

# WARM AIR 26 Dec 20

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

Club Cellphone 022 357 6731

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

Saturday	Instructing:	See Christmas roster	Bank Acct 38-9014-0625483-000
	Towing:	at the end for which	
	Duty Pilot	days we are flying,	
Sunday	Instructing:	who is instructing and	
	Towing:	who is towing	
	Duty Pilot	Also roster for Jan/Feb/Mar	

### MEMBERS NEWS

#### SATURDAY Instructor Rex Carswell writes

Saturday was looking very promising, so it was no surprise to see two of our cross country gurus making an early (0800) start. I arrived at the field at 0830 and rigging was well underway with Ray Burns assisting Ian Okeefe (GHS) and Andrew Fletcher (GKT). With my arrival, Ray Burns turned his attention to preparing the Grob 109 motor glider for a day of ATC Cadet flying. Gus Cabre and Peter Thorpe duly arrived to manage the towing operations, as did several others of our regular helpers to get some essential chores and DI's completed.



We set up operations for Grass 08 with a bevy of gliders at the ready - including GMP, and Tony Prentice with his PW5 GBD. Ray was well underway conducting ab initio training with the squad of Cadets, as Kazik Jasica and I prepared for Kazik's BFR first flight in the Twin. Our checks were completed - ready for the towplane. Suspicions gave way to dismay as we observed Peter exiting the Cessna - scratching his head. Yep, the starter motor assembly had failed again.



The fleet was returned to the clubs compound area and hangar, then a number of us tasked ourselves with removing DSM's starter assembly - again. Ray completed about 6 sorties for a satisfying day with the G109 motor glider. The day concluded rather early, but not before we convened in the clubroom to swap a few more stories recounting our aviating experiences.

*Towie Peter Thorpe makes his excuses.....* Gus Cabre was at the field bright and early hoping to finish his tow rating and was well through the DI on DSM when I arrived. The wind favoured 08 (just) so we started and taxied to the other end, did a run up and then shut down waiting for some customers. Eventually a gaggle of gliders lined up ready to launch so we tried to start and the starter failed again. Lots of advice including the offer of a hammer to persuade it but to no avail. A very ignominious return to the hangar being towed by the red tractor and lots of very disappointed glider pilots derigging their gliders followed by a keen crew who removed the faulty starter. Another weekend lost to gliding due an unserviceable tow plane. Roll on RDW's return to service.

## SUNDAY

Towplane (DSM) still broken

## RDW REPAIR UPDATE

Following the belated arrival of the last parts we needed, a fairly solid couple of weeks work has gone in to assembling, fettling, adjusting and tweeking. The upshot was two test flights by Peter Thorpe on Tuesday followed by a ferry flight back home. There are a couple of things still to do, including finishing the fuel quantity calibration.

The parts we needed took nearly three weeks to get from Poland to Auckland and two weeks to get across Auckland. They claimed the consignment was lost until Bryn Lockie went to visit and personally rattled the cage. We had them the very next morning.

She is back.

*Crash Test Dummy Peter Thorpe adds...* On Tuesday Graham Lake picked me up from the airfield gate and took me to Parakai to test fly RDW. It was ready with engine cowl removed for me to look at and admire the new engine layout and satisfy myself all was ready to fly. The aircraft looked good and the paper work was complete so I had to put money where mouth was and go flying.

With a little bit of trepidation, I pointed RDW down Parakai's skinny little runway and gave her full power. Straight down the runway and into the air like a homesick angel. At 70 kts we were climbing at 1400 fpm and soon reached 2,400 ft overhead the airfield where I circled for 26 minutes checking temperatures and pressures and general handling. All was good so back to land where Bryn pulled the cowl off and checked all for leaks. All good so another flight so I could check slow speed handling which was also all good.

On the ground the nosewheel steering was not right so Bryn spent another hour trying figure why and how to fix it but finally I was ready to head back to Whenuapai. I said lots of thank yous and good byes and set off. Halfway there I tried to contact the tower but nothing heard and after trying another headset I had to return to Parakai. Poor Bryn was not pleased to see me but valiantly dismantled the instrument panel to get at the radio and found a bad antenna connection. All back together and my fourth flight of the day saw a safe arrival at WP to be greeted by Ray Burns and Ivor Woodfield who helped put DSM out to pasture and RDW safely back in her hangar. She will be towing on Sunday 27<sup>th</sup>.

#### **ATC CAMP AT MATAMATA** Ivor Woodfield reports on his holiday

On Sunday (a couple of weeks ago), following the day's flying, a group of us derigged GNF and loaded it into the trailer so that I could tow it down to Matamata to be used on the ATC gliding camp. A group of 18 ATC cadets from around the country, with support from a small group of staff, were spending the week learning to glide. For many of the cadets this would be their first experience of glider flying. In addition to our twin trainer, our club was providing two instructors, Ivor Woodfield and Izzy Burr, for the week.

I arrived around 1900 on Sunday to find a good meal ready for me. The camp had its own chef for the week, provided by RNZAF Whenuapai, and he did a great job throughout the week, providing good meals for everyone. Having eaten, there was just enough time to rig the glider and move my stuff into the accommodation before settling down for some much needed sleep.



Monday started with a few briefing sessions, for the cadets as well as the instructors and tow pilots. I had a group of four cadets for the week, and in total there were 5 groups. Each day was scheduled to follow a fairly similar pattern, with briefing sessions first thing, followed by as much flying as possible through until 1700, with a break for lunch. We were following the Solo Pilot section of the GNZ training



syllabus, and cadets were encouraged to track their own progress, attend all the briefings and fully participate in all on field activities. Overall there was a really good group of people in attendance, and things ran very smoothly.

Unfortunately, the one thing over which we had no control was the weather. Winds throughout the week were generally gusty and from the North. The cloudbase was also frequently quite low. Overall we lost a day and a half to the weather, both strong winds and rain, and we were restricted in the amount of higher air work we could do, meaning the cadets had quite a lot of circuit work and not so much exposure to thermalling.



Nonetheless, most cadets managed to complete significant sections of the syllabus, with a couple even managing to go solo at the end of the last day. Everyone had a great time as well, and all agreed that the camp had been a great success.

I left to head back to Auckland early on Saturday morning, following a great breakfast. The drive back was uneventful and I arrived at the field around 0950 to find several people already busy on various activities. It was decided that the weather was completely unsuitable for any club flying, so after some minor rearrangement of the hangar, we left GNF in the hangar still in its trailer. Around the middle of the day, once everything was locked up and packed away, a group of us went round to the local cafe for coffee and cake, and I finally headed home around 1300, quite tired but happy. It had been a good week.

### 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. The name and shame board is currently under construction.....

## Events » Auckland Gliding Club Smeg Task and Goal Week

### Starts in a month at Drury

NOTE the Auckland Enterprise Competition has been cancelled and replaced with this Task Week. Keep an eye out for the January 2022 Auckland Enterprise Competition!

**Date:** Sat 2nd Jan 2021 - Sat 9th Jan 2021

**Start Time:** 1000                      **End Time** 1800

**Practice Days:** 1

**Classes** Enterprise and Novice Class

An opportunity exists for club pilots to enter on a daily basis or for the whole week.

### GLIDING EVENTS CALENDAR 2020/21

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

-Sun 27<sup>th</sup> Dec 2020 - Wed 30<sup>th</sup> Dec 2020

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

-Fri 1<sup>st</sup> Jan 2021 - Sun 10<sup>th</sup> Jan 2021

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

-Sat 16<sup>th</sup> Jan 2021 - Sat 23<sup>rd</sup> Jan 2021 @ Drury

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

-Fri 29<sup>th</sup> Jan 2021 - Sun 7<sup>th</sup> 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

### GLIDER FOR SALE

Due to ill health, my half share in Libelle 201B ZK GIV is for sale. A 1974 model she has done about 3100 hours since new. She has had the 3000 hour life extension program done and annuals were done in October. She has a Strong cushion parachute. She is also fitted with Oxygen but not in date.

The Libelle is easy to fly and has a good performance (Yves Gerster won the Nationals in her against much more modern ships). This is a chance to buy into a small syndicate for south of \$10K

Interested: contact Graham Lake on [gclake@pl.net](mailto:gclake@pl.net)

### TAILPIECE

Warm Air is taking a break for a couple of weeks. Merry Christmas to you all and your families. May 2021 be way better than the year we have had.

Be careful out there.

*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.*

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If 2020 was a scented candle



## Duty Roster For XMAS

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Dec	21	J DICKSON	A FLETCHER	R CARSWELL	
	22	S HAY	R BURNS	R HEYNIKE	
	23	K BHASHYAM	L PAGE	D BELCHER	
	24	K PILLAI	I WOODFIELD	R CARSWELL	
	27	G LEYLAND	A FLETCHER	P THORPE	
	28	I O'KEEFE	R BURNS	R CARSWELL	
	29	M MORAN	L PAGE	D BELCHER	
Jan	30	T O'ROURKE	I WOODFIELD	P THORPE	
Jan	31	R BAGCHI	A FLETCHER	R CARSWELL	
Jan	3	G LAKE	R BURNS	D BELCHER	
	4	T PRENTICE	L PAGE	R HEYNIKE	
	5	R WHITBY	I WOODFIELD	R CARSWELL	
	6	I BURR	R BURNS	D BELCHER	
	7	C DICKSON	L PAGE	R HEYNIKE	
	8	K JASICA	I WOODFIELD	F MCKENZIE	
	9	J DICKSON	R BURNS	R CARSWELL	
	10	S HAY	L PAGE	P THORPE	

# Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Jan	16	J DICKSON	A FLETCHER	P THORPE	
	17	S HAY	R BURNS	R CARSWELL	
	23	K BHASHYAM	P THORPE	R HEYNIKE	
	24	K PILLAI	I WOODFIELD	D BELCHER	
Anniversary W/E	30	G LEYLAND	L PAGE	F MCKENZIE	
	31	I O'KEEFE	R CARSWELL	P THORPE	
	1	M MORAN	A FLETCHER	G CABRE	
Waitangi W/E	6	T O'ROURKE	P THORPE	R CARSWELL	
	7	R BAGCHI	L PAGE	R HEYNIKE	
	8	T PRENTICE	I WOODFIELD	F MCKENZIE	
	13	R WHITBY	R CARSWELL	P THORPE	
	14	I BURR	A FLETCHER	G CABRE	
	20	C DICKSON	P THORPE	D BELCHER	
	21	K JASICA	L PAGE	R CARSWELL	
	27	J DICKSON	I WOODFIELD	R HEYNIKE	
	28	S HAY	A FLETCHER	P THORPE	
Mar	6	K BHASHYAM	S WALLACE	F MCKENZIE	
	7	K PILLAI	R BURNS	G CABRE	
	13	G LEYLAND	P THORPE	D BELCHER	
	14	I O'KEEFE	A FLETCHER	R CARSWELL	
	20	M MORAN	R CARSWELL	R HEYNIKE	
	21	T O'ROURKE	L PAGE	F MCKENZIE	
	27	R BAGCHI	I WOODFIELD	P THORPE	
	28	T PRENTICE	S WALLACE	G CABRE	