

WARM AIR 6 Feb 21

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: Rex Carswell	
	Duty Pilot: Thomas O'Rourke	
Sunday	Instructing: Peter Thorpe	
	Towing: Gus Cabre	
	Duty Pilot: Rahul Bagchi	
Monday	Instructing: Ivor Woodfield	
	Towing: Ruan Heynike	
	Duty Pilot: Tony Prentice	

Waitangi Weekend Flying all three days
MEMBERS NEWS

SATURDAY Instructor Lionel Page writes

Well what a weekend. I was on duty on Saturday but had a dentist appointment - yes really - I was not trying to get out of rigging GNF.

Ray opened up for me and very kindly waited for me before starting the rigging of GNF.



With plenty of help, especially new member Immanuel and his dad, Deon, we had the twin rigged fairly quickly. Down to 08 end and we started to get things underway.

First launch was an aborted take off as I did not get a response to my radio check. After a quick check I found the mic was not plugged in. Reinserted - problem solved and way we went. The sky was booming and we were soon at 4,500ft. The rest of the day followed a similar pattern with lots of long flights. Finished with a much shorter flight with Jonathan when the lift seemed to switch off for the day.

All in all a great day with excellent soaring conditions.

SUNDAY Instructor Rex Carswell found a crayon in his lunch box

The sunny dry weekend weather continues .. and with it, much enticement to go thermal soaring. Peter Thorpe was our rostered tow pilot, with Gus Cabre present to hopefully complete Gus's tow rating. The sou'east light breeze was steady, so with clearance given, we trundled the hardware down to operate from 08 grass.



First launch got underway at 1145 with Emilio and I in the twin. As anticipated, with warm air and two on board each aircraft, the climb on tow was slow. The established cloud street was well to the north, but we released at 2000' before reaching it. Emilio was doing just fine at the controls, but we were beaten with only sporadic patches of lift found. Undeterred with his short flight, Emilio stayed to fly again later in the day. Just to prove the sky was working, Ray Burns in GKT, and Roy Whitby in GMP launched soon after - Ray disappeared for 1 hour 22, and Roy for 47 minutes.

Next up in the twin was Immanuel Deridder who is fairly new into our sport. The sky was much more boisterous by now, and lift energy was abundant. Immanuel had plenty of time on the controls exploring the nuances of controlled flight. While we were away, Tony Prentice launched in GBD, and Craig Best in GVF. Both PW5's achieved the longest two flights of the day - Tony 2 hours 15, and Craig with 3 hours 25. Well done chaps.

Upon return of the twin, Izzy Burr took a passenger away for a 47 minute jaunt, while Toni Thompson launched in GMP. Unfortunately, she didn't get established after release, so was back to the circuit fairly soon. Meanwhile, Ray and Lionel had the Grob 109 motorglider prepared, and they disappeared for over an hour. They reported achieving a good soaring flight.

Next student flight was with Subra Natarajan - getting back into flight training again. We had an excellent launch from Gus and Peter - off tow and climbed immediately to over 4000ft in matter of a few minutes. Subra was elated with his flight - spending most of it at the controls. Upon our return, Izzy took student Daisy Hagon for two circuits while I briefed Emilio for his second flight. We launched with

expectation of a longer soaring flight. However, it was not to be as the clouds dissipated in the late afternoon. Emilio was flying at his best and with the best advice I could offer, but gravity was the winner 21 minutes later.

In all, 12 aero-tow launches, and 1 motor glider launch, logged for the day. Congratulations to Gus for completing his tow rating, and my thanks to Duty Pilot Ian O'Keefe - and Neville Swan for managing the caravan and time-keeping.

Tow pilot report for Sunday Peter Thorpe obliged.....next week ..Gus. Gus Cabre was at the field before me preparing RDW for us to hopefully complete his tow pilot training. Fortunately, the wind was from the east so 08 was in use which gave us an obstacle clear climb after take off since with two of us on board



RDW was close to maximum take-off weight. The first flight was Rex Carswell and Emilio at 1145 and as expected the climb rate was rather slow and the horizon looked bigger than usual however total flight time was 12 minutes which was not too bad. Next up were Ray Burns in KT and Roy Whitby in MP followed by another dual flight. Tony Prentice in BD and Craig in VF. At that stage the sky was working well resulting in some good flights but when Izzy took a student in NF the tow still took 12 minutes. I blame the

tow pilot. Toni Thompson took MP for a spin and then Rex and student allowed us to complete the tow pilot training syllabus with a simulated cross country tow to Kumeu and back. Poor Neville could not understand why the tow took 17 minutes until we explained what we were doing. Then it was Gus's turn to do some solo tows and it was noticeable that without my 90 kgs on board the tow time to 2000ft for NF was reduced to 10 minutes. Three satisfactory solo tows and Gus is signed up as a brand new tow pilot. Congratulations Gus. Naturally we had a wee chat in the club rooms afterwards to celebrate.

MONDAY *Instructor Andrew Fletcher this time*

The day was destined to be a good one, I arrived at around 0930 to find Neville Swann and Emanuel De Ridder at the gate. We were shortly joined by Jeremy Donaldson so we unpacked the hangar and completed the D.I for GNF, the day looked so good that I took the time to run through transponder setting procedures just in case cloud bases rose above 4500 feet.

The launch point was set up at the 08 end, during this time Daisy Hogan arrived with her younger sister Emily, this was to be Emily's first flight so I decided to take her first. We had a nice flight hooking into the already booming convergence just to the west of the field, A climb to 3000 feet gave us the time required to explore effects of controls and for Emily to get hands on experience for the first time.

Next up Daisy Hagan for three circuits all about six minutes each with three nice landings.

Emanuel De Ridder was next to board the convergence express, we towed to 2500 feet and released into a thermal that was difficult to use. We moved to another cloud and climbed our way to 4300 feet and set off on our adventure, the convergence was well established so we tracked North, Much discussion took

place on the subjects of step's in cloud base, cool marine air and dryer air meeting to form the convergence we were established in. The daggy curtain of cloud that appeared to hang between the two levels of cloud was well defined and marked the lift very reliably, so much so that by the time we arrived at Kaukapakapa we had only lost 500 feet. We turned and headed for home practicing speed to fly in lift and sink, final glides and all things that an adventurer of the sky would talk about. 55 minutes all said and done, finishing with basic stalls and benign spiral descent with brakes full open.



Jeremy Donaldson was waiting as we arrived back, Jeremy demonstrated good knowledge of the pre take off checks and we were off. I pulled off at 2000 feet into lift, we struggled a bit at first but made 4200 feet and set off North. The convergence line had moved to the Eastern side of the country so that was our track line North. We chatted all things convergence, trimming and speed to fly as the countryside slipped past,

Wainui to our left and Orewa Beach to our right it was time to head home. Snow Planet slid by as we increased our speed to 80 knots, now all instructors love being asked a really good question. Jeremy didn't disappoint, the airspeed was now 95 knots and the question came, "what is that yellow line on the air speed indicator?". A short explanation over the air flow noise and a demo of why you don't move the controls abruptly at speed, we arrived back at Whenuapai at 3000 feet and finished the flight with stalls and brakes out spiral descent, 53 mins.

I had flown the circuit with Jeremy as it was only his fourth flight and come to a stop abeam the caravan. Simon Hay was waiting so I stayed strapped in and off we went, a really nice flight along the convergence to Wainui. I sat back and enjoyed the view while Simon chauffeured me North, south, East and west exploring the energy lines. I just need a cup holder and coffee delivered to the flight deck, I must have a word with Derry regarding the cup holder, I may have to serve my own coffee though I guess. 54 minutes for Simon, we landed at 1700 with strong lift still persisting in places.

While all this was going on the pundits were launching in the single seater's, Ray Burns in GKT flying for just over two and a half hours, Tony Prentice in GBD taking two hours eleven minutes and Craig Best in GVF going for his five hours duration. Craig managed 4 hours and twenty four minutes, almost there Craig next time for sure!

ALMOST 5 HOURS Craig Best had a go.....

Almost completed the 5 hour challenge, no cigar but a big achievement for me. 4 and a half hours flight time

Sunday I arrived at the air field and did the usual thing got VF ready and then when I got a chance launched and found the lift weak



but there, it just got better and better and when the convergence built we really got going, I knew that there was no one else on the list to fly VF and Neville Swan would call me down if he required the aircraft

so I managed 3 hours and 25 min which I thought was a good achievement.

Monday morning I received a text from Ray Burns - Are you coming the airfield today? --- Yes -- - 5h? --- Ok . (A full male conversation via text) Not knowing that the 5 hour is a



official challenge I arrived at the airfield semi repaired to find Ray setting up a device to record the flight. Ok so 5 hours it is. Launched at around 1230 to a tow height of 2500 feet as we went over Riverhead. On our way to the convergence there was some good lift which we flew over and when we got close to Kumeu with the convergence still away to go, I jumped off the tow into lift which ended up average, so after getting to 2500' raced back to River Head and got a real good climb to around 3700' then off to the convergence arriving at about 3000' and straight into a climb to just under 4500' where I stayed running up and down the cloud, some of the time at 80 kts in 10 kts lift to stay with in air space, so much fun. I was joined by Ray in KT who was around for a couple of hours. Tony Prentice too in BD and

Andrew Fletcher n NF on a number of occasions

I must have stayed there traveling from west of Kumeu to close to Quarry for just shy of 4 hours and as I was getting a bit tired, decided to fly closer to home where there was the east side of the convergence sitting and had a cloud base of around 3000' I arrived there quite low and soon found myself over the prison at 1500', made my 5 min call



and started back to the airfield, on the way the Vario made a sound I had just enough height for one turn which gave me enough height for another turn plus a bit and so on, 2000' canceled joining and quickly climbed to cloud base where I was getting thrown around like a rag doll, VF wings were flapping like crazy, got out of there quickly and was not going back, shot across to Riverhead to try get a climb to get back into the west side of the convergence with no available lift to be found I found myself back scratching for those turns, after making the call and entering for a short down wind at around 800'. Half way down you will never guess what I found, I had the brakes hard open trying to stay under 1300', man that was so

tempting to make that turn and climb out but any way I am really pleased with what I achieved and had an awesome flight with friends along the way.

A few things for me to take from this is to be more prepared, Listen to the CFI when he wants to get you off the ground early and learn how to go to the LO Thanks everybody that supported me in this adventure, I will get it next time.

7:39 PM Wed 3 Feb

51%



Some stats for you



Route

121LNFD1.IGC

Date: Sunday, 31 January 2021

Pilot: Craig Best

Glider: ---





GLIDING EVENTS CALENDAR 2020/21

[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

GLASFLUGEL LIBELLE 201B 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 \$9K

Interested: contact Graham Lake on gclake@pl.net

TAILPIECE

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 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	F MCKENZIE	
Waitangi W/E	6	T O'ROURKE	L PAGE	R CARSWELL	
	7	R BAGCHI	P THORPE	G CABRE	
	8	T PRENTICE	I WOODFIELD	R HEYNIKE	
FEB	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	