a pilots' operating manual online and read it to get familiar with the aircraft. Go to the FAA website and search for a list of Airworthiness Directives applicable to that serial number aircraft. If it is an FAA certified airframe then download a copy of the Type Certificate Data Sheet (TCDS) from the FAA website. This document tells you what is required for the aircraft to be legal. Things like airspeed markings required instruments on board, weight and balance info. At the annual inspection, the aircraft must be in compliance with the TCDS for the Inspector to sign it off as airworthy. Obtain a copy of the aircraft logbooks if possible. Nowadays most people will scan them and send you an electronic copy for you to review. Find a knowledgeable friend or pay an A&P you trust to go through them. Check total airframe time against the manufacturer's time of life-limited parts. Some manufacturers require additional inspections or ground the airframe at certain total hours. Look for any damage history or structural repairs. Look at airframe times and annual inspection dates over the life of the aircraft. 7 consecutive years of no annuals means it sat in the trailer unused and may have been home for rodents for a time. Depending on climate it may have mold growing on the airframe. Check for Airworthiness Directive compliance in the logbooks. If fiberglass, determine if it has factory original gelcoat or has it been redone at some point. If fabric-covered then determine the age of the current fabric covering. Something you find wrong here might save you a road trip to go look at an undesirable purchase.



What to look over first

Let us assume it has passed your paperwork review up to this point and you are headed out to see it this weekend. You have a toolbox in the trunk and stars in your eyes. When you get there, most likely it will be in a trailer. Pulling it out and assembling it with the owner is a great way to get to know it. Verify the airframe Serial Number on the aircraft matches the Serial Number listed in the logbooks. If they do not, it is a problem. Snatch a sniff at the interior. Does it smell like mouse droppings? Verify the presence of the required paperwork; valid airworthiness certificate that matches aircraft serial number, registration showing correct serial number and the guy selling it is the owner, operating manual issued by the manufacture to this serial number airframe, (prior to mid-1970s, it may not have an operating manual issued to the specific aircraft serial number. It may be a generic one applicable to the fleet.), latest weight and balance record accomplished within the time frame mandated by manufacture. Check any metal parts for corrosion, especially if it has been living near the coast or any other high humidity area. Aluminum aircraft should be examined at all inspection plates for corrosion. Given the age, you would expect to see light surface corrosion. If you find more, then walk away or get an A&P involved to determine appropriate action and cost estimate, then negotiate. Charge the [batteries](#) and turn on all [avionics](#) and verify operation. Compare the placards and instrument markings in the cockpit to the Pilots Operating manual and make sure they are correct. Someone might have replaced a faulty [airspeed indicator](#) with one they got from their buddy at another club, where it had been sitting on a shelf unused. However, it came from a totally different glider and the white, green, yellow, red, [airspeed markings](#) are totally incorrect for this glider. After assembly check all control functions looking for smoothness, correct operation, positive control check. No sloppiness or rattling rudder cables. Do a detailed walk around looking for anything unusual. Then step back from the aircraft, 30 feet or so, and walk around it to look for obvious stuff you missed because you were up close assembling it and checking the other stuff I mentioned. Here is where you may notice the tire is low, the canopy seam is off and doesn't fit right, [contest markings](#) are different on the left and right side, the horizontal stabilizer seems to be a couple of shades different in color... you get the point.

Specifics for fiberglass gliders

For fiberglass gliders pay attention to the gelcoat or polyurethane as refinishing a glider is an expensive proposition. Most gliders on the used market came out of the factory with gelcoat. It is a great finish but eventually, it will craze and crack one day. Try to find out if the owner regularly [waxes](#) it, and how it is normally stored. Moisture and UV from sunlight are the big enemies of a gelcoat finish. Even with some crazing, a gelcoat finish will last much longer than you would expect if just a few steps are made to take care of it. (See Andy Breyer's Wings & Wheels article from 1/2/2020) If the finish is particularly old, more care should be taken to consider the environment where it lives compared to where you will take it. Moving something from the coast to the desert or vice versa could accelerate the aging process of an older finish. You may instead have a polyurethane finish. Polyurethane is more difficult to touch up or fix when it gets damaged but is otherwise an extremely long-lasting finish. It does not craze overtime like gelcoat, but it can still turn a little yellow.

For older "More distinguished" sailplanes

For tube and fabric, gliders verify how old the fabric is and how it has been stored since the last recover job. Given the quality of the modern fabric materials, if properly stored, it can last longer than the steel tube airframe it covers. Then the issue becomes corrosion in the steel tubing of the airframe. Use a strong flashlight and mirror to examine the steel tubing you can see for surface corrosion. Pay attention to lower areas where water can drain or accumulate. There is a tool for checking the fabric strength called a punch tester. Using it untrained and on someone else's aircraft is problematic because it can leave a hole punched in the fabric if improperly used or if the fabric is weak. Do not hesitate to get a qualified A&P involved to evaluate it if there are any questions.

Test flight? I don't even know you!

Test flights are common with powered aircraft, however, the owner of a single place glider is understandably reluctant to release their aircraft for flight by someone they do not know, so test flights are not common in my experience. This makes the pre-purchase inspection even more important.

Finishing up the transaction

So, you have found your glider, accomplished a pre-purchase inspection, negotiated with the seller, and made a deal. Make sure you get it in writing. AOPA has an aircraft sales contract online that is a generic fill in the blank version which simplifies things, just use the portions you need. It will walk you through things to consider and document in your agreement. It also prevents misunderstandings. When money changes hands complete the FAA Bill of Sale and have the seller sign all copies. Make sure he uses the correct title. If it does not match what is on file it can cause extensive delays in Oklahoma City. Once you have closed on the aircraft, fill out the FAA aircraft registration form. Follow the directions and send both FAA forms to Oklahoma City.

The first one will be here in Oct!

Congratulations, you are now an aircraft owner and caretaker of a machine that will give you incredible experiences and on which your life depends. The Federal Aviation Administration regulations make you, the aircraft owner responsible for the maintenance decisions on that aircraft. Yet there is no training for it. You must keep it legal, safe, and airworthy. Your life depends on it as well as anyone else's who might fly it while you own it. Always be learning about your aircraft. Do not guess what's right, this is aviation, it is documented somewhere as to how it should be. There is no shortage of experienced people willing to share their knowledge to help a new aircraft owner.

Flying aircraft, and more so gliders, is a lot of work, however, it is worth the effort because of the tremendous and unparalleled rewards it offers. Now go have fun!

(Ed note: Apologies to Ed Kilbourne, who's soaring music I have loved since I was 14 and used while writing the paragraph titles)



Jacob Fairbairn got started in soaring at 13 as his father devoted countless weekends transporting him to the airport to run wings, tangle up ropes, and have a little too much fun on the golf carts. He spends most summers racing or snatching a towplane to tow for the nearest contest. Jacob has one day win at a national contest and flies a Discus a. He is a First Officer for Skywest Airlines and an A&P Mechanic as well as an avionics technician. Outside of the soaring season, he can normally be found flying a jet into Aspen, dumping some skydivers out of a Skyvan, or eating his bodyweight at Whataburger.

Alan Fairbairn has been an A&P mechanic for American Airlines for over 38 years as a heavy overhaul avionics tech and QA inspector. He started flying aircraft over 40 years ago and has purchased 11 different airplanes. When his son Jacob started flying gliders at TSA at 13, he finally saw the light and took up glider flying. He competed in the 2017 1-26 nationals team flying with Jacob and actually managed to finish with only 1 land out. He

currently owns a 1-26D and is a part-owner of a Discus a.

GLIDING EVENTS CALENDAR 2020/21

[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

(Waipukarau) Central Districts Regionals Competition Gliding Hawkes Bay & Waipukarau Inc Waipukarau

Sat 20th Feb 2021 - Sat 27th Feb 2021

**When I was a kid, my
parents would always
say, "Excuse my
French" just after a
swear word... I'll never
forget my first day at
school when my
teacher asked if any of
us knew any French**

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 Nov, Dec 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Nov	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	