

# WARM AIR 20 Mar 21

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

Club Cellphone 022 357 6731

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

Saturday

Instructing: Rex Carswell

Bank Acct 38-9014-0625483-000

Towing: Peter Thorpe

Duty Pilot Matt Moran

Sunday

Instructing: Lionel Page

Towing: Fletcher McKenzie

Duty Pilot Ian O'Keefe

### MEMBERS NEWS

#### SATURDAY Ray Burns gives lovesick teenager impressions .....uuugghh

On Saturday I took the only launch of the day to test fly GBU after the wing renovations. I was like getting back into your favourite armchair, G&T in hand and Bach on the stereo. I have flown a few gliders in my time but the '6 is the closest I get to flying like a bird. Everything seems so nicely balanced. Thumb and fore-finger on the stick, it responds to every bump and goes up like the proverbial love sick angel.

You don't go anywhere fast in the '6 but that's half the joy. With my weight, it stalls a fraction below 30 kts. Something like 28 kts.

Landing is more of a case of waiting for earth to envelope you than any conscious process of speed / flare / brakes blah blah blah. Enough of the soppy poetry....



Peter Thorpe adds a dose of reality.....The air force said no flying between 12 and 3pm so they could launch the Americas Cup fly past so we decided it was not worth flying - in the event we could have paused our ops for about 30 mins and avoided any conflict. We decided to use the time to sort out the left over parts from RDW's repair so a team led by Roy Whitby and assisted by many removed all the parts from the trailer, replaced the broken undercarriage beam with a whole one left over from a previous repair and then packed nearly all the left over bits inside the fuselage. With engine cowls and doors fitted it is quite a tidy storage package. The wings were placed in the transit stands that came in



the shipping container and were stored alongside the Ka6 GLX while the fuselage will remain beside the caravan until the Ka6 is moved.

Meanwhile Ray Burns and Derry Belcher were busy completing the annuals and paper work on Ka6 GBU so that after the flypast aircraft had landed they were able to launch on a successful test flight. Most of us then went home to watch the yacht racing.

## SUNDAY

Rb On Saturday Ivor offered (I'm sure I didn't see his hand being twisted up his back) to help out on Sunday afternoon so I elected to picket out GBU on Saturday afternoon so I could fly it again on Sunday.



A new keen member Andrew met me at the gate and we proceeded to get the fleet prepared and toodled down to 08. The forecast showed a slight SE wind for most of the day with a small convergence running SW to NE early afternoon. And they were right. That's what we got. The day started with the Texan formation departure and we got straight into it after that. I did two flights in NF with Alex and Emilio before Peter took one of singing buddies for a blast. Ivor arrived just as the singles took to the air. Ian and Matt flew GMP, Kazik and Craig flew VF, Tony flew NF and I flew the mighty GBU (again!).



From where I sat at 4500 feet under the convergence, I figured it was a magical afternoon. At one stage I picked up a thermal at about 2000 feet and it took me 4500 with an AVERAGE 7kts on the vario. It was one of the strongest thermals I have been in.

Matt Moran took line honours putting another two and half hours in his log book.  
Another great day in paradise.

### **SUNDAY** *Ivor Woodfield's version*

I arrived at the field just after lunch and agreed to cover a few instruction flights, allowing Ray to do some further testing in his Ka6.

The first flight was with Andrew, a new student on his first flight. While there was not a lot of usable lift, meaning a relatively short flight, Andrew was keenly observant, and as well as taking several photos and a flight video, he also asked good questions. His limited time on the controls showed he has a good aptitude for the sport and we will definitely be seeing more of him at the field.

Emilio Leal Schwenke was up next, planning on demonstrating good circuit planning and control. During the launch the tow pilot worked through some in-flight signals, and when he waved us off at 1500' Emilio was quick to respond. He then started working a weak thermal, and we slowly started to gain some height. However, two rescue helicopters were being guided through the area and we were asked not to move further north, so after a short while we fell out of the thermal and started to head back for the field. Following a good join and circuit, and clear communications with the tower, Emilio made a good landing.

Last flight of the day was with Alex Michael who was hoping for some thermalling practice. In the event, despite searching around well, we found no lift and all too soon we were heading back to join the circuit while looking out for a joining glider ahead. We started the downwind leg with Ray Burns in GBU ahead of us and we were both intending on landing at the far end of the field. Alex made a normal approach and controlled the flight in ground effect very successfully, keeping well clear of the glider landing ahead and just holding off until making a successful touchdown as we approached the landing area.



*Towie Gus Cabre takes the crayons.....* The day was looking good with south-easterlies and no rain predicted, just like the day before. When we opened shop, ATIS was giving the wind as 120 degrees 6

knots, varying between 080 and 150; sky clear. So, my favourite runway (08) again! As we were getting ready, ATC asked us to delay launching because the Texan T-6Cs were about to depart. They did so in two groups of 3, forming in a V overhead on their way south to Ohakea. Excitement over, Ray started circuits with Emilio and Alex, up to 1500. There were definitely no thermals at that moment (I was wondering if my towie beginner's luck had dried up). Then, it was Peter in NF who took a friend, although I could see nothing else but blue skies. The only cloud was northwest of the field, and I tried chasing it. Quite rightly, Peter advised later that it was too far and he would have preferred to be released closer to the field. Soon, however, a cloud street started forming. It was Ian's turn in MP; he found a good thermal and stayed long enough to test the radio. Things improved with a spate of good tows: Tony, Kaziç Matt and Ray (in BU; what a lovely aircraft) soared. It was looking promising when I towed Craig as we climbed through some strong thermals. Alas, it was not to be. Despite using his GPS and returning to where the VSI had indicated a very positive 1000 fpm, it would appear that we had encountered a 'bubble', which unfortunately had now been blown away. Ivor took some students and we all finished by 1600.

## **SAFETY MOMENT**

Now, I would like to mention a salutary lesson I encountered on the day, a human factor. I admit to be embarrassed about it but we learn from others and maybe by reading the following you will not make the same mistake. I had taken a passenger up who applied her harness and on closing the door left the end strap outside. Not an issue but this flapped all the way up causing some distraction and annoyance that I had not realised. As we landed, on vacating the runway and turning towards the caravan, she asked if she could open the door to retrieve the strap. This coincided with when I usually raise the flaps (one thing less to care for later). So, **second distraction**: on paying attention to the door being closed, I did not raise the flaps. As there was a queue waiting, I rushed and lined up. No excuse: part of pre-departure checks include 'flap setting', but I did not. As I started rolling, I heard Peter on the radio: 'RDW, check flaps'. I shudder on the thought of continuing down the runway wondering why the performance of the PK9 had suddenly deteriorated. In the end, it was 'only' egg on my face and not something worse. Another lesson learned: don't rush the pre-departure checks and include all items. I see that my beginner's luck had continued after all.

## **OPS TEAM TALKING**

The January 2021 edition of "Ops Team Talking" has been posted on the Gliding NZ web site. The link is:

<http://gliding.co.nz/wp-content/uploads/2021/03/Ops-Team-Talking-March-2021.pdf>

The team has provided commentary on a number of recent incident reports. The appendix describes recent changes to the Instructor Training Program.

Back issues from the last couple of years have been filed here in case you missed out on some issues:

<http://gliding.co.nz/safety-bulletins/>

Lots of stuff for towies in here

## **GLASFLUGEL LIBELLE 201B SHARE FOR SALE**

Ill health forces me to sell my share in LIbelle 201B ZK GIV. This glider is based at Whenuapai in partnership of two. Easy to fly, the Libelle has a good performance that in the right hands puts more modern machines to shame. Email Graham lake [gclake@pl.net](mailto: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*



**MY WIFE MADE ME  
COFFEE THIS MORNING AND  
WINKED AT ME WHEN SHE  
HANDED ME THE CUP.**

**I'VE NEVER BEEN MORE  
SCARED OF A DRINK IN ALL  
OF MY LIFE.**

# Duty Roster For Apr,May,Jun

| Month       | Date | Duty Pilot      | Instructor  | Tow Pilot  | Notes      |
|-------------|------|-----------------|-------------|------------|------------|
|             | 20   | M MORAN         | R CARSWELL  | P THORPE   |            |
|             | 21   | T O'ROURKE      | L PAGE      | F MCKENZIE |            |
|             | 27   | R BAGCHI        | I WOODFIELD | R HEYNIKE  | 30 SQN ATC |
|             | 28   | T PRENTICE      | S WALLACE   | R CARSWELL | 30 SQN ATC |
| Easter      | 2    | C BEST          | R BURNS     | D BELCHER  |            |
|             | 3    | E LEAL SCHWENKE | L PAGE      | R CARSWELL |            |
|             | 4    | R MCMILLAN      | I WOODFIELD | R HEYNIKE  |            |
|             | 5    | A MICHAEL       | A FLETCHER  | P THORPE   |            |
| Apr         | 10   | R WHITBY        | S WALLACE   | F MCKENZIE |            |
|             | 11   | I BURR          | I WOODFIELD | G CABRE    |            |
|             | 17   | C DICKSON       | P THORPE    | F MCKENZIE |            |
|             | 18   | K JASICA        | R BURNS     | D BELCHER  |            |
| Anzac Week  | 24   | J DICKSON       | L PAGE      | P THORPE   |            |
|             | 25   | S HAY           | I WOODFIELD | F MCKENZIE |            |
|             | 26   | K BHASHYAM      | A FLETCHER  | G CABRE    |            |
| May         | 1    | K PILLAI        | R CARSWELL  | D BELCHER  |            |
|             | 2    | G LEYLAND       | S WALLACE   | P THORPE   |            |
|             | 8    | I O'KEEFE       | P THORPE    | R CARSWELL |            |
|             | 9    | M MORAN         | R BURNS     | F MCKENZIE |            |
|             | 15   | T O'ROURKE      | L PAGE      | R HEYNIKE  |            |
|             | 16   | R BAGCHI        | I WOODFIELD | G CABRE    |            |
|             | 22   | T PRENTICE      | A FLETCHER  | D BELCHER  |            |
|             | 23   | C BEST          | R CARSWELL  | R HEYNIKE  |            |
|             | 29   | E LEAL SCHWENKE | S WALLACE   | R CARSWELL |            |
|             | 30   | R MCMILLAN      | P THORPE    | G CABRE    |            |
| Queens Birt | 5    | A MICHAEL       | R BURNS     | P THORPE   |            |
|             | 6    | R WHITBY        | L PAGE      | D BELCHER  |            |
|             | 7    | I BURR          | I WOODFIELD | R HEYNIKE  |            |
| Jun         | 12   | C DICKSON       | A FLETCHER  | F MCKENZIE |            |
|             | 13   | K JASICA        | R CARSWELL  | G CABRE    |            |
|             | 19   | J DICKSON       | S WALLACE   | R CARSWELL |            |
|             | 20   | S HAY           | R BURNS     | D BELCHER  |            |
|             | 26   | K BHASHYAM      | P THORPE    | R HEYNIKE  |            |
|             | 27   | K PILLAI        | L PAGE      | G CABRE    |            |