

WARM AIR 27 Mar 21

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Ivor Woodfield

Bank Acct 38-9014-0625483-000

Towing: Ruan Heynike

Duty Pilot Rahul Bagchi

Sunday

Instructing: Steve Wallace

Towing: Rex Carswell

Duty Pilot Tony Prentice

WE HAVE 30 SQN ATC SUNDAY - EARLY START PLEASE

MEMBERS NEWS

SATURDAY *Instructor Ray Burns starts us off*

Ivor and I shared the duties for Saturday with me doing the setup and first two flights and Ivor the afternoon.

In the first flight Immanuel and I did some stalling consolidation resulting in a fairly short sortie. In the second flight Matt Moran and I found some good lift and were at 4500 in fairly short order so we decided to head north a bit.

And this is where opinion about what happened next starts to deviate. Of course, my view ("my view" as in "I have the crayons") is that Matt dragged us into 8 knots of sink and had both us finding that we could see the details of the paddocks below quite clearly. Mainly due their nearness. In Matt's view the PIC failed to mention that we were getting low and should return to the field. And I must admit I found it jolly hard working up a good argument against that one. It was a good learning experience! A classic example of "where there is good lift there is often compensating sink nearby".



Ivor Woodfield takes over the tale.....I was scheduled

to cover for Saturday afternoon following Ray Burns who opened things up in the morning. I arrived shortly after 1300 to find a reasonable looking sky and people reporting plenty of lift but also lots of significant sink. Tony Prentice was just launching in GBD as I arrived, and he was followed shortly by

Kazik Jasica in GVF, both heading for the good looking clouds that were moving steadily away to the north west. There were some helicopter exercises taking place on the main runway and to the south east of the field, and we were asked to operate to the north west, and join directly onto O8 base, rather than doing a full circuit, which worked reasonably well with the available lift.

Next up in GNF was Alex Michael, who climbed confidently up in the lift after releasing well away from the field, and was soon approaching our ceiling of 4500'. From there we checked around the area to assess the lift before working on some stalling and higher speed flying exercises. It was some good flying from Alex and all too soon our time was up and we were heading down for our landing. As this was a training flight, we managed to fit in another couple of exercises before Alex landed us safely back on the ground.

The final flight of the day was with Rahul Bagchi. We launched around 1500, by which time the sky was turning more blue and the good looking clouds were moving off downwind to the north west. We climbed to 2500, but were not really able to engage with the lift that had been around earlier. After a good hunt around the area, and some brief climbs in what was quite weak lift, we found ourselves low and needing to head for home. Rahul joined into the base leg and then did a good long landing, bringing us to a halt exactly at his nominated location. There were still a number of people about, so before long we had everything packed away and after closing the airspace we were locking the main gates and moving on down to the clubrooms for some refreshment and story telling. There we were joined by Graham Lake, who provided anecdotes and insight from his recent marshalling sessions out on the water with the Americas Cup. Overall a good day's flying, and we found it hard in the end to leave the company of the clubroom and head for home.

*Towie Peter Thorpe adds his version.....*A nice day with a south easterly of 8 kts, blue sky and the beginnings of some promising looking clouds. Neville Swan set up the caravan on O8 and first launch was at 1140 when Ray Burns took Immanuel De Ridder for a training flight followed by Matt Moran who was working on his back seat rating. Tony Prentice and Kazik Jasica took the two PW5s for a thermal hunt as did Ivor Woodfield with Alex Michael in NF.

Those of us left on the ground enjoyed the company of ex member Rudolf Struyck who brought us a collection of gliding magazines and Warm Air himself Graham Lake who was dropped off by his wife Carol. In the meantime Roy Whitby was slaving away by himself grinding rust from NF's trailer and covering the results with glossy green paint. Thanks Roy.

Final flight was a quick sortie by Ivor and Rahul Bagchi after which we packed up and repaired to the clubhouse for an ale and a chat. Carol joined us for a while and we would have to note that she is a very nice lady - nothing like the dragon Graham often made out her to be when explaining why he had to stay home rather than come gliding. Just six flights for the day.

SUNDAY *Instructor Lionel Page*

Out early - yes, really early. Waited for a short while and then Jonathan arrived to be gate keeper for the morning. Soon there were enough people to start extracting aircraft and getting things going and trekking the fleet down to the O8 end.

First up was Alex with a bounce recovery exercise and then a no instrument circuit - all fairly well handled. Next up was Debrah but the sky seemed to cycle and we were very soon back in the circuit. Tony followed me in BD and soon found the same unforgiving sky, however the sky then seemed to liven up when I took Joe, a trial flyer up for a go. We managed to do some lazy eights, stalls and lots of other hands on experience. He seemed to enjoy himself - keep an eye out for him coming back to give it another go.

Craig Best tried next but could not connect with anything substantial, but Kazik Jasica on the other hand took a higher tow and got line honors for the day - 65mins.

Subra was next with loads of hands on time while Craig tried again to no avail.

Last up was a repositioning flight with GNF back to the hangar (just a quick 1000 circuit.)

Great day although quite challenging.



Towie Fletcher McKenzie tells his story So having few challenges with family sports events before flying made it a little tough, however after a few emails Gus Cabre was roped in to start the day with a few tows, Thanks again Gus.

Upon arriving western end (Grass 08), I saw Gus lining up for his second tow in the twin.

The wind was very much a crosswind and strong - watching the aircraft taking off I thought - it could be a challenging but fun day.

I was excited to give it a go and see what we could find or see what the wind was actually like upstairs. Said my hello's to everyone and had a bite to eat.

Then we had a go towing GNF (the twin) it did take some time to get airborne, it was smooth and no lift (just crosswind) at about 10 feet agl. Up we went! It was bouncy for the first 1000 feet. I released them at 2500 feet and zoomed down to join right base for grass runway 08. A few bumps on final and decided to add a few knots and less flap than usual.

The skies were blue and the cloud was building, but the wind looked like it was taking any lift we had away with it.

Taxied to the tug parking spot where I awaited the glider pilots to hum-and-har about the possibility of flying. Tony was finally up next in GBD up to 2000 feet. Some lift observed but hard to hold a turn in it. Next, the twin was up again with a trial flight. Lionel found the lift and stayed up for a good flight. While they were up I towed up Craig Best and Kazik Jasica up in the singles and took Debra and Daisy in the tow plane. Kazik was able to find the lift. I fueled up the tug and Guy who did the trial flight was grinning and said he would be back next weekend! We did another tow in the twin with Subra, quickly followed by getting Craig up again in GMP. Our last 1000 foot tow for the day was with Debra and Lionel.

Ten tows on what looked like a great day without the lift we thought would appear. With my duties completed I look ahead for bluer skies with less wind. I headed home for a nice IPA in the sun. Happy days.

SAFETY MOMENT

All members, please make it a practise to:

- Perform thorough visual scans for any items that might be left around the field, especially around vehicles (caravan / tractor / trailers) and aircrafts. Do this routinely when:
 - moving operation from one end of the vector to the other (changing ends),
 - leaving the caravan setup area at the end of operation.
 - rigging / de-rigging aircraft around its trailer.
- At the end of a flying day, the rostered Duty Pilot is responsible in making sure:
 - All aircrafts are secured,
 - PLB's in each aircraft are accounted for,
 - Tractor and Aircraft batteries are securely on charge.

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. Also lots of stuff for towies.

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/>

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

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 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	
	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	A FLETCHER	R HEYNIKE	
	5	A MICHAEL	I WOODFIELD	P THORPE	
Apr	10	R WHITBY	S WALLACE	F MCKENZIE	
	11	I BURR	I WOODFIELD	G CABRE	30 SQN ATC
	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	