

WARM AIR 21

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Peter Thorpe

Bank Acct 38-9014-0625483-000

Towing: Fletcher McKenzie

Duty Pilot Claire Dickinson

Sunday

Instructing: Ray Burns

Towing: Derry Belcher

Duty Pilot Kazik Jasica

MEMBERS NEWS

SATURDAY Instructor Steve Wallace reports

Saturday, it rained. Lots and lots and lots. However good for the garden.

However, a belated report from the previous Easter Monday 5th April. Andrew Fletcher "Dash" reports on an entertaining impromptu competition

I was up early as I had arranged to meet Ray Burns at Mitre 10 to buy a sheet of plywood to fix GBU's trailer. The Mitre 10 at Wairau was out of stock so we had to go to West Gate, this put me a little behind time so I arrived at the gate at five past ten. I will confess to having breakfast at a local cafe too, the day didn't look particularly good for soaring however the turnout was reasonable.

The hangar was unpacked and DIs got underway, Alex Micheal, Craig Best, Kazik Jasica, Johnathan Pote, Ray Burns, Roy Whitby, Tony Prentice and Peter Thorpe all present. Very soon the launch point was set up and Alex and myself were getting airborne for a circuit and a demo of a precision landing, we then took another launch for Alex to have a go at the same exercise. Craig Best and Tony Prentice had taken to the air towing to 2000 feet but unable to soar they were back on the ground. The sky was overcast, there was no sun on the ground at all but Kazik Jasica decided to go for a circuit.



This may be a slight exaggeration



With all of us back on the ground Looking at each other wondering what to do next I had an idea, a landing competition! We set up a Toi Toi fence to mark the downwind boundary of our paddock, set up the rules and the flying order. By now Ivor Woodfield had arrived and was rigging GIV also Lionel Page had turned up and was duly instructed that he would be entering the competition.

Team Fletcher and Pote were the first to go in GNF, my approach was not bad crossing the Toi Toi at 50 kts and coming to rest at 64 AS. Ah I had better explain the unit measure of AS, simple, it stands for Alex Strides. Alex had been

nominated as the official adjudicator and as such was required to stride out each landing roll. Kazik Jasica was next in GVF with a very nice stabilized approach and landing scoring 78 AS, very impressive! Ray Burns was next in GBU, now the K6 is the king of the short field landing, this was demonstrated with a score of 48 AS. Craig best in GMP demonstrated a stable approach and a score of 91 AS, I have to say we were seeing some very competent flying here from our up and coming future cross country pilots. Tony Prentice had put GBD away but simply could not resist jumping into GVF and having a go too, 88 AS is a very respectable score. I had a trial flight to but of course my landing was scored at 111 AS, Lionel Page and myself jumped into GNF to give Lionel his go, 139 AS was the score. Alex Micheal decided to give it a go with Ray Burns in the back, 78 AS, wow Alex only went first solo two days earlier, what a score! Ivor Woodfield arrived back in GIV after finding some lift and achieving a 75 minute flight, of course he was scored, it was compulsory, 96 AS.

So it would appear that Ray Burns in GBU is the winner, but wait, there is more to a paddock landing than just the distance required to stop. We need to consider how stable the approach was too, after some discussion and opinion it was decided that Kazik Jasica produced the safest and best all round short field landing, well done Kazik!

What a great day it turned out to be with some truly impressive, accurate flying!



Practice makes perfect. Hawkeye doing it for real at the recent Waipukurau Competition in March. Another successful one!

Checkout some great glider landing analysis from Tim Bromhead on YouTube

<https://www.youtube.com/watch?v=FGItf3V3Xhk>

SUNDAY Instructor Ivor Woodfield

The day started early as we had ATC cadets. The rain from the previous 24 hours had finally cleared and the weather looked OK for some ab-initio flights. I arrived at the field a little before 0830 to find some of the cadets already waiting. By the time we had the hangar opened we had been joined by Craig Best and Jonathan Pote, both keen to help out.

As the wind was a fairly light westerly we were soon set up on the 26 threshold and ready to go.

The first launch was at 1030, into a very stable looking sky. The climb out was very slow, despite airspeed looking good, and we were very slow to reach our release height of 2000'. Once there we had a good flight, with the cadet getting some good hands on time before we re-joined the circuit. With little or no real headwind the twin was reluctant to slow down and stop. However, the cadet was really positive about the experience.

We pushed well back for the second launch, knowing we had not needed all the runway on the previous launch. Nonetheless, the tug was late lifting off and struggled to climb. Gus decided to abort the launch in good time for us to land and stop very safely, however we were a little concerned about the towplane's power.

While we walked the glider back to the launchpoint, Gus took RDW for a couple of test circuits. Unable to identify any specific issue, Craig, who had been doing a great job organising the cadets, opted to take a 2000' launch in the single Astir. While he found no lift at all, the launch went OK. Another launch with the twin, albeit from a launch point displaced back behind the formal threshold.

Cloudbase was not much above 2000', so we got some pretty good cloud base photos, but found no lift.

During the remaining 4 cadet flights this pattern remained the same, with the clouds gradually disappearing, remaining low and lift remaining absent. The final cadet, while never having been in a glider, had done some power flying recently and was able to demonstrate good control of the glider, once he

mastered the different ruddering requirements compared to power. He was setting up to fly the downwind when the call was made from the ground that the wind had now gone very easterly, and we were asked to recircuit for 08. No drama but it did mean that I took over from Nathan to reorientate and land. It was almost 1500 before the last cadet flight ended and we moved on to flights for the few club members who had arrived. First up was Connor Monaghan, who is still working on mastering the aerotow. Although very little lift was available Connor managed to extend the flight slightly but we were soon heading back for a good circuit and landing.

Next was Krishna Pillai, wanting some airtime despite the conditions as he had not flown for a while. While we were up, Craig took another flight in GMP, hoping to find some lift and also planning on landing long and returning the glider to the hangar end. This went well, and was a good move as we were now very short of people to move things back down the field.

The last two flights of the day were 1000' circuits for Daisy Hagon, who had recently gone solo in power but not flown in a glider for some time. She flew the first circuit very well, landing back accurately alongside the caravan ready to take her second tow from where we stopped. The second tow was equally good. We released the tow at 1000, and Daisy planned the circuit and landing well to execute a good long landing back towards the hangar. Once we were clear, Gus flew over to drop the rope before flying off to Parakai where the tow plane would be spending the week.

Very special thanks to Craig Best and Tony Prentice who organised cadets, launches and managed operations on the ground and kept a good set of records.



Gus Cabre reports his view from the front end. "High Pressure"

What a surprise to wake up and see some blue sky, albeit it Broken at 1500'. As I was about to head to the field, I received a text reminding me that the ATC cadets were there today and they were getting ready to set up. By the time I arrived, bigger holes had appeared and it was actually looking extremely promising. Alas, it was not to be. The winds favoured 26 (not my favourite runway) but we got

ready and launched. As we were rolling, I felt that the performance of RDW was somewhat lethargic and looked in the mirror to see if Ivor had left the brakes on. It didn't seem to be, so we rotated and climbed albeit somewhat sluggish. In any case, we got to 2000' were I released them. There was little sign of any thermal activity, something that was going to be the norm for the rest of the day.

The second launch had to be abandoned. RDW didn't seem to be picking up, I decided to abort and released NF with both of us stopping safely apart well within the airfield. Craig suggested taking RDW for a couple of circuits, which I did. She performed really well, so we tried again with MP this time. Although better, the humidity in the air had raised the pressure altitude and this was probably the cause of the poor performance. In any case, the wind turned around in the afternoon and we used 08. The tally at the end of the day was 12 tows for the cadets, Craig twice and Daisy twice (who looked quite ecstatic when she landed - I think she must have nailed it because of her demeanour and smiles inside the glider).

To finish, I flew overhead, dropped the tow rope and headed to Parakai where RDW is having its annual this week. The flight was uneventful and the evening was gorgeous. There was no wind at NZPI so I chose 07, just to avoid landing into the blinding sun. Peter kindly picked me up and dropped me back at Whenuapai."

2021 Theory Lectures and Examination Schedule Auckland Gliding Club

Russell Thorne Auckland Club CFI sent out this invite to us. So seriously think about attending these sessions.

Commencing after Queens Birthday weekend at 9am on Saturdays during the Winter Season.

All Glider Pilots under training should consider attending this series. The 1 hour exams are multi choice and require a 70% pass rate. Please bring your training Syllabus for exam signoff.

Apart from the GNZ online content, there is the Qualified Glider Pilot Study Notes available from Gliding International Bookroom at \$32.00. Most exam content is sourced from this publication.

<https://www.glidinginternational.com/books-dvds>

Schedule

12 June Air Law - Gerard Robertson

19 June Navigation and Airmanship - Russell Thorne

26 Jun Exams Law and Navigation/Airmanship- Russell Thorne

3rd July Meteorology-Anton Lawrence

10th July Human Factors -Jonathan Cross

17th July Exams Meteorology and Human Factors-Russell Thorne

24th July Glider Technical - Gerard Robertson

31st July VHF Radio Theory- Russell Thorne

7th August Exams Glider Technical and Radio Theory-Russell Thorne

14th August VHF Radio Practical -Russell Thorne

Contact The Auckland Club and Russell Thorne if you are keen to attend these sessions.

Finally - Change in Warm Air Crayon Team

You may have read last week that after 17 years Graham has handed over the crayons to me (Ian). A big thank you to Graham, who on a weekly basis has tirelessly produced this amazing Newsletter. The best in the country. I shall try to maintain the tradition. Remember it is your Newsletter, so please send in your stories and pictures.

For Sale Column

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
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 Weeks	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 Birth	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	