

# WARM AIR 22 May 2021

## Aviation Sports Club Gliding Newsletter

**THIS WEEKEND:** ~~Club Cellphone 022 357 6731~~ **No Longer!!**

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

Saturday	Instructing: Andrew Fletcher	Bank Acct 38-9014-0625483-000
	Towing: Peter Thorpe	
	Duty Pilot: Tony Prentice	
Sunday	Instructing: Ivor Woodfield	
	Towing: Ruan Heynike	
	Duty Pilot: Craig Best	

### MEMBERS NEWS

#### SATURDAY

Ray Burns reports

The forecast looked like a front was going to blow through on Friday night leaving us rain free but breezy on Saturday. Once again, pretty much what they said. Thankfully the wind was not far off 260 (about 230). 12 kts but 25 kts at 2000 feet. A day for staying upwind!

I was not scheduled to instruct but I thought I would get up early and help Lionel get setup with the 109. There were a couple of cadets waiting and we got the aeroplane out and DI'd. We toodled back to the 26 launch point to find a certain amount of "umming and ahing" about the wind and whether the club was going to fly or not. A couple of more keen flyers arrived however a sudden crisis with the tow pilot saw another re-juggle of the roster with Peter towing and me instructing.

There appeared to be a reasonable amount of streeting that was working quite well. Tony managed 90 minutes in BD but Alex did a very creditable 74 in his 6<sup>th</sup> solo flight.

#### Peter Thorpe Reports

Originally I was rostered to fly the Grob motor glider with a bunch of cadets but we decided Lionel Page needed some consolidation flying after recently completing a rating so he and I swapped duties with me now being duty instructor. We started off slowly with Alex Michael being the only keen student so we talked a bit while waiting to see who else would turn up. Soon Emilio Leal Schwenke and Craig Best arrived so we started to get the aircraft ready. Then a plaintive call from tow pilot Fletcher McKenzie who had a domestic crisis and all the other tow pilots were busy so I changed jobs again and became tow pilot while CFI Ray Burns took over instructing.

The ATIS said the wind was 220/12 kts on the ground and a brisk 250/25 kts at 2000 ft with broken cloud at 2500 ft so we set up on grass 26 and were ready by midday. First up were Ray with Emilio followed by Tony Prentice his PW 5 BD. Then Alex took NF for a solo flight and Craig took Astir MP for an airing. Izzy Burr then showed Emilio how to do spiral dives and the final flight was Ray with Bill Dewar our club OIC who is thinking of resurrecting his gliding skills. Six flights for the day, all positioned carefully up wind towards Kumeu to ensure nobody was inadvertently blown towards Albany and then a social gathering in the clubrooms to help Ray celebrate 30 years since his first glider flight.

#### SUNDAY Ivor Reports

I arrived at the gate at 0930 to a dead calm day with no clouds in sight.

Jonathan Pote was there to meet me at the gate and while I opened up the hangar he set up as

duty gate keeper, a role for which we are indeed indebted to him. Before long we had been joined by a good crowd, including Craig Best, Ruan Hetnike [Tow Pilot], Neville Swan, Tony Prentice, Ray Burns, Kazik Jasica, Lionel Page, Rahul Bagchi [Duty Pilot], Debrah Breedt and son Kyle.

The forecast was for very light Northerly winds all day [020 being initially reported] and we agreed that 08 was favoured, a decision that was to hold for most of the day. The almost total lack of headwind component meant we were pushing each launch well back to maximise take-off rolls. First up was Lionel taking Kyle for his first ever glider flight, which he seemed to really enjoy. They reported not finding much usable lift, again something which didn't really change throughout the day.

Craig took GMP up next for a 1000' circuit and experienced some minor radio issues as well as a flat battery, which was swapped out on landing. Otherwise, the flight went well. I was next up with Debrah, who has only just taken up gliding and is already a keen pilot. The air on tow was quite smooth once we were clear of the ground, so Debrah successfully tried her hand at some of the aerotow on the way up. Once off tow we had a gentle but lift-free descent back down, with Debrah consolidating her flying skills, before I demonstrated a full circuit and landing, including discussion of checks, angles and effect of air brakes.

Craig then took GMP up for another circuit. His flight was all good, although the radio problems were still in evidence. Meanwhile Alex went up in NF and managed to make some use of the little lift there was, before getting low at the western end of the field and doing a good job of keeping away from the downwind area on his return to joining the circuit.

While he was up, Tony went for a flight in GBU. Unfortunately he was unable to find any usable lift, joining back just ahead of Alex.

Kazik then went up in GVF, and did find some lift, achieving a good 30 minute flight. While he was up the wind was slowly moving round to slightly west of north, meaning he landed with a slight tail wind. I then launched with Finola, a very keen trial flihter. We had a light tail wind in the take off, and the decision was made to change ends while we were airborne. As Finola lived locally in Whenuapai we did a good flight around the local region and she was able to see many places she knew from the air for the first time, as well as getting some hands on the controls, which she greatly enjoyed. She was keen to return at some stage to do some more flying with us.

We landed on runway 26 in a light wind that was moving east and west of north, meaning no reliable headwind component. The next two launches were Rahul and Ray doing some 1500' circuit bashing.

Overall we had made 10 launches for the day. Once the field was locked up, most people moved down to the club room for the now regular wind down period and discussions around the day's activities, before we were all heading home sometime after 1600.

## CFI Ray Burns Reflects on 30 Years Flying

I'm still quite a newbie in this gliding lark compared with one or two of our other members but I had cause to have a glance in my logbook a few weeks ago and noticed that the 19<sup>th</sup> of May this year is the 30<sup>th</sup> anniversary of my first glider flight at Hobsonville. I remember that day well. It was a Sunday. The previous Monday was my first day in a new job and was invited along to an event organised by the work social club. One of my new colleagues was involved with ATC and he set it up.



It was a very pleasant day. My first flight was with Lou Cadman (the name above the doors on the Hangar) and my second was with Rex. The club Blanik GHA was our primary trainer. We also had GMP and the ATC had a motor glider (a Falke) GOD and a Rhonlerche (aka K4) GKE.



Alongside Rex and Lou, the list of instructors on the first page of my log book includes the names "Swan", "Thorpe", "McIntyre" and "Flynn". Ross McIntyre, although he has lived in England for many years, is still an honorary member of our club. As I said at the beginning: I'm still a relative newbie!

First solo occurred the following January at a club camp in Drury. Looking through my logbook I see I flew GMW for the first time in June 1992 with Bryan Reid (the brother of Roger).

My first single seater was GMP in October 1992. The club purchased a K6 in GLR in 1993 and I flew the pants of that. It must have been love at first sight. My first landout was in LR. I was not prepared for the roughness of the ground and I was absolutely certain I had sprayed bits of wood and fabric all the way down the paddock. When I got out of the cockpit I was astonished that the empennage was still in one piece! I bought GBU in 1994 and I still think it is one of the nicest gliders I have flown. I finished Silver C in BU on the 2 Jan 1995 but it took me another 22 years to finish Gold!

There was a big gap in the middle of the flying but it was great to get back into it. What fun it has been. I still get a kick out of just being airborne and I'm not sure I care too much what it is in.

Added to the flying is the people. What a wealth of knowledge that has been so freely given. You never stop learning things flying. I don't know where to begin thanking those that have taught me so much. So, I won't bother! But rest assured, all of you, your guidance and patience has been, and still is, hugely appreciated.

What great, life-long, friends I have made.

## Club Housekeeping

### Club Cell Phone

Those eagle-eyed readers of Warm Air may have noticed the Club Cell Phone has been crossed out. The committee has discussed the use of the club cell phone numerous times and has concluded it is not being used nor answered. Therefore, it has become defunct.

So if you do need to contact members at the club, please go to the [ASC Gliding Website](#), go to Member Area and log in "Members Information" and click on membership list. Call the Duty Pilot, Instructor or Tow Pilot for the day. Remember the latter two may be busy, but rest assured they will check their messages. If you are going X-country make arrangements with a fellow member for retrieves.

### Duty Pilot

Just a friendly reminder that if you are rostered on as Duty Pilot please turn up. We know other things in life pop up and you may not be able to make it. So if able ask if other members can swap with you. Your role is important and your call up for duty is infrequent.

Contact Warm Air (Ian) and he can send an email out to members for you if you need to swap with others. Thanks for your help.

Instructor	Ron Burns	G15
Tow Pilot	Peter Thorpe.	G15
Duty Pilot	the invisible man!	G15
Movements:		ATC
	GNF	GMP

Soaring Photos from Around the World - Checkout [Cumulus Soaring Facebook Page](#) which has some great pictures, information links and gliding retail therapy.



And if you have any photos while you have been soaring, send them through to Warm Air, we love to see them and share.

## Some Interesting Soaring Videos to watch on those rainy Weekends

### To P or not to P

Ever been caught short while soaring, far from home. It is a unique experience and dilemma. There is some hilarity of how things have gone slightly wrong from cross country pilots who have been soaring 3-7 hours in duration.


Well Tim Bromhead has produced another cracker of a video on "How to Pee in a Glider". The equipment & techniques out there to avoid crossing controls, cleaning up the mess and adding to the stories at the bar.

Check out his video here; [How to Pee in a Glider](#)   - YouTube



### Soaring Safety

[Soaring Accidents: How Not to become a Statistic with Clemens Ceipek - YouTube](#)



## 2. Basic Piloting Mistakes

416 hrs median experience

Top Mistakes	When Do We Make Them?
<ul style="list-style-type: none"><li>• Delayed or wrong response to standard emergency (18)</li><li>• Complacency and/or over-confidence (17)</li><li>• Unable to control plane due to inexperience (11)</li><li>• Mishandled controls due to unfamiliar aircraft (7)</li><li>• Inattention (6)</li><li>• Unawareness (4)</li></ul>	<ol style="list-style-type: none"><li>1. When we have <b>not recently practiced standard emergency</b> situations and are taken by surprise.</li><li>2. When we are <b>inexperienced, lack recency</b>, or are <b>unfamiliar</b> with a particular aircraft, especially if it is more complex (e.g., new motor glider).</li><li>3. When we are <b>complacent or over-confident</b> in our abilities, or when we let ourselves get <b>distracted</b>.</li></ol>

And here is one for the Tow Pilots

[Towpilot Safety and Schweizer tow hooks - YouTube](#)



### 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)

-	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	P THORPE	
	23	C BEST	I WOODFIELD	R HEYNIKE	
	29	E LEAL SCHWENKE	S WALLACE	R CARSWELL	
	30	R MCMILLAN	P THORPE	D BELCHER	
Queens Birth	5	A MICHAEL	R BURNS	F MCKENZIE	
	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	